

JONESBORO SPORTS COMPLEX

TRAFFIC IMPACT STUDY

PREPARED FOR:



JONESBORO
ADVERTISING & PROMOTION COMMISSION

PREPARED BY:

TRAFFIC ENGINEERING SOLUTIONS, PLLC

STUDY LOCATION:

THE SPORTS COMPLEX DEVELOPMENT

JONESBORO ARKANSAS



10/18/24

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INTRODUCTION

Traffic Engineering Solutions, PLLC has conducted a traffic engineering study relating to a sports complex proposed to be constructed south of Race Street and East of McClellan Drive in Jonesboro.

The facility will be approximately 178,000 Sq. Ft. and will include an Olympic size swimming pool and approximately eight basketball courts. The existing conditions data includes the projected data from the Reedmont Development to the south, which is currently under construction. This study includes analysis, findings, and recommendations for existing conditions and full build-out conditions, consisting of existing traffic conditions plus the sports complex site generated traffic. Five-year projected conditions with background growth applied are also included and analyzed. A copy of the site plan is included in the appendix of this report. The methodology of the study is as follows:

- Evaluate existing no-build traffic conditions, which include traffic from the Reedmont Development.
- Determine projected traffic volumes entering and exiting the proposed development.
- Apply projected traffic volumes to site access drives and the study intersections for weekday AM and PM peak hour conditions as well as Saturday peak hour conditions.
- Identify the effects on traffic Level of Service (LOS) operations for existing traffic in combination with site-generated traffic associated with non-build 5-year projected conditions and full buildout.
- For intersections or movements with a Level of Service E or lower, evaluate mitigation options that bring the Level of Service to a D or better.
- Analyze area accident data and identify suspected accidents with injuries.
- Analyze area pedestrian facilities and pedestrian routes.

The study is technical in nature. Analysis techniques employed are those utilizing best practices in the traffic engineering profession for traffic impact analysis.



PROPOSED DEVELOPMENT & STUDY INTERSECTIONS

The development consists of the construction of a 178,000 Sq. Ft. sports complex, including an Olympic-size swimming pool and approximately eight basketball courts. The development's trip generation estimates noted on page 16 warrant a study area of approximately ½ mile per the City of Jonesboro Traffic Impact Study Policy.

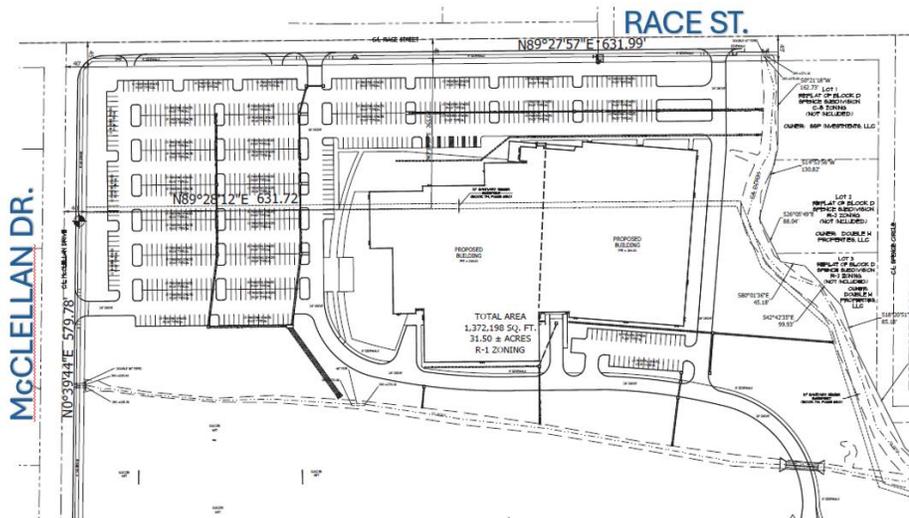


FIGURE 1. PROPOSED DEVELOPMENT

The minimum study radius required by the City of Jonesboro is as follows:

Study intersections within a ½ mile radius:

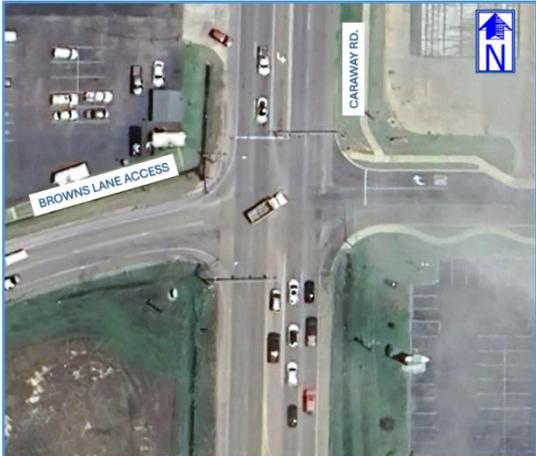
- Caraway Road and Race Street
- Race Street and Bernard Street
- Caraway Road and Browns Lane/Phillips Drive
- Race Street and Browns Lane
- Race Street and McClellan Drive
- Browns Lane and Browns Lane Access
- Site Access Drives



FIGURE 2. STUDY INTERSECTIONS



CARAWAY RD. AT RACE ST.



CARAWAY AT BROWNS LANE ACCESS



BROWNS LANE ACCESS AT BROWNS LANE



RACE ST. AT BROWNS LANE



RACE ST. AT McCLELLAN DR.



RACE ST. AT BERNARD ST.



EXISTING CONDITIONS

Traffic counts utilized for this study include AM and PM weekday and Saturday peak hour vehicle turning movement counts at the following intersections:

- Caraway Road and Race Street*
- Race Street and Bernard Street
- Caraway Road and Browns Lane/Phillips Drive*
- Race Street and Browns Lane*
- Race Street and McClellan Drive*
- Browns Lane and Browns Lane Access*

*AM and PM weekday peak hours vehicle turning movement counts at these identified intersections were made as part of a recent traffic study and it was agreed upon with the City that we could re-use this data.

The AM and PM weekday and Saturday peak hours vehicle turning movement data are shown in Figure 4, “Existing Weekday Traffic Volumes – AM Peak Hour”, Figure 5, “Existing Weekday Traffic Volumes – PM Peak Hour”, Figures 6, “Existing Saturday Traffic Volumes – AM Peak Hour”, Figures 7, “Existing Saturday Traffic Volumes – PM Peak Hour”. Existing data also includes projected traffic from the Reedmont Development to the south. The peak hours vehicle turning movement count data for these intersections are presented in more detail in the Appendix of this report.



A. BACKGROUND TRAFFIC GROWTH

The Arkansas Department of Transportation (ARDOT) has three applicable average daily traffic (ADT) data collection points in the area. These data collection points indicate the historical ADT traffic at specific stations. The historical data for these collection points are provided in the Appendix of this report.

Over the past 5 years, the area data collection points have experienced the following growth rates:

- Race Street data collection point, located west of Caraway Road, has experienced a 0% growth rate over the past 5 years.
- Caraway Road data collection point, located north of Phillips Drive, has experienced a 0% growth rate over the past 5 years.
- Browns Lane data collection point, located south of Race Street, has experienced a 0% growth rate over the past 5 years.

A growth rate of 0.5% for all approaches was utilized in the no-build and projected conditions.

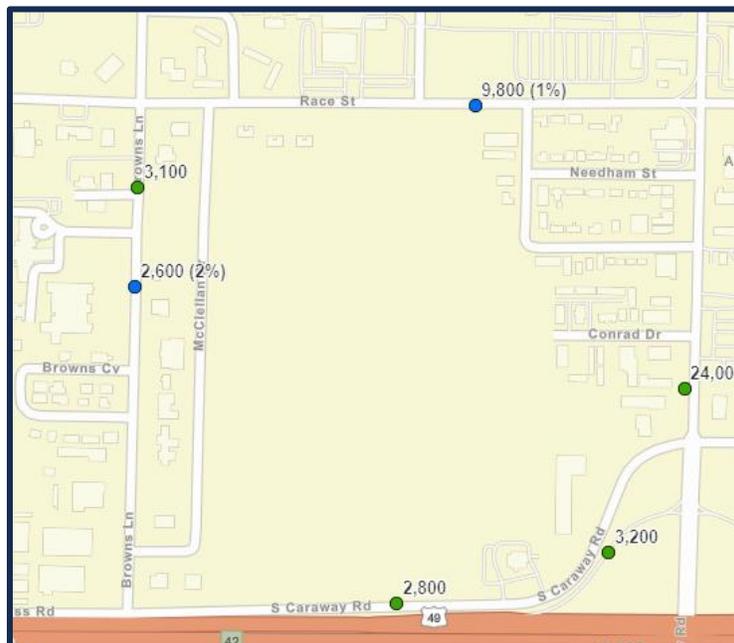


FIGURE 3. ARDOT AREA ADT STATIONS

B. EXISTING TURNING MOVEMENT TRAFFIC DATA

Existing traffic data was collected at the study intersections for the weekday AM and PM peak hours. Figures 4 and 5 indicate the existing turning movement data for the study intersections. The full turning movement data is located in the Appendix of this report.

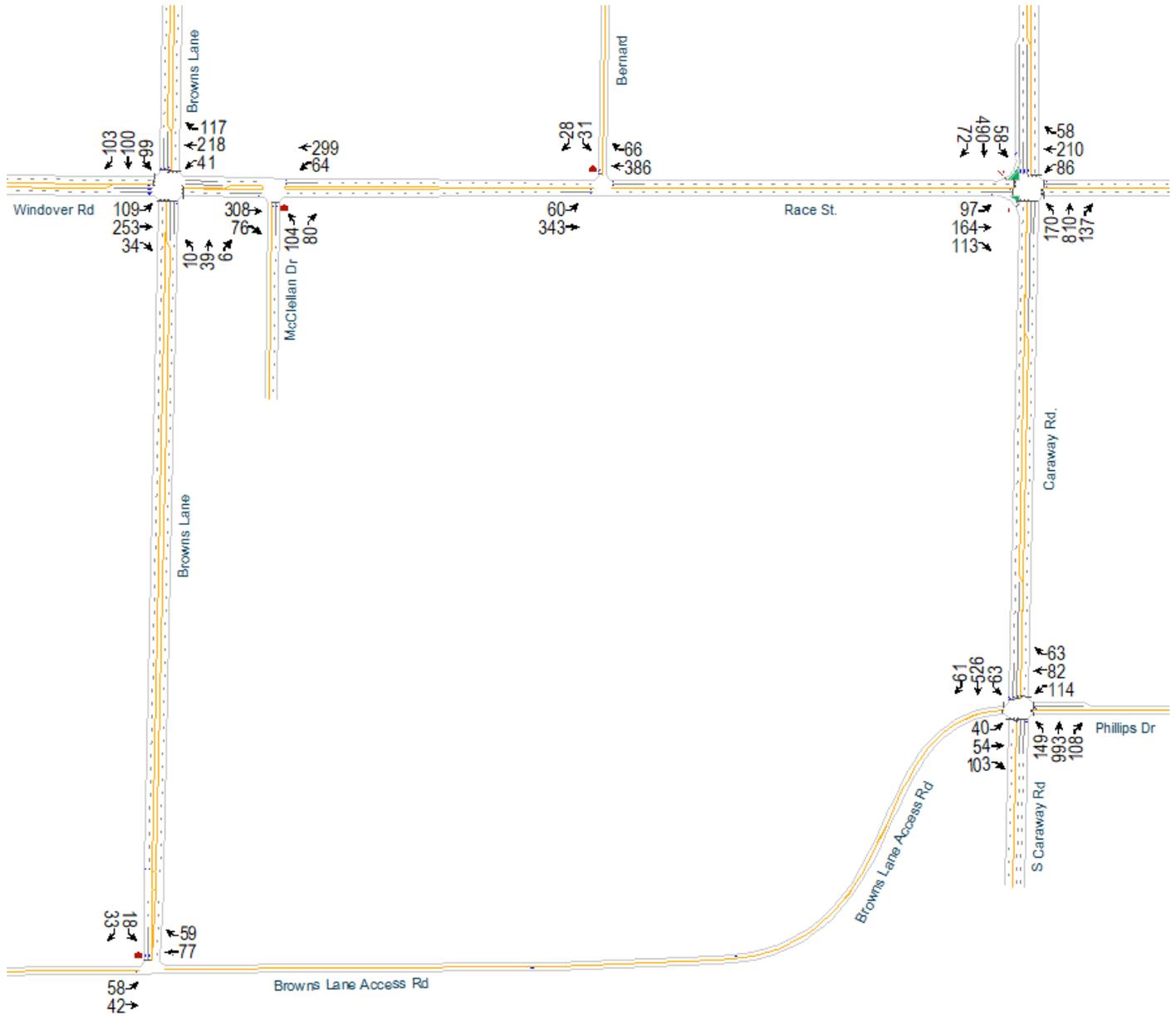


FIGURE 4. EXISTING WEEKDAY AM PEAK HOUR TRAFFIC VOLUMES

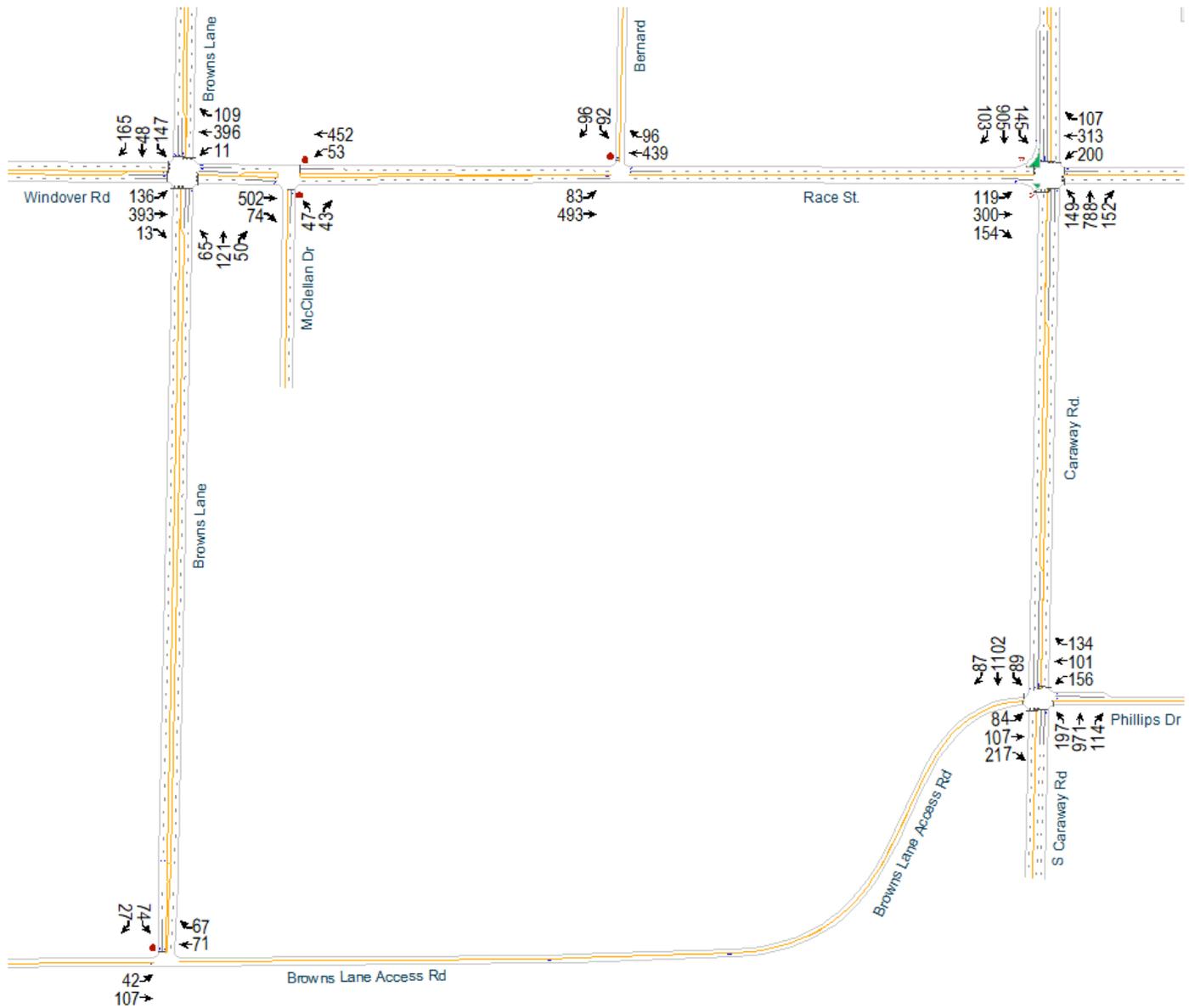


FIGURE 5. EXISTING WEEKDAY PM PEAK HOUR TRAFFIC VOLUMES

Existing traffic data was collected at the study intersections for the Saturday AM and PM peak hours. Figures 6 and 7 indicate the existing turning movement data for the study intersections. The full turning movement data is located in the Appendix of this report.

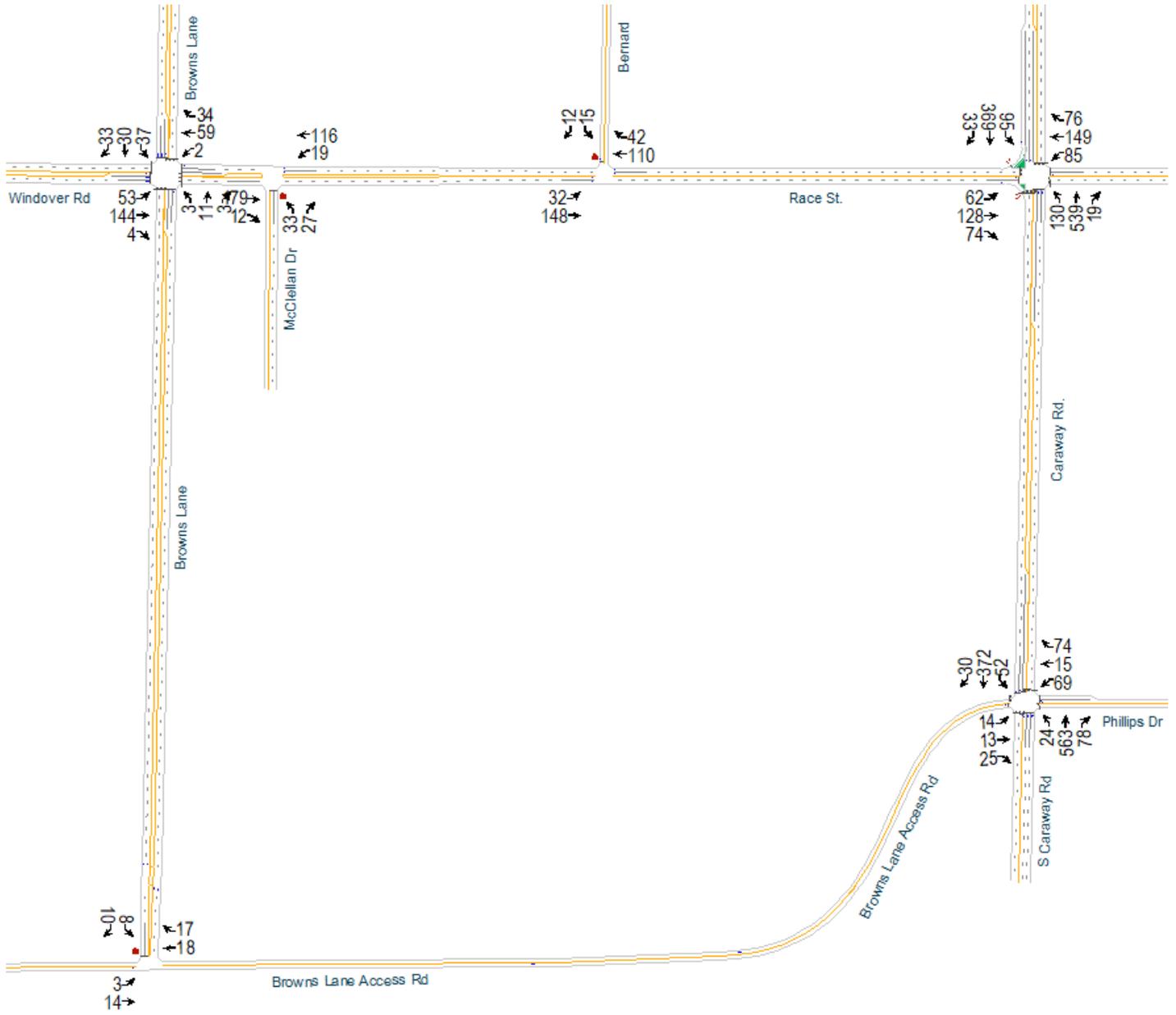


FIGURE 6. EXISTING SATURDAY AM PEAK HOUR TRAFFIC VOLUMES

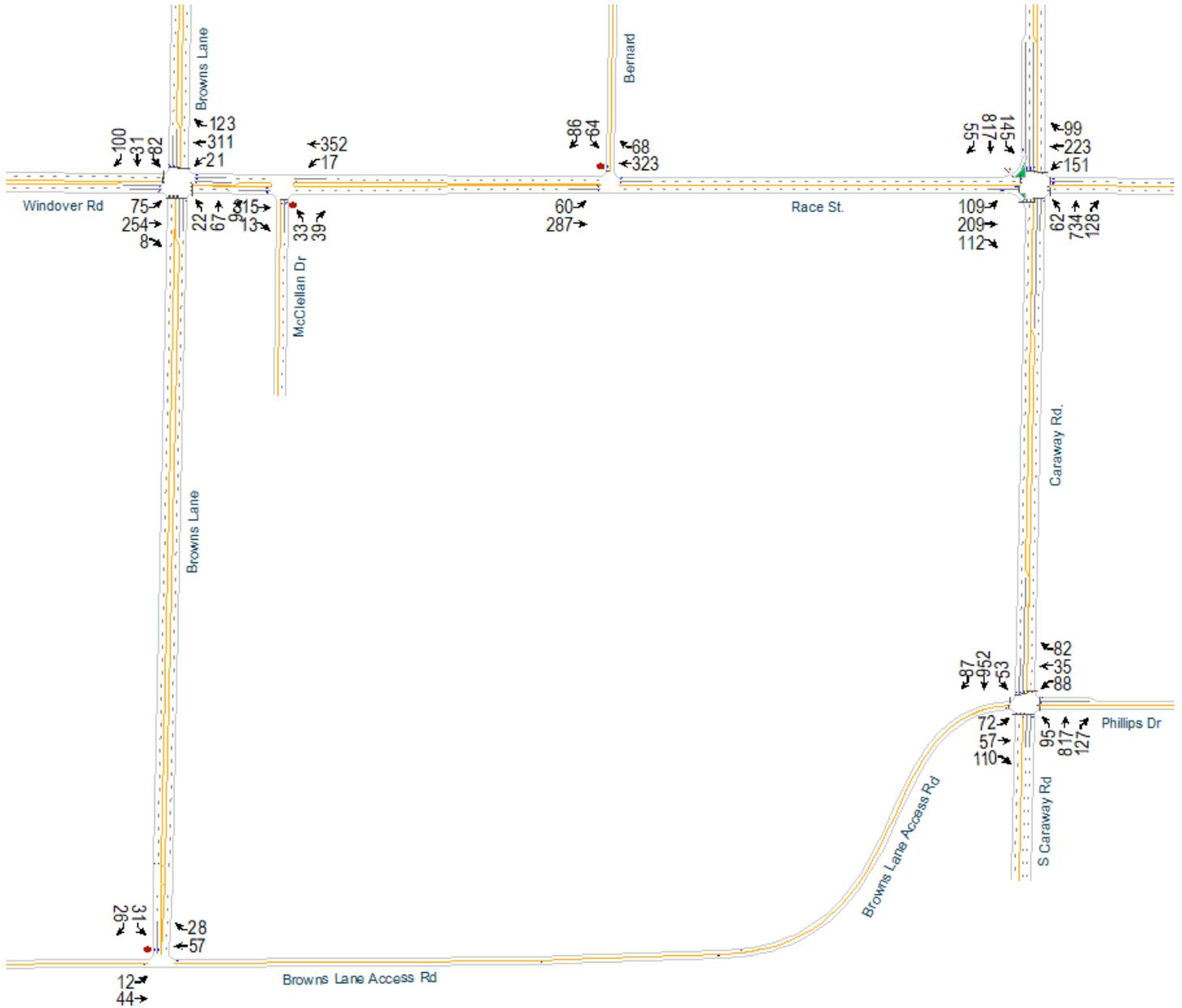


FIGURE 7. EXISTING SATURDAY PM PEAK HOUR TRAFFIC VOLUMES

C. EXISTING LEVEL OF SERVICE ANALYSIS

Level of service (LOS) is a weighted average control delay for the entire intersection or individual traffic movements. Control delay quantifies the delayed travel time that a vehicle experiences due to traffic control and opposing vehicular traffic. Intersection LOS is stated in terms of average control delay per vehicle (in seconds) during a specified time period (e.g., weekday AM or PM peak hour). Figure 8 indicates the level of service assigned to the given average control delay for a signalized intersection. Figure 9 indicates the level of service assigned to the given average control delay for an unsignalized intersection.

Level of Service	Average Control Delay (seconds/vehicle)	General Description
A	≤10	Free Flow
B	>10 – 20	Stable Flow (slight delays)
C	>20 – 35	Stable flow (acceptable delays)
D	>35 – 55	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	>55 – 80	Unstable flow (intolerable delay)
F ¹	>80	Forced flow (congested and queues fail to clear)

Source: *Highway Capacity Manual 2010*, Transportation Research Board, 2010.
 1. If the volume-to-capacity (v/c) ratio for a lane group exceeds 1.0 LOS F is assigned to the individual lane group. LOS for overall approach or intersection is determined solely by the control delay.

FIGURE 8. LEVEL OF SERVICE ASSIGNMENTS FOR SIGNALIZED INTERSECTIONS

Level of Service	Average Control Delay (seconds/vehicle)
A	0 – 10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F ¹	>50

Source: *Highway Capacity Manual 2010*, Transportation Research Board, 2010.
 1. If the volume-to-capacity (v/c) ratio exceeds 1.0, LOS F is assigned an individual lane group for all unsignalized intersections, or minor street approach at two-way stop-controlled intersections. Overall intersection LOS is determined solely by control delay.

FIGURE 9. LEVEL OF SERVICE ASSIGNMENTS FOR UNSIGNALIZED INTERSECTIONS

During the existing conditions, all intersections operate at an acceptable level of service except the intersections of Caraway Road at Race Street and Caraway Road at Phillips Drive / Browns Lane Access. During the PM peak hour both the intersections of Caraway Road at Race Street and Caraway Road at Phillips Drive / Browns Lane Access experienced significant queueing of traffic and capacity utilization of greater than 85%. The capacity utilization, also referred to as the degree of saturation, represents the sufficiency of an intersection to accommodate the vehicular demand. A capacity utilization ratio less than 0.85 generally indicates that adequate capacity is available and vehicles are not expected to experience significant queues and delays. Volume / Capacity ratios of 88% and 92% respectively, indicate the capacity of the existing intersection is exceeded.

WEEKDAY - HMC INTERSECTION CAPACITY ANALYSIS SUMMARY													
Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
		Approach			Intersection			Approach			Intersection		
		Direction	Delay (sec/veh)	LOS	Delay (sec/veh)	Capacity Utilization	LOS	Direction	Delay (sec/veh)	LOS	Delay (sec/veh)	Capacity Utilization	LOS
EXISTING													
Caraway Rd. Race St.	SIGNAL	EB	47.5	D	35.7	69.10%	D	EB	73.6	E	53.6	88.00%	D
		WB	49.8	D				WB	76.8	E			
		NB	34.9	C				NB	46.6	D			
		SB	22	C				SB	37.4	D			
Caraway Rd. Browns Lane Access	SIGNAL	EB	36.5	D	23.1	73%	C	EB	220	F	136	92%	F
		WB	58.6	E				WB	106	F			
		NB	19.3	B				NB	164	F			
		SB	12.2	B				SB	70.9	E			
Browns Lane Acc. Browns Lane	STOP	EB	4.4	A	3.2	26.00%	A	EB	2.3	A	3.7	30.00%	A
		WB	0	A				WB	0	A			
		NA						NA	0	A			
		SB	9.5	A				SB	10.7	A			
Race St. Browns Lane	SIGNAL	EB	13	B	12.5	41%	B	EB	7.9	A	16.1	53%	A
		WB	12	B				WB	20.8	C			
		NB	17	B				NB	17.2	B			
		SB	12.3	B				SB	11.9	B			
Race St. McClellan Dr.	STOP	EB	0	A	3.3	37.00%	A	EB	0	A	1.6	44.00%	A
		WB	1.6	A				WB	4	A			
		NB	15.5	C				NB	15	C			
		NA						NA					
Race St. Bernard St.	STOP	EB	1.4	A	1.6	37%	A	EB	7	A	4.9	52%	A
		WB	0	A				WB	0	A			
		NA						NA					
		SB	14.7	B				SB	29.4	D			

FIGURE 10. EXISTING WEEKDAY LEVEL OF SERVICE CONDITIONS



SATURDAY - HMC INTERSECTION CAPACITY ANALYSIS SUMMARY													
Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
		Approach			Intersection			Approach			Intersection		
		Direction	Delay (sec/veh)	LOS	Delay (sec/veh)	Capacity Utilization	LOS	Direction	Delay (sec/veh)	LOS	Delay (sec/veh)	Capacity Utilization	LOS
EXISTING													
Caraway Rd. Race St.	SIGNAL	EB	41.4	D	29.1	55%	C	EB	48	D	36	77%	D
		WB	42.4	D				WB	51	D			
		NB	24.6	C				NB	37	D			
		SB	19.5	B				SB	24	C			
Caraway Rd. Browns Lane Access	SIGNAL	EB	25.9	C	10.7	46%	B	EB	55	D	21	68%	C
		WB	33.3	C				WB	40	D			
		NB	9.1	A				NB	14	B			
		SB	4.4	Z				SB	16	B			
Browns Lane Acc. Browns Lane	STOP	EB	1.2	A	2.6	13%	A	EB	1.6	A	3.1	20%	A
		WB	0	A				WB	0	A			
		NA						NA	0	A			
		SB	8.6	A				SB	9.2	A			
Race St. Browns Lane	SIGNAL	EB	7.3	A	9.4	37%	A	EB	11	B	15	47%	B
		WB	9.7	A				WB	17	B			
		NB	16.4	B				NB	21	C			
		SB	12.5	B				SB	11.4	B			
Race St. McClellan Dr.	STOP	EB	0	A	1.9	23%	A	EB	0	A	1.2	32%	A
		WB	1.1	A				WB	1	A			
		NB	10.1	B				NB	11	B			
		NA						NA					
Race St. Bernard St.	STOP	EB	1.2	A	1.3	24%	A	EB	1.5	A	3.1	41%	A
		WB	0	A				WB	0	A			
		NA						NA					
		SB	10.1	B				SB	16	C			

FIGURE 11. EXISTING SATURDAY LEVEL OF SERVICE CONDITIONS

Saturday existing conditions are more favorable than weekday existing conditions with all study intersections operating at acceptable levels of service, delay, and capacity utilization. During the PM peak hour, both the intersections of Caraway Road at Race Street and Caraway Road at Phillips Drive / Browns Lane Access experienced minor queueing of traffic. At Caraway Road and Race Street during the PM peak hour, the eastbound queue length is 185', or approximately nine vehicles long, and the westbound queue length is 233', or approximately twelve vehicles long. The eastbound queue length at the intersection of Caraway Road at Phillips Drive / Browns Lane Access is 216', or eleven vehicles, during the Saturday PM peak hour.

SITE TRAFFIC GENERATION

PROPOSED DEVELOPMENT – The development consists of the construction of a 178,000 Sq. Ft. sports complex, including an Olympic-size swimming pool and approximately eight basketball courts. The development will be located east of McClellan Drive and south of Race Street. Eastern Sports Management provided estimated vehicle trip generation data based on comparable facilities they currently manage. Figures 12 and 13 indicated the weekday and Saturday trip generation, respectively.

Estimated Trip Generation:

WEEKDAY			24-HOUR TWO-WAY WEEKDAY	AM PEAK HOUR VOLUME		PM PEAK HOUR VOLUME	
LAND USE	APPROXIMATE SIZE	ITE CODE	WEEKDAY	ENTER	EXIT	ENTER	EXIT
Sports Complex	178,000 Sq.Ft.	NA	3,020	80	40	319	361
TOTAL ENTERING + EXITING				120		680	

FIGURE 12. WEEKDAY TRIP GENERATION

SATURDAY			24-HOUR TWO-WAY WEEKDAY	AM PEAK HOUR VOLUME		PM PEAK HOUR VOLUME	
LAND USE	APPROXIMATE SIZE	ITE CODE	WEEKDAY	ENTER	EXIT	ENTER	EXIT
Sports Complex	178,000 Sq.Ft.	NA	9,320	711	369	347	393
TOTAL ENTERING + EXITING				1,080		740	

FIGURE 13. SATURDAY TRIP GENERATION

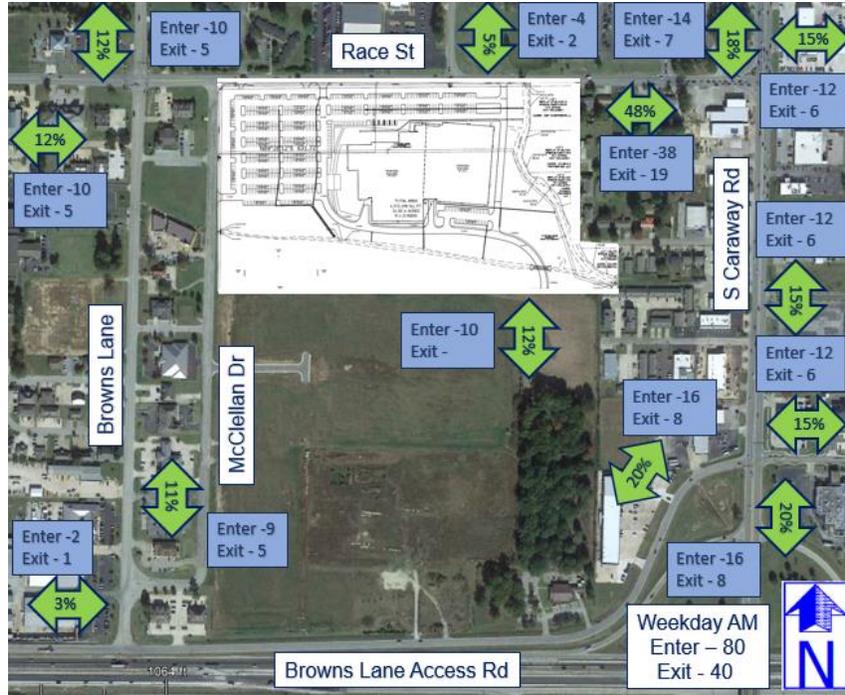


FIGURE 14. WEEKDAY AM PEAK HOUR

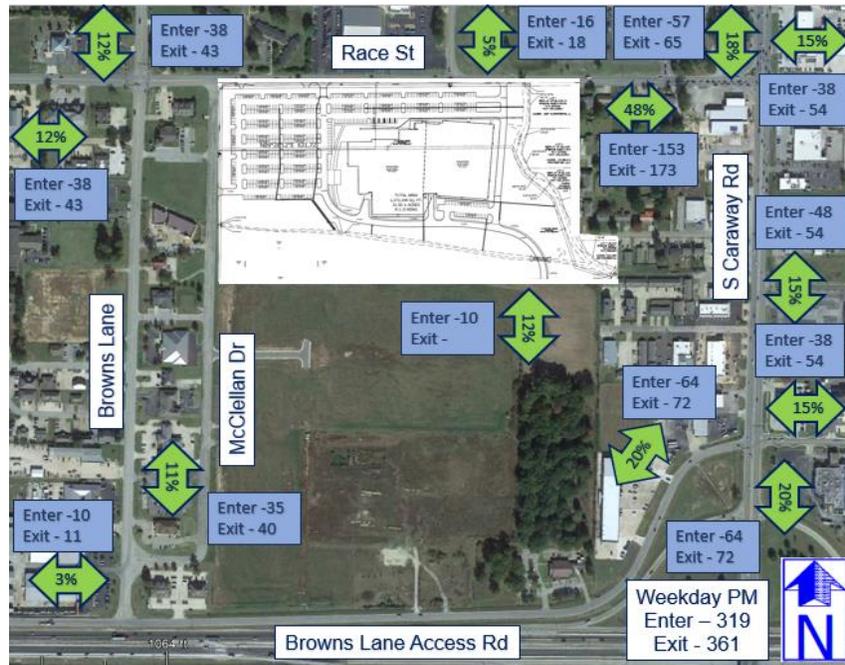


FIGURE 15. WEEKDAY PM PEAK HOUR

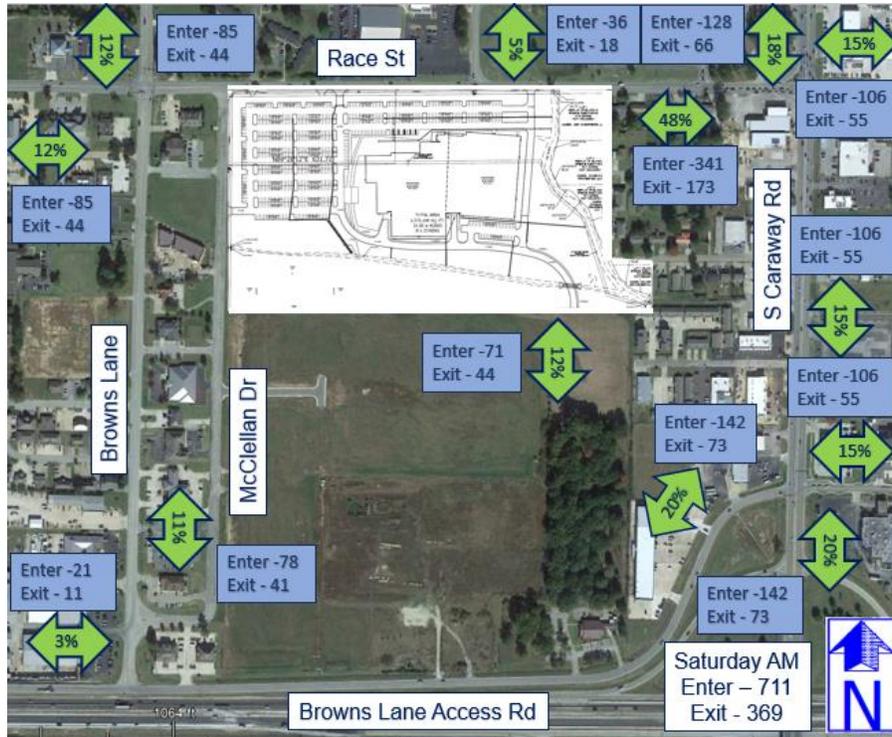


FIGURE 16. SATURDAY AM PEAK HOUR



FIGURE 17. SATURDAY PM PEAK HOUR

A. WEEKDAY TRAFFIC PROJECTIONS

The Projected LOS Analysis utilizes existing traffic volumes combined with the traffic volumes generated by the development. Figures 18 and 19 indicate the projected initial conditions at the studied intersections for the weekday AM and PM peak hours.

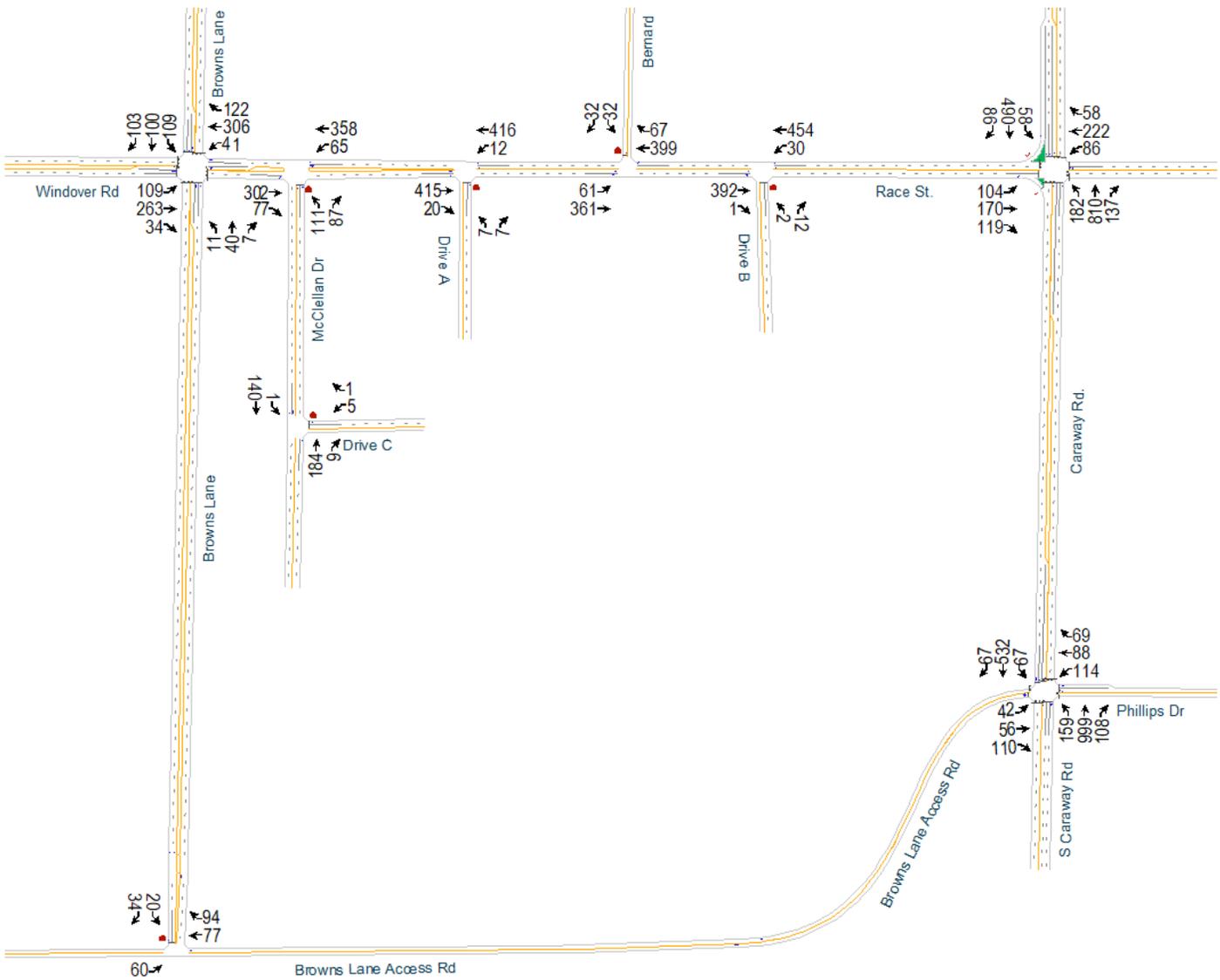


FIGURE 18. PROJECTED WEEKDAY AM PEAK HOUR TRAFFIC VOLUMES

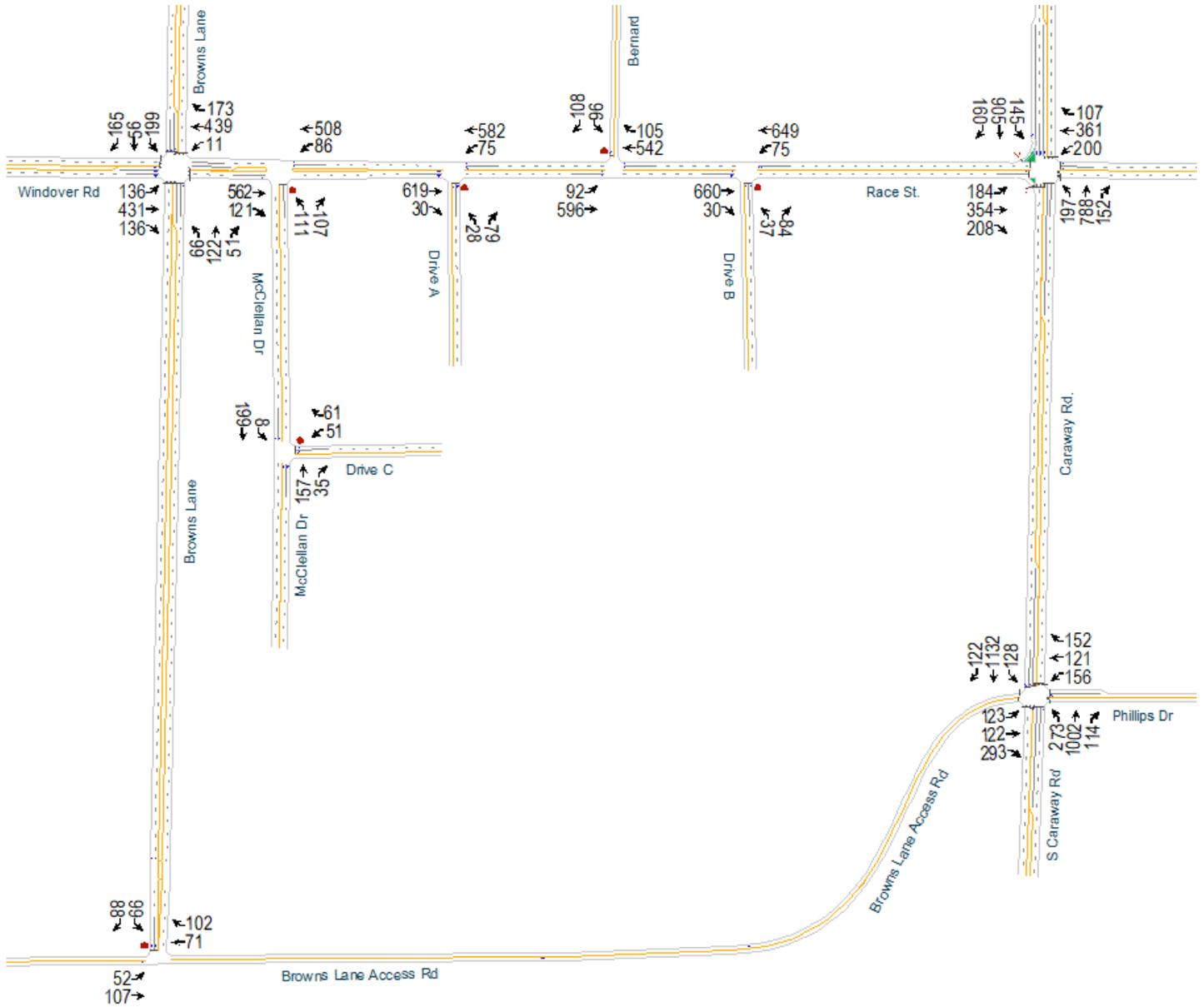


FIGURE 19. PROJECTED WEEKDAY PM PEAK HOUR TRAFFIC VOLUMES

B. PROJECTED WEEKDAY LEVEL OF SERVICE ANALYSIS

The Projected LOS Analysis includes intersection analysis utilizing existing traffic volumes combined with the traffic volumes generated by the development. During the projected weekday conditions, the major concerns are at the intersections of Caraway Road at Race Street, Caraway Road at Phillips Drive / Browns Lane Access, and the side street movements along Race Street at McClellan Drive, Bernard Street, Drive A, and Drive B. A more detailed description of the concerns is noted in the mitigation analysis.

PROJECTED WEEKDAY - HMC INTERSECTION CAPACITY ANALYSIS SUMMARY													
Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
		Approach			Intersection			Approach			Intersection		
		Direction	Delay (sec/veh)	LOS	Delay (sec/veh)	Capacity Utilization	LOS	Direction	Delay (sec/veh)	LOS	Delay (sec/veh)	Capacity Utilization	LOS
EXISTING													
Caraway Rd. Race St.	SIGNAL	EB	48.7	D	32	70%	D	EB	73.6	E	53.6	88%	D
		WB	52.1	D				WB	76.8	E			
		NB	24.9	C				NB	46.6	D			
		SB	23	C				SB	37.4	D			
Caraway Rd. Browns Lane Access	SIGNAL	EB	38.3	D	25	74%	C	EB	220	F	136	92%	F
		WB	59.2	E				WB	106	F			
		NB	20	C				NB	164	F			
		SB	17.2	B				SB	70.9	E			
Browns Lane Acc. Browns Lane	STOP	EB	4.7	A	3.2	29%	A	EB	2.3	A	3.7	30%	A
		WB	0	A				WB	0	A			
		NA						NA	0	A			
		SB	9.7	A				SB	10.7	A			
Race St. Browns Lane	SIGNAL	EB	14	B	15	44%	B	EB	7.9	A	16.1	53%	A
		WB	17	B				WB	20.8	C			
		NB	18	B				NB	17.2	B			
		SB	12.3	B				SB	11.9	B			
Race St. McClellan Dr.	STOP	EB	0	A	3.5	39%	A	EB	0	A	1.6	44%	A
		WB	1.6	A				WB	4	A			
		NB	33	C				NB	15	C			
		NA						NA					
Race St. Bernard St.	STOP	EB	1.4	A	1.6	39%	A	EB	7	A	4.9	52%	A
		WB	0	A				WB	0	A			
		NA						NA					
		SB	15	B				SB	29.4	D			
Race St. Drive A	STOP	EB	0	B	1	30%	A	EB	7.9	A	16.1	53%	A
		WB	1	B				WB	20.8	C			
		NB	12.5	C				NB	17.2	B			
		NA						SB	11.9	B			
Race St. Drive B	STOP	EB	0	A	1	38%	A	EB	0	A	1.6	44%	A
		WB	1	A				WB	4	A			
		NB	10.4	C				NB	15	C			
		NA						NA					
McClellan Dr. Drive C	STOP	NA			1	15%	A	EB	7	A	4.9	52%	A
		WB	10.1	B				WB	0	A			
		NB	0	A				NA					
		SB	0	B				SB	29.4	D			

FIGURE 20. PROJECTED WEEKDAY LEVEL OF SERVICE CONDITIONS

SATURDAY TRAFFIC PROJECTIONS

The Projected LOS Analysis utilizes existing traffic volumes combined with the traffic volumes generated by the development. Figures 18 and 19 indicate the projected initial conditions at the studied intersections for the Saturday AM and PM peak hours.

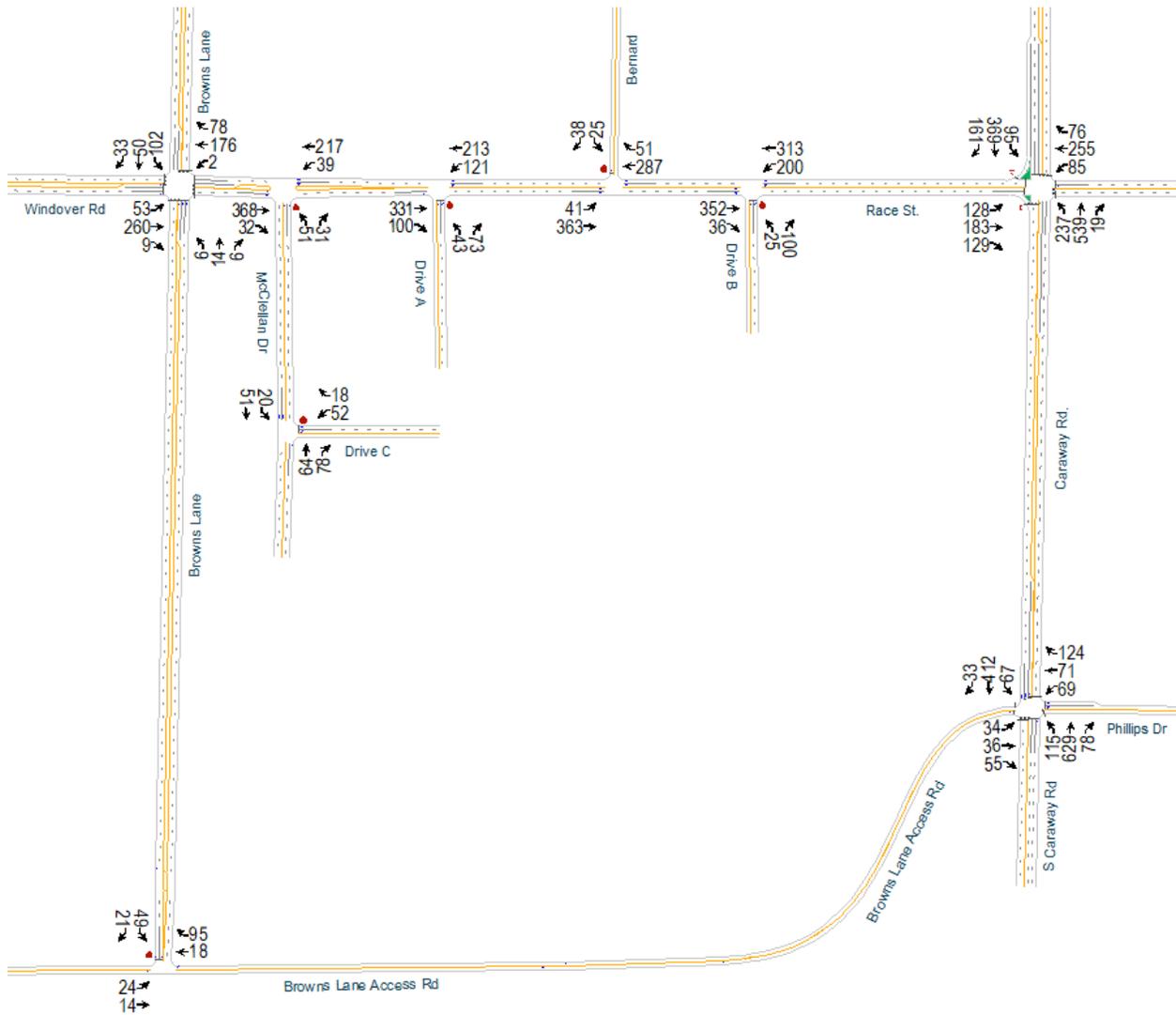


FIGURE 18. PROJECTED SATURDAY AM PEAK HOUR TRAFFIC VOLUMES

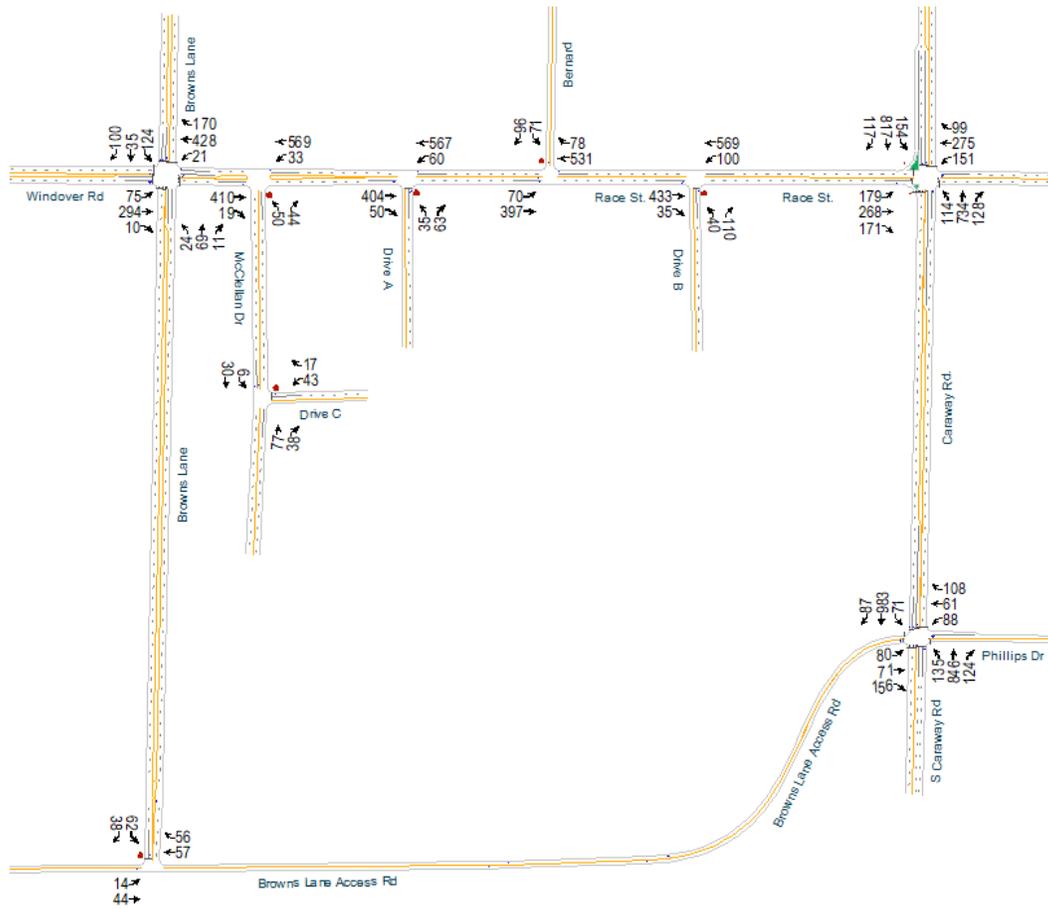


FIGURE 19. PROJECTED SATURDAY PM PEAK HOUR TRAFFIC VOLUMES



During the projected Saturday conditions the major concern is at the intersection of Caraway Road and Race Street. As indicated, the capacity utilization of 85% is approaching saturation. The side street traffic at Caraway Road and Race Street will likely set through multiple cycles to clear the intersection during the PM peak hour.

SATURDAY - HMC INTERSECTION CAPACITY ANALYSIS SUMMARY													
Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
		Approach			Intersection			Approach			Intersection		
		Direction	Delay (sec/veh)	LOS	Delay (sec/veh)	Capacity Utilization	LOS	Direction	Delay (sec/veh)	LOS	Delay (sec/veh)	Capacity Utilization	LOS
EXISTING													
Caraway Rd. Race St.	SIGNAL	EB	44	D	39	66.00%	D	EB	57	E	46	84.00%	D
		WB	48	D				WB	61	E			
		NB	42	D				NB	47	D			
		SB	25	C				SB	31	C			
Caraway Rd. Browns Lane Access	SIGNAL	EB	40	D	17	51%	B	EB	61	E	21	68%	C
		WB	35	C				WB	34	C			
		NB	13	B				NB	17	B			
		SB	8	A				SB	27	C			
Browns Lane Acc. Browns Lane	STOP	EB	4.8	A	3.8	19.00%	A	EB	1.8	A	3.9	20.00%	A
		WB	0	A				WB	0	A			
		NA						NA	0	A			
		SB	9.3	A				SB	9.5	A			
Race St. Browns Lane	SIGNAL	EB	10	B	12	41%	B	EB	12	B	16	52%	B
		WB	12	B				WB	18	B			
		NB	17	B				NB	22	C			
		SB	14	B				SB	13	B			
Race St. McClellan Dr.	STOP	EB	0	A	1.8	32.00%	A	EB	0	A	1.4	42.00%	A
		WB	1.3	A				WB	1	A			
		NB	12.1	B				NB	18	C			
		NA						NA					
Race St. Bernard St.	STOP	EB	1.2	A	1.4	35%	A	EB	1.6	A	4	50%	A
		WB	0	A				WB	0	A			
		NA						NA					
		SB	12	B				SB	25	C			
Race St. Drive A	STOP	EB	0	A	3.1	35%	A	EB	0	A	1.9	50%	A
		WB	3.4	A				WB	4.1	A			
		NB	20	C				NB	31	D			
		NA						NA					
Race St. Drive B	STOP	EB	0	A	3.6	40.00%	A	EB	0	A	2.1	53.00%	A
		WB	3.8	A				WB	1.3	A			
		NB	27	D				NB	36	E			
		NA						NA					
McClellan Dr. Drive C	STOP	NA			3	21%	A	NA			2.3	21%	A
		WB	9.7	B				WB	10	B			
		NB	0	A				NB	0	A			
		SB	2.2	A				SB	1.3	A			

FIGURE 20. PROJECTED SATURDAY LEVEL OF SERVICE CONDITIONS

MITIGATION ANALYSIS

Caraway Road at Race Street – Figure 21 below indicates the existing directional day, intersection delay, and intersection capacity utilization for the intersection of Caraway Road at Race Street. During the existing PM Peak Hour, the east and westbound approaches operate at LOS E, which indicates saturated conditions with little to no capacity to absorb additional traffic. Additionally, the existing PM Peak Hour capacity utilization of 88% indicates significant traffic queuing is occurring at the intersections as a capacity utilization of 85% is considered saturated. Existing traffic queues for the east and westbound approaches are 332 and 367 feet respectively.

Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
		Approach			Intersection			Approach			Intersection		
		Direction	Delay (sec/veh)	LOS	Delay (sec/veh)	Capacity Utilization	LOS	Direction	Delay (sec/veh)	LOS	Delay (sec/veh)	Capacity Utilization	LOS
Caraway Rd. Race St.	SIGNAL	EB	47.5	D	35.7	69.00%	D	EB	73.6	E	53.6	88.00%	D
		WB	49.8	D				WB	76.8	E			
		NB	34.9	C				NB	46.6	C			
		SB	22	C				SB	37.4	C			

FIGURE 21. EXISTING WEEKDAY CARAWAY ROAD AT RACE STREET

Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
		Approach			Intersection			Approach			Intersection		
		Direction	Delay (sec/veh)	LOS	Delay (sec/veh)	Capacity Utilization	LOS	Direction	Delay (sec/veh)	LOS	Delay (sec/veh)	Capacity Utilization	LOS
Caraway Rd. Race St.	SIGNAL	EB	48.7	D	32	70.00%	D	EB	92	F	71	95.00%	E
		WB	52.1	D				WB	115	F			
		NB	24.9	C				NB	55	D			
		SB	23	C				SB	49	D			

FIGURE 22. PROJECTED WEEKDAY CARAWAY ROAD AT RACE STREET

As indicated in Figure 22 above, the addition of the sports complex increases the eastbound movement delay by 18 seconds per vehicle and the westbound by 28 seconds. The overall delay for the intersection increases by 33% and the capacity utilization increases from 88% to 95%. Directional level of service of E and F with capacity utilization of 95% indicates capacity improvements are needed at this intersection. Various mitigation improvements are analyzed on the flowing pages.

East and Westbound Right-Turn Lane - The below mitigation analysis indicates the result of adding a 250' right-turn lane for the east and westbound approaches. These improvements only bring the intersection back down to the saturation point of 85% capacity utilization and a LOS E for the westbound approach.

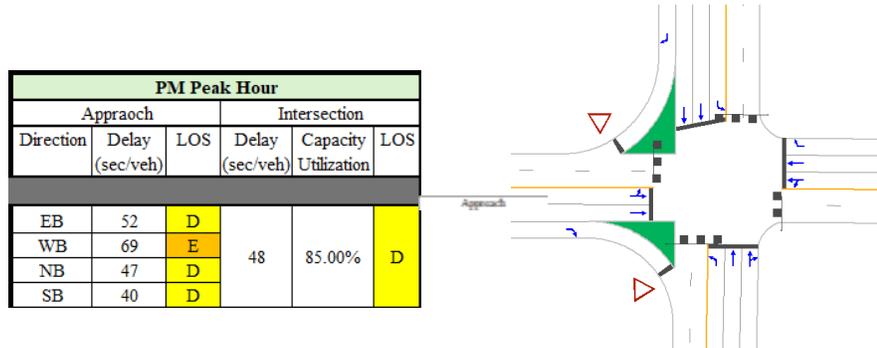


FIGURE 23. East and Westbound Right-Turn Lane

East and Westbound Right-Turn Lane Plus Northbound Right Turn Lane (Note: Southbound Right Turn Lane already exists) - The below mitigation analysis indicates the result of adding a 250' right-turn lane for the east and westbound approaches and a 300' right-turn lane on the northbound approach. The southbound approach already has a right-turn lane. The northbound right turn, while beneficial, only slightly decreases the delay for the intersection.

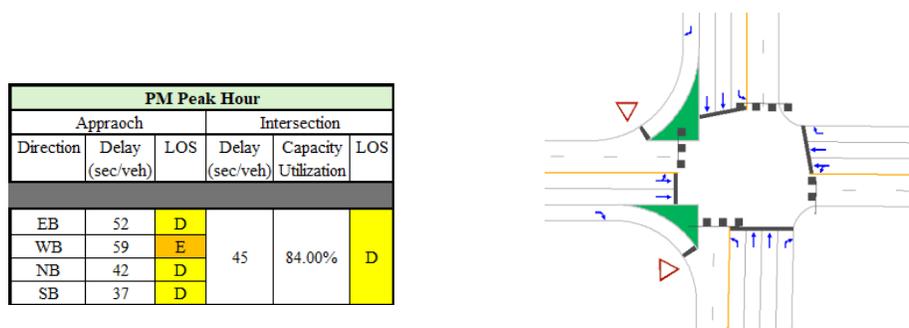


FIGURE 24. East and Westbound Right-Turn Lane Plus Northbound Right-Turn Lane

Full Eight-Phase Operation with Left Turn Lane, Two Through Lanes, and Right Turn Lane on Minor Approaches- The below mitigation analysis indicates the result of converting the traffic signal to a full eight-phase operation (it is currently split-phased). The lane configuration on the minor is one left turn lane, two through lanes, and one right turn lane. As noted this brings the overall delay and capacity utilization to acceptable levels.

PM Peak Hour					
Approach			Intersection		
Direction	Delay (sec/veh)	LOS	Delay (sec/veh)	Capacity Utilization	LOS
EB	38	D	32	75.00%	C
WB	38	D			
NB	32	C			
SB	26	C			

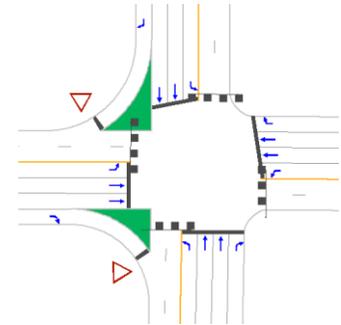
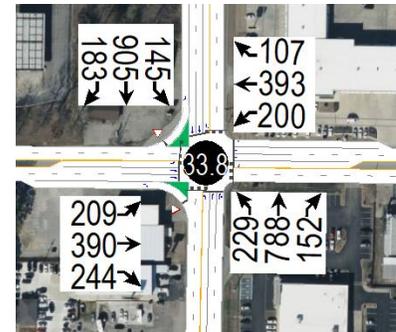


FIGURE 25. East and Westbound Right-Turn Lane Plus Northbound Right-Turn Lane

Full eight-phase operation with 75% and 100% Development Traffic -



PM Peak Hour					
Approach			Intersection		
Direction	Delay (sec/veh)	LOS	Delay (sec/veh)	Capacity Utilization	LOS
EB	39	D	34	78.00%	C
WB	39	D			
NB	33	C			
SB	29	C			





PM Peak Hour					
Approach			Intersection		
Direction	Delay (sec/veh)	LOS	Delay (sec/veh)	Capacity Utilization	LOS
EB	41	D	36	81.00%	D
WB	39	D			
NB	35	C			
SB	30	C			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	45.2	56.5	14.6	40.2	47.3	2.8	37.4	33.7		27.4	37.0	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	45.2	56.5	14.6	40.2	47.3	2.8	37.4	33.7		27.4	37.0	4.7
LOS	D	E	B	D	D	A	D	C		C	D	A
Approach Delay		41.3			38.8			34.5			30.3	
Approach LOS		D			D			C			C	

FIGURE 26. FULL EIGHT PHASE WITH VARIOUS DEVELOPMENT TRAFFIC

As indicated in above Figure 26, with the eight-phase operation including a left turn lane, two through lanes, and a right turn lane on the east and westbound approaches, the intersection operates at an acceptable level of service even with 100% of the development traffic utilizing the intersection of Caraway Road and Race Street. With 100% of the development traffic utilizing the intersection of Caraway Road and Race Street, the capacity utilization is at 81% and the intersection LOS is D during the weekday PM peak hour.

Caraway Road at Phillips Drive / Browns Lane Access - Figure 27 below indicates the existing directional delay, intersection delay, and intersection capacity utilization for the intersection of Caraway Road at Phillips Drive / Browns Lane Access Drive. During the existing PM Peak Hour the east and westbound approaches operate at LOS F, which indicates saturated conditions. Under saturated conditions, the intersection will have little to no capacity to absorb additional traffic. Additionally, the existing PM Peak Hour Capacity Utilization of 92% indicates significant traffic queuing is occurring at the intersection. Existing traffic queues for the east and westbound approaches during the PM peak hour are 170 and 239 feet respectively.

Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
		Approach			Intersection			Approach			Intersection		
		Direction	Delay (sec/veh)	LOS	Delay (sec/veh)	Capacity Utilization	LOS	Direction	Delay (sec/veh)	LOS	Delay (sec/veh)	Capacity Utilization	LOS
EXISTING													
Caraway Rd. Browns Lane Access	SIGNAL	EB	36.5	D	23.1	73%	C	EB	220	F	136	92%	F
		WB	58.6	E				WB	106	F			
		NB	19.3	B				NB	164	F			
		SB	12.2	B				SB	70.9	E			

FIGURE 27. EXISTING WEEKDAY CARAWAY ROAD AT RACE STREET

Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
		Approach			Intersection			Approach			Intersection		
		Direction	Delay (sec/veh)	LOS	Delay (sec/veh)	Capacity Utilization	LOS	Direction	Delay (sec/veh)	LOS	Delay (sec/veh)	Capacity Utilization	LOS
EXISTING													
Caraway Rd. Browns Lane Access	SIGNAL	EB	38.3	D	25	74%	C	EB	313	F	231	115%	F
		WB	59.2	E				WB	133	F			
		NB	20	C				NB	267	F			
		SB	17.2	B				SB	181	F			

FIGURE 28. PROJECTED WEEKDAY CARAWAY ROAD AT RACE STREET

As indicated in Figure 28 above, the addition of the sports complex increases the eastbound movement delay by 93 seconds per vehicle and the westbound by 27 seconds per vehicle. The overall delay for the intersection increases by 29% and the capacity utilization increases from 88% to 95%. The intersection Level of Service of F with capacity utilization at 115% indicates a need for capacity improvements at this intersection.

Westbound Right-Turn Lane - The below mitigation analysis indicates the result of adding a 250' right-turn lane for the eastbound approach. This improvement, while greatly beneficial, only brings the intersection down to the saturation point of 97% capacity utilization and LOS F for the intersection.

PM Peak Hour					
Approach			Intersection		
Direction	Delay (sec/veh)	LOS	Delay (sec/veh)	Capacity Utilization	LOS
EB	82	F	142	97%	F
WB	125	F			
NB	173	F			
SB	123	F			

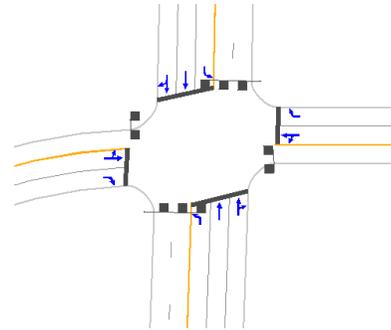


FIGURE 29. Eastbound Right-Turn Lane

Side Street Left Turn Lane, One Through Lane, and One Right-Turn Lane - The below mitigation analysis indicates the result of adding a left and right-turn lane for the eastbound and westbound approach. This improvement improves the overall level of service to E and brings the capacity utilization down to 82%.

PM Peak Hour					
Approach			Intersection		
Direction	Delay (sec/veh)	LOS	Delay (sec/veh)	Capacity Utilization	LOS
EB	43	D	59	82%	E
WB	60	E			
NB	63	E			
SB	61	E			

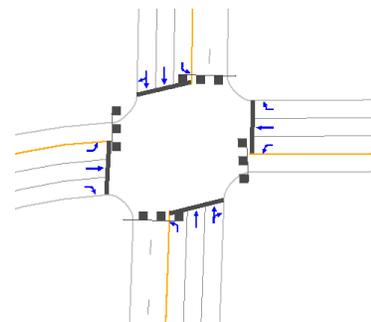


FIGURE 30. Side Street Left Turn Lane, One Through Lane, and One Right-Turn Lane

Race Street Left-Turn Mitigation - Figure 31 below indicates the projected weekday PM directional delay along Race Street. As highlighted, the side streets do not have sufficient gaps to enter Race Street. Also noted the left-turn traffic on Race Street operates at LOS A, indicating a left turn lane on Race Street is not needed.

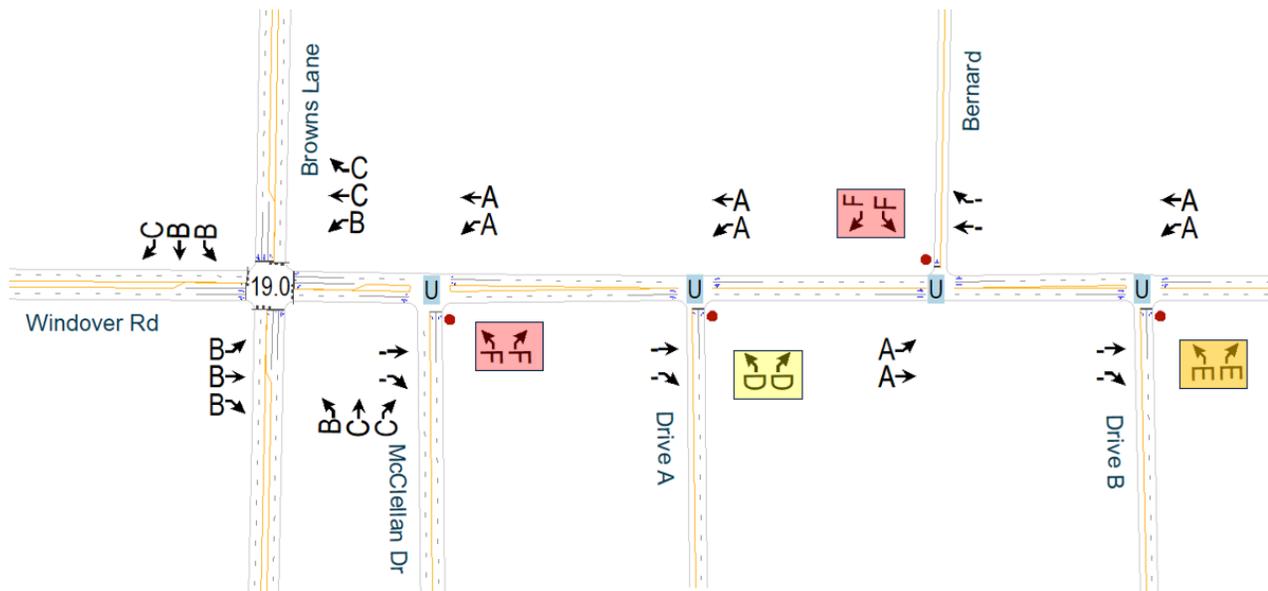


FIGURE 31. EXISTING WEEKDAY CARAWAY ROAD AT RACE STREET

The following are four options to address the poor minor street LOS along Race Street.

- **Signalize the Intersection of Race Street and Bernard Street** – Signalizing the intersection of Race Street and Bernard Street would provide the ability for all left-turn traffic to enter Race Street. One benefit of a traffic signal is the small right-of-way footprint required. One option would be to operate the traffic signal in “Flash” mode during normal conditions and transition to full operation during special events. A drawback to this option is the safety of the minor street during flash operations. The intersection may need to have a

illuminated sign stating that cross traffic does not stop during flash operation.



- **Install a Connector from McClellan Drive to Browns Lane** - The signalized intersection of Race Street at Browns Lane is underutilized by the sports complex traffic due to a lack of connection to Browns Lane. A connection exists to the south but it is not intuitive for traffic to travel south and back north to access the traffic signal. A special events traffic plan could involve informing/directing westbound exiting traffic to utilize the intersection via the proposed connection between Browns Lane and McClellan Drive. This would also give relief to the over-utilized intersections of Caraway Road at Race Street and Caraway Road at Phillips Drive / Browns Lane Access Drive.

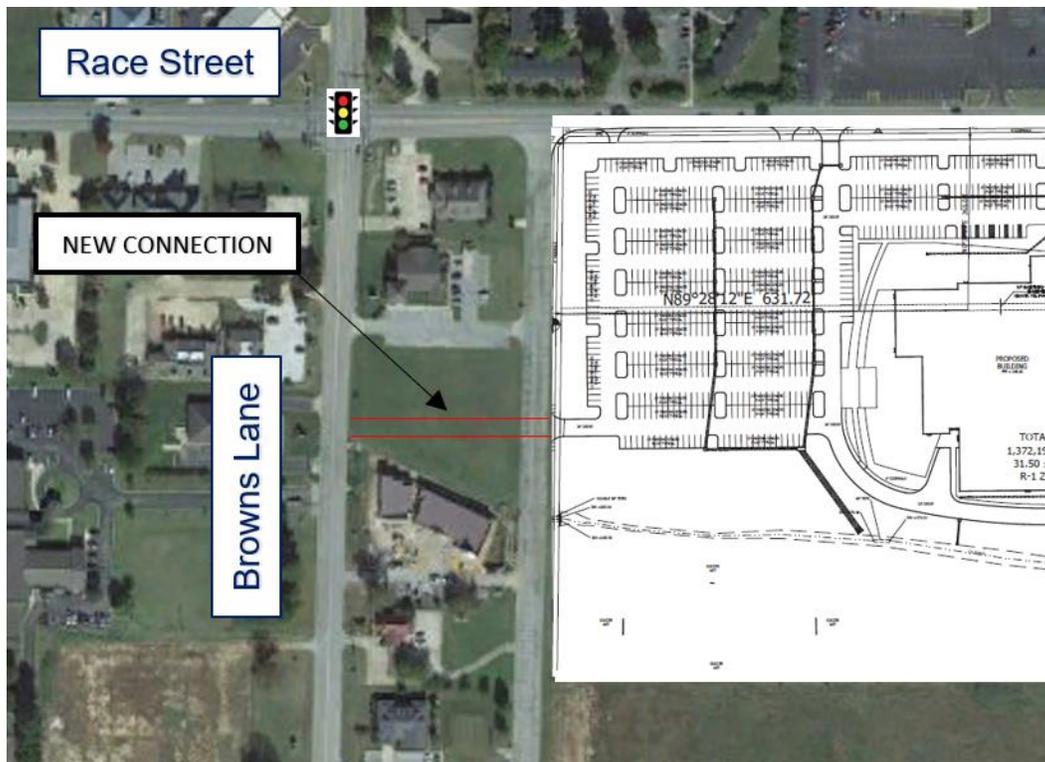
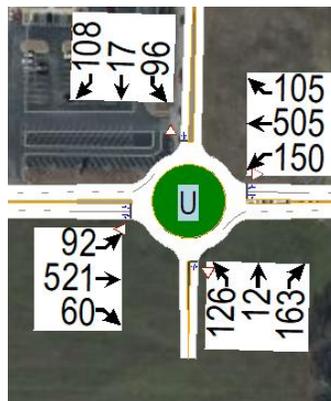


FIGURE 32. WEST CONNECTION FROM McCLELLAN TO BROWNS LANE EXAMPLE



- Install a roundabout at the intersection of Race Street and Bernard Street** - A roundabout with a south leg entering and exiting the site at the intersection of Race Street and Bernard Street was modeled. Drive A, B, and a portion of McClelland Drive traffic volumes were transferred to the roundabout for analysis. Figure 33 indicates the results of the analysis. While a roundabout at this location functions well and has an acceptable level of service, right-of-way restrictions and costs may be project-prohibitive.



Intersection				
Intersection Delay, s/veh	8.1			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	731	826	327	239
Demand Flow Rate, veh/h	745	842	334	243
Vehicles Circulating, veh/h	290	255	785	866
Vehicles Exiting, veh/h	819	864	250	231
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.0	7.2	11.5	10.1
Approach LOS	A	A	B	B

FIGURE 33. BERNARD STREET ROUNDABOUT ANALYSIS

- Provide Police Traffic Control During Weekday PM Events** - The least intrusive option would be to provide traffic control during the weekday PM events and possibly the Saturday PM events at Drive A, and Drive B.

PEDESTRIAN FACILITIES

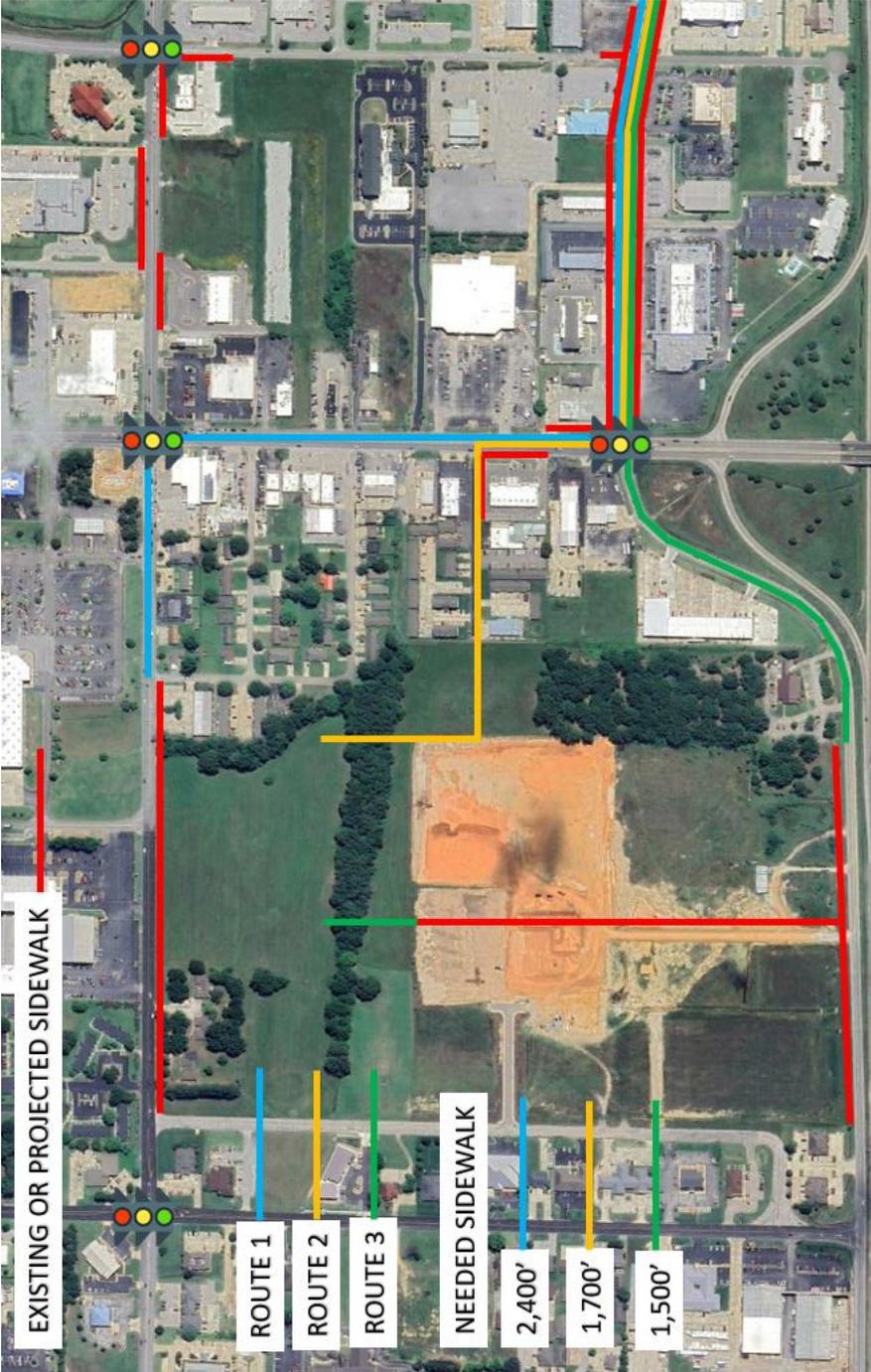


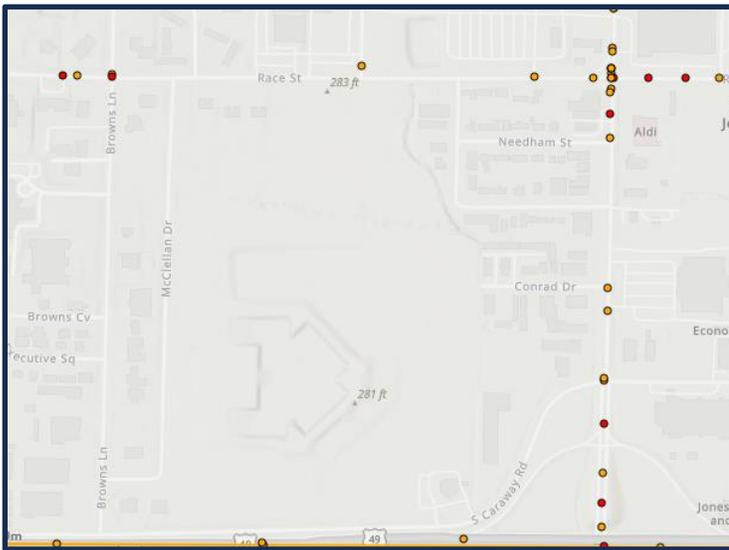
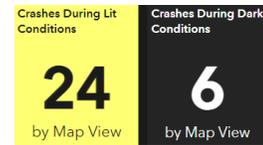
FIGURE 34. AREA PEDESTRIAN SIDEWALKS AND ROUTES



It is recommended to establish a pedestrian route from Phillips Drive to the proposed facility. Three options are identified in Figure 34. ADA ramps and updated or new pedestrian signal heads are recommended at the signalized intersections within the study area of the development. The intersections of Caraway Road at Phillips Drive / Browns Lane Access have no pedestrian facilities or signal heads. The traffic signal cabinet does have the space and capability to add pedestrian movements to the intersection. The intersection of Race Street at Fairpark Boulevard also has no pedestrian facilities or signal heads. The traffic signal cabinet does have the space and capability to add pedestrian movements to the intersection.

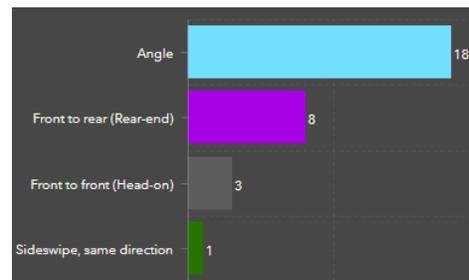
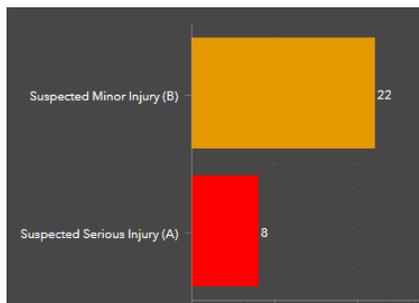
ACCIDENT ANALYSIS

A survey of the area accidents was performed to identify any accident trends or common accident conditions. Approximately thirty suspected serious or minor injury accidents have occurred over the past four years. Twenty-



four of the categorized accidents have taken place during daylight conditions, and six have occurred during dark conditions. Under saturated conditions, angle accidents tend to increase due to vehicles utilizing the yellow time as an extended green period. Capacity improvements at the saturated intersections may reduce injury accidents by reducing the amount of red light running.

Specifically, the intersection of Caraway Road and Race Street stands out as having a high suspected minor injury and suspected serious injury accidents.





FINDINGS AND RECOMMENDATIONS

EXISTING CONDITIONS

During the existing conditions, all intersections operate at an acceptable level of service except the intersections of Caraway Road at Race Street and Caraway Road at Phillips Drive / Browns Lane Access. During the weekday PM peak hour, both the intersection of Caraway Road at Race Street and Caraway Road at Phillips Drive / Browns Lane Access experienced significant queueing of traffic and capacity utilization of greater than 85%. **Federal Highway Administration Signalized Intersection: Informational Guide states:** “The volume/capacity ratio, also referred to as the degree of saturation, represents the sufficiency of an intersection to accommodate the vehicular demand. A v/c ratio less than 0.85 generally indicates that adequate capacity is available and vehicles are not expected to experience significant queues and delays.” Intersection Capacity Utilization of 88% and 92%, respectively, indicate the capacity of the existing intersections is exceeded.

PROJECTED CONDITIONS

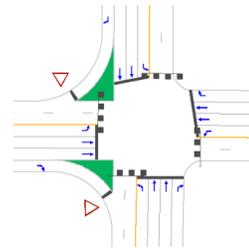
During the projected weekday conditions, the major concerns are during the weekday PM peak hour at the intersections of Caraway Road at Race Street, Caraway Road at Phillips Drive / Browns Lane Access, and the side street movements along Race Street at McClellan Drive, Bernard Street, Drive A and Drive B. The intersections of Caraway Road at Race Street and the Intersection of Caraway Road at Phillips Drive / Browns Lane Access have little to no capacity to absorb additional traffic during the weekday PM peak hour under the existing conditions. Taking this into consideration, capacity improvements are recommended for these intersections. During the weekday PM peak hour, the side streets on Race Street have minimal gaps in traffic resulting in a poor level of service. The intersection of Race Street and Browns Lane is underutilized. Therefore, traffic exiting the site desiring to travel west should be directed to access the traffic signal via McClellan Drive and Browns Lane. Consideration should be given to connecting Drive C to Browns Lane on the west side of the site.

MITIGATION ANALYSIS

Various mitigation options were analyzed at the intersections of Caraway Road at Race Street and Caraway Road at Phillips Drive / Browns Lane Access. As noted above the intersections operate at saturated conditions in the existing conditions.

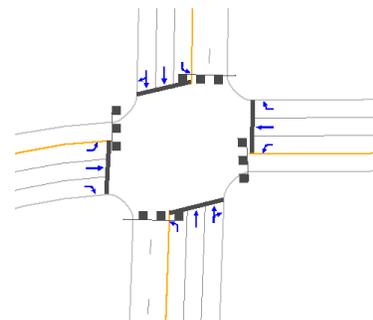
Caraway Road at Race Street - Considering the critical nature of this intersection, it is recommended to add a left-turn and right-turn lane for the east and westbound directions, and, of lesser priority, a northbound right-turn lane (as indicated in the right figures). This lane configuration brings the side street LOS to D and the overall capacity utilization during the PM projected conditions to 75%.

PM Peak Hour					
Approach			Intersection		
Direction	Delay (sec/veh)	LOS	Delay (sec/veh)	Capacity Utilization	LOS
EB	38	D	32	75.00%	C
WB	38	D			
NB	32	C			
SB	26	C			



Caraway Road at Phillips Drive / Browns Lane Access – Projected conditions result in the intersection of Caraway Road at Phillips Drive / Browns Lane Access operating at 115% capacity. To bring the capacity utilization to 82%, the addition of a westbound left-turn lane and an eastbound left and right-turn lane is needed.

PM Peak Hour					
Approach			Intersection		
Direction	Delay (sec/veh)	LOS	Delay (sec/veh)	Capacity Utilization	LOS
EB	43	D	59	82%	E
WB	60	E			
NB	63	E			
SB	61	E			



Race Street Drives and Side Streets - During peak conditions it is difficult to turn left out of the development, forcing traffic to turn east and utilize saturated intersections. Options to address the side street LOS are to install



traffic control at the intersection of Race Street and Bernard Street in the form of a traffic signal or roundabout. Pros and cons of these options were discussed previously in this report. A traffic signal is not needed and likely not warranted during normal operation, although a traffic signal warrant analysis was not performed at this intersection. A roundabout would likely be too invasive into the development; however, the operation is favorable. Another option, which is more favorable, is to encourage westbound traffic to exit the development via Drive C to access the traffic signal at Race Street and Browns Lane. This would be beneficial and is strongly recommended for consideration. A more direct access across from Drive C to Browns Lane should be considered, as traffic currently would need to travel south on McClellan Drive and come back north to the traffic signal. Event traffic control, especially during the weekday pm peak hours and Saturday pm peak hours, would be beneficial to assist traffic exiting west from the site. The analysis indicates that westbound traffic entering the site off of Race Street has sufficient gaps and operates at an acceptable level of service.

PEDESTRIAN FACILITIES

It is recommended to establish a pedestrian route from Phillips Drive to the proposed facility. Three options are identified in Figure 34. ADA ramps and updated or new pedestrian signal heads are recommended at the signalized intersections surrounding the development. The intersections of Caraway Road at Phillips Drive / Browns Lane Access have no pedestrian facilities or signal heads. The traffic signal cabinet does have the space and capability to add pedestrian movements to the intersection. The intersection of Race Street at Fairpark Boulevard also has no pedestrian facilities or signal heads. The traffic signal cabinet does have the space and capability to add pedestrian movements to the intersection.



CONCLUSION

Overall, the site is conducive to handling large event traffic with multiple entry and exit options that help divide traffic demands in the area. The east access points of Caraway Road at Race Street and Caraway Road at Phillips Drive operate at saturated conditions under existing conditions, calling for the need for capacity improvements at these locations to absorb additional event traffic. The traffic signal at Race Street and Browns Lane is underutilized existing infrastructure. Consideration should be given to direct westbound traffic to this location, especially during weekday and weekend PM peak hours. If this is not possible, police traffic control should be provided during the PM weekday and Saturday events. A traffic control plan directing a large percentage of site traffic to the west is recommended until capacity improvements can be completed at the intersections of Caraway Road at Race Street and Caraway Road at Phillips Drive / Browns Lane Access.



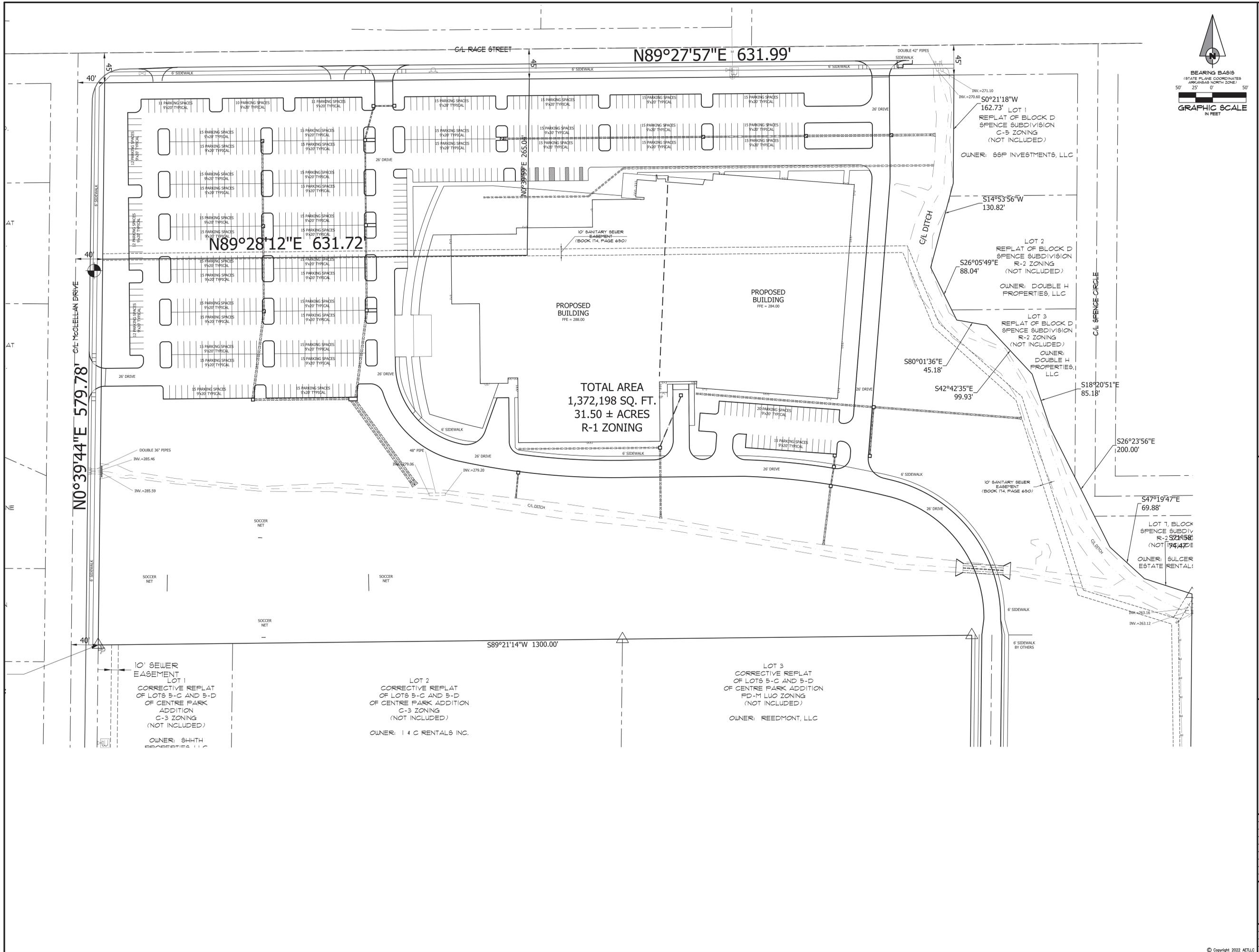
APPENDIX

JONESBORO SPORTS COMPLEX

TRAFFIC IMPACT STUDY



SITE PLAN



JONESBORO SPORTS COMPLEX
 JONESBORO A & P COMMISSION
 RACE STREET @ McCLELLAN DRIVE
 JONESBORO, ARKANSAS

ASSOCIATED ENGINEERING, LLC
 CIVIL ENGINEERING • LAND SURVEYING
 LAND PLANNING
 103 SOUTH CHURCH STREET • P.O. BOX 1462
 JONESBORO, AR 72403
 PH: 870-932-3394 • FAX: 870-932-1263



NO.	DESCRIPTION	DATE
1	RESIZE TO 30"x42" PER CLIENT	1/18/23
2	ADD EX. UTILITY LOCATES	2/15/23

SITE PLAN

DATE: 09/15/2023	DRAWN: CCH
CADD FILE: 23113-SDP	CHECKED: JME
DWG#	SHEET
SCALE: 1" = 40'	C001

JONESBORO SPORTS COMPLEX

TRAFFIC IMPACT STUDY



TRAFFIC COUNTS

Browns Lane and Browns Lane Access Road - TMC

Thu Jun 30, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 968670, Location: 35.807333, -90.687213

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	North Southbound				East Westbound				West Eastbound				Int
	R	L	U	App	R	T	U	App	T	L	U	App	
Time													
2022-06-30 7:00AM	0	2	0	2	16	8	0	24	9	6	0	15	41
7:15AM	2	4	0	6	15	10	0	25	6	9	0	15	46
7:30AM	4	3	0	7	11	21	0	32	7	9	0	16	55
7:45AM	8	7	0	15	23	33	0	56	8	20	0	28	99
Hourly Total	14	16	0	30	65	72	0	137	30	44	0	74	241
8:00AM	8	2	0	10	15	12	0	27	8	8	0	16	53
8:15AM	6	5	0	11	7	8	0	15	11	9	0	20	46
8:30AM	1	7	0	8	11	14	0	25	11	2	0	13	46
8:45AM	5	10	0	15	19	17	0	36	12	12	0	24	75
Hourly Total	20	24	0	44	52	51	0	103	42	31	0	73	220
4:00PM	4	18	0	22	11	20	0	31	16	8	0	24	77
4:15PM	5	11	0	16	17	11	0	28	19	5	0	24	68
4:30PM	2	15	0	17	11	15	0	26	43	9	0	52	95
4:45PM	7	11	0	18	16	9	0	25	16	3	0	19	62
Hourly Total	18	55	0	73	55	55	0	110	94	25	0	119	302
5:00PM	4	36	0	40	21	15	0	36	25	6	0	31	107
5:15PM	1	14	0	15	11	11	0	22	15	5	0	20	57
5:30PM	1	8	0	9	10	10	0	20	9	2	0	11	40
5:45PM	3	7	0	10	3	12	0	15	10	0	0	10	35
Hourly Total	9	65	0	74	45	48	0	93	59	13	0	72	239
Total	61	160	0	221	217	226	0	443	225	113	0	338	1002
% Approach	27.6%	72.4%	0%	-	49.0%	51.0%	0%	-	66.6%	33.4%	0%	-	-
% Total	6.1%	16.0%	0%	22.1%	21.7%	22.6%	0%	44.2%	22.5%	11.3%	0%	33.7%	-
Lights	59	154	0	213	208	226	0	434	224	104	0	328	975
% Lights	96.7%	96.3%	0%	96.4%	95.9%	100%	0%	98.0%	99.6%	92.0%	0%	97.0%	97.3%
Articulated Trucks	2	4	0	6	5	0	0	5	1	4	0	5	16
% Articulated Trucks	3.3%	2.5%	0%	2.7%	2.3%	0%	0%	1.1%	0.4%	3.5%	0%	1.5%	1.6%
Buses and Single-Unit Trucks	0	2	0	2	4	0	0	4	0	5	0	5	11
% Buses and Single-Unit Trucks	0%	1.3%	0%	0.9%	1.8%	0%	0%	0.9%	0%	4.4%	0%	1.5%	1.1%

*L: Left, R: Right, T: Thru, U: U-Turn

Browns Lane and Browns Lane Access Road - TMC

Thu Jun 30, 2022

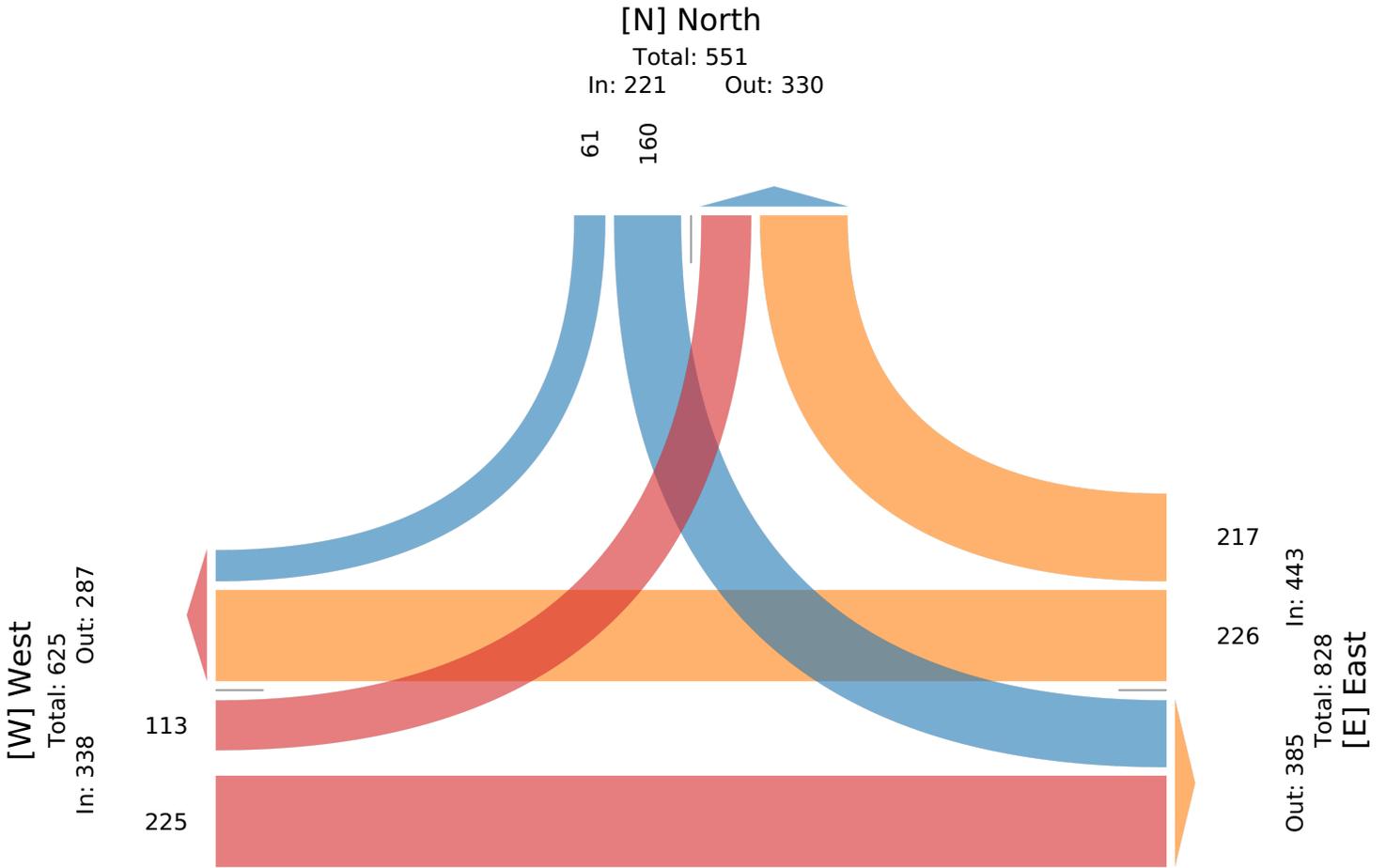
Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 968670, Location: 35.807333, -90.687213

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Browns Lane and Browns Lane Access Road - TMC

Thu Jun 30, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 968670, Location: 35.807333, -90.687213

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	North Southbound				East Westbound				West Eastbound				Int
	R	L	U	App	R	T	U	App	T	L	U	App	
Time													
2022-06-30 7:15AM	2	4	0	6	15	10	0	25	6	9	0	15	46
7:30AM	4	3	0	7	11	21	0	32	7	9	0	16	55
7:45AM	8	7	0	15	23	33	0	56	8	20	0	28	99
8:00AM	8	2	0	10	15	12	0	27	8	8	0	16	53
Total	22	16	0	38	64	76	0	140	29	46	0	75	253
% Approach	57.9%	42.1%	0%	-	45.7%	54.3%	0%	-	38.7%	61.3%	0%	-	-
% Total	8.7%	6.3%	0%	15.0%	25.3%	30.0%	0%	55.3%	11.5%	18.2%	0%	29.6%	-
PHF	0.688	0.571	-	0.633	0.696	0.576	-	0.625	0.906	0.575	-	0.670	0.639
Lights	21	13	0	34	61	76	0	137	29	43	0	72	243
% Lights	95.5%	81.3%	0%	89.5%	95.3%	100%	0%	97.9%	100%	93.5%	0%	96.0%	96.0%
Articulated Trucks	1	1	0	2	2	0	0	2	0	2	0	2	6
% Articulated Trucks	4.5%	6.3%	0%	5.3%	3.1%	0%	0%	1.4%	0%	4.3%	0%	2.7%	2.4%
Buses and Single-Unit Trucks	0	2	0	2	1	0	0	1	0	1	0	1	4
% Buses and Single-Unit Trucks	0%	12.5%	0%	5.3%	1.6%	0%	0%	0.7%	0%	2.2%	0%	1.3%	1.6%

* L: Left, R: Right, T: Thru, U: U-Turn

Browns Lane and Browns Lane Access Road - TMC

Thu Jun 30, 2022

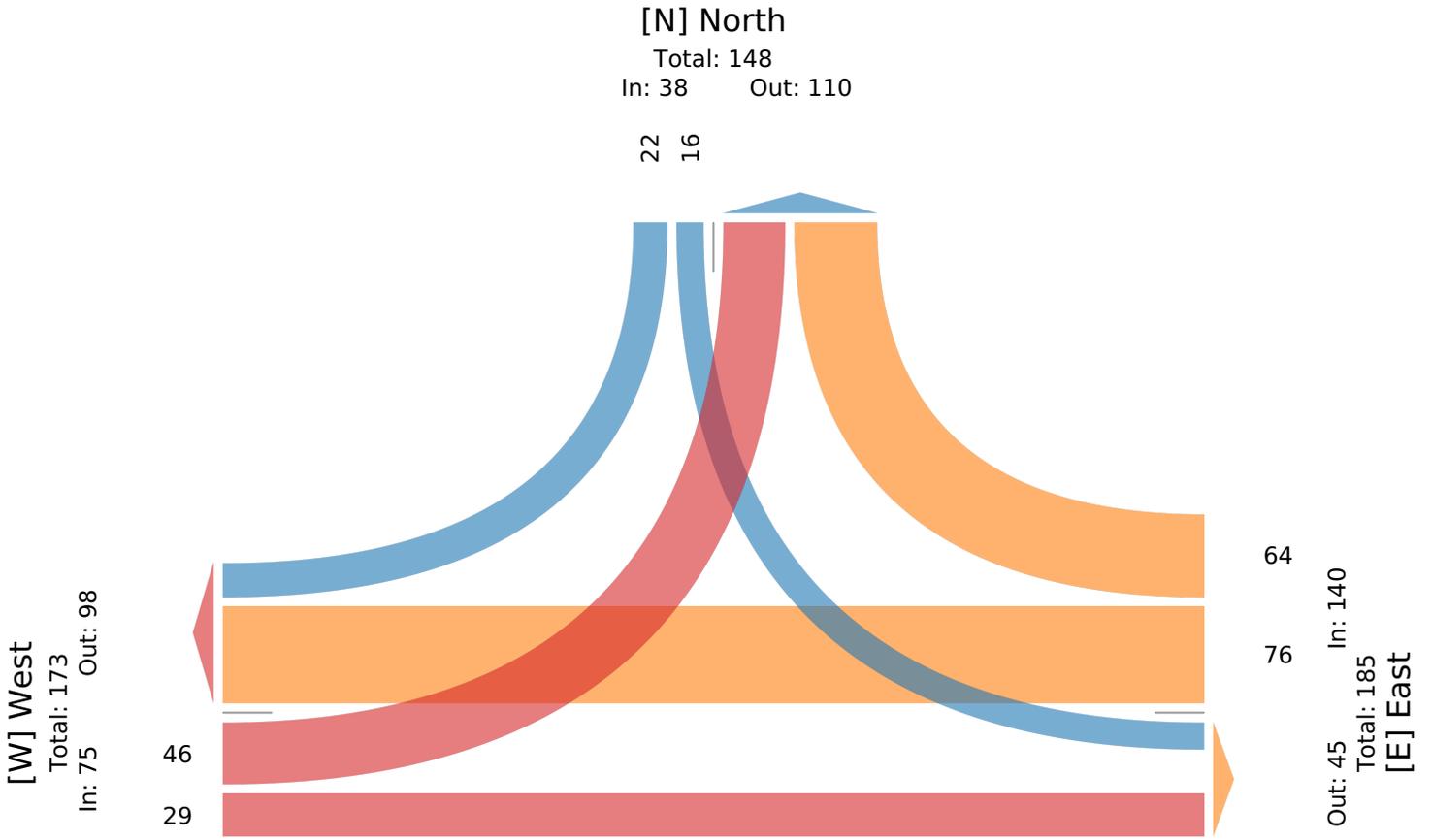
AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 968670, Location: 35.807333, -90.687213

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Browns Lane and Browns Lane Access Road - TMC

Thu Jun 30, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 968670, Location: 35.807333, -90.687213

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	North Southbound				East Westbound				West Eastbound				Int
	R	L	U	App	R	T	U	App	T	L	U	App	
Time													
2022-06-30 4:15PM	5	11	0	16	17	11	0	28	19	5	0	24	68
4:30PM	2	15	0	17	11	15	0	26	43	9	0	52	95
4:45PM	7	11	0	18	16	9	0	25	16	3	0	19	62
5:00PM	4	36	0	40	21	15	0	36	25	6	0	31	107
Total	18	73	0	91	65	50	0	115	103	23	0	126	332
% Approach	19.8%	80.2%	0%	-	56.5%	43.5%	0%	-	81.7%	18.3%	0%	-	-
% Total	5.4%	22.0%	0%	27.4%	19.6%	15.1%	0%	34.6%	31.0%	6.9%	0%	38.0%	-
PHF	0.643	0.507	-	0.569	0.774	0.833	-	0.799	0.599	0.639	-	0.606	0.776
Lights	18	73	0	91	65	50	0	115	102	22	0	124	330
% Lights	100%	100%	0%	100%	100%	100%	0%	100%	99.0%	95.7%	0%	98.4%	99.4%
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	1.0%	0%	0%	0.8%	0.3%
Buses and Single-Unit Trucks	0	0	0	0	0	0	0	0	0	1	0	1	1
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	4.3%	0%	0.8%	0.3%

* L: Left, R: Right, T: Thru, U: U-Turn

Browns Lane and Browns Lane Access Road - TMC

Thu Jun 30, 2022

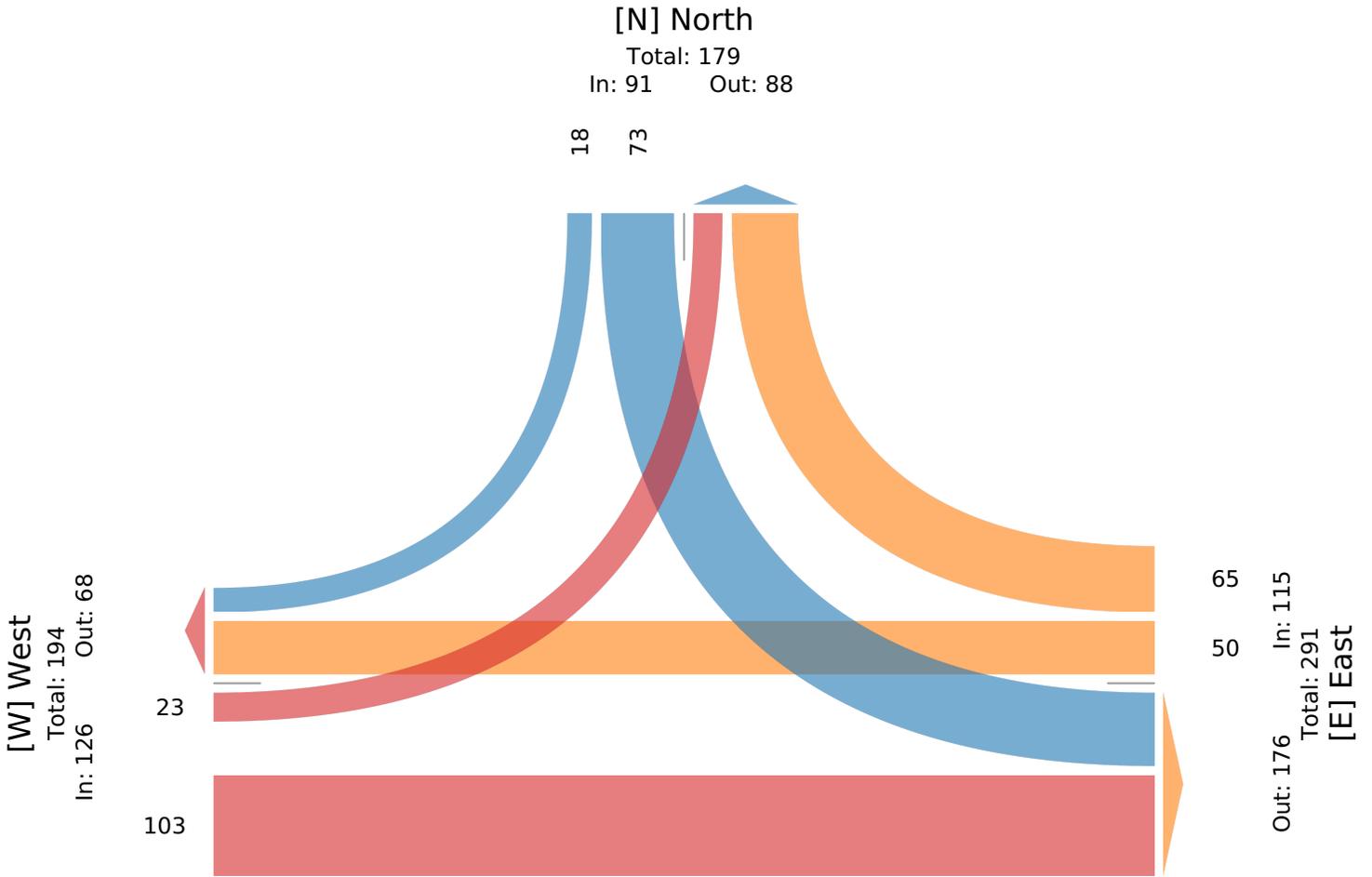
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 968670, Location: 35.807333, -90.687213

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Caraway Road at Race Street - TMC

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US

Wed Aug 31, 2022

Full Length (6 AM-9 AM, 12 PM-1 PM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 983514, Location: 35.814012, -90.677999

Leg Direction	North Southbound					East Westbound					South Northbound					West Eastbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2022-08-31 6:00AM	6	31	4	0	41	2	5	3	0	10	10	38	7	0	55	3	10	2	0	15	121
6:15AM	5	50	3	0	58	4	10	4	0	18	15	58	3	0	76	7	7	1	0	15	167
6:30AM	2	59	8	0	69	1	16	4	0	21	12	72	7	0	91	4	10	11	0	25	206
6:45AM	9	68	12	0	89	3	18	9	0	30	21	96	20	0	137	10	18	10	0	38	294
Hourly Total	22	208	27	0	257	10	49	20	0	79	58	264	37	0	359	24	45	24	0	93	788
7:00AM	3	78	4	0	85	12	16	11	0	39	34	113	16	0	163	10	25	8	0	43	330
7:15AM	8	81	13	0	102	10	38	24	0	72	39	164	29	0	232	13	32	8	0	53	459
7:30AM	13	120	12	0	145	16	60	20	0	96	32	202	31	0	265	20	24	20	0	64	570
7:45AM	19	137	13	0	169	10	48	22	0	80	26	200	39	0	265	25	37	17	0	79	593
Hourly Total	43	416	42	0	501	48	162	77	0	287	131	679	115	0	925	68	118	53	0	239	1952
8:00AM	17	104	21	0	142	16	45	15	0	76	30	146	30	0	206	21	38	20	0	79	503
8:15AM	21	99	11	0	131	15	52	15	0	82	22	151	32	0	205	14	27	18	0	59	477
8:30AM	14	86	7	1	108	19	37	13	0	69	23	160	24	0	207	13	51	23	0	87	471
8:45AM	15	105	18	0	138	21	54	20	0	95	16	147	29	0	192	24	41	16	0	81	506
Hourly Total	67	394	57	1	519	71	188	63	0	322	91	604	115	0	810	72	157	77	0	306	1957
12:00PM	19	197	49	0	265	33	62	31	0	126	40	187	41	0	268	33	72	30	0	135	794
12:15PM	17	170	41	0	228	38	81	35	0	154	23	169	28	0	220	29	68	33	0	130	732
12:30PM	35	190	34	0	259	37	73	36	0	146	27	174	29	0	230	33	63	20	0	116	751
12:45PM	25	145	33	0	203	42	69	48	0	159	38	140	28	0	206	32	78	35	0	145	713
Hourly Total	96	702	157	0	955	150	285	150	0	585	128	670	126	0	924	127	281	118	0	526	2990
4:00PM	25	207	35	0	267	27	71	52	0	150	39	185	34	0	258	36	74	27	0	137	812
4:15PM	18	181	42	0	241	24	70	43	0	137	36	159	30	0	225	30	69	27	0	126	729
4:30PM	23	230	42	0	295	24	69	51	0	144	44	190	36	0	270	30	71	21	0	122	831
4:45PM	18	210	36	0	264	35	70	60	0	165	27	164	26	0	217	31	82	28	0	141	787
Hourly Total	84	828	155	0	1067	110	280	206	0	596	146	698	126	0	970	127	296	103	0	526	3159
5:00PM	36	228	41	0	305	25	76	42	0	143	29	198	35	0	262	54	76	31	0	161	871
5:15PM	23	215	22	0	260	20	90	42	0	152	29	169	27	0	225	35	64	36	0	135	772
5:30PM	11	216	33	0	260	16	60	35	0	111	21	183	37	0	241	42	46	29	0	117	729
5:45PM	17	169	22	0	208	25	46	42	0	113	20	135	19	0	174	29	59	23	0	111	606
Hourly Total	87	828	118	0	1033	86	272	161	0	519	99	685	118	0	902	160	245	119	0	524	2978
Total	399	3376	556	1	4332	475	1236	677	0	2388	653	3600	637	0	4890	578	1142	494	0	2214	13824
% Approach	9.2%	77.9%	12.8%	0%	-	19.9%	51.8%	28.4%	0%	-	13.4%	73.6%	13.0%	0%	-	26.1%	51.6%	22.3%	0%	-	-
% Total	2.9%	24.4%	4.0%	0%	31.3%	3.4%	8.9%	4.9%	0%	17.3%	4.7%	26.0%	4.6%	0%	35.4%	4.2%	8.3%	3.6%	0%	16.0%	-
Lights	396	3339	551	1	4287	470	1229	658	0	2357	641	3562	635	0	4838	573	1140	493	0	2206	13688
% Lights	99.2%	98.9%	99.1%	100%	99.0%	98.9%	99.4%	97.2%	0%	98.7%	98.2%	98.9%	99.7%	0%	98.9%	99.1%	99.8%	99.8%	0%	99.6%	99.0%
Articulated Trucks	0	8	0	0	8	1	1	1	0	3	1	8	1	0	10	2	0	1	0	3	24
% Articulated Trucks	0%	0.2%	0%	0%	0.2%	0.2%	0.1%	0.1%	0%	0.1%	0.2%	0.2%	0.2%	0%	0.2%	0.3%	0%	0.2%	0%	0.1%	0.2%
Buses and Single-Unit Trucks	3	29	5	0	37	4	6	18	0	28	11	30	1	0	42	3	2	0	0	5	112
% Buses and Single-Unit Trucks	0.8%	0.9%	0.9%	0%	0.9%	0.8%	0.5%	2.7%	0%	1.2%	1.7%	0.8%	0.2%	0%	0.9%	0.5%	0.2%	0%	0%	0.2%	0.8%

*L: Left, R: Right, T: Thru, U: U-Turn

Caraway Road at Race Street - TMC

Wed Aug 31, 2022

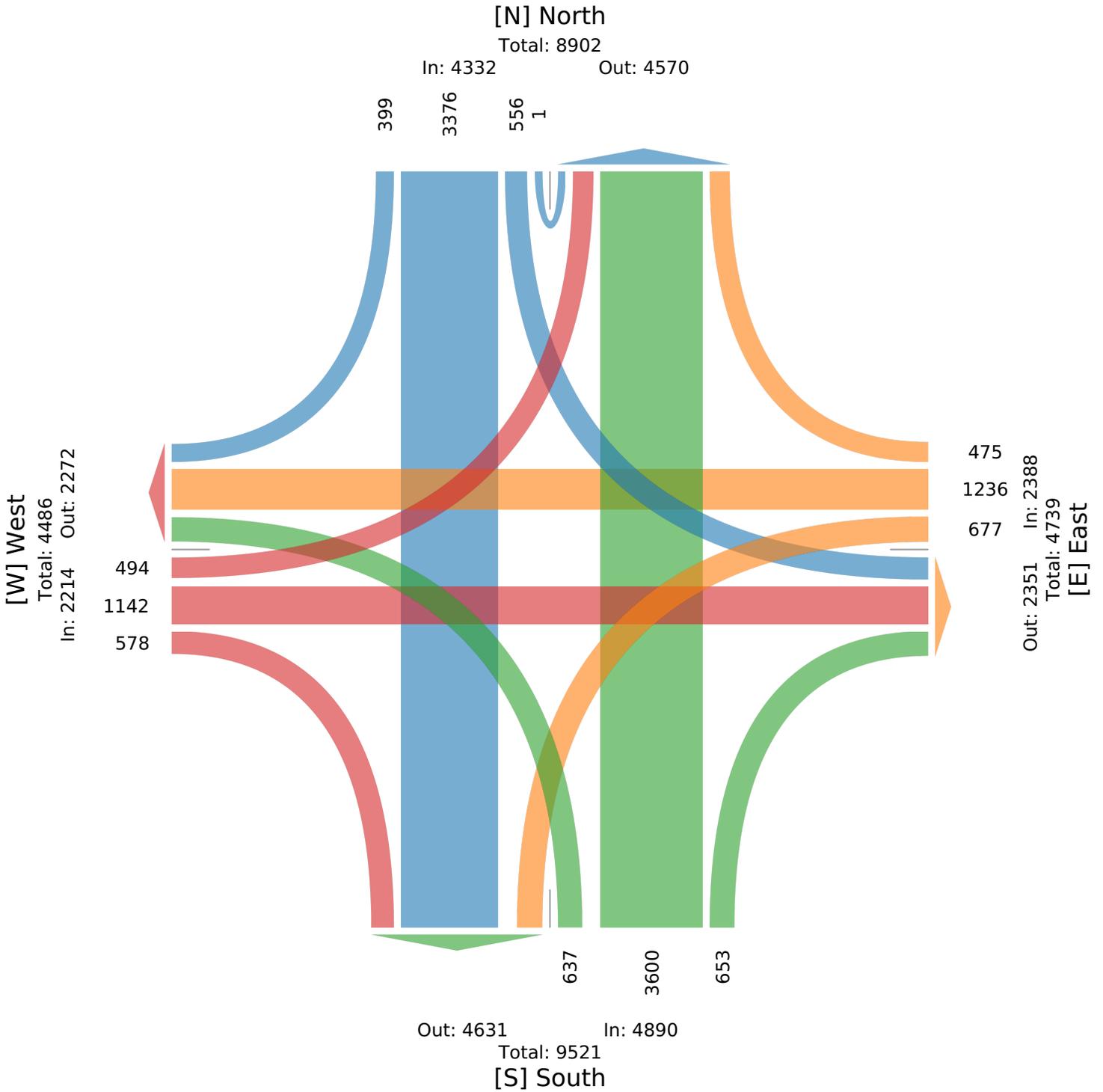
Full Length (6 AM-9 AM, 12 PM-1 PM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 983514, Location: 35.814012, -90.677999

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Caraway Road at Race Street - TMC

Wed Aug 31, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 983514, Location: 35.814012, -90.677999

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	North Southbound					East Westbound					South Northbound					West Eastbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2022-08-31 7:30AM	13	120	12	0	145	16	60	20	0	96	32	202	31	0	265	20	24	20	0	64	570
7:45AM	19	137	13	0	169	10	48	22	0	80	26	200	39	0	265	25	37	17	0	79	593
8:00AM	17	104	21	0	142	16	45	15	0	76	30	146	30	0	206	21	38	20	0	79	503
8:15AM	21	99	11	0	131	15	52	15	0	82	22	151	32	0	205	14	27	18	0	59	477
Total	70	460	57	0	587	57	205	72	0	334	110	699	132	0	941	80	126	75	0	281	2143
% Approach	11.9%	78.4%	9.7%	0%	-	17.1%	61.4%	21.6%	0%	-	11.7%	74.3%	14.0%	0%	-	28.5%	44.8%	26.7%	0%	-	-
% Total	3.3%	21.5%	2.7%	0%	27.4%	2.7%	9.6%	3.4%	0%	15.6%	5.1%	32.6%	6.2%	0%	43.9%	3.7%	5.9%	3.5%	0%	13.1%	-
PHF	0.833	0.839	0.679	-	0.868	0.891	0.854	0.818	-	0.870	0.859	0.865	0.846	-	0.888	0.800	0.829	0.938	-	0.889	0.903
Lights	70	452	57	0	579	57	204	70	0	331	109	690	131	0	930	79	125	75	0	279	2119
% Lights	100%	98.3%	100%	0%	98.6%	100%	99.5%	97.2%	0%	99.1%	99.1%	98.7%	99.2%	0%	98.8%	98.8%	99.2%	100%	0%	99.3%	98.9%
Articulated Trucks	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	6
% Articulated Trucks	0%	0.4%	0%	0%	0.3%	0%	0.5%	0%	0%	0.3%	0%	0.3%	0%	0%	0.2%	1.3%	0%	0%	0%	0.4%	0.3%
Buses and Single-Unit Trucks	0	6	0	0	6	0	0	2	0	2	1	7	1	0	9	0	1	0	0	1	18
% Buses and Single-Unit Trucks	0%	1.3%	0%	0%	1.0%	0%	0%	2.8%	0%	0.6%	0.9%	1.0%	0.8%	0%	1.0%	0%	0.8%	0%	0%	0.4%	0.8%

* L: Left, R: Right, T: Thru, U: U-Turn

Caraway Road at Race Street - TMC

Wed Aug 31, 2022

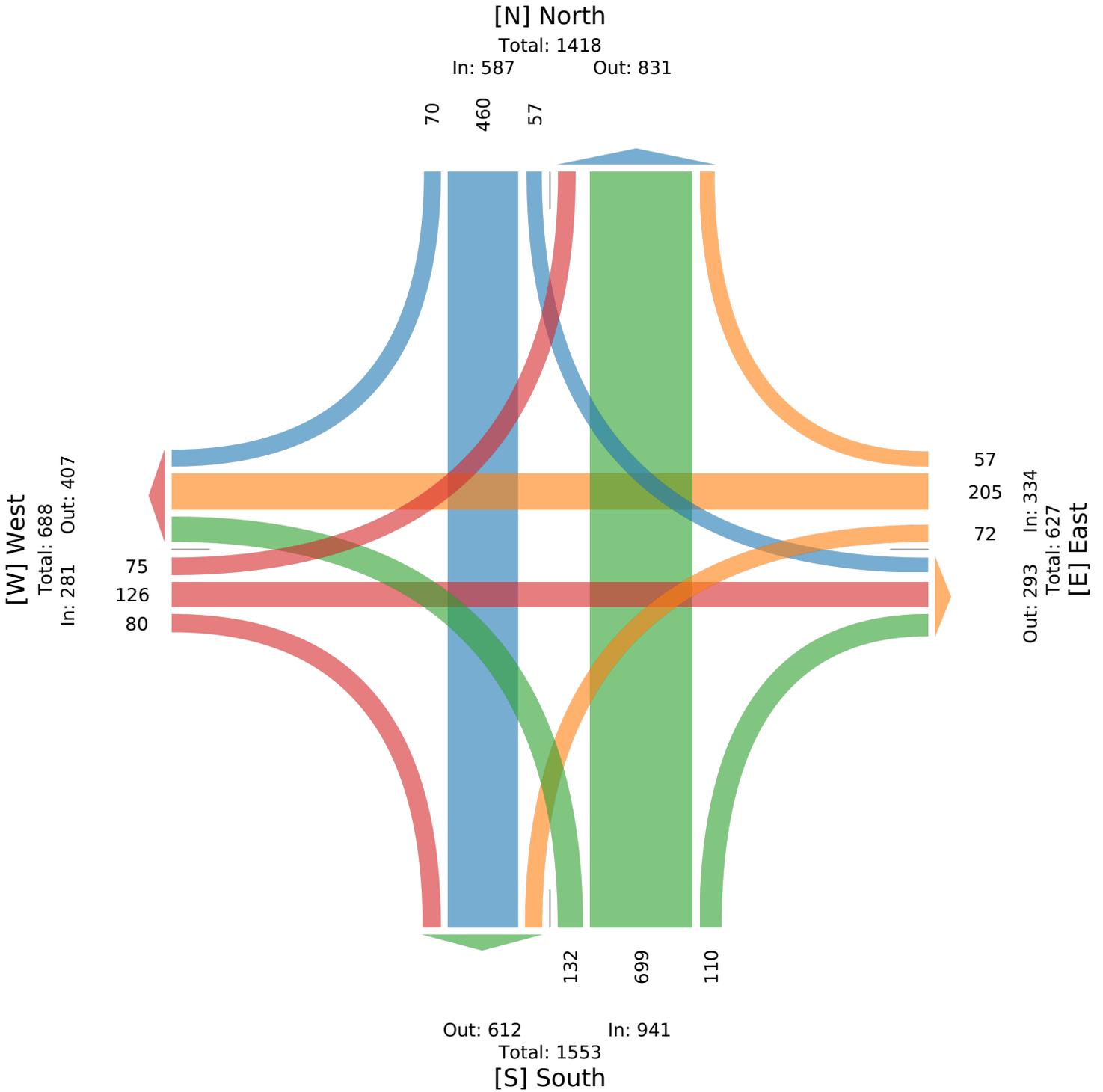
AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 983514, Location: 35.814012, -90.677999

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Caraway Road at Race Street - TMC

Wed Aug 31, 2022

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 983514, Location: 35.814012, -90.677999

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	North Southbound					East Westbound					South Northbound					West Eastbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2022-08-31 12:00PM	19	197	49	0	265	33	62	31	0	126	40	187	41	0	268	33	72	30	0	135	794
12:15PM	17	170	41	0	228	38	81	35	0	154	23	169	28	0	220	29	68	33	0	130	732
12:30PM	35	190	34	0	259	37	73	36	0	146	27	174	29	0	230	33	63	20	0	116	751
12:45PM	25	145	33	0	203	42	69	48	0	159	38	140	28	0	206	32	78	35	0	145	713
Total	96	702	157	0	955	150	285	150	0	585	128	670	126	0	924	127	281	118	0	526	2990
% Approach	10.1%	73.5%	16.4%	0%	-	25.6%	48.7%	25.6%	0%	-	13.9%	72.5%	13.6%	0%	-	24.1%	53.4%	22.4%	0%	-	-
% Total	3.2%	23.5%	5.3%	0%	31.9%	5.0%	9.5%	5.0%	0%	19.6%	4.3%	22.4%	4.2%	0%	30.9%	4.2%	9.4%	3.9%	0%	17.6%	-
PHF	0.686	0.891	0.801	-	0.901	0.893	0.880	0.781	-	0.920	0.800	0.896	0.768	-	0.862	0.962	0.901	0.843	-	0.907	0.941
Lights	96	693	156	0	945	149	283	149	0	581	125	663	125	0	913	126	281	118	0	525	2964
% Lights	100%	98.7%	99.4%	0%	99.0%	99.3%	99.3%	99.3%	0%	99.3%	97.7%	99.0%	99.2%	0%	98.8%	99.2%	100%	100%	0%	99.8%	99.1%
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0	4
% Articulated Trucks	0%	0.1%	0%	0%	0.1%	0%	0%	0%	0%	0%	0.8%	0.1%	0.8%	0%	0.3%	0%	0%	0%	0%	0%	0.1%
Buses and Single-Unit Trucks	0	8	1	0	9	1	2	1	0	4	2	6	0	0	8	1	0	0	0	1	22
% Buses and Single-Unit Trucks	0%	1.1%	0.6%	0%	0.9%	0.7%	0.7%	0.7%	0%	0.7%	1.6%	0.9%	0%	0%	0.9%	0.8%	0%	0%	0%	0.2%	0.7%

* L: Left, R: Right, T: Thru, U: U-Turn

Caraway Road at Race Street - TMC

Wed Aug 31, 2022

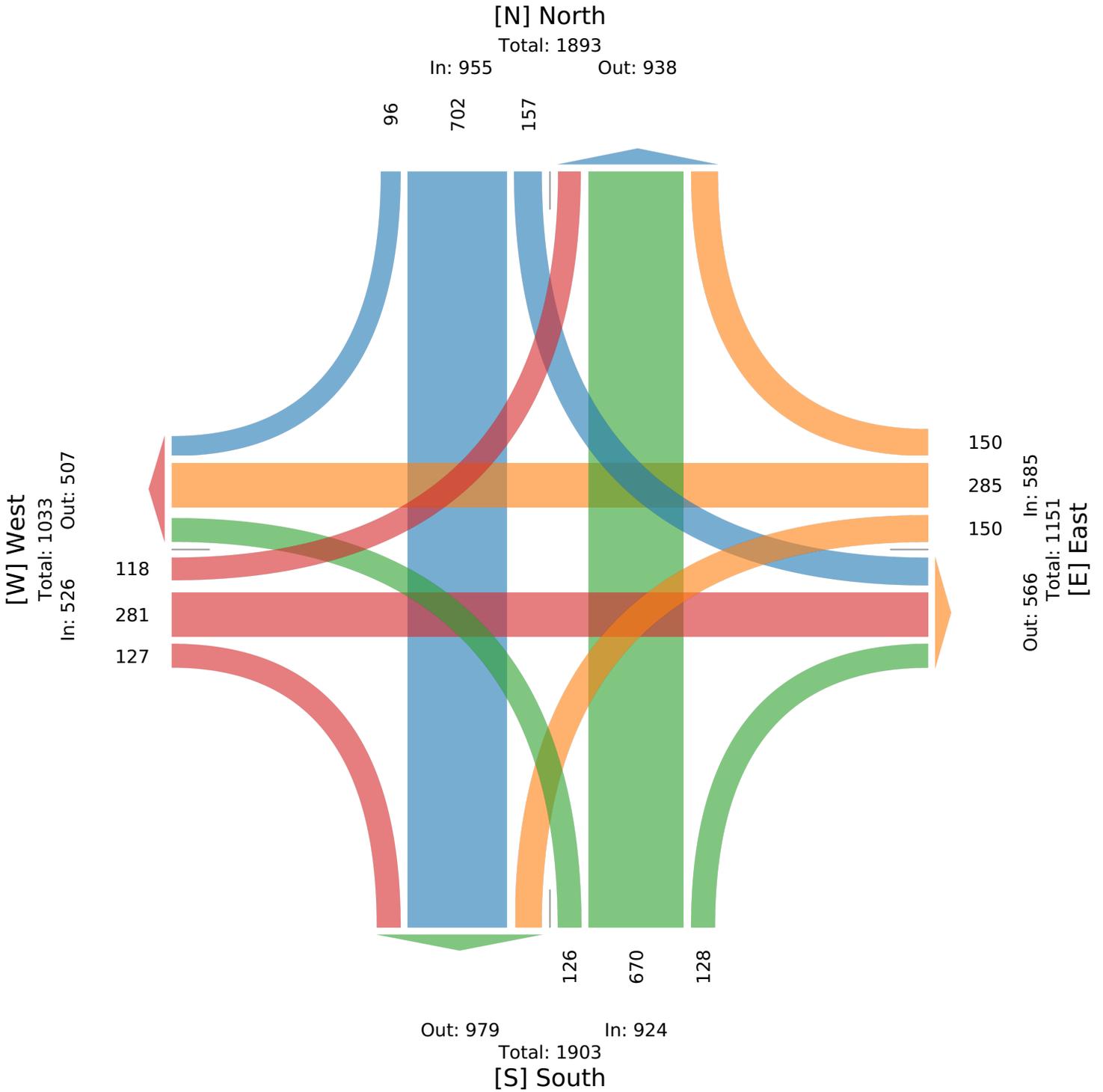
Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 983514, Location: 35.814012, -90.677999

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Caraway Road at Race Street - TMC

Wed Aug 31, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 983514, Location: 35.814012, -90.677999

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	North Southbound					East Westbound					South Northbound					West Eastbound					Int	
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App		
2022-08-31 4:30PM	23	230	42	0	295	24	69	51	0	144	44	190	36	0	270	30	71	21	0	122	831	
4:45PM	18	210	36	0	264	35	70	60	0	165	27	164	26	0	217	31	82	28	0	141	787	
5:00PM	36	228	41	0	305	25	76	42	0	143	29	198	35	0	262	54	76	31	0	161	871	
5:15PM	23	215	22	0	260	20	90	42	0	152	29	169	27	0	225	35	64	36	0	135	772	
Total	100	883	141	0	1124	104	305	195	0	604	129	721	124	0	974	150	293	116	0	559	3261	
% Approach	8.9%	78.6%	12.5%	0%	-	17.2%	50.5%	32.3%	0%	-	13.2%	74.0%	12.7%	0%	-	26.8%	52.4%	20.8%	0%	-	-	
% Total	3.1%	27.1%	4.3%	0%	34.5%	3.2%	9.4%	6.0%	0%	18.5%	4.0%	22.1%	3.8%	0%	29.9%	4.6%	9.0%	3.6%	0%	17.1%	-	
PHF	0.694	0.960	0.839	-	0.921	0.743	0.847	0.813	-	0.915	0.733	0.910	0.861	-	0.902	0.694	0.893	0.806	-	0.868	0.936	
Lights	99	880	140	0	1119	103	305	191	0	599	127	715	124	0	966	150	293	116	0	559	3243	
% Lights	99.0%	99.7%	99.3%	0%	99.6%	99.0%	100%	97.9%	0%	99.2%	98.4%	99.2%	100%	0%	99.2%	100%	100%	100%	0%	100%	99.4%	
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Articulated Trucks	0%	0.2%	0%	0%	0.2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.1%
Buses and Single-Unit Trucks	1	1	1	0	3	1	0	4	0	5	2	6	0	0	8	0	0	0	0	0	16	
% Buses and Single-Unit Trucks	1.0%	0.1%	0.7%	0%	0.3%	1.0%	0%	2.1%	0%	0.8%	1.6%	0.8%	0%	0%	0.8%	0%	0%	0%	0%	0%	0%	0.5%

* L: Left, R: Right, T: Thru, U: U-Turn

Caraway Road at Race Street - TMC

Wed Aug 31, 2022

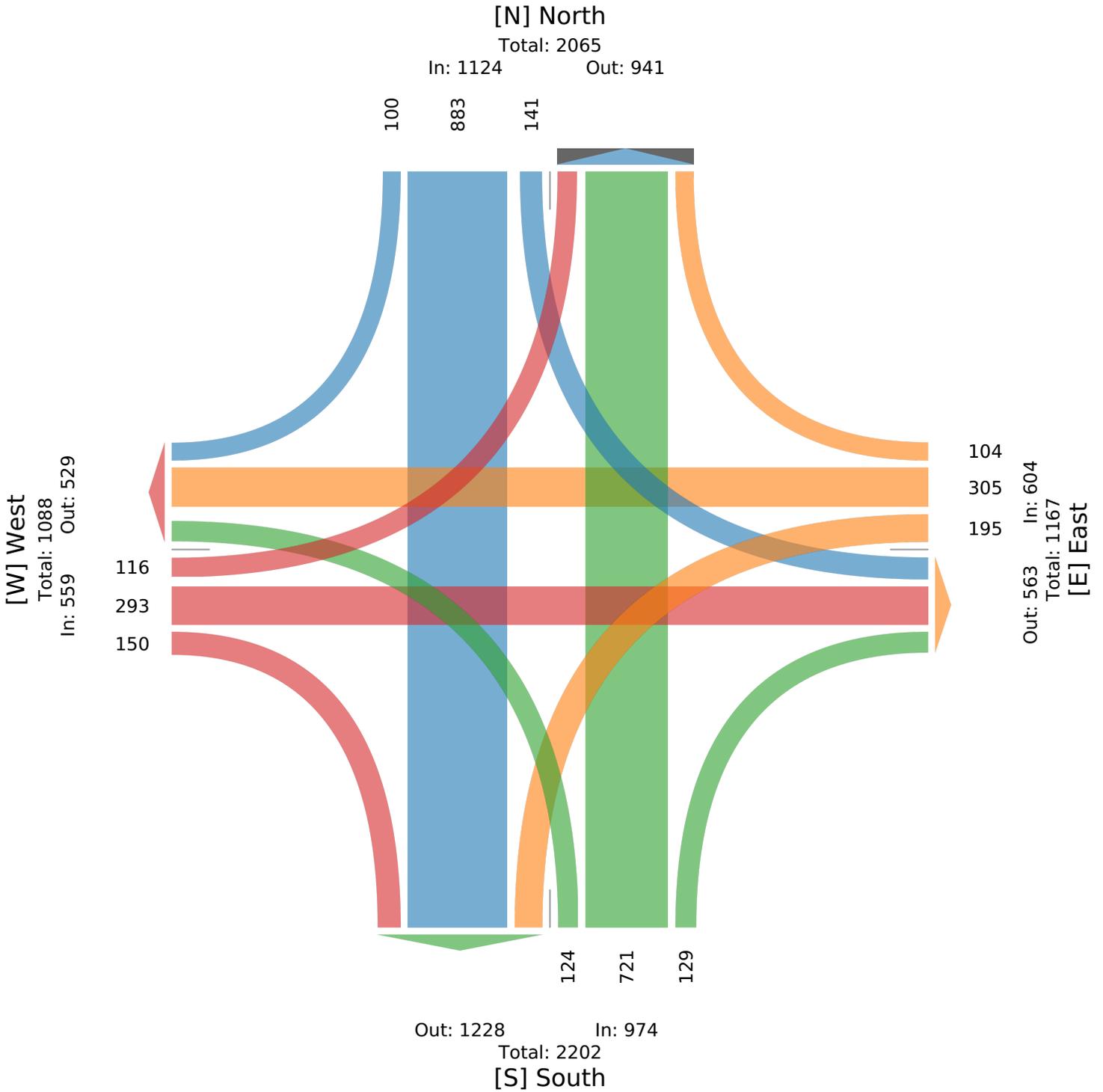
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 983514, Location: 35.814012, -90.677999

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Race at Bernard - TMC

Fri Apr 19, 2024

Full Length (6 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1175992, Location: 35.81401, -90.682503

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	North Southbound				East Westbound				West Eastbound				
Time	R	L	U	App	R	T	U	App	T	L	U	App	Int
2024-04-19 6:00AM	2	1	0	3	2	5	0	7	14	4	0	18	28
6:15AM	1	1	0	2	6	10	0	16	14	1	0	15	33
6:30AM	0	6	0	6	6	13	0	19	25	2	0	27	52
6:45AM	3	5	0	8	6	26	0	32	23	5	0	28	68
Hourly Total	6	13	0	19	20	54	0	74	76	12	0	88	181
7:00AM	5	6	0	11	7	23	0	30	38	9	0	47	88
7:15AM	2	8	0	10	11	43	0	54	61	5	0	66	130
7:30AM	2	10	0	12	23	74	0	97	56	9	0	65	174
7:45AM	5	6	0	11	18	98	0	116	59	19	0	78	205
Hourly Total	14	30	0	44	59	238	0	297	214	42	0	256	597
8:00AM	7	5	0	12	11	57	0	68	53	16	0	69	149
8:15AM	13	9	0	22	12	51	0	63	55	15	0	70	155
8:30AM	9	5	0	14	18	58	0	76	53	15	0	68	158
8:45AM	5	6	0	11	14	59	0	73	71	13	0	84	168
Hourly Total	34	25	0	59	55	225	0	280	232	59	0	291	630
11:00AM	9	29	0	38	14	60	0	74	104	30	0	134	246
11:15AM	10	18	0	28	18	95	0	113	82	11	0	93	234
11:30AM	12	13	0	25	20	80	0	100	99	17	0	116	241
11:45AM	18	20	0	38	32	90	0	122	93	20	0	113	273
Hourly Total	49	80	0	129	84	325	0	409	378	78	0	456	994
12:00PM	25	18	0	43	34	92	0	126	135	17	0	152	321
12:15PM	15	24	0	39	41	87	0	128	81	12	0	93	260
12:30PM	30	22	0	52	25	104	0	129	84	19	0	103	284
12:45PM	17	25	0	42	29	102	0	131	74	20	0	94	267
Hourly Total	87	89	0	176	129	385	0	514	374	68	0	442	1132
2:00PM	17	24	0	41	34	100	0	134	76	18	0	94	269
2:15PM	17	19	0	36	17	81	0	98	61	12	0	73	207
2:30PM	16	21	0	37	28	95	0	123	64	15	0	79	239
2:45PM	23	17	0	40	29	89	0	118	69	14	0	83	241
Hourly Total	73	81	0	154	108	365	0	473	270	59	0	329	956
3:00PM	19	19	0	38	14	105	0	119	93	14	0	107	264
3:15PM	20	19	0	39	19	87	0	106	79	26	0	105	250
3:30PM	22	24	0	46	21	101	0	122	83	14	0	97	265
3:45PM	12	19	0	31	36	96	0	132	87	15	0	102	265
Hourly Total	73	81	0	154	90	389	0	479	342	69	0	411	1044
4:00PM	15	21	0	36	26	94	0	120	79	18	0	97	253
4:15PM	22	24	0	46	25	74	0	99	85	22	0	107	252
4:30PM	20	24	0	44	21	89	0	110	84	24	0	108	262
4:45PM	20	21	0	41	24	87	0	111	72	17	0	89	241
Hourly Total	77	90	0	167	96	344	0	440	320	81	0	401	1008
5:00PM	32	21	0	53	24	111	0	135	86	18	0	104	292
5:15PM	24	24	0	48	31	89	0	120	59	8	0	67	235
5:30PM	14	27	0	41	16	74	0	90	77	14	0	91	222
5:45PM	9	12	0	21	16	73	0	89	57	14	0	71	181
Hourly Total	79	84	0	163	87	347	0	434	279	54	0	333	930
2024-04-20 6:00AM	1	2	0	3	2	5	0	7	4	0	0	4	14
6:15AM	0	0	0	0	0	3	0	3	4	1	0	5	8
6:30AM	1	0	0	1	0	5	0	5	7	1	0	8	14
6:45AM	1	3	0	4	3	15	0	18	14	2	0	16	38
Hourly Total	3	5	0	8	5	28	0	33	29	4	0	33	74
7:00AM	1	0	0	1	4	10	0	14	15	2	0	17	32
7:15AM	2	3	0	5	4	7	0	11	19	4	0	23	39
7:30AM	3	2	0	5	5	23	0	28	17	5	0	22	55
7:45AM	0	0	0	0	5	22	0	27	23	4	0	27	54

Leg Direction	North Southbound				East Westbound				West Eastbound				
Time	R	L	U	App	R	T	U	App	T	L	U	App	Int
Hourly Total	6	5	0	11	18	62	0	80	74	15	0	89	180
8:00AM	1	2	0	3	9	14	0	23	25	4	0	29	55
8:15AM	1	5	0	6	6	27	0	33	30	7	0	37	76
8:30AM	4	4	0	8	12	26	0	38	30	8	0	38	84
8:45AM	2	4	0	6	14	25	0	39	44	12	0	56	101
Hourly Total	8	15	0	23	41	92	0	133	129	31	0	160	316
11:00AM	14	15	0	29	29	52	0	81	76	23	0	99	209
11:15AM	13	11	0	24	17	68	0	85	57	15	0	72	181
11:30AM	14	17	0	31	21	42	0	63	67	10	0	77	171
11:45AM	19	15	0	34	22	60	0	82	61	15	0	76	192
Hourly Total	60	58	0	118	89	222	0	311	261	63	0	324	753
12:00PM	9	15	0	24	26	65	0	91	70	12	0	82	197
12:15PM	11	18	0	29	18	76	0	94	55	7	0	62	185
12:30PM	14	15	0	29	17	77	0	94	55	13	0	68	191
12:45PM	6	21	0	27	21	66	0	87	50	14	0	64	178
Hourly Total	40	69	0	109	82	284	0	366	230	46	0	276	751
2:00PM	18	18	0	36	16	77	0	93	71	19	0	90	219
2:15PM	20	11	1	32	19	63	0	82	61	17	0	78	192
2:30PM	22	21	0	43	12	55	0	67	66	8	0	74	184
2:45PM	11	12	0	23	19	68	0	87	51	10	0	61	171
Hourly Total	71	62	1	134	66	263	0	329	249	54	0	303	766
3:00PM	13	20	0	33	19	57	0	76	45	4	0	49	158
3:15PM	19	21	0	40	17	45	0	62	61	10	0	71	173
3:30PM	14	19	0	33	12	63	0	75	59	13	0	72	180
3:45PM	15	26	0	41	7	75	0	82	62	10	0	72	195
Hourly Total	61	86	0	147	55	240	0	295	227	37	0	264	706
4:00PM	20	14	0	34	13	51	0	64	53	8	0	61	159
4:15PM	14	14	0	28	14	60	0	74	41	10	0	51	153
4:30PM	11	13	0	24	14	67	0	81	64	9	0	73	178
4:45PM	15	20	0	35	13	59	0	72	44	8	0	52	159
Hourly Total	60	61	0	121	54	237	0	291	202	35	0	237	649
5:00PM	4	12	0	16	14	53	0	67	47	11	0	58	141
5:15PM	9	13	0	22	6	49	0	55	52	11	0	63	140
5:30PM	11	13	0	24	7	48	0	55	32	11	0	43	122
5:45PM	7	8	0	15	10	32	0	42	44	8	0	52	109
Hourly Total	31	46	0	77	37	182	0	219	175	41	0	216	512
Total	832	980	1	1813	1175	4282	0	5457	4061	848	0	4909	12179
% Approach	45.9%	54.1%	0.1%	-	21.5%	78.5%	0%	-	82.7%	17.3%	0%	-	-
% Total	6.8%	8.0%	0%	14.9%	9.6%	35.2%	0%	44.8%	33.3%	7.0%	0%	40.3%	-
Lights	828	970	1	1799	1163	4260	0	5423	4044	827	0	4871	12093
% Lights	99.5%	99.0%	100%	99.2%	99.0%	99.5%	0%	99.4%	99.6%	97.5%	0%	99.2%	99.3%
Articulated Trucks	1	8	0	9	6	3	0	9	0	4	0	4	22
% Articulated Trucks	0.1%	0.8%	0%	0.5%	0.5%	0.1%	0%	0.2%	0%	0.5%	0%	0.1%	0.2%
Buses and Single-Unit Trucks	3	2	0	5	6	19	0	25	17	17	0	34	64
% Buses and Single-Unit Trucks	0.4%	0.2%	0%	0.3%	0.5%	0.4%	0%	0.5%	0.4%	2.0%	0%	0.7%	0.5%

*L: Left, R: Right, T: Thru, U: U-Turn

Race at Bernard - TMC

Fri Apr 19, 2024

Full Length (6 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1175992, Location: 35.81401, -90.682503

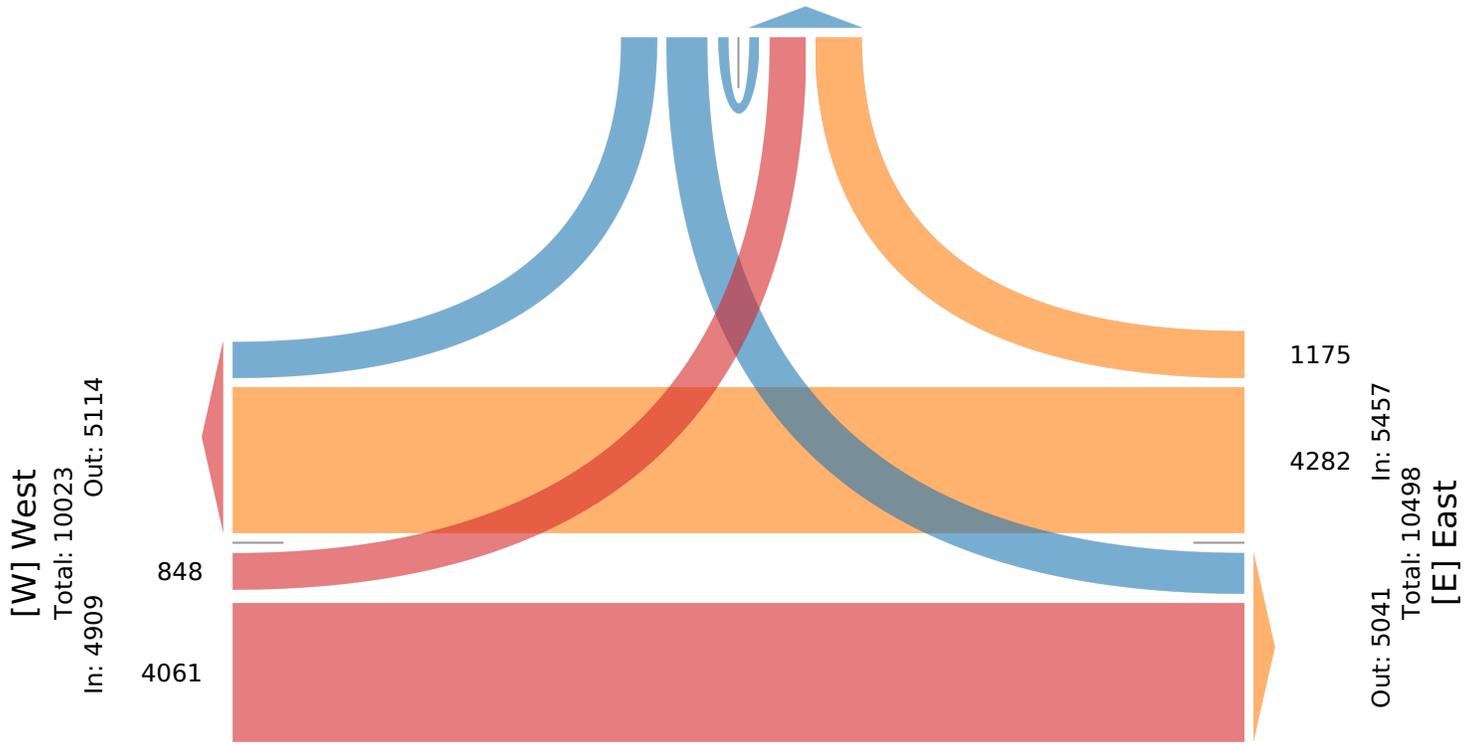
Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US

[N] North

Total: 3837

In: 1813 Out: 2024

832 980 1



Race at Bernard - TMC

Fri Apr 19, 2024

AM Peak (Apr 19 2024 7:30AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1175992, Location: 35.81401, -90.682503

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	North Southbound				East Westbound				West Eastbound				Int
	R	L	U	App	R	T	U	App	T	L	U	App	
Time													
2024-04-19 7:30AM	2	10	0	12	23	74	0	97	56	9	0	65	174
7:45AM	5	6	0	11	18	98	0	116	59	19	0	78	205
8:00AM	7	5	0	12	11	57	0	68	53	16	0	69	149
8:15AM	13	9	0	22	12	51	0	63	55	15	0	70	155
Total	27	30	0	57	64	280	0	344	223	59	0	282	683
% Approach	47.4%	52.6%	0%	-	18.6%	81.4%	0%	-	79.1%	20.9%	0%	-	-
% Total	4.0%	4.4%	0%	8.3%	9.4%	41.0%	0%	50.4%	32.7%	8.6%	0%	41.3%	-
PHF	0.519	0.750	-	0.648	0.696	0.714	-	0.741	0.945	0.776	-	0.904	0.833
Lights	27	30	0	57	64	272	0	336	221	56	0	277	670
% Lights	100%	100%	0%	100%	100%	97.1%	0%	97.7%	99.1%	94.9%	0%	98.2%	98.1%
Articulated Trucks	0	0	0	0	0	3	0	3	0	0	0	0	3
% Articulated Trucks	0%	0%	0%	0%	0%	1.1%	0%	0.9%	0%	0%	0%	0%	0.4%
Buses and Single-Unit Trucks	0	0	0	0	0	5	0	5	2	3	0	5	10
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	1.8%	0%	1.5%	0.9%	5.1%	0%	1.8%	1.5%

* L: Left, R: Right, T: Thru, U: U-Turn

Race at Bernard - TMC

Fri Apr 19, 2024

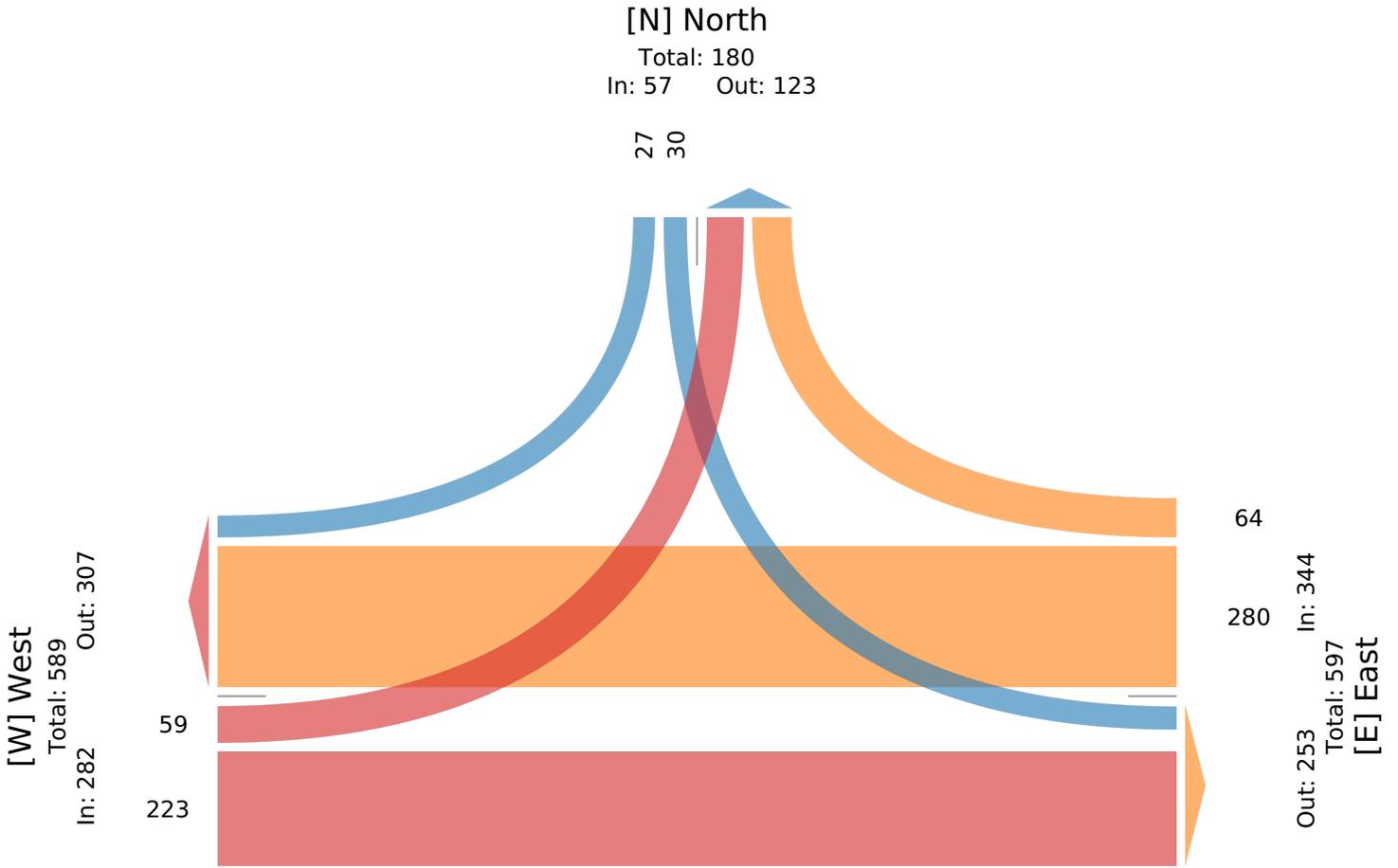
AM Peak (Apr 19 2024 7:30AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1175992, Location: 35.81401, -90.682503

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Race at Bernard - TMC

Fri Apr 19, 2024

Midday Peak (Apr 19 2024 11:45AM - 12:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1175992, Location: 35.81401, -90.682503

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	North Southbound				East Westbound				West Eastbound				Int
	R	L	U	App	R	T	U	App	T	L	U	App	
Time													
2024-04-19 11:45AM	18	20	0	38	32	90	0	122	93	20	0	113	273
12:00PM	25	18	0	43	34	92	0	126	135	17	0	152	321
12:15PM	15	24	0	39	41	87	0	128	81	12	0	93	260
12:30PM	30	22	0	52	25	104	0	129	84	19	0	103	284
Total	88	84	0	172	132	373	0	505	393	68	0	461	1138
% Approach	51.2%	48.8%	0%	-	26.1%	73.9%	0%	-	85.2%	14.8%	0%	-	-
% Total	7.7%	7.4%	0%	15.1%	11.6%	32.8%	0%	44.4%	34.5%	6.0%	0%	40.5%	-
PHF	0.733	0.875	-	0.827	0.805	0.897	-	0.979	0.728	0.850	-	0.758	0.886
Lights	87	81	0	168	131	372	0	503	389	65	0	454	1125
% Lights	98.9%	96.4%	0%	97.7%	99.2%	99.7%	0%	99.6%	99.0%	95.6%	0%	98.5%	98.9%
Articulated Trucks	0	2	0	2	0	0	0	0	0	2	0	2	4
% Articulated Trucks	0%	2.4%	0%	1.2%	0%	0%	0%	0%	0%	2.9%	0%	0.4%	0.4%
Buses and Single-Unit Trucks	1	1	0	2	1	1	0	2	4	1	0	5	9
% Buses and Single-Unit Trucks	1.1%	1.2%	0%	1.2%	0.8%	0.3%	0%	0.4%	1.0%	1.5%	0%	1.1%	0.8%

* L: Left, R: Right, T: Thru, U: U-Turn

Race at Bernard - TMC

Fri Apr 19, 2024

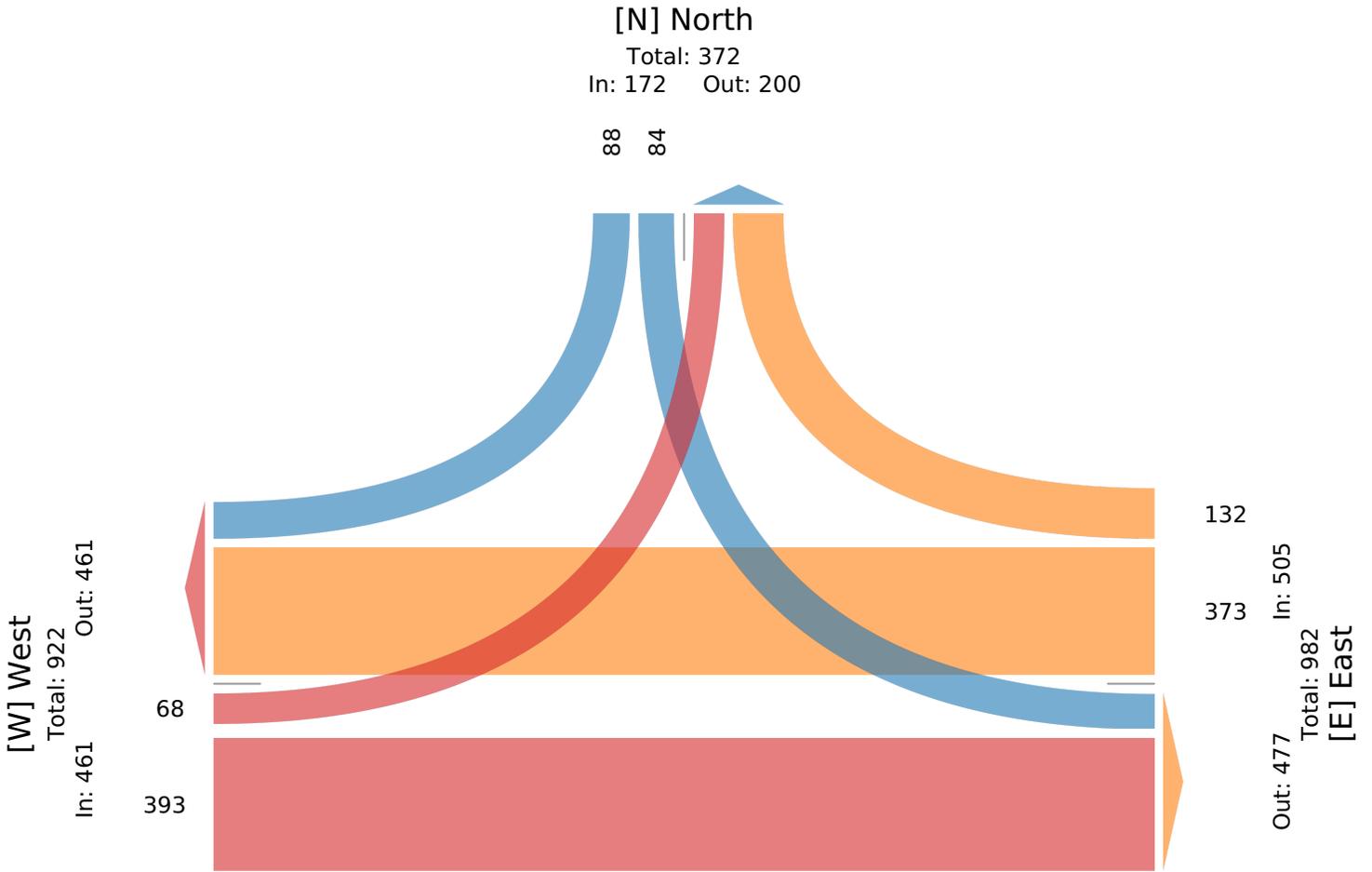
Midday Peak (Apr 19 2024 11:45AM - 12:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1175992, Location: 35.81401, -90.682503

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Race at Bernard - TMC

Fri Apr 19, 2024

PM Peak (Apr 19 2024 4:15PM - 5:15 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1175992, Location: 35.81401, -90.682503

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	North Southbound				East Westbound				West Eastbound				Int
	R	L	U	App	R	T	U	App	T	L	U	App	
2024-04-19 4:15PM	22	24	0	46	25	74	0	99	85	22	0	107	252
4:30PM	20	24	0	44	21	89	0	110	84	24	0	108	262
4:45PM	20	21	0	41	24	87	0	111	72	17	0	89	241
5:00PM	32	21	0	53	24	111	0	135	86	18	0	104	292
Total	94	90	0	184	94	361	0	455	327	81	0	408	1047
% Approach	51.1%	48.9%	0%	-	20.7%	79.3%	0%	-	80.1%	19.9%	0%	-	-
% Total	9.0%	8.6%	0%	17.6%	9.0%	34.5%	0%	43.5%	31.2%	7.7%	0%	39.0%	-
PHF	0.734	0.938	-	0.868	0.940	0.813	-	0.843	0.951	0.844	-	0.944	0.896
Lights	94	90	0	184	93	361	0	454	326	80	0	406	1044
% Lights	100%	100%	0%	100%	98.9%	100%	0%	99.8%	99.7%	98.8%	0%	99.5%	99.7%
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	0	0	1
% Articulated Trucks	0%	0%	0%	0%	1.1%	0%	0%	0.2%	0%	0%	0%	0%	0.1%
Buses and Single-Unit Trucks	0	0	0	0	0	0	0	0	1	1	0	2	2
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0.3%	1.2%	0%	0.5%	0.2%

* L: Left, R: Right, T: Thru, U: U-Turn

Race at Bernard - TMC

Fri Apr 19, 2024

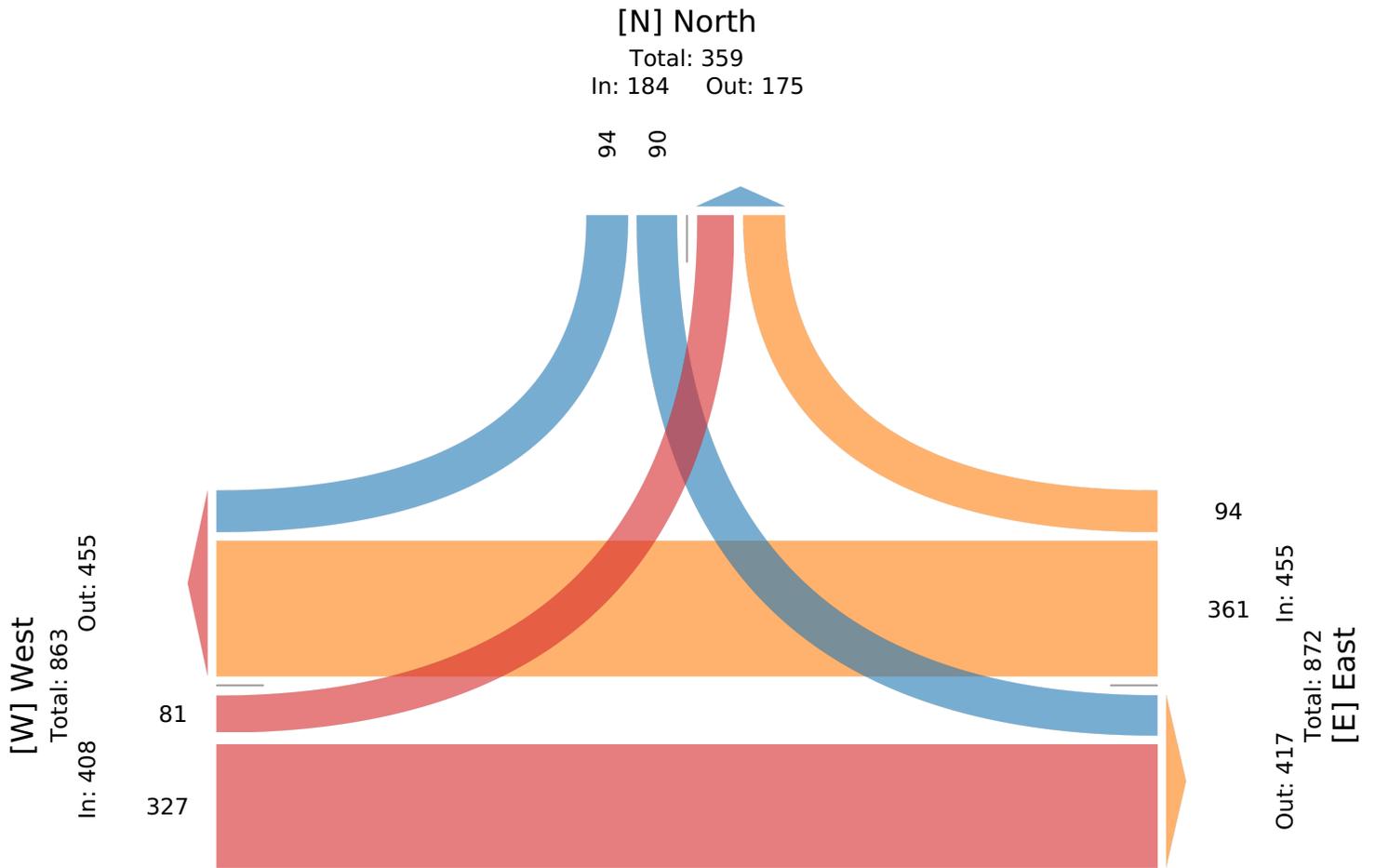
PM Peak (Apr 19 2024 4:15PM - 5:15 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1175992, Location: 35.81401, -90.682503

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Race at Bernard - TMC

Sat Apr 20, 2024

AM Peak (WKND) (Apr 20 2024 8AM - 9 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1175992, Location: 35.81401, -90.682503

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US

Leg Direction	North Southbound				East Westbound				West Eastbound				Int
	R	L	U	App	R	T	U	App	T	L	U	App	
Time													
2024-04-20 8:00AM	1	2	0	3	9	14	0	23	25	4	0	29	55
8:15AM	1	5	0	6	6	27	0	33	30	7	0	37	76
8:30AM	4	4	0	8	12	26	0	38	30	8	0	38	84
8:45AM	2	4	0	6	14	25	0	39	44	12	0	56	101
Total	8	15	0	23	41	92	0	133	129	31	0	160	316
% Approach	34.8%	65.2%	0%	-	30.8%	69.2%	0%	-	80.6%	19.4%	0%	-	-
% Total	2.5%	4.7%	0%	7.3%	13.0%	29.1%	0%	42.1%	40.8%	9.8%	0%	50.6%	-
PHF	0.500	0.750	-	0.719	0.732	0.852	-	0.853	0.733	0.646	-	0.714	0.782
Lights	8	14	0	22	40	91	0	131	129	31	0	160	313
% Lights	100%	93.3%	0%	95.7%	97.6%	98.9%	0%	98.5%	100%	100%	0%	100%	99.1%
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
% Articulated Trucks	0%	6.7%	0%	4.3%	0%	0%	0%	0%	0%	0%	0%	0%	0.3%
Buses and Single-Unit Trucks	0	0	0	0	1	1	0	2	0	0	0	0	2
% Buses and Single-Unit Trucks	0%	0%	0%	0%	2.4%	1.1%	0%	1.5%	0%	0%	0%	0%	0.6%

* L: Left, R: Right, T: Thru, U: U-Turn

Race at Bernard - TMC

Sat Apr 20, 2024

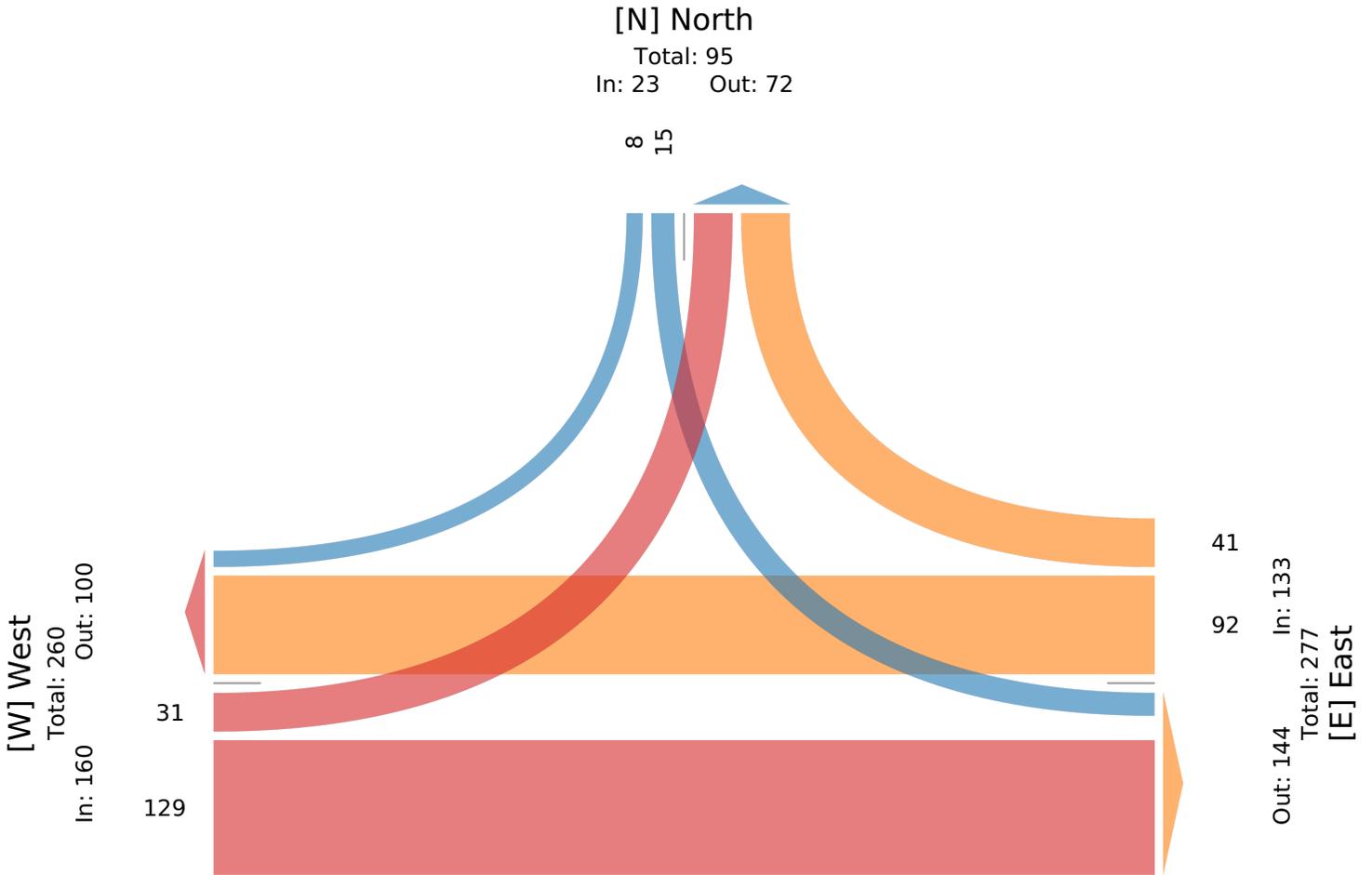
AM Peak (WKND) (Apr 20 2024 8AM - 9 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1175992, Location: 35.81401, -90.682503

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Race at Bernard - TMC

Sat Apr 20, 2024

Midday Peak (WKND) (Apr 20 2024 11:45AM - 12:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1175992, Location: 35.81401, -90.682503

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	North Southbound				East Westbound				West Eastbound				Int
	R	L	U	App	R	T	U	App	T	L	U	App	
Time													
2024-04-20 11:45AM	19	15	0	34	22	60	0	82	61	15	0	76	192
12:00PM	9	15	0	24	26	65	0	91	70	12	0	82	197
12:15PM	11	18	0	29	18	76	0	94	55	7	0	62	185
12:30PM	14	15	0	29	17	77	0	94	55	13	0	68	191
Total	53	63	0	116	83	278	0	361	241	47	0	288	765
% Approach	45.7%	54.3%	0%	-	23.0%	77.0%	0%	-	83.7%	16.3%	0%	-	-
% Total	6.9%	8.2%	0%	15.2%	10.8%	36.3%	0%	47.2%	31.5%	6.1%	0%	37.6%	-
PHF	0.697	0.875	-	0.853	0.798	0.903	-	0.960	0.861	0.783	-	0.878	0.971
Lights	53	63	0	116	83	277	0	360	241	46	0	287	763
% Lights	100%	100%	0%	100%	100%	99.6%	0%	99.7%	100%	97.9%	0%	99.7%	99.7%
Articulated Trucks	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%
Buses and Single-Unit Trucks	0	0	0	0	0	1	0	1	0	1	0	1	2
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0.4%	0%	0.3%	0%	2.1%	0%	0.3%	0.3%

* L: Left, R: Right, T: Thru, U: U-Turn

Race at Bernard - TMC

Sat Apr 20, 2024

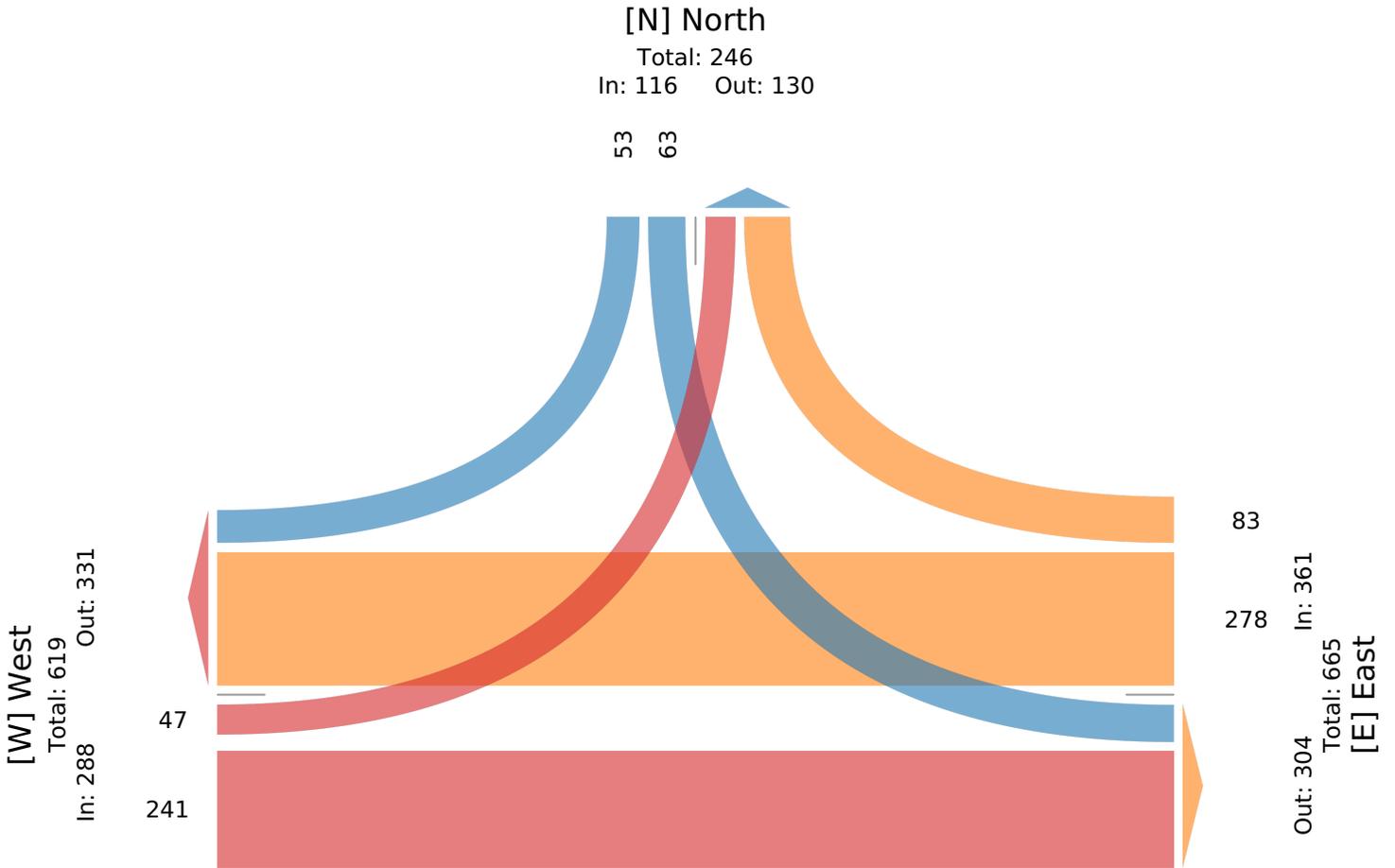
Midday Peak (WKND) (Apr 20 2024 11:45AM - 12:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1175992, Location: 35.81401, -90.682503

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Race at Bernard - TMC

Sat Apr 20, 2024

PM Peak (WKND) (Apr 20 2024 2PM - 3 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1175992, Location: 35.81401, -90.682503

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	North Southbound				East Westbound				West Eastbound				
Time	R	L	U	App	R	T	U	App	T	L	U	App	Int
2024-04-20 2:00PM	18	18	0	36	16	77	0	93	71	19	0	90	219
2:15PM	20	11	1	32	19	63	0	82	61	17	0	78	192
2:30PM	22	21	0	43	12	55	0	67	66	8	0	74	184
2:45PM	11	12	0	23	19	68	0	87	51	10	0	61	171
Total	71	62	1	134	66	263	0	329	249	54	0	303	766
% Approach	53.0%	46.3%	0.7%	-	20.1%	79.9%	0%	-	82.2%	17.8%	0%	-	-
% Total	9.3%	8.1%	0.1%	17.5%	8.6%	34.3%	0%	43.0%	32.5%	7.0%	0%	39.6%	-
PHF	0.807	0.738	0.250	0.779	0.868	0.854	-	0.884	0.877	0.711	-	0.842	0.874
Lights	71	60	1	132	64	263	0	327	248	52	0	300	759
% Lights	100%	96.8%	100%	98.5%	97.0%	100%	0%	99.4%	99.6%	96.3%	0%	99.0%	99.1%
Articulated Trucks	0	1	0	1	1	0	0	1	0	1	0	1	3
% Articulated Trucks	0%	1.6%	0%	0.7%	1.5%	0%	0%	0.3%	0%	1.9%	0%	0.3%	0.4%
Buses and Single-Unit Trucks	0	1	0	1	1	0	0	1	1	1	0	2	4
% Buses and Single-Unit Trucks	0%	1.6%	0%	0.7%	1.5%	0%	0%	0.3%	0.4%	1.9%	0%	0.7%	0.5%

* L: Left, R: Right, T: Thru, U: U-Turn

Race at Bernard - TMC

Sat Apr 20, 2024

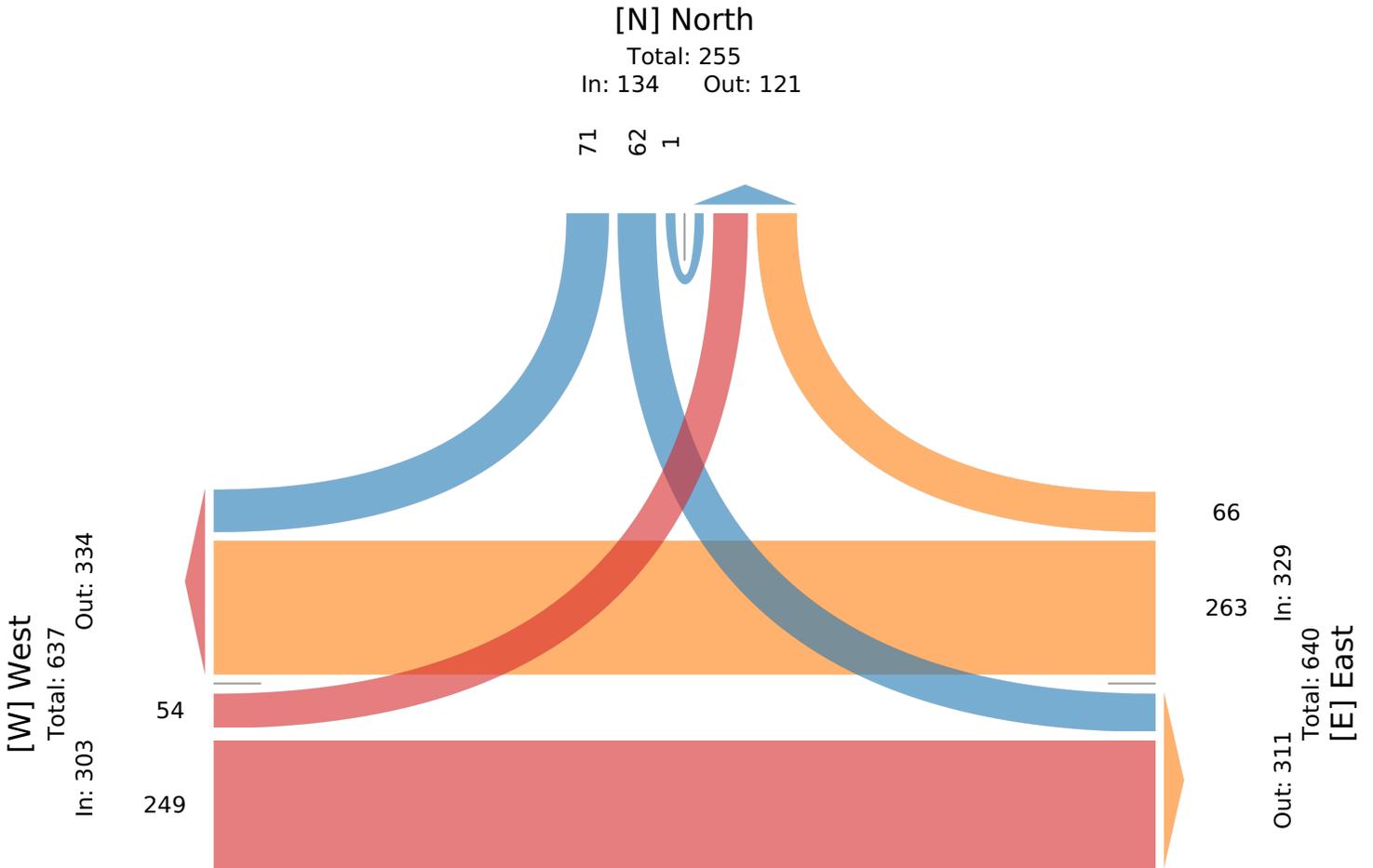
PM Peak (WKND) (Apr 20 2024 2PM - 3 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1175992, Location: 35.81401, -90.682503

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Race at McClelland - TMC

Wed Jun 22, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 968017, Location: 35.814019, -90.685905

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	East Westbound				South Northbound				West Eastbound				Int
	T	L	U	App	R	L	U	App	R	T	U	App	
Time													
2022-06-22 7:00AM	41	2	0	43	0	0	0	0	0	32	0	32	75
7:15AM	42	4	0	46	1	0	0	1	2	44	0	46	93
7:30AM	74	2	0	76	0	0	0	0	0	69	0	69	145
7:45AM	109	7	0	116	1	0	0	1	2	75	0	77	194
Hourly Total	266	15	0	281	2	0	0	2	4	220	0	224	507
8:00AM	62	4	0	66	1	0	0	1	0	90	0	90	157
8:15AM	45	3	0	48	1	0	0	1	0	66	0	66	115
8:30AM	56	3	0	59	2	0	0	2	1	65	0	66	127
8:45AM	74	0	0	74	2	1	0	3	1	83	0	84	161
Hourly Total	237	10	0	247	6	1	0	7	2	304	0	306	560
4:00PM	83	0	0	83	6	1	0	7	2	107	0	109	199
4:15PM	93	0	0	93	2	1	0	3	1	110	0	111	207
4:30PM	110	1	0	111	4	0	0	4	1	113	0	114	229
4:45PM	112	0	1	113	1	0	0	1	1	111	0	112	226
Hourly Total	398	1	1	400	13	2	0	15	5	441	0	446	861
5:00PM	118	0	0	118	1	1	0	2	1	159	0	160	280
5:15PM	105	0	0	105	3	1	0	4	0	108	0	108	217
5:30PM	91	0	0	91	2	2	0	4	0	84	0	84	179
5:45PM	62	0	0	62	1	0	0	1	0	73	0	73	136
Hourly Total	376	0	0	376	7	4	0	11	1	424	0	425	812
Total	1277	26	1	1304	28	7	0	35	12	1389	0	1401	2740
% Approach	97.9%	2.0%	0.1%	-	80.0%	20.0%	0%	-	0.9%	99.1%	0%	-	-
% Total	46.6%	0.9%	0%	47.6%	1.0%	0.3%	0%	1.3%	0.4%	50.7%	0%	51.1%	-
Lights	1271	26	1	1298	28	7	0	35	12	1381	0	1393	2726
% Lights	99.5%	100%	100%	99.5%	100%	100%	0%	100%	100%	99.4%	0%	99.4%	99.5%
Articulated Trucks	1	0	0	1	0	0	0	0	0	1	0	1	2
% Articulated Trucks	0.1%	0%	0%	0.1%	0%	0%	0%	0%	0%	0.1%	0%	0.1%	0.1%
Buses and Single-Unit Trucks	5	0	0	5	0	0	0	0	0	7	0	7	12
% Buses and Single-Unit Trucks	0.4%	0%	0%	0.4%	0%	0%	0%	0%	0%	0.5%	0%	0.5%	0.4%

*L: Left, R: Right, T: Thru, U: U-Turn

Race at McClelland - TMC

Wed Jun 22, 2022

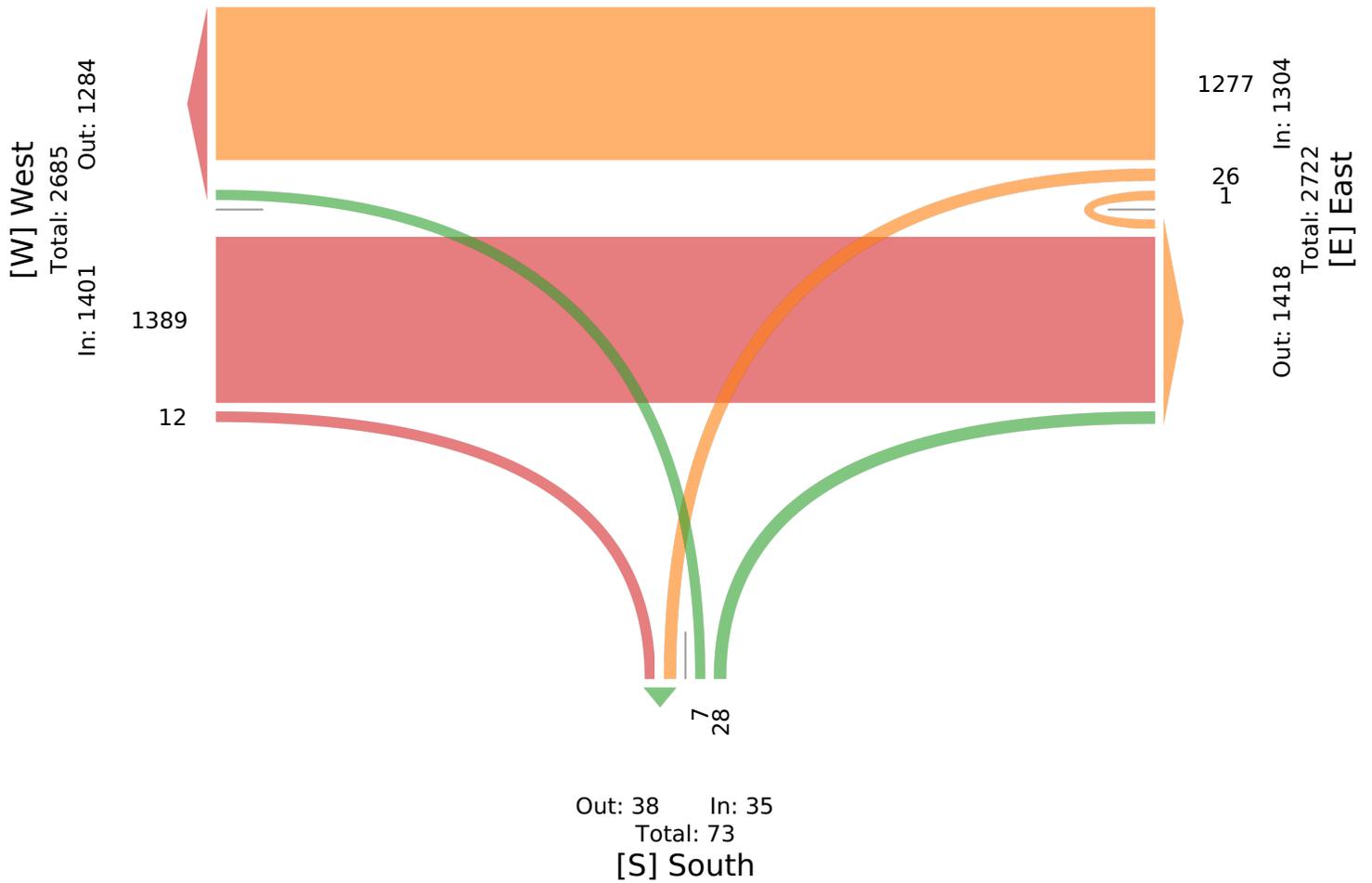
Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 968017, Location: 35.814019, -90.685905

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Race at McClelland - TMC

Wed Jun 22, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 968017, Location: 35.814019, -90.685905

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	East Westbound				South Northbound				West Eastbound				Int
	T	L	U	App	R	L	U	App	R	T	U	App	
Time													
2022-06-22 7:30AM	74	2	0	76	0	0	0	0	0	69	0	69	145
7:45AM	109	7	0	116	1	0	0	1	2	75	0	77	194
8:00AM	62	4	0	66	1	0	0	1	0	90	0	90	157
8:15AM	45	3	0	48	1	0	0	1	0	66	0	66	115
Total	290	16	0	306	3	0	0	3	2	300	0	302	611
% Approach	94.8%	5.2%	0%	-	100%	0%	0%	-	0.7%	99.3%	0%	-	-
% Total	47.5%	2.6%	0%	50.1%	0.5%	0%	0%	0.5%	0.3%	49.1%	0%	49.4%	-
PHF	0.665	0.571	-	0.659	0.750	-	-	0.750	0.250	0.833	-	0.839	0.787
Lights	290	16	0	306	3	0	0	3	2	297	0	299	608
% Lights	100%	100%	0%	100%	100%	0%	0%	100%	100%	99.0%	0%	99.0%	99.5%
Articulated Trucks	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%
Buses and Single-Unit Trucks	0	0	0	0	0	0	0	0	0	3	0	3	3
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	1.0%	0%	1.0%	0.5%

* L: Left, R: Right, T: Thru, U: U-Turn

Race at McClelland - TMC

Wed Jun 22, 2022

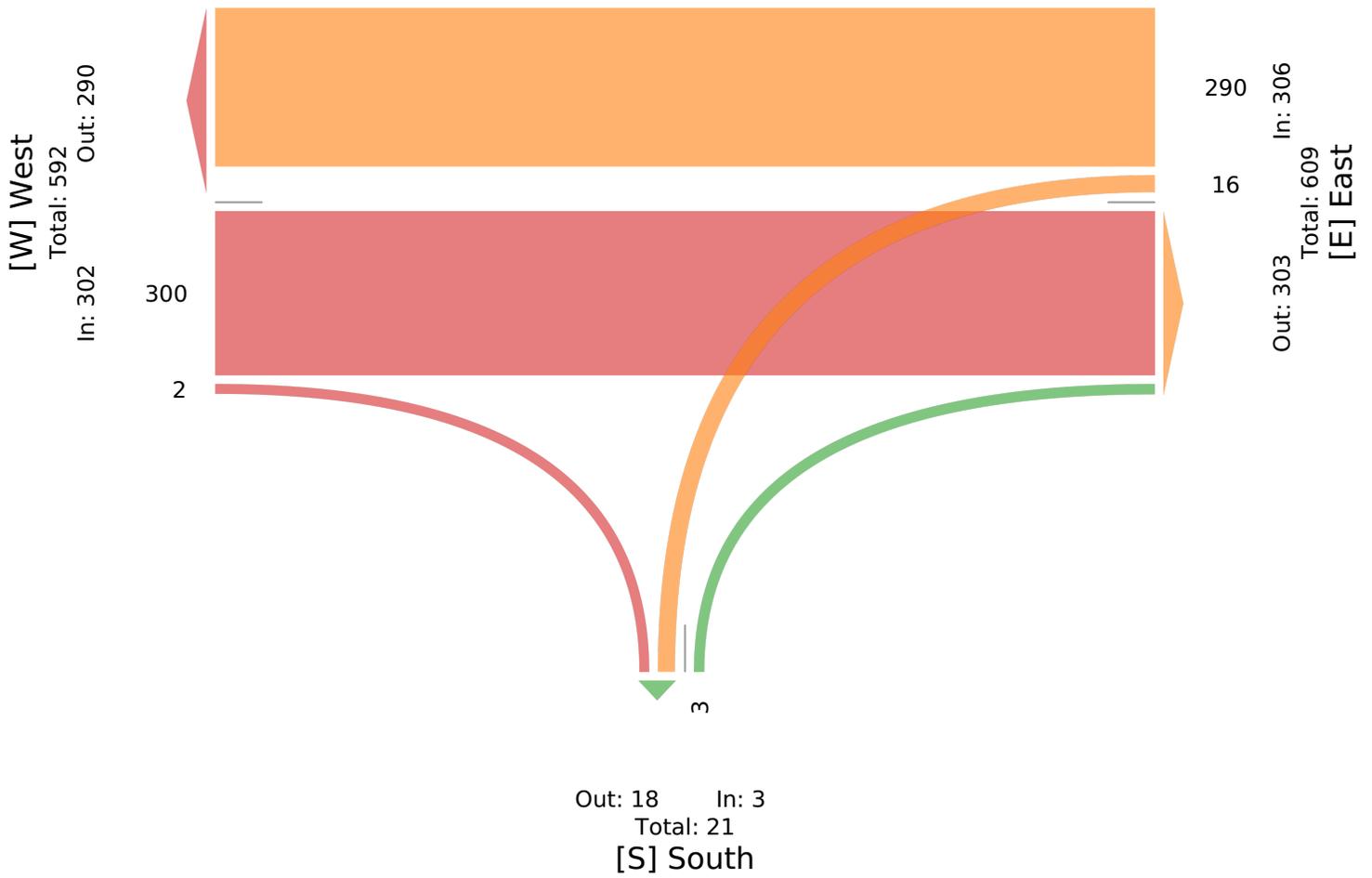
AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 968017, Location: 35.814019, -90.685905

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Race at McClelland - TMC

Wed Jun 22, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 968017, Location: 35.814019, -90.685905

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	East Westbound				South Northbound				West Eastbound				Int
	T	L	U	App	R	L	U	App	R	T	U	App	
2022-06-22 4:30PM	110	1	0	111	4	0	0	4	1	113	0	114	229
4:45PM	112	0	1	113	1	0	0	1	1	111	0	112	226
5:00PM	118	0	0	118	1	1	0	2	1	159	0	160	280
5:15PM	105	0	0	105	3	1	0	4	0	108	0	108	217
Total	445	1	1	447	9	2	0	11	3	491	0	494	952
% Approach	99.6%	0.2%	0.2%	-	81.8%	18.2%	0%	-	0.6%	99.4%	0%	-	-
% Total	46.7%	0.1%	0.1%	47.0%	0.9%	0.2%	0%	1.2%	0.3%	51.6%	0%	51.9%	-
PHF	0.943	0.250	0.250	0.947	0.563	0.500	-	0.688	0.750	0.772	-	0.772	0.850
Lights	442	1	1	444	9	2	0	11	3	490	0	493	948
% Lights	99.3%	100%	100%	99.3%	100%	100%	0%	100%	100%	99.8%	0%	99.8%	99.6%
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
% Articulated Trucks	0.2%	0%	0%	0.2%	0%	0%	0%	0%	0%	0%	0%	0%	0.1%
Buses and Single-Unit Trucks	2	0	0	2	0	0	0	0	0	1	0	1	3
% Buses and Single-Unit Trucks	0.4%	0%	0%	0.4%	0%	0%	0%	0%	0%	0.2%	0%	0.2%	0.3%

* L: Left, R: Right, T: Thru, U: U-Turn

Race at McClelland - TMC

Wed Jun 22, 2022

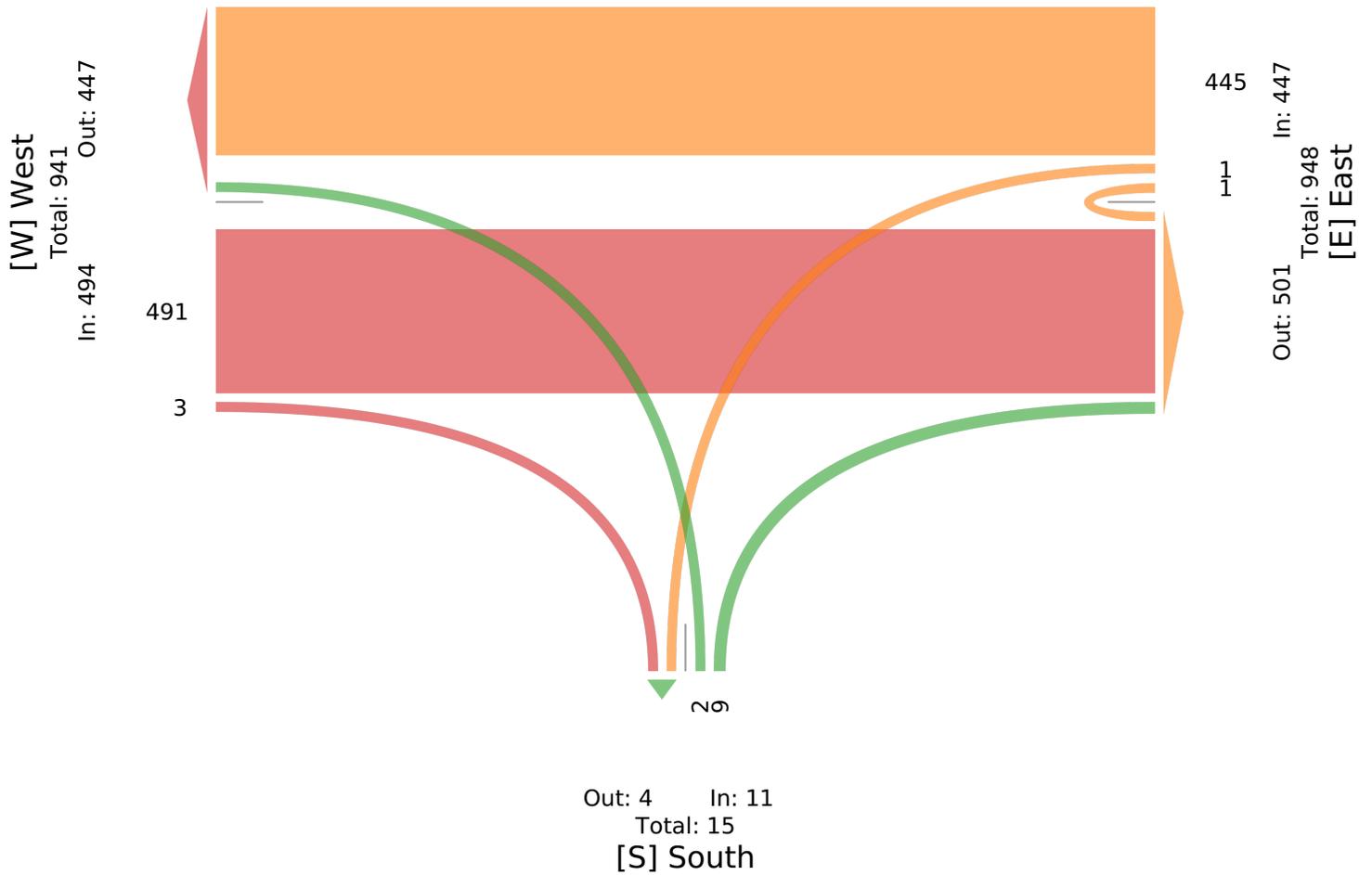
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 968017, Location: 35.814019, -90.685905

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Race St and Browns Ln - TMC

Wed Jun 29, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 968556, Location: 35.814034, -90.686999

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	North Southbound					East Westbound					South Northbound					West Eastbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2022-06-29 7:00AM	10	7	6	0	23	9	18	6	0	33	0	8	2	0	10	3	34	11	0	48	114
7:15AM	13	9	5	0	27	8	31	12	0	51	1	4	3	0	8	4	34	20	0	58	144
7:30AM	21	28	15	0	64	10	34	10	0	54	0	11	2	0	13	10	50	30	0	90	221
7:45AM	33	35	15	0	83	26	47	14	0	87	0	10	3	0	13	12	49	24	0	85	268
Hourly Total	77	79	41	0	197	53	130	42	0	225	1	33	10	0	44	29	167	85	0	281	747
8:00AM	29	19	8	0	56	11	38	8	0	57	2	11	0	0	13	6	68	25	0	99	225
8:15AM	18	16	13	0	47	12	28	8	0	48	3	6	4	0	13	5	43	28	0	76	184
8:30AM	15	16	13	0	44	16	33	4	0	53	6	12	2	0	20	4	58	24	0	86	203
8:45AM	18	19	14	0	51	17	41	15	0	73	4	14	4	0	22	4	67	19	0	90	236
Hourly Total	80	70	48	0	198	56	140	35	0	231	15	43	10	0	68	19	236	96	0	351	848
4:00PM	24	12	18	0	54	22	78	2	0	102	12	25	22	0	59	3	65	35	0	103	318
4:15PM	46	8	17	0	71	21	67	2	0	90	9	20	7	0	36	8	59	20	0	87	284
4:30PM	37	16	24	0	77	24	59	2	0	85	10	26	9	0	45	1	66	27	0	94	301
4:45PM	38	10	23	0	71	22	75	4	0	101	11	21	12	0	44	0	83	32	0	115	331
Hourly Total	145	46	82	0	273	89	279	10	0	378	42	92	50	0	184	12	273	114	0	399	1234
5:00PM	41	14	38	0	93	17	92	2	0	111	20	58	35	0	113	2	97	55	0	154	471
5:15PM	42	9	30	0	81	24	67	1	0	92	10	15	7	0	32	2	55	21	0	78	283
5:30PM	36	6	19	0	61	16	67	1	0	84	2	10	2	0	14	3	62	26	0	91	250
5:45PM	20	6	23	0	49	18	65	0	0	83	2	10	6	0	18	1	55	21	0	77	227
Hourly Total	139	35	110	0	284	75	291	4	0	370	34	93	50	0	177	8	269	123	0	400	1231
Total	441	230	281	0	952	273	840	91	0	1204	92	261	120	0	473	68	945	418	0	1431	4060
% Approach	46.3%	24.2%	29.5%	0%	-	22.7%	69.8%	7.6%	0%	-	19.5%	55.2%	25.4%	0%	-	4.8%	66.0%	29.2%	0%	-	-
% Total	10.9%	5.7%	6.9%	0%	23.4%	6.7%	20.7%	2.2%	0%	29.7%	2.3%	6.4%	3.0%	0%	11.7%	1.7%	23.3%	10.3%	0%	35.2%	-
Lights	439	229	280	0	948	272	835	89	0	1196	88	253	120	0	461	68	941	416	0	1425	4030
% Lights	99.5%	99.6%	99.6%	0%	99.6%	99.6%	99.4%	97.8%	0%	99.3%	95.7%	96.9%	100%	0%	97.5%	100%	99.6%	99.5%	0%	99.6%	99.3%
Articulated Trucks	0	0	1	0	1	0	0	2	0	2	1	4	0	0	5	0	1	0	0	1	9
% Articulated Trucks	0%	0%	0.4%	0%	0.1%	0%	0%	2.2%	0%	0.2%	1.1%	1.5%	0%	0%	1.1%	0%	0.1%	0%	0%	0.1%	0.2%
Buses and Single-Unit Trucks	2	1	0	0	3	1	5	0	0	6	3	4	0	0	7	0	3	2	0	5	21
% Buses and Single-Unit Trucks	0.5%	0.4%	0%	0%	0.3%	0.4%	0.6%	0%	0%	0.5%	3.3%	1.5%	0%	0%	1.5%	0%	0.3%	0.5%	0%	0.3%	0.5%

*L: Left, R: Right, T: Thru, U: U-Turn

Race St and Browns Ln - TMC

Wed Jun 29, 2022

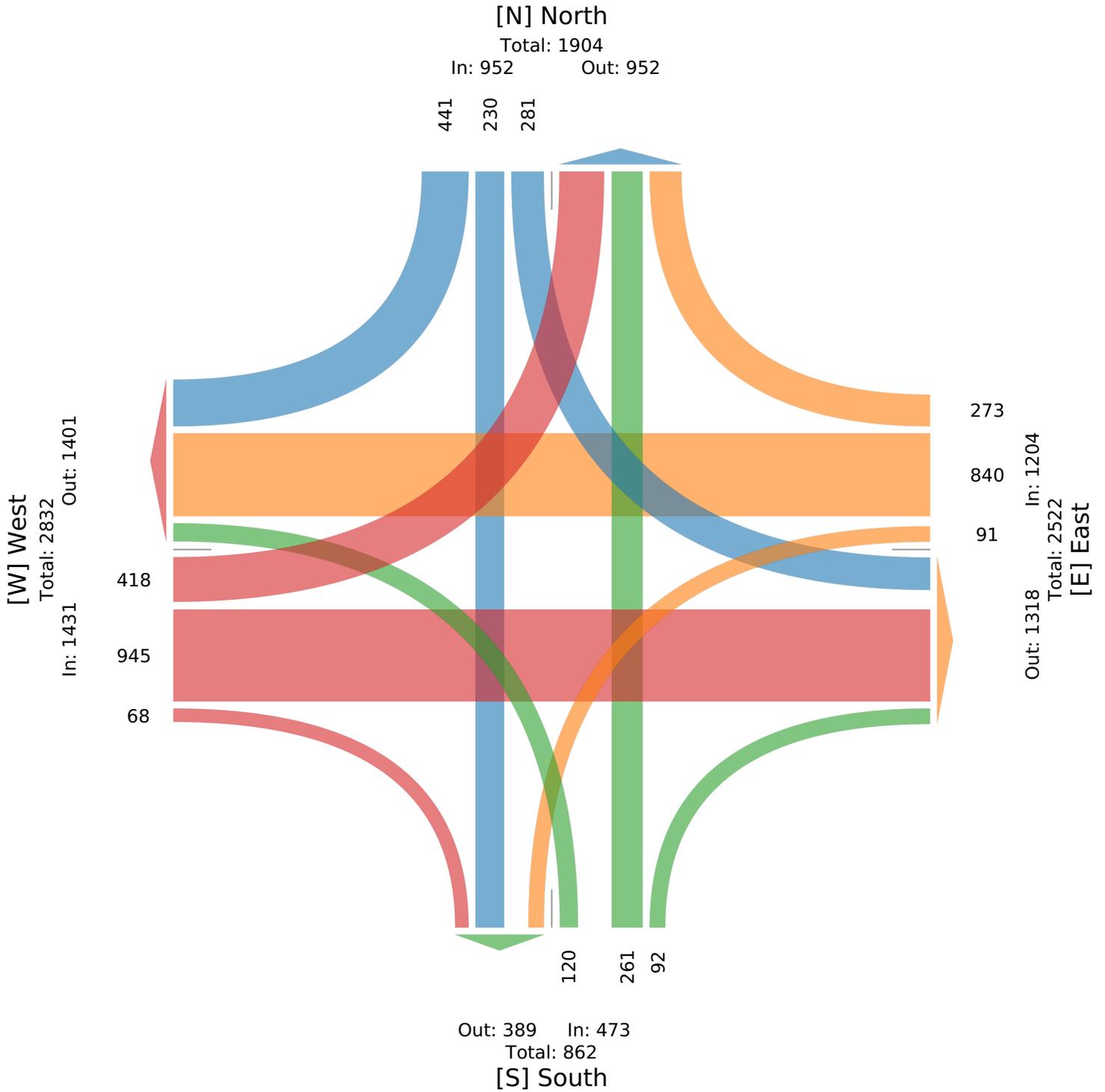
Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 968556, Location: 35.814034, -90.686999

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Race St and Browns Ln - TMC

Wed Jun 29, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 968556, Location: 35.814034, -90.686999

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	North Southbound					East Westbound					South Northbound					West Eastbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2022-06-29 7:30AM	21	28	15	0	64	10	34	10	0	54	0	11	2	0	13	10	50	30	0	90	221
7:45AM	33	35	15	0	83	26	47	14	0	87	0	10	3	0	13	12	49	24	0	85	268
8:00AM	29	19	8	0	56	11	38	8	0	57	2	11	0	0	13	6	68	25	0	99	225
8:15AM	18	16	13	0	47	12	28	8	0	48	3	6	4	0	13	5	43	28	0	76	184
Total	101	98	51	0	250	59	147	40	0	246	5	38	9	0	52	33	210	107	0	350	898
% Approach	40.4%	39.2%	20.4%	0%	-	24.0%	59.8%	16.3%	0%	-	9.6%	73.1%	17.3%	0%	-	9.4%	60.0%	30.6%	0%	-	-
% Total	11.2%	10.9%	5.7%	0%	27.8%	6.6%	16.4%	4.5%	0%	27.4%	0.6%	4.2%	1.0%	0%	5.8%	3.7%	23.4%	11.9%	0%	39.0%	-
PHF	0.765	0.700	0.850	-	0.753	0.567	0.782	0.714	-	0.707	0.417	0.864	0.563	-	1.000	0.688	0.772	0.892	-	0.884	0.838
Lights	101	98	51	0	250	59	144	40	0	243	4	34	9	0	47	33	208	106	0	347	887
% Lights	100%	100%	100%	0%	100%	100%	98.0%	100%	0%	98.8%	80.0%	89.5%	100%	0%	90.4%	100%	99.0%	99.1%	0%	99.1%	98.8%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	4
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20.0%	5.3%	0%	0%	5.8%	0%	0.5%	0%	0%	0.3%	0.4%
Buses and Single-Unit Trucks	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	0	1	1	0	2	7
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	2.0%	0%	0%	1.2%	0%	5.3%	0%	0%	3.8%	0%	0.5%	0.9%	0%	0.6%	0.8%

* L: Left, R: Right, T: Thru, U: U-Turn

Race St and Browns Ln - TMC

Wed Jun 29, 2022

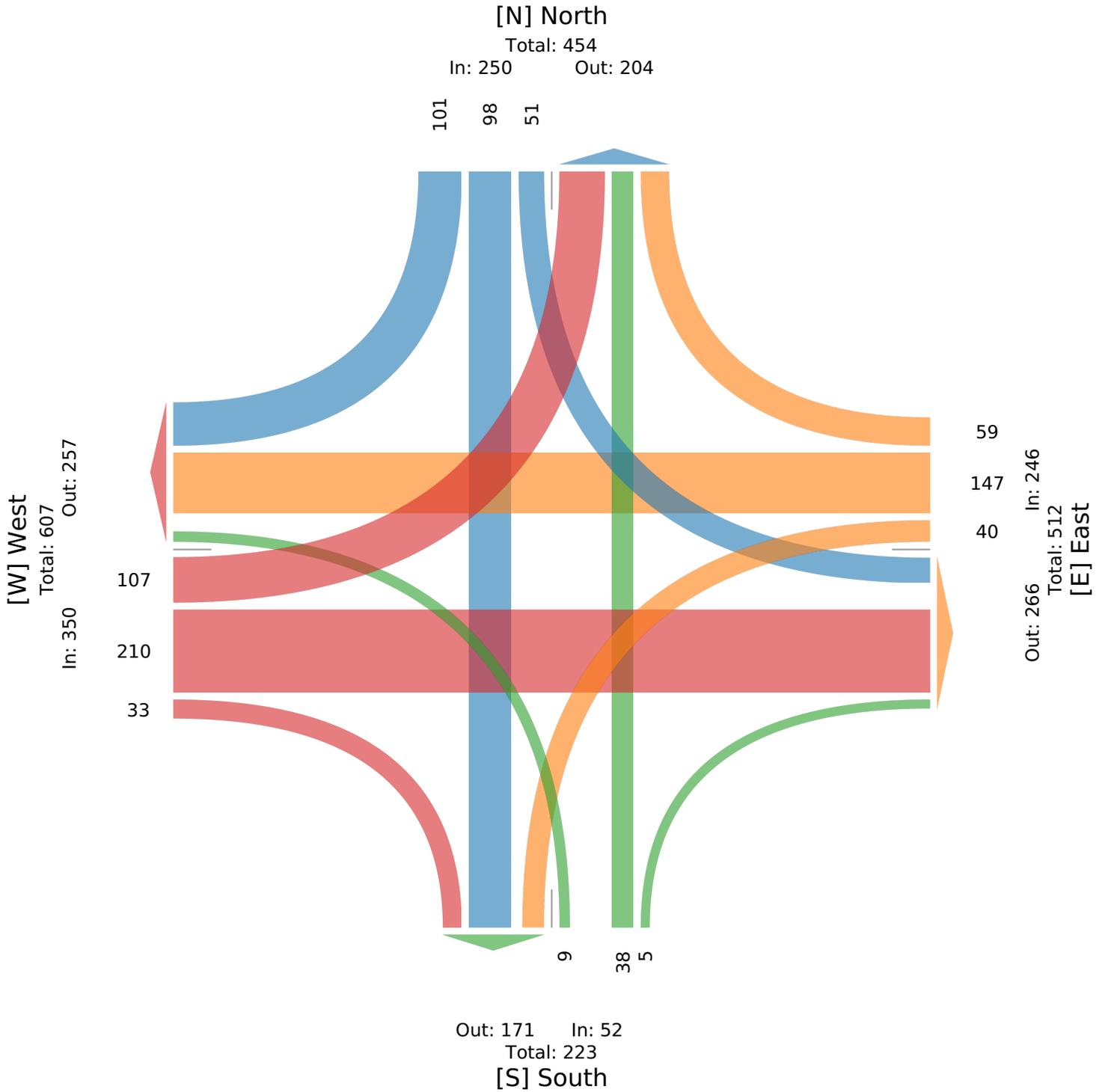
AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 968556, Location: 35.814034, -90.686999

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Race St and Browns Ln - TMC

Wed Jun 29, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 968556, Location: 35.814034, -90.686999

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	North Southbound					East Westbound					South Northbound					West Eastbound					Int	
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App		
2022-06-29 4:15PM	46	8	17	0	71	21	67	2	0	90	9	20	7	0	36	8	59	20	0	87	284	
4:30PM	37	16	24	0	77	24	59	2	0	85	10	26	9	0	45	1	66	27	0	94	301	
4:45PM	38	10	23	0	71	22	75	4	0	101	11	21	12	0	44	0	83	32	0	115	331	
5:00PM	41	14	38	0	93	17	92	2	0	111	20	58	35	0	113	2	97	55	0	154	471	
Total	162	48	102	0	312	84	293	10	0	387	50	125	63	0	238	11	305	134	0	450	1387	
% Approach	51.9%	15.4%	32.7%	0%	-	21.7%	75.7%	2.6%	0%	-	21.0%	52.5%	26.5%	0%	-	2.4%	67.8%	29.8%	0%	-	-	
% Total	11.7%	3.5%	7.4%	0%	22.5%	6.1%	21.1%	0.7%	0%	27.9%	3.6%	9.0%	4.5%	0%	17.2%	0.8%	22.0%	9.7%	0%	32.4%	-	
PHF	0.880	0.750	0.671	-	0.839	0.875	0.796	0.625	-	0.872	0.625	0.539	0.450	-	0.527	0.344	0.786	0.609	-	0.731	0.736	
Lights	160	48	101	0	309	84	292	10	0	386	50	125	63	0	238	11	304	134	0	449	1382	
% Lights	98.8%	100%	99.0%	0%	99.0%	100%	99.7%	100%	0%	99.7%	100%	100%	100%	0%	100%	100%	99.7%	100%	0%	99.8%	99.6%	
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Articulated Trucks	0%	0%	1.0%	0%	0.3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.1%
Buses and Single-Unit Trucks	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4	
% Buses and Single-Unit Trucks	1.2%	0%	0%	0%	0.6%	0%	0.3%	0%	0%	0.3%	0%	0%	0%	0%	0%	0%	0.3%	0%	0%	0.2%	0.3%	

* L: Left, R: Right, T: Thru, U: U-Turn

Race St and Browns Ln - TMC

Wed Jun 29, 2022

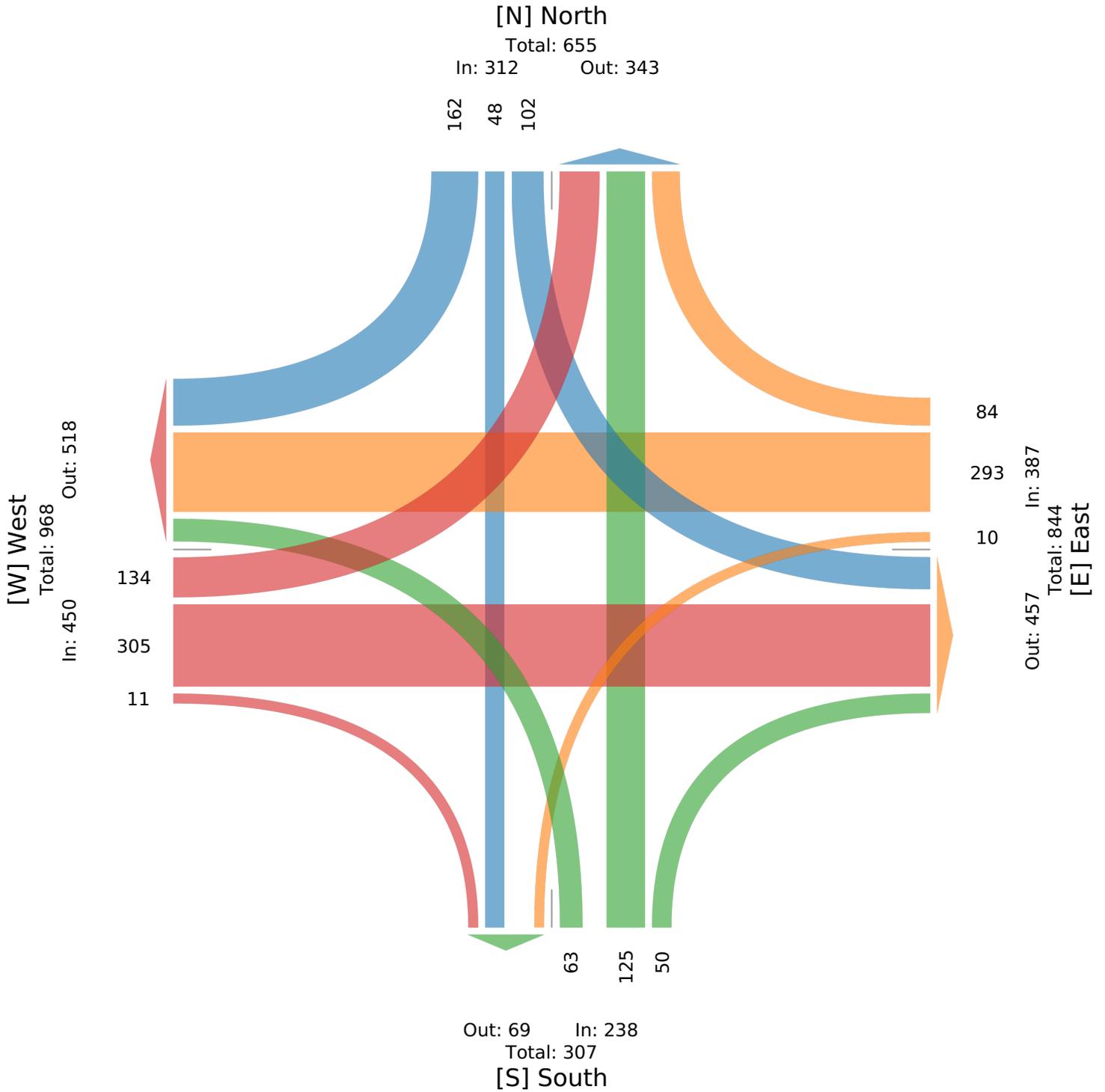
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 968556, Location: 35.814034, -90.686999

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Browns Lane Access and Browns Lane - TMC

Sat Mar 30, 2024

Full Length (6 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1173698, Location: 35.807403, -90.687189

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	North Southbound				East Westbound				West Eastbound				
Time	R	L	U	App	R	T	U	App	T	L	U	App	Int
2024-03-30 6:00AM	0	0	0	0	0	1	0	1	0	1	0	1	2
6:15AM	0	0	0	0	0	0	0	0	1	0	0	1	1
6:30AM	0	0	0	0	0	0	0	0	0	1	0	1	1
6:45AM	0	0	0	0	1	1	0	2	0	0	0	0	2
Hourly Total	0	0	0	0	1	2	0	3	1	2	0	3	6
7:00AM	0	0	0	0	1	0	0	1	1	0	0	1	2
7:15AM	0	3	0	3	2	2	0	4	2	0	0	2	9
7:30AM	1	2	0	3	2	1	0	3	3	0	0	3	9
7:45AM	0	0	0	0	1	4	0	5	3	1	0	4	9
Hourly Total	1	5	0	6	6	7	0	13	9	1	0	10	29
8:00AM	1	2	0	3	2	2	0	4	1	1	0	2	9
8:15AM	1	2	0	3	1	2	0	3	0	0	0	0	6
8:30AM	1	1	0	2	2	2	0	4	4	0	0	4	10
8:45AM	2	1	0	3	0	5	0	5	8	0	0	8	16
Hourly Total	5	6	0	11	5	11	0	16	13	1	0	14	41
11:00AM	0	3	0	3	7	4	0	11	7	1	0	8	22
11:15AM	3	6	0	9	7	5	0	12	3	1	0	4	25
11:30AM	1	6	0	7	5	6	0	11	3	1	0	4	22
11:45AM	0	4	0	4	3	9	0	12	2	2	0	4	20
Hourly Total	4	19	0	23	22	24	0	46	15	5	0	20	89
12:00PM	2	4	0	6	3	5	0	8	5	1	0	6	20
12:15PM	1	9	0	10	6	7	0	13	7	0	0	7	30
12:30PM	1	2	0	3	7	7	0	14	4	0	1	5	22
12:45PM	1	8	0	9	1	6	0	7	7	0	0	7	23
Hourly Total	5	23	0	28	17	25	0	42	23	1	1	25	95
2:00PM	2	5	0	7	2	6	0	8	8	1	0	9	24
2:15PM	1	2	0	3	5	2	0	7	7	3	0	10	20
2:30PM	0	5	0	5	10	15	0	25	6	0	0	6	36
2:45PM	1	7	0	8	5	7	0	12	5	0	0	5	25
Hourly Total	4	19	0	23	22	30	0	52	26	4	0	30	105
3:00PM	0	6	0	6	5	6	0	11	8	2	0	10	27
3:15PM	2	10	0	12	3	4	0	7	4	1	0	5	24
3:30PM	1	3	0	4	7	6	0	13	2	1	0	3	20
3:45PM	1	2	0	3	3	11	0	14	7	0	0	7	24
Hourly Total	4	21	0	25	18	27	0	45	21	4	0	25	95
4:00PM	1	3	0	4	8	1	0	9	3	0	0	3	16
4:15PM	1	5	0	6	5	8	0	13	4	0	0	4	23
4:30PM	0	6	0	6	4	6	0	10	8	0	0	8	24
4:45PM	2	5	0	7	2	10	0	12	5	0	0	5	24
Hourly Total	4	19	0	23	19	25	0	44	20	0	0	20	87
5:00PM	2	5	0	7	2	4	0	6	5	0	0	5	18
5:15PM	0	3	0	3	4	4	0	8	3	1	0	4	15
5:30PM	1	2	0	3	5	7	0	12	7	0	0	7	22
5:45PM	0	2	0	2	3	4	0	7	2	0	0	2	11
Hourly Total	3	12	0	15	14	19	0	33	17	1	0	18	66
Total	30	124	0	154	124	170	0	294	145	19	1	165	613
% Approach	19.5%	80.5%	0%	-	42.2%	57.8%	0%	-	87.9%	11.5%	0.6%	-	-
% Total	4.9%	20.2%	0%	25.1%	20.2%	27.7%	0%	48.0%	23.7%	3.1%	0.2%	26.9%	-
Lights	30	123	0	153	124	170	0	294	143	15	1	159	606
% Lights	100%	99.2%	0%	99.4%	100%	100%	0%	100%	98.6%	78.9%	100%	96.4%	98.9%
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0.7%	0%	0%	0.6%	0.2%
Buses and Single-Unit Trucks	0	1	0	1	0	0	0	0	1	4	0	5	6
% Buses and Single-Unit Trucks	0%	0.8%	0%	0.6%	0%	0%	0%	0%	0.7%	21.1%	0%	3.0%	1.0%

Leg Direction	North Southbound	East Westbound	West Eastbound	
Time	R L U App	R T U App	T L U App	Int

*L: Left, R: Right, T: Thru, U: U-Turn

Browns Lane Access and Browns Lane - TMC

Sat Mar 30, 2024

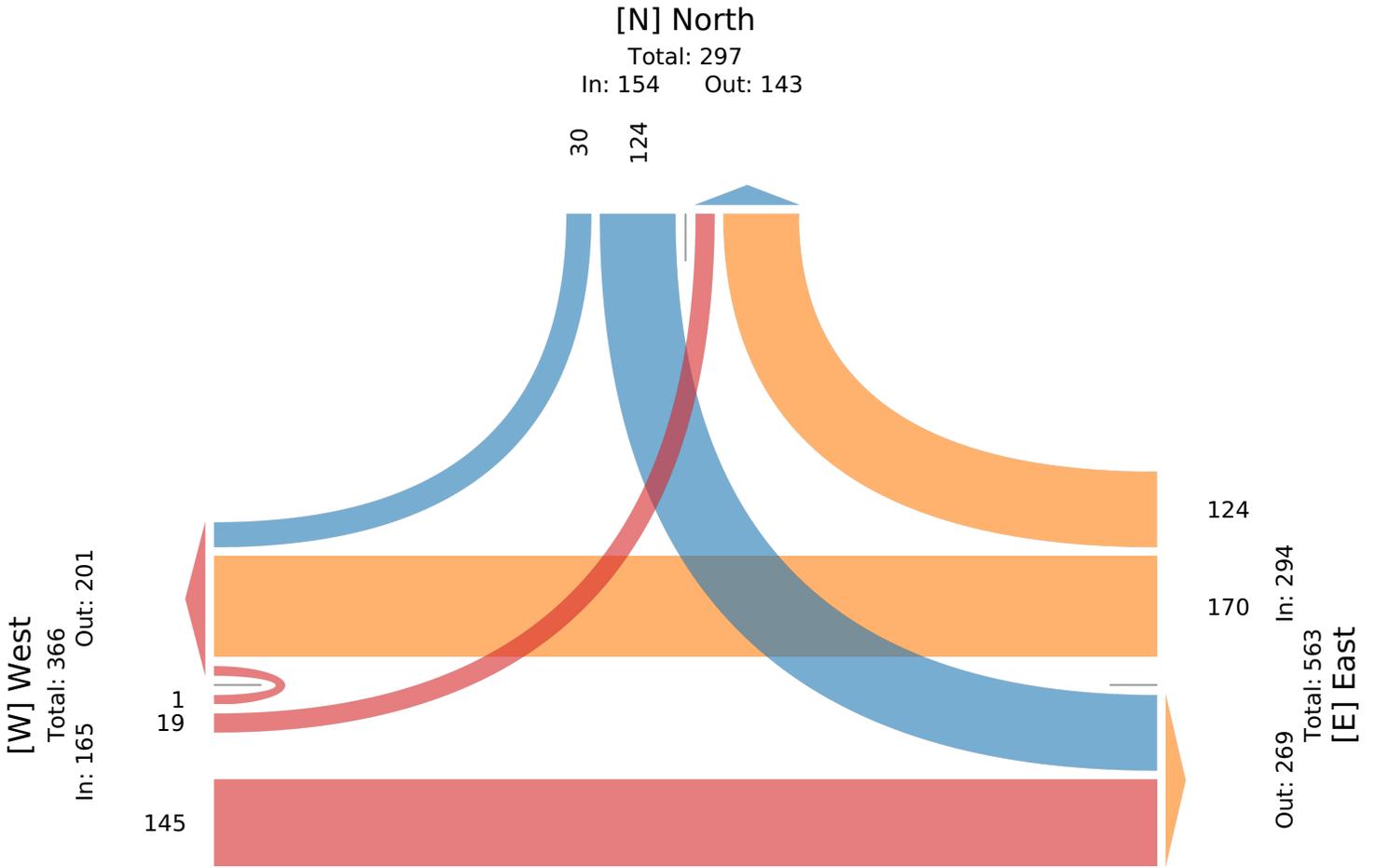
Full Length (6 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1173698, Location: 35.807403, -90.687189

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Browns Lane Access and Browns Lane - TMC

Sat Mar 30, 2024

AM Peak (WKND) (8 AM - 9 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1173698, Location: 35.807403, -90.687189

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	North Southbound				East Westbound				West Eastbound				Int
	R	L	U	App	R	T	U	App	T	L	U	App	
Time													
2024-03-30 8:00AM	1	2	0	3	2	2	0	4	1	1	0	2	9
8:15AM	1	2	0	3	1	2	0	3	0	0	0	0	6
8:30AM	1	1	0	2	2	2	0	4	4	0	0	4	10
8:45AM	2	1	0	3	0	5	0	5	8	0	0	8	16
Total	5	6	0	11	5	11	0	16	13	1	0	14	41
% Approach	45.5%	54.5%	0%	-	31.3%	68.8%	0%	-	92.9%	7.1%	0%	-	-
% Total	12.2%	14.6%	0%	26.8%	12.2%	26.8%	0%	39.0%	31.7%	2.4%	0%	34.1%	-
PHF	0.625	0.750	-	0.917	0.625	0.550	-	0.800	0.406	0.250	-	0.438	0.641
Lights	5	5	0	10	5	11	0	16	13	1	0	14	40
% Lights	100%	83.3%	0%	90.9%	100%	100%	0%	100%	100%	100%	0%	100%	97.6%
Articulated Trucks	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%
Buses and Single-Unit Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
% Buses and Single-Unit Trucks	0%	16.7%	0%	9.1%	0%	0%	0%	0%	0%	0%	0%	0%	2.4%

* L: Left, R: Right, T: Thru, U: U-Turn

Browns Lane Access and Browns Lane - TMC

Sat Mar 30, 2024

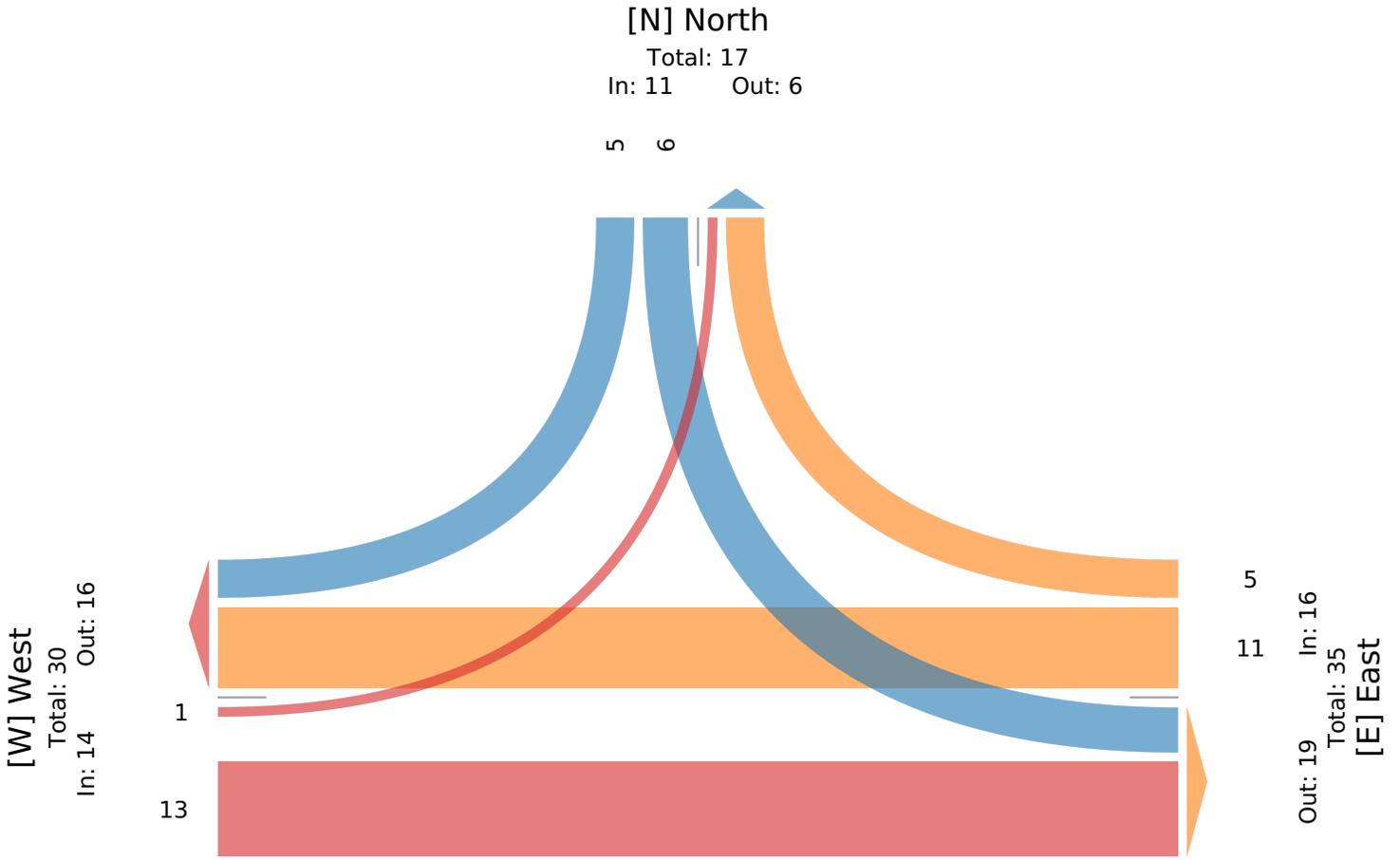
AM Peak (WKND) (8 AM - 9 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1173698, Location: 35.807403, -90.687189

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Browns Lane Access and Browns Lane - TMC

Sat Mar 30, 2024

Midday Peak (WKND) (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1173698, Location: 35.807403, -90.687189

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US

Leg Direction	North Southbound				East Westbound				West Eastbound				Int
	R	L	U	App	R	T	U	App	T	L	U	App	
Time													
2024-03-30 12:00PM	2	4	0	6	3	5	0	8	5	1	0	6	20
12:15PM	1	9	0	10	6	7	0	13	7	0	0	7	30
12:30PM	1	2	0	3	7	7	0	14	4	0	1	5	22
12:45PM	1	8	0	9	1	6	0	7	7	0	0	7	23
Total	5	23	0	28	17	25	0	42	23	1	1	25	95
% Approach	17.9%	82.1%	0%	-	40.5%	59.5%	0%	-	92.0%	4.0%	4.0%	-	-
% Total	5.3%	24.2%	0%	29.5%	17.9%	26.3%	0%	44.2%	24.2%	1.1%	1.1%	26.3%	-
PHF	0.625	0.639	-	0.700	0.607	0.893	-	0.750	0.821	0.250	0.250	0.893	0.792
Lights	5	23	0	28	17	25	0	42	23	0	1	24	94
% Lights	100%	100%	0%	100%	100%	100%	0%	100%	100%	0%	100%	96.0%	98.9%
Articulated Trucks	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%
Buses and Single-Unit Trucks	0	0	0	0	0	0	0	0	0	1	0	1	1
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	4.0%	1.1%

* L: Left, R: Right, T: Thru, U: U-Turn

Browns Lane Access and Browns Lane - TMC

Sat Mar 30, 2024

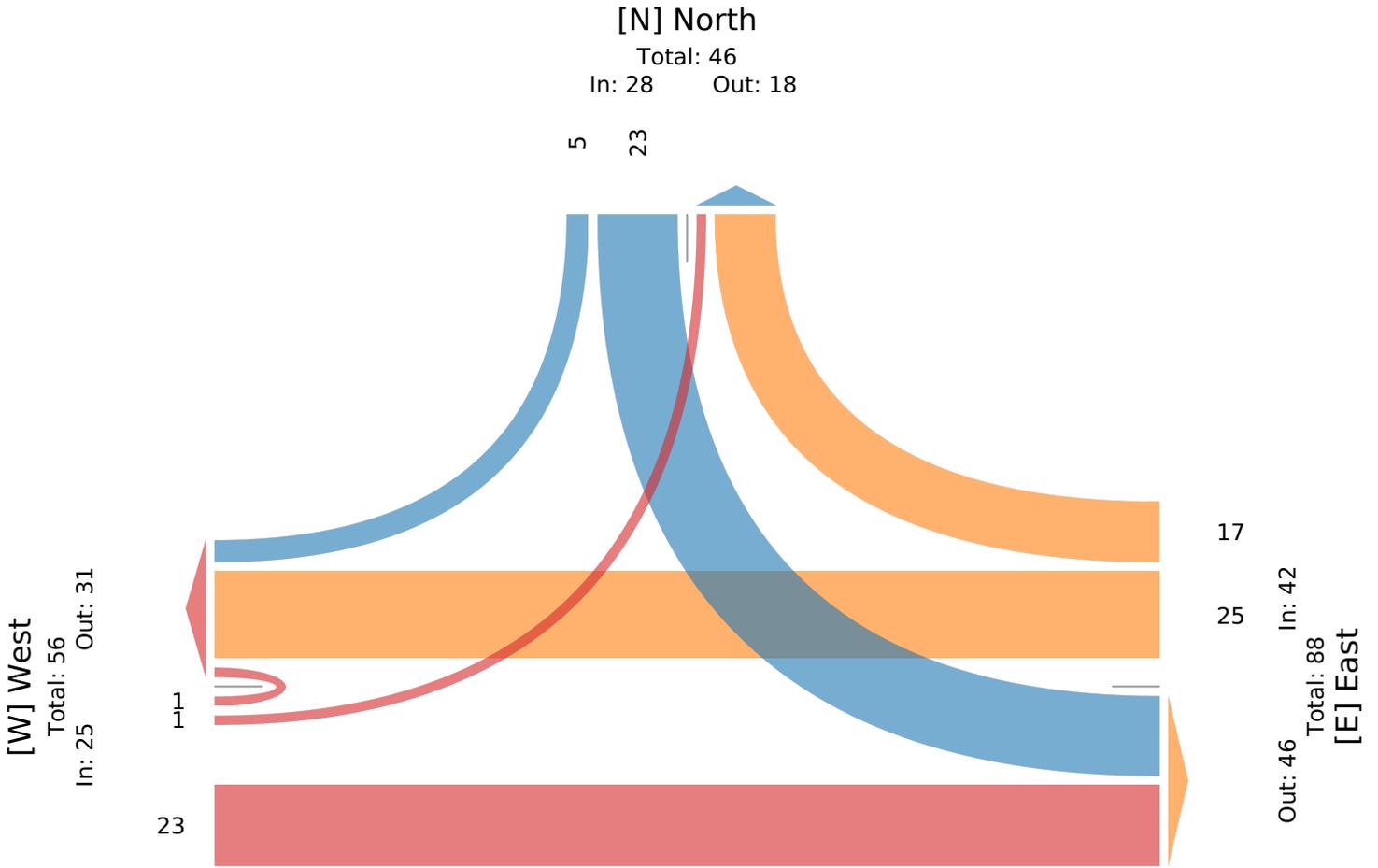
Midday Peak (WKND) (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1173698, Location: 35.807403, -90.687189

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Browns Lane Access and Browns Lane - TMC

Sat Mar 30, 2024

PM Peak (WKND) (2:30 PM - 3:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1173698, Location: 35.807403, -90.687189

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	North Southbound				East Westbound				West Eastbound				Int
	R	L	U	App	R	T	U	App	T	L	U	App	
Time													
2024-03-30 2:30PM	0	5	0	5	10	15	0	25	6	0	0	6	36
2:45PM	1	7	0	8	5	7	0	12	5	0	0	5	25
3:00PM	0	6	0	6	5	6	0	11	8	2	0	10	27
3:15PM	2	10	0	12	3	4	0	7	4	1	0	5	24
Total	3	28	0	31	23	32	0	55	23	3	0	26	112
% Approach	9.7%	90.3%	0%	-	41.8%	58.2%	0%	-	88.5%	11.5%	0%	-	-
% Total	2.7%	25.0%	0%	27.7%	20.5%	28.6%	0%	49.1%	20.5%	2.7%	0%	23.2%	-
PHF	0.375	0.700	-	0.646	0.575	0.533	-	0.550	0.719	0.375	-	0.650	0.778
Lights	3	28	0	31	23	32	0	55	22	2	0	24	110
% Lights	100%	100%	0%	100%	100%	100%	0%	100%	95.7%	66.7%	0%	92.3%	98.2%
Articulated Trucks	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%
Buses and Single-Unit Trucks	0	0	0	0	0	0	0	0	1	1	0	2	2
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	0%	0%	4.3%	33.3%	0%	7.7%	1.8%

* L: Left, R: Right, T: Thru, U: U-Turn

Browns Lane Access and Browns Lane - TMC

Sat Mar 30, 2024

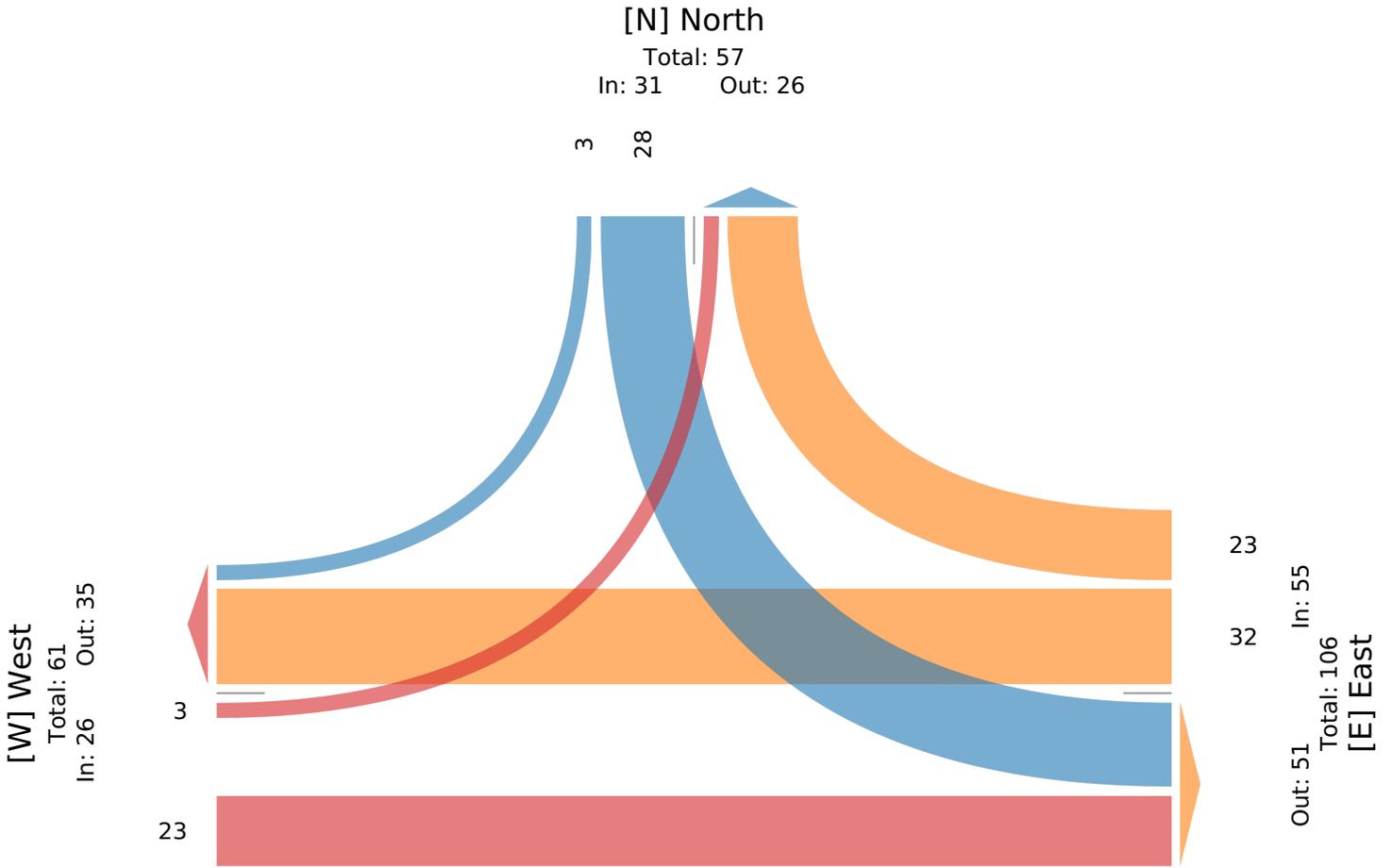
PM Peak (WKND) (2:30 PM - 3:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1173698, Location: 35.807403, -90.687189

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Caraway at Phillips / Browns Lane Access - TMC

Sat Feb 17, 2024

Full Length (7 AM-9 AM, 11 AM-1 PM, 4 PM-7 PM)

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

All Movements

ID: 1157618, Location: 35.809627, -90.678161

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	North Southbound						East Westbound						South Northbound						West Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-02-17																									
7:00AM	1	29	7	0	37	0	6	2	9	0	17	0	9	43	0	0	52	0	1	1	0	0	2	0	108
7:15AM	1	48	2	0	51	0	14	1	11	0	26	0	12	53	1	0	66	0	2	1	0	0	3	0	146
7:30AM	1	44	4	0	49	0	10	1	18	0	29	0	13	71	1	0	85	0	1	0	0	0	1	0	164
7:45AM	0	56	11	0	67	0	9	3	14	0	26	2	17	89	4	0	110	0	2	5	1	0	8	0	211
Hourly Total	3	177	24	0	204	0	39	7	52	0	98	2	51	256	6	0	313	0	6	7	1	0	14	0	629
8:00AM	1	43	7	0	51	0	10	1	15	0	26	0	13	70	1	0	84	0	0	2	0	0	2	0	163
8:15AM	1	48	12	0	61	0	20	1	20	0	41	0	15	94	1	0	110	0	4	0	1	0	5	0	217
8:30AM	1	68	14	0	83	0	20	2	13	0	35	0	13	128	0	0	141	0	2	1	1	0	4	0	263
8:45AM	1	84	18	0	103	0	22	6	19	0	47	0	35	157	7	0	199	0	3	2	1	0	6	0	355
Hourly Total	4	243	51	0	298	0	72	10	67	0	149	0	76	449	9	0	534	0	9	5	3	0	17	0	998
11:00AM	13	176	13	0	202	0	34	6	28	0	68	0	29	232	12	0	273	0	12	2	9	0	23	0	566
11:15AM	7	176	23	0	206	0	25	9	28	0	62	0	33	204	8	0	245	0	4	3	8	0	15	0	528
11:30AM	6	190	22	0	218	0	41	3	18	0	62	0	19	222	11	0	252	0	14	8	7	0	29	0	561
11:45AM	14	212	16	0	242	0	30	6	23	0	59	0	20	224	8	0	252	0	8	6	6	0	20	0	573
Hourly Total	40	754	74	0	868	0	130	24	97	0	251	0	101	882	39	0	1022	0	38	19	30	0	87	0	2228
12:00PM	8	227	26	0	261	0	23	9	23	0	55	0	16	235	15	0	266	0	12	5	4	0	21	0	603
12:15PM	10	201	18	0	229	0	32	12	19	0	63	0	27	238	7	0	272	0	8	5	9	0	22	0	586
12:30PM	11	216	23	0	250	0	28	3	18	0	49	0	25	213	8	0	246	0	9	8	12	0	29	0	574
12:45PM	8	249	11	0	268	0	27	3	30	0	60	0	25	215	8	0	248	0	8	1	9	0	18	0	594
Hourly Total	37	893	78	0	1008	0	110	27	90	0	227	0	93	901	38	0	1032	0	37	19	34	0	90	0	2357
4:00PM	6	255	11	0	272	0	14	10	22	0	46	0	37	198	8	0	243	0	13	3	8	0	24	0	585
4:15PM	7	247	11	0	265	0	25	6	24	0	55	0	32	187	17	0	236	0	10	6	6	0	22	0	578
4:30PM	11	220	20	0	251	0	13	3	21	0	37	0	27	193	7	0	227	0	10	8	8	0	26	1	541
4:45PM	8	207	10	0	225	0	28	2	19	0	49	0	28	219	8	0	255	0	6	6	10	0	22	0	551
Hourly Total	32	929	52	0	1013	0	80	21	86	0	187	0	124	797	40	0	961	0	39	23	32	0	94	1	2255
5:00PM	7	223	22	0	252	0	23	3	17	0	43	0	25	170	6	0	201	0	10	2	6	0	18	0	514
5:15PM	7	209	18	0	234	0	18	3	23	0	44	0	29	207	6	0	242	0	5	5	5	0	15	0	535
5:30PM	5	212	18	0	235	0	13	3	36	0	52	0	30	169	9	0	208	0	4	3	7	0	14	0	509
5:45PM	2	223	18	0	243	0	15	3	17	0	35	0	28	160	10	0	198	0	9	4	4	0	17	0	493
Hourly Total	21	867	76	0	964	0	69	12	93	0	174	0	112	706	31	0	849	0	28	14	22	0	64	0	2051
6:00PM	5	191	14	0	210	0	28	9	16	0	53	0	37	185	6	0	228	0	16	1	3	0	20	0	511
6:15PM	6	183	19	0	208	0	21	4	19	0	44	0	38	174	11	0	223	0	6	2	4	0	12	0	487
6:30PM	3	202	21	0	226	0	16	7	20	0	43	0	34	185	10	0	229	0	7	4	4	0	15	0	513
6:45PM	3	184	11	0	198	0	18	3	27	0	48	0	18	145	6	0	169	0	6	6	3	0	15	0	430
Hourly Total	17	760	65	0	842	0	83	23	82	0	188	0	127	689	33	0	849	0	35	13	14	0	62	0	1941
Total	154	4623	420	0	5197	0	583	124	567	0	1274	2	684	4680	196	0	5560	0	192	100	136	0	428	1	12459
% Approach	3.0%	89.0%	8.1%	0%	-	-	45.8%	9.7%	44.5%	0%	-	-	12.3%	84.2%	3.5%	0%	-	-	44.9%	23.4%	31.8%	0%	-	-	-
% Total	1.2%	37.1%	3.4%	0%	41.7%	-	4.7%	1.0%	4.6%	0%	10.2%	-	5.5%	37.6%	1.6%	0%	44.6%	-	1.5%	0.8%	1.1%	0%	3.4%	-	-
Lights	153	4591	417	0	5161	-	577	124	556	0	1257	-	679	4648	196	0	5523	-	191	100	136	0	427	-	12368
% Lights	99.4%	99.3%	99.3%	0%	99.3%	-	99.0%	100%	98.1%	0%	98.7%	-	99.3%	99.3%	100%	0%	99.3%	-	99.5%	100%	100%	0%	99.8%	-	99.3%
Articulated Trucks and Single-Unit Trucks	1	23	2	0	26	-	3	0	8	0	11	-	2	22	0	0	24	-	1	0	0	0	1	-	62
% Articulated Trucks and Single-Unit Trucks	0.6%	0.5%	0.5%	0%	0.5%	-	0.5%	0%	1.4%	0%	0.9%	-	0.3%	0.5%	0%	0%	0.4%	-	0.5%	0%	0%	0%	0.2%	-	0.5%
Buses	0	9	1	0	10	-	3	0	3	0	6	-	3	10	0	0	13	-	0	0	0	0	0	-	29
% Buses	0%	0.2%	0.2%	0%	0.2%	-	0.5%	0%	0.5%	0%	0.5%	-	0.4%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Caraway at Phillips / Browns Lane Access - TMC

Sat Feb 17, 2024

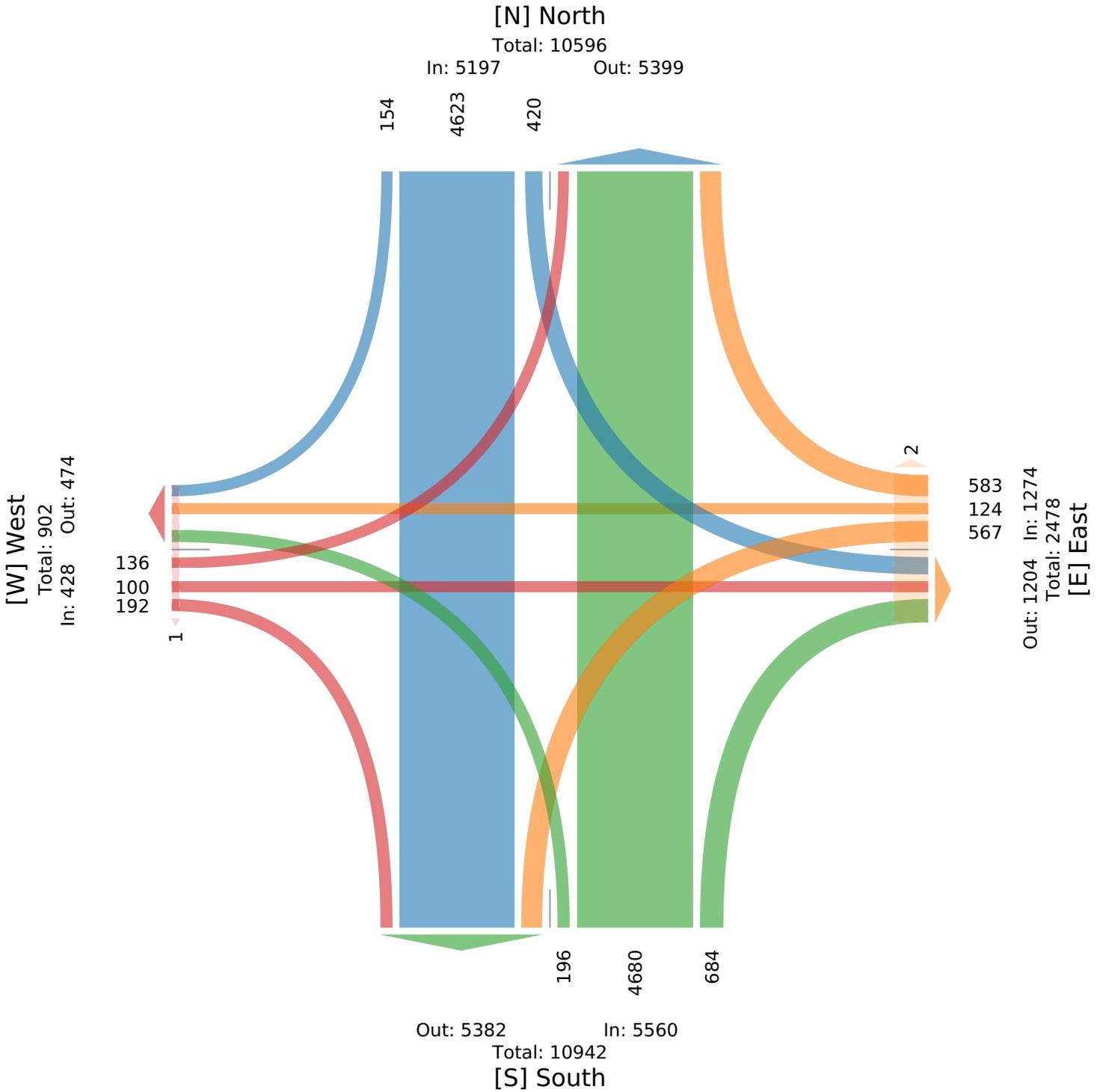
Full Length (7 AM-9 AM, 11 AM-1 PM, 4 PM-7 PM)

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

All Movements

ID: 1157618, Location: 35.809627, -90.678161

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Caraway at Phillips / Browns Lane Access - TMC

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US

Sat Feb 17, 2024

AM Peak (WKND) (8 AM - 9 AM)

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

All Movements

ID: 1157618, Location: 35.809627, -90.678161

Leg Direction	North Southbound						East Westbound						South Northbound						West Eastbound						Int						
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*							
2024-02-17																															
8:00AM	1	43	7	0	51	0	10	1	15	0	26	0	13	70	1	0	84	0	0	2	0	0	2	0	0	0	0	0	0	0	163
8:15AM	1	48	12	0	61	0	20	1	20	0	41	0	15	94	1	0	110	0	4	0	1	0	5	0	0	0	0	0	0	0	217
8:30AM	1	68	14	0	83	0	20	2	13	0	35	0	13	128	0	0	141	0	2	1	1	0	4	0	0	0	0	0	0	0	263
8:45AM	1	84	18	0	103	0	22	6	19	0	47	0	35	157	7	0	199	0	3	2	1	0	6	0	0	0	0	0	0	0	355
Total	4	243	51	0	298	0	72	10	67	0	149	0	76	449	9	0	534	0	9	5	3	0	17	0	0	0	0	0	0	0	998
% Approach	1.3%	81.5%	17.1%	0%	-	-	48.3%	6.7%	45.0%	0%	-	-	14.2%	84.1%	1.7%	0%	-	-	52.9%	29.4%	17.6%	0%	-	-	-	-	-	-	-	-	-
% Total	0.4%	24.3%	5.1%	0%	29.9%	-	7.2%	1.0%	6.7%	0%	14.9%	-	7.6%	45.0%	0.9%	0%	53.5%	-	0.9%	0.5%	0.3%	0%	1.7%	-	-	-	-	-	-	-	-
PHF	1.000	0.723	0.708	-	0.723	-	0.818	0.417	0.838	-	0.793	-	0.543	0.715	0.321	-	0.671	-	0.563	0.625	0.750	-	0.708	-	-	-	-	-	-	-	0.703
Lights	4	241	51	0	296	-	71	10	63	0	144	-	76	442	9	0	527	-	9	5	3	0	17	-	-	-	-	-	-	-	984
% Lights	100%	99.2%	100%	0%	99.3%	-	98.6%	100%	94.0%	0%	96.6%	-	100%	98.4%	100%	0%	98.7%	-	100%	100%	100%	0%	100%	-	-	-	-	-	-	-	98.6%
Articulated Trucks and Single-Unit Trucks	0	1	0	0	1	-	1	0	3	0	4	-	0	6	0	0	6	-	0	0	0	0	0	-	-	-	-	-	-	-	11
% Articulated Trucks and Single-Unit Trucks	0%	0.4%	0%	0%	0.3%	-	1.4%	0%	4.5%	0%	2.7%	-	0%	1.3%	0%	0%	1.1%	-	0%	0%	0%	0%	0%	-	-	-	-	-	-	-	1.1%
Buses	0	1	0	0	1	-	0	0	1	0	1	-	0	1	0	0	1	-	0	0	0	0	0	-	-	-	-	-	-	-	3
% Buses	0%	0.4%	0%	0%	0.3%	-	0%	0%	1.5%	0%	0.7%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	-	-	-	-	-	-	0.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Caraway at Phillips / Browns Lane Access - TMC

Sat Feb 17, 2024

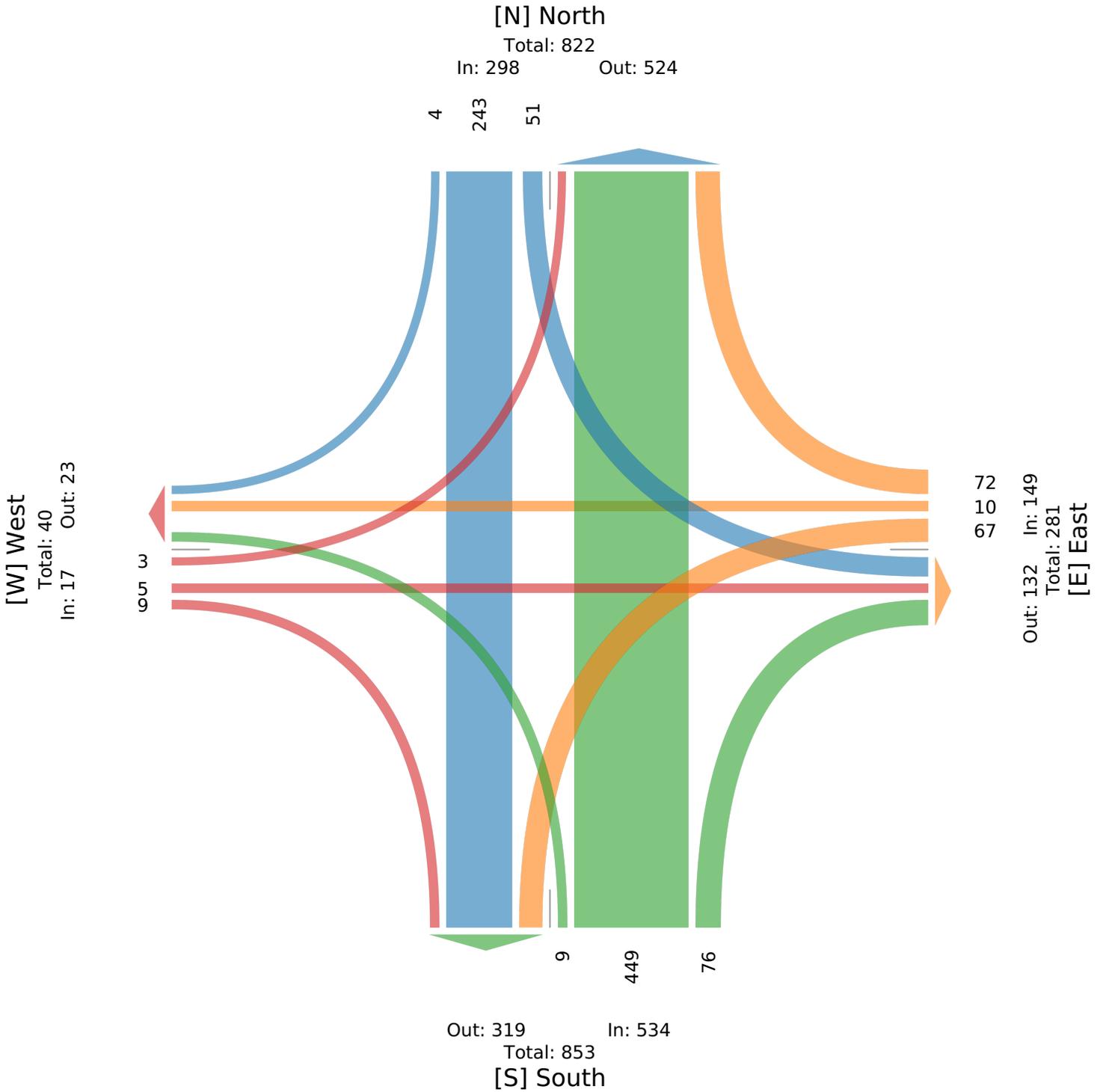
AM Peak (WKND) (8 AM - 9 AM)

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

All Movements

ID: 1157618, Location: 35.809627, -90.678161

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Caraway at Phillips / Browns Lane Access - TMC

Sat Feb 17, 2024

Midday Peak (WKND) (12 PM - 1 PM) - Overall Peak Hour

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

All Movements

ID: 1157618, Location: 35.809627, -90.678161

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	North Southbound						East Westbound						South Northbound						West Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-02-17 12:00PM	8	227	26	0	261	0	23	9	23	0	55	0	16	235	15	0	266	0	12	5	4	0	21	0	603
12:15PM	10	201	18	0	229	0	32	12	19	0	63	0	27	238	7	0	272	0	8	5	9	0	22	0	586
12:30PM	11	216	23	0	250	0	28	3	18	0	49	0	25	213	8	0	246	0	9	8	12	0	29	0	574
12:45PM	8	249	11	0	268	0	27	3	30	0	60	0	25	215	8	0	248	0	8	1	9	0	18	0	594
Total	37	893	78	0	1008	0	110	27	90	0	227	0	93	901	38	0	1032	0	37	19	34	0	90	0	2357
% Approach	3.7%	88.6%	7.7%	0%	-	-	48.5%	11.9%	39.6%	0%	-	-	9.0%	87.3%	3.7%	0%	-	-	41.1%	21.1%	37.8%	0%	-	-	-
% Total	1.6%	37.9%	3.3%	0%	42.8%	-	4.7%	1.1%	3.8%	0%	9.6%	-	3.9%	38.2%	1.6%	0%	43.8%	-	1.6%	0.8%	1.4%	0%	3.8%	-	-
PHF	0.841	0.897	0.750	-	0.940	-	0.859	0.563	0.750	-	0.901	-	0.861	0.946	0.633	-	0.949	-	0.771	0.594	0.708	-	0.776	-	0.977
Lights	37	888	78	0	1003	-	110	27	90	0	227	-	93	900	38	0	1031	-	37	19	34	0	90	-	2351
% Lights	100%	99.4%	100%	0%	99.5%	-	100%	100%	100%	0%	100%	-	100%	99.9%	100%	0%	99.9%	-	100%	100%	100%	0%	100%	-	99.7%
Articulated Trucks and Single-Unit Trucks	0	2	0	0	2	-	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	3
% Articulated Trucks and Single-Unit Trucks	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0.1%
Buses	0	3	0	0	3	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	3
% Buses	0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Caraway at Phillips / Browns Lane Access - TMC

Sat Feb 17, 2024

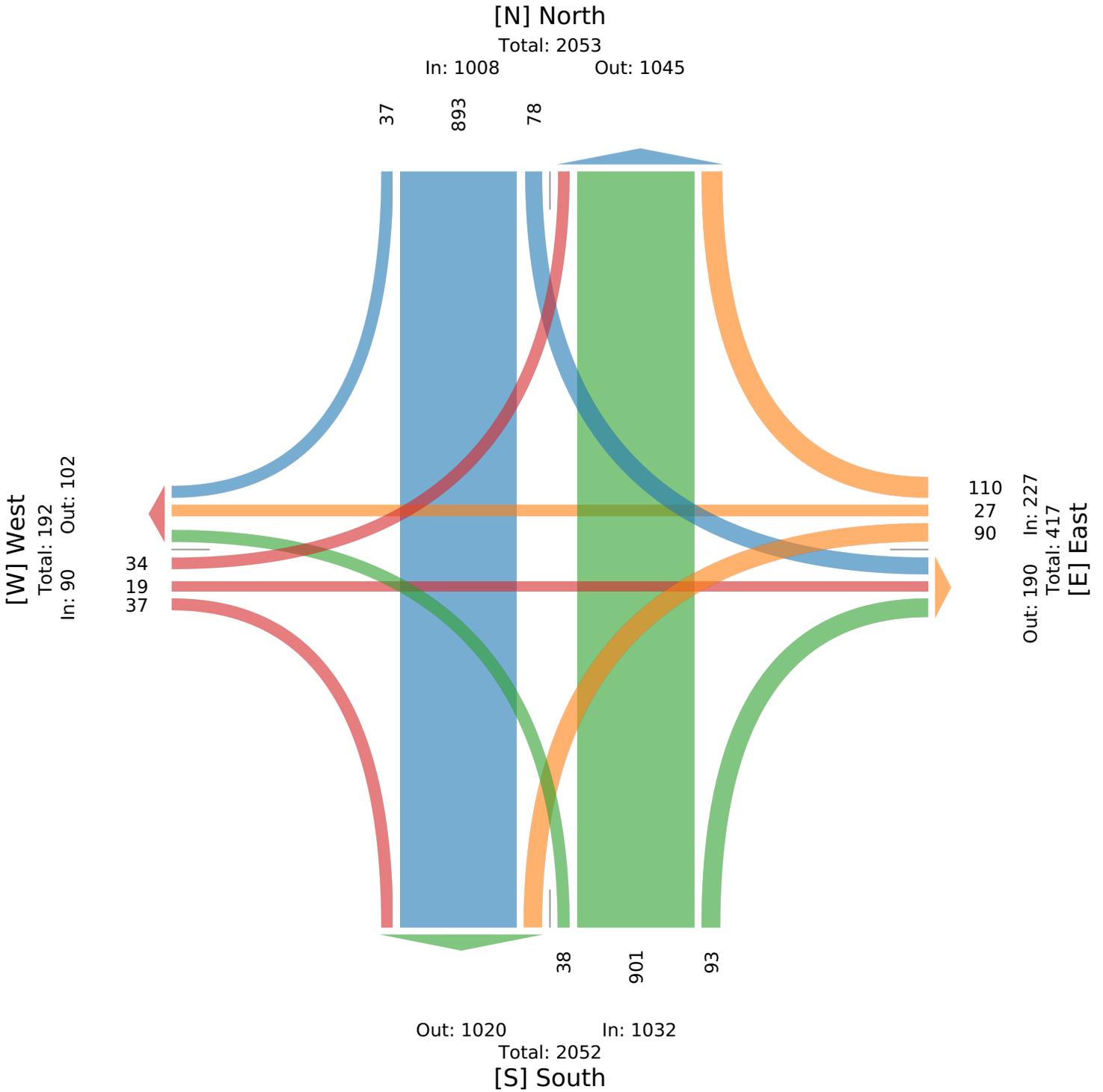
Midday Peak (WKND) (12 PM - 1 PM) - Overall Peak Hour

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

All Movements

ID: 1157618, Location: 35.809627, -90.678161

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Caraway at Phillips / Browns Lane Access - TMC

Sat Feb 17, 2024

PM Peak (WKND) (4 PM - 5 PM)

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

All Movements

ID: 1157618, Location: 35.809627, -90.678161

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	North Southbound						East Westbound						South Northbound						West Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-02-17																									
4:00PM	6	255	11	0	272	0	14	10	22	0	46	0	37	198	8	0	243	0	13	3	8	0	24	0	585
4:15PM	7	247	11	0	265	0	25	6	24	0	55	0	32	187	17	0	236	0	10	6	6	0	22	0	578
4:30PM	11	220	20	0	251	0	13	3	21	0	37	0	27	193	7	0	227	0	10	8	8	0	26	1	541
4:45PM	8	207	10	0	225	0	28	2	19	0	49	0	28	219	8	0	255	0	6	6	10	0	22	0	551
Total	32	929	52	0	1013	0	80	21	86	0	187	0	124	797	40	0	961	0	39	23	32	0	94	1	2255
% Approach	3.2%	91.7%	5.1%	0%	-	-	42.8%	11.2%	46.0%	0%	-	-	12.9%	82.9%	4.2%	0%	-	-	41.5%	24.5%	34.0%	0%	-	-	-
% Total	1.4%	41.2%	2.3%	0%	44.9%	-	3.5%	0.9%	3.8%	0%	8.3%	-	5.5%	35.3%	1.8%	0%	42.6%	-	1.7%	1.0%	1.4%	0%	4.2%	-	-
PHF	0.727	0.911	0.650	-	0.931	-	0.714	0.525	0.896	-	0.850	-	0.838	0.910	0.588	-	0.942	-	0.750	0.719	0.800	-	0.904	-	0.964
Lights	31	928	51	0	1010	-	79	21	86	0	186	-	123	788	40	0	951	-	39	23	32	0	94	-	2241
% Lights	96.9%	99.9%	98.1%	0%	99.7%	-	98.8%	100%	100%	0%	99.5%	-	99.2%	98.9%	100%	0%	99.0%	-	100%	100%	100%	0%	100%	-	99.4%
Articulated Trucks and Single-Unit Trucks	1	1	1	0	3	-	0	0	0	0	0	-	1	4	0	0	5	-	0	0	0	0	0	-	8
% Articulated Trucks and Single-Unit Trucks	3.1%	0.1%	1.9%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0.8%	0.5%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0.4%
Buses	0	0	0	0	0	-	1	0	0	0	1	-	0	5	0	0	5	-	0	0	0	0	0	-	6
% Buses	0%	0%	0%	0%	0%	-	1.3%	0%	0%	0%	0.5%	-	0%	0.6%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%

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

Caraway at Phillips / Browns Lane Access - TMC

Sat Feb 17, 2024

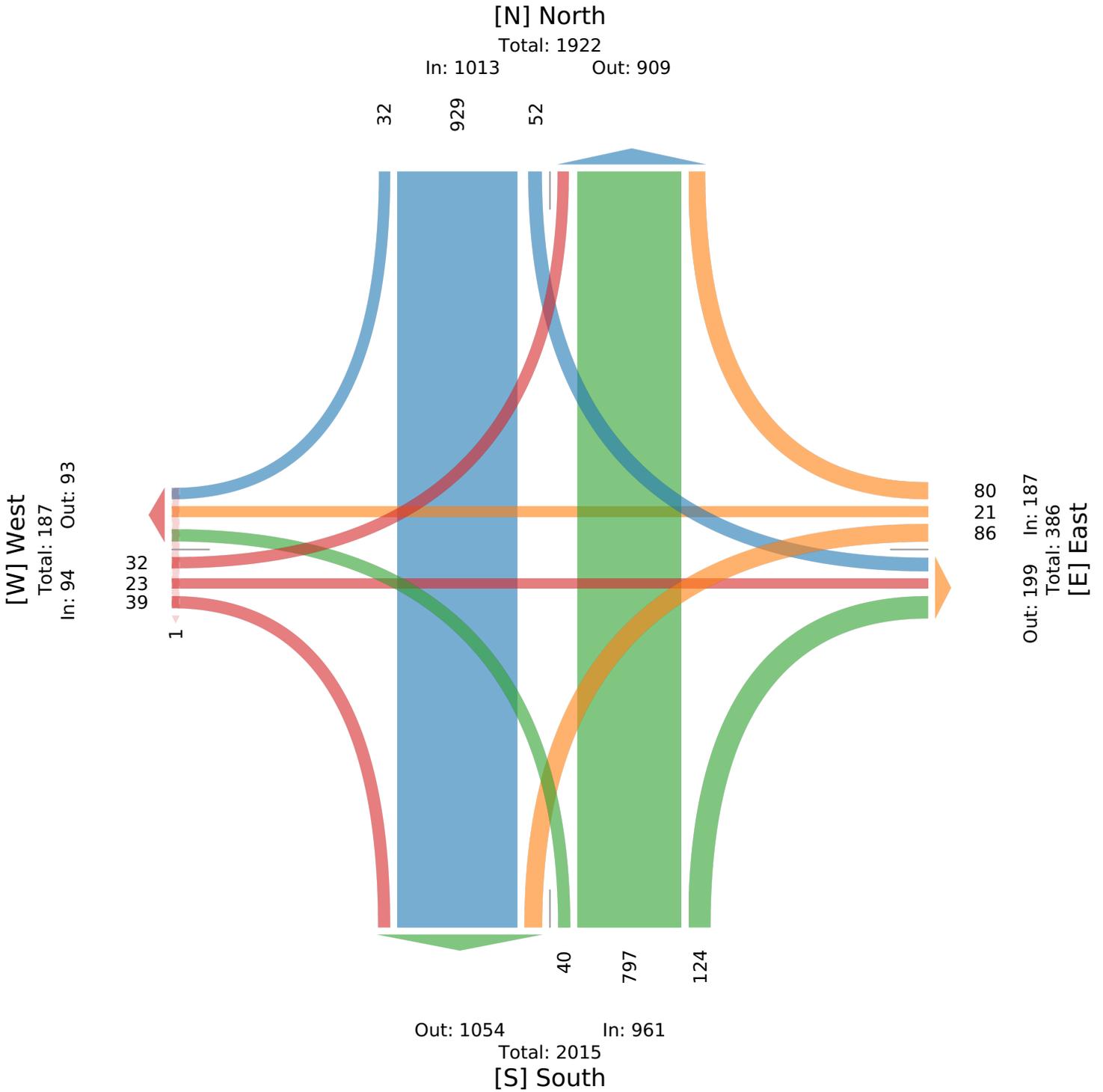
PM Peak (WKND) (4 PM - 5 PM)

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

All Movements

ID: 1157618, Location: 35.809627, -90.678161

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Caraway at Race Sat_2 - TMC

Sat Mar 16, 2024

Full Length (6 AM-9 AM, 11 AM-1 PM, 3 PM-6 PM)

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

All Movements

ID: 1166814, Location: 35.814009, -90.677973

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	North Southbound					East Westbound					South Northbound					West Eastbound					Int				
	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*					
2024-03-16 6:00AM	2	33	0	0	35	0	3	8	3	0	14	0	8	39	5	0	52	0	3	5	3	0	11	0	112
6:15AM	0	29	3	0	32	0	6	4	9	0	19	0	10	40	6	0	56	0	7	9	1	0	17	0	124
6:30AM	2	39	2	0	43	0	2	9	8	0	19	0	11	48	12	0	71	0	5	13	7	0	25	0	158
6:45AM	3	55	4	0	62	0	3	11	8	0	22	0	11	71	10	0	92	0	9	15	6	0	30	0	206
Hourly Total	7	156	9	0	172	0	14	32	28	0	74	0	40	198	33	0	271	0	24	42	17	0	83	0	600
7:00AM	6	29	4	0	39	0	6	19	2	0	27	0	9	51	6	0	66	0	7	18	3	0	28	0	160
7:15AM	8	54	7	0	69	0	9	20	10	0	39	0	12	75	11	0	98	0	1	18	8	0	27	0	233
7:30AM	4	72	7	0	83	0	9	30	11	0	50	0	12	102	8	0	122	0	15	14	7	0	36	0	291
7:45AM	10	74	9	0	93	0	13	28	14	0	55	0	27	108	13	0	148	0	6	15	13	0	34	0	330
Hourly Total	28	229	27	0	284	0	37	97	37	0	171	0	60	336	38	0	434	0	29	65	31	0	125	0	1014
8:00AM	8	79	21	0	108	0	20	30	20	0	70	0	17	117	24	0	158	0	13	26	7	0	46	0	382
8:15AM	6	82	21	0	109	0	12	27	17	0	56	0	29	120	33	0	182	0	19	30	12	0	61	0	408
8:30AM	5	84	27	0	116	0	20	37	22	0	79	0	33	118	28	0	179	0	13	22	19	0	54	0	428
8:45AM	6	101	21	0	128	0	20	43	20	0	83	0	37	155	37	0	229	0	21	41	16	0	78	0	518
Hourly Total	25	346	90	0	461	0	72	137	79	0	288	0	116	510	122	0	748	0	66	119	54	0	239	0	1736
11:00AM	15	169	40	0	224	0	29	67	26	0	122	0	46	184	34	0	264	0	41	53	33	0	127	0	737
11:15AM	17	185	50	0	252	0	35	63	42	0	140	0	36	200	35	0	271	0	25	63	28	0	116	0	779
11:30AM	23	187	39	0	249	0	43	59	33	0	135	0	38	200	42	0	280	0	30	64	19	0	113	0	777
11:45AM	13	199	38	0	250	0	35	73	40	0	148	0	36	176	26	0	238	0	25	66	27	0	118	0	754
Hourly Total	68	740	167	0	975	0	142	262	141	0	545	0	156	760	137	0	1053	0	121	246	107	0	474	0	3047
12:00PM	24	202	36	0	262	0	21	62	33	0	116	0	39	187	24	0	250	0	27	59	26	0	112	0	740
12:15PM	16	176	32	0	224	0	27	54	36	0	117	0	41	170	16	0	227	0	29	55	28	0	112	0	680
12:30PM	12	180	41	0	233	0	26	54	33	0	113	0	46	182	14	0	242	0	24	58	30	0	112	0	700
12:45PM	14	180	37	0	231	0	36	59	34	0	129	0	29	175	23	0	227	0	34	69	27	0	130	0	717
Hourly Total	66	738	146	0	950	0	110	229	136	0	475	0	155	714	77	0	946	0	114	241	111	0	466	0	2837
3:00PM	14	170	41	0	225	0	20	63	36	0	119	0	26	174	24	0	224	0	29	44	32	0	105	1	673
3:15PM	9	184	32	0	225	0	25	65	31	0	121	0	26	149	18	0	193	0	23	58	18	0	99	0	638
3:30PM	18	191	25	0	234	0	21	47	39	0	107	0	31	183	3	0	217	0	25	49	31	0	105	1	663
3:45PM	13	195	43	0	251	0	31	43	31	0	105	0	32	140	12	0	184	0	22	53	25	0	100	0	640
Hourly Total	54	740	141	0	935	0	97	218	137	0	452	0	115	646	57	0	818	0	99	204	106	0	409	2	2614
4:00PM	7	178	20	0	205	0	15	41	25	0	81	0	26	150	23	0	199	0	27	44	26	0	97	0	582
4:15PM	13	168	4	0	185	0	33	42	38	0	113	0	29	160	28	0	217	0	31	48	24	0	103	0	618
4:30PM	19	163	3	0	185	0	29	58	35	0	122	0	37	166	22	0	225	0	26	45	28	0	99	0	631
4:45PM	12	174	22	0	208	0	26	50	20	0	96	0	29	156	27	0	212	0	26	37	24	0	87	0	603
Hourly Total	51	683	49	0	783	0	103	191	118	0	412	0	121	632	100	0	853	0	110	174	102	0	386	0	2434
5:00PM	10	154	33	0	197	0	25	49	17	0	91	0	33	146	21	0	200	0	25	38	24	0	87	0	575
5:15PM	13	184	36	0	233	0	23	40	20	0	83	0	18	163	28	0	209	0	28	33	16	0	77	0	602
5:30PM	10	155	26	0	191	0	20	39	31	0	90	0	21	152	17	0	190	0	27	36	20	0	83	0	554
5:45PM	8	172	30	0	210	0	25	47	29	0	101	0	24	165	30	0	219	0	33	38	24	0	95	0	625
Hourly Total	41	665	125	0	831	0	93	175	97	0	365	0	96	626	96	0	818	0	113	145	84	0	342	0	2356
Total	340	4297	754	0	5391	0	668	1341	773	0	2782	0	859	4422	660	0	5941	0	676	1236	612	0	2524	2	16638
% Approach	6.3%	79.7%	14.0%	0%	-	-	24.0%	48.2%	27.8%	0%	-	-	14.5%	74.4%	11.1%	0%	-	-	26.8%	49.0%	24.2%	0%	-	-	-
% Total	2.0%	25.8%	4.5%	0%	32.4%	-	4.0%	8.1%	4.6%	0%	16.7%	-	5.2%	26.6%	4.0%	0%	35.7%	-	4.1%	7.4%	3.7%	0%	15.2%	-	-
Lights	339	4280	752	0	5371	-	665	1336	769	0	2770	-	858	4395	655	0	5908	-	671	1231	612	0	2514	-	16563
% Lights	99.7%	99.6%	99.7%	0%	99.6%	-	99.6%	99.6%	99.5%	0%	99.6%	-	99.9%	99.4%	99.2%	0%	99.4%	-	99.3%	99.6%	100%	0%	99.6%	-	99.5%
Articulated Trucks	1	6	0	0	7	-	0	1	0	0	1	-	0	13	1	0	14	-	3	0	0	0	3	-	25
% Articulated Trucks	0.3%	0.1%	0%	0%	0.1%	-	0%	0.1%	0%	0%	0%	-	0%	0.3%	0.2%	0%	0.2%	-	0.4%	0%	0%	0%	0.1%	-	0.2%
Buses and Single-Unit Trucks	0	11	2	0	13	-	3	4	4	0	11	-	1	14	4	0	19	-	2	5	0	0	7	-	50
% Buses and Single-Unit Trucks	0%	0.3%	0.3%	0%	0.2%	-	0.4%	0.3%	0.5%	0%	0.4%	-	0.1%	0.3%	0.6%	0%	0.3%	-	0.3%	0.4%	0%	0%	0.3%	-	0.3%
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

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

Caraway at Race Sat._2 - TMC

Sat Mar 16, 2024

Full Length (6 AM-9 AM, 11 AM-1 PM, 3 PM-6 PM)

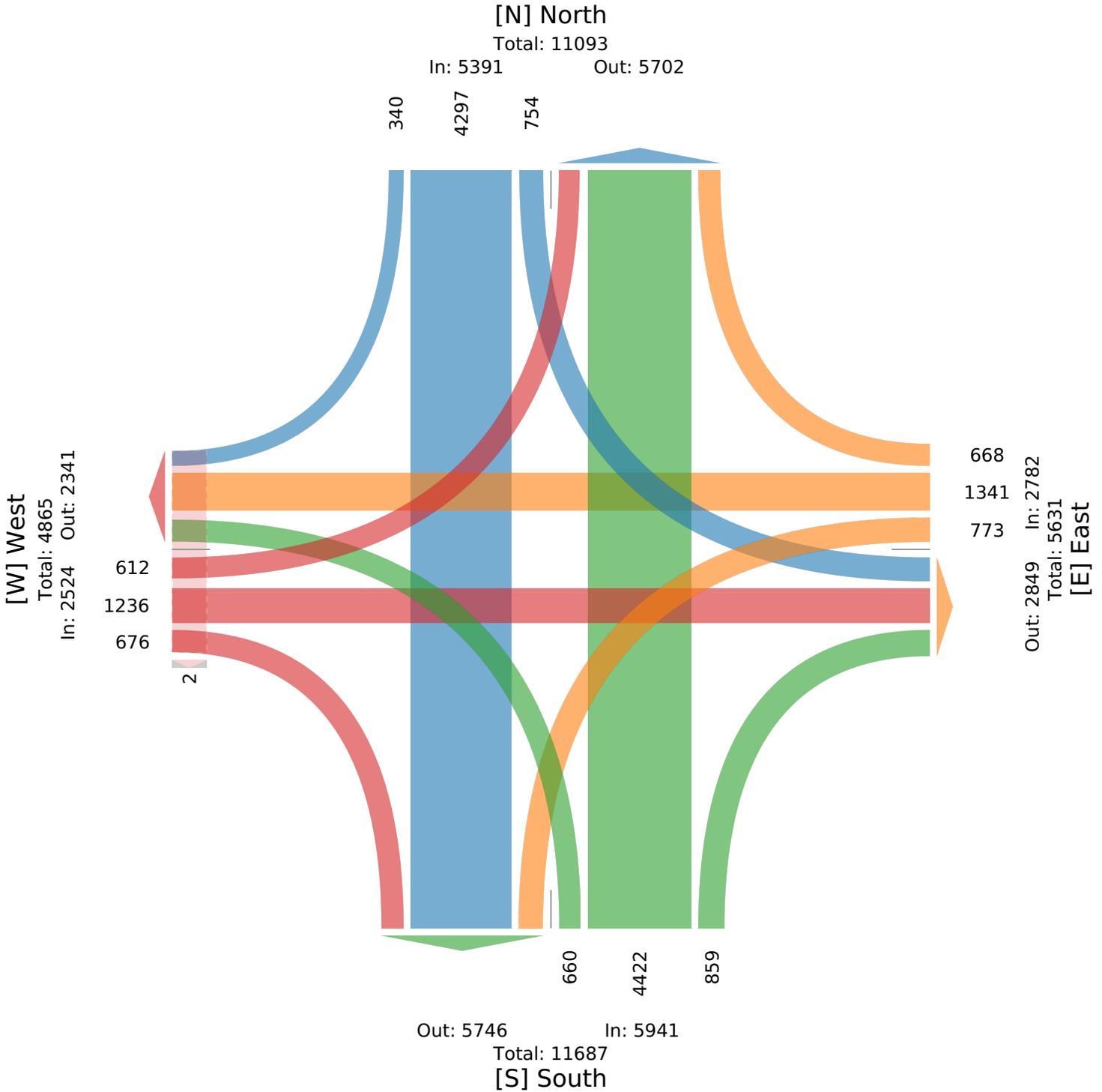
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Bicycles on Crosswalk)

All Movements

ID: 1166814, Location: 35.814009, -90.677973

Provided by: Traffic Engineering Solutions

53 County Road 133,
Bono, AR, 72416, US



Caraway at Race Sat_2 - TMC

Sat Mar 16, 2024

AM Peak (WKND) (8 AM - 9 AM)

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

All Movements

ID: 1166814, Location: 35.814009, -90.677973

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	North Southbound					East Westbound					South Northbound					West Eastbound					Int				
	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*					
2024-03-16 8:00AM	8	79	21	0	108	0	20	30	20	0	70	0	17	117	24	0	158	0	13	26	7	0	46	0	382
8:15AM	6	82	21	0	109	0	12	27	17	0	56	0	29	120	33	0	182	0	19	30	12	0	61	0	408
8:30AM	5	84	27	0	116	0	20	37	22	0	79	0	33	118	28	0	179	0	13	22	19	0	54	0	428
8:45AM	6	101	21	0	128	0	20	43	20	0	83	0	37	155	37	0	229	0	21	41	16	0	78	0	518
Total	25	346	90	0	461	0	72	137	79	0	288	0	116	510	122	0	748	0	66	119	54	0	239	0	1736
% Approach	5.4%	75.1%	19.5%	0%	-	-	25.0%	47.6%	27.4%	0%	-	-	15.5%	68.2%	16.3%	0%	-	-	27.6%	49.8%	22.6%	0%	-	-	-
% Total	1.4%	19.9%	5.2%	0%	26.6%	-	4.1%	7.9%	4.6%	0%	16.6%	-	6.7%	29.4%	7.0%	0%	43.1%	-	3.8%	6.9%	3.1%	0%	13.8%	-	-
PHF	0.781	0.856	0.833	-	0.900	-	0.900	0.797	0.898	-	0.867	-	0.784	0.823	0.824	-	0.817	-	0.786	0.726	0.711	-	0.766	-	0.838
Lights	25	343	90	0	458	-	72	137	78	0	287	-	116	502	119	0	737	-	66	118	54	0	238	-	1720
% Lights	100%	99.1%	100%	0%	99.3%	-	100%	100%	98.7%	0%	99.7%	-	100%	98.4%	97.5%	0%	98.5%	-	100%	99.2%	100%	0%	99.6%	-	99.1%
Articulated Trucks	0	1	0	0	1	-	0	0	0	0	0	-	0	4	1	0	5	-	0	0	0	0	0	-	6
% Articulated Trucks	0%	0.3%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0.8%	0.8%	0%	0.7%	-	0%	0%	0%	0%	0%	-	0.3%
Buses and Single-Unit Trucks	0	2	0	0	2	-	0	0	1	0	1	-	0	4	2	0	6	-	0	1	0	0	1	-	10
% Buses and Single-Unit Trucks	0%	0.6%	0%	0%	0.4%	-	0%	0%	1.3%	0%	0.3%	-	0%	0.8%	1.6%	0%	0.8%	-	0%	0.8%	0%	0%	0.4%	-	0.6%
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Caraway at Race Sat._2 - TMC

Sat Mar 16, 2024

AM Peak (WKND) (8 AM - 9 AM)

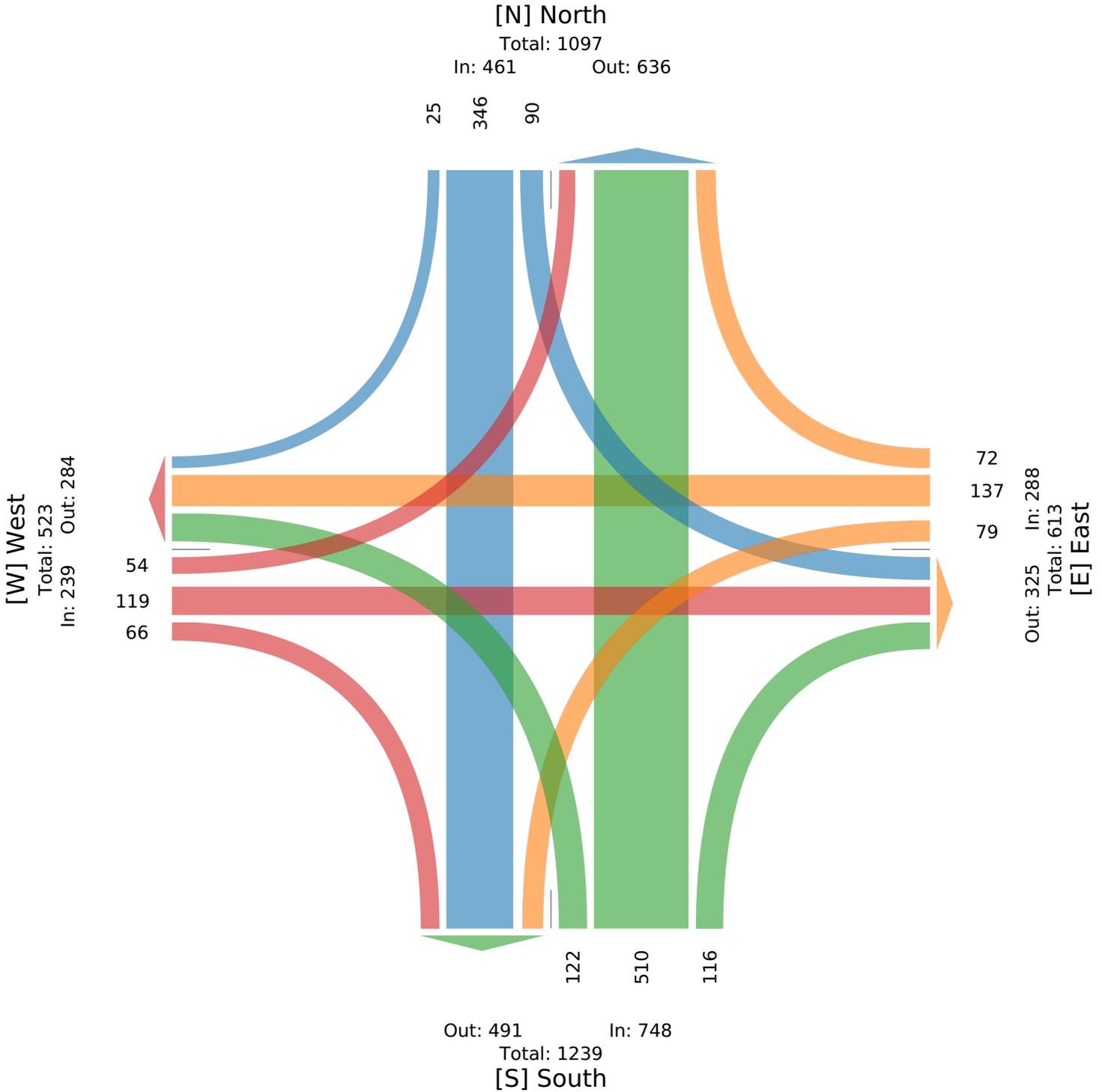
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Bicycles on Crosswalk)

All Movements

ID: 1166814, Location: 35.814009, -90.677973

Provided by: Traffic Engineering Solutions

53 County Road 133,
Bono, AR, 72416, US



Caraway at Race Sat_2 - TMC

Sat Mar 16, 2024

Midday Peak (WKND) (11:15 AM - 12:15 PM) - Overall Peak Hour

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

All Movements

ID: 1166814, Location: 35.814009, -90.677973

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	North Southbound						East Westbound						South Northbound						West Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-03-16 11:15AM	17	185	50	0	252	0	35	63	42	0	140	0	36	200	35	0	271	0	25	63	28	0	116	0	779
11:30AM	23	187	39	0	249	0	43	59	33	0	135	0	38	200	42	0	280	0	30	64	19	0	113	0	777
11:45AM	13	199	38	0	250	0	35	73	40	0	148	0	36	176	26	0	238	0	25	66	27	0	118	0	754
12:00PM	24	202	36	0	262	0	21	62	33	0	116	0	39	187	24	0	250	0	27	59	26	0	112	0	740
Total	77	773	163	0	1013	0	134	257	148	0	539	0	149	763	127	0	1039	0	107	252	100	0	459	0	3050
% Approach	7.6%	76.3%	16.1%	0%	-	-	24.9%	47.7%	27.5%	0%	-	-	14.3%	73.4%	12.2%	0%	-	-	23.3%	54.9%	21.8%	0%	-	-	-
% Total	2.5%	25.3%	5.3%	0%	33.2%	-	4.4%	8.4%	4.9%	0%	17.7%	-	4.9%	25.0%	4.2%	0%	34.1%	-	3.5%	8.3%	3.3%	0%	15.0%	-	-
PHF	0.802	0.957	0.815	-	0.967	-	0.779	0.880	0.881	-	0.910	-	0.955	0.954	0.756	-	0.928	-	0.892	0.955	0.893	-	0.972	-	0.979
Lights	77	772	163	0	1012	-	133	257	147	0	537	-	149	761	127	0	1037	-	105	251	100	0	456	-	3042
% Lights	100%	99.9%	100%	0%	99.9%	-	99.3%	100%	99.3%	0%	99.6%	-	100%	99.7%	100%	0%	99.8%	-	98.1%	99.6%	100%	0%	99.3%	-	99.7%
Articulated Trucks	0	1	0	0	1	-	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	-	3
% Articulated Trucks	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	0	0	0	0	0	-	1	0	1	0	2	-	0	0	0	0	0	-	2	1	0	0	3	-	5
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0.7%	0%	0.7%	0%	0.4%	-	0%	0%	0%	0%	0%	-	1.9%	0.4%	0%	0%	0.7%	-	0.2%
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Caraway at Race Sat._2 - TMC

Sat Mar 16, 2024

Midday Peak (WKND) (11:15 AM - 12:15 PM) - Overall Peak Hour

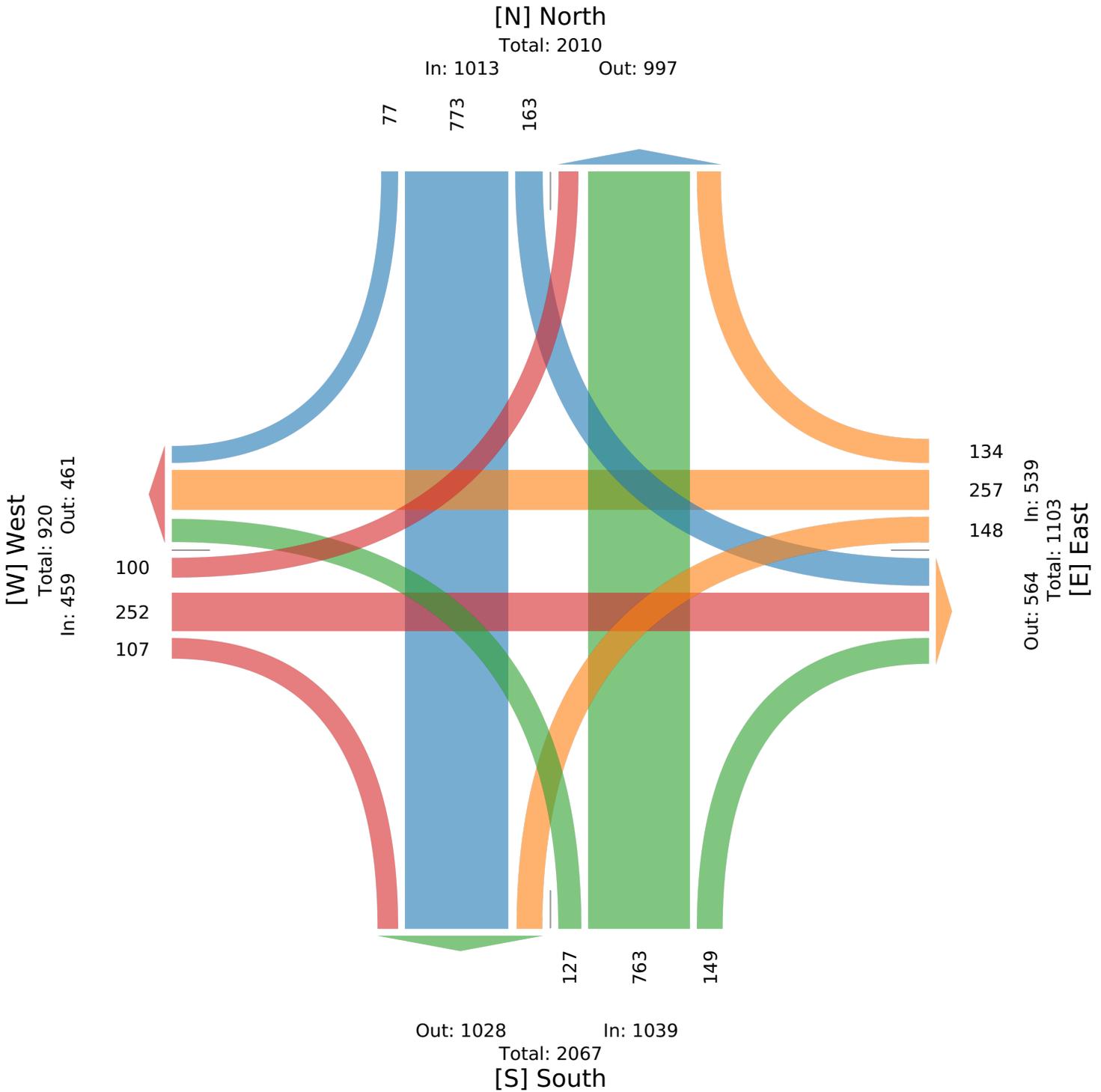
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Bicycles on Crosswalk)

All Movements

ID: 1166814, Location: 35.814009, -90.677973

Provided by: Traffic Engineering Solutions

53 County Road 133,
Bono, AR, 72416, US



Caraway at Race Sat_2 - TMC

Sat Mar 16, 2024

PM Peak (WKND) (3 PM - 4 PM)

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

All Movements

ID: 1166814, Location: 35.814009, -90.677973

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US

Leg Direction	North Southbound						East Westbound						South Northbound						West Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-03-16 3:00PM	14	170	41	0	225	0	20	63	36	0	119	0	26	174	24	0	224	0	29	44	32	0	105	1	673
3:15PM	9	184	32	0	225	0	25	65	31	0	121	0	26	149	18	0	193	0	23	58	18	0	99	0	638
3:30PM	18	191	25	0	234	0	21	47	39	0	107	0	31	183	3	0	217	0	25	49	31	0	105	1	663
3:45PM	13	195	43	0	251	0	31	43	31	0	105	0	32	140	12	0	184	0	22	53	25	0	100	0	640
Total	54	740	141	0	935	0	97	218	137	0	452	0	115	646	57	0	818	0	99	204	106	0	409	2	2614
% Approach	5.8%	79.1%	15.1%	0%	-	-	21.5%	48.2%	30.3%	0%	-	-	14.1%	79.0%	7.0%	0%	-	-	24.2%	49.9%	25.9%	0%	-	-	-
% Total	2.1%	28.3%	5.4%	0%	35.8%	-	3.7%	8.3%	5.2%	0%	17.3%	-	4.4%	24.7%	2.2%	0%	31.3%	-	3.8%	7.8%	4.1%	0%	15.6%	-	-
PHF	0.750	0.949	0.820	-	0.931	-	0.782	0.838	0.878	-	0.934	-	0.898	0.883	0.594	-	0.913	-	0.853	0.879	0.828	-	0.974	-	0.971
Lights	53	738	141	0	932	-	97	217	136	0	450	-	114	642	57	0	813	-	99	204	106	0	409	-	2604
% Lights	98.1%	99.7%	100%	0%	99.7%	-	100%	99.5%	99.3%	0%	99.6%	-	99.1%	99.4%	100%	0%	99.4%	-	100%	100%	100%	0%	100%	-	99.6%
Articulated Trucks	1	1	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	2
% Articulated Trucks	1.9%	0.1%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	0	1	0	0	1	-	0	1	1	0	2	-	1	4	0	0	5	-	0	0	0	0	0	-	8
% Buses and Single-Unit Trucks	0%	0.1%	0%	0%	0.1%	-	0%	0.5%	0.7%	0%	0.4%	-	0.9%	0.6%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0.3%
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-100%

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

Caraway at Race Sat._2 - TMC

Sat Mar 16, 2024

PM Peak (WKND) (3 PM - 4 PM)

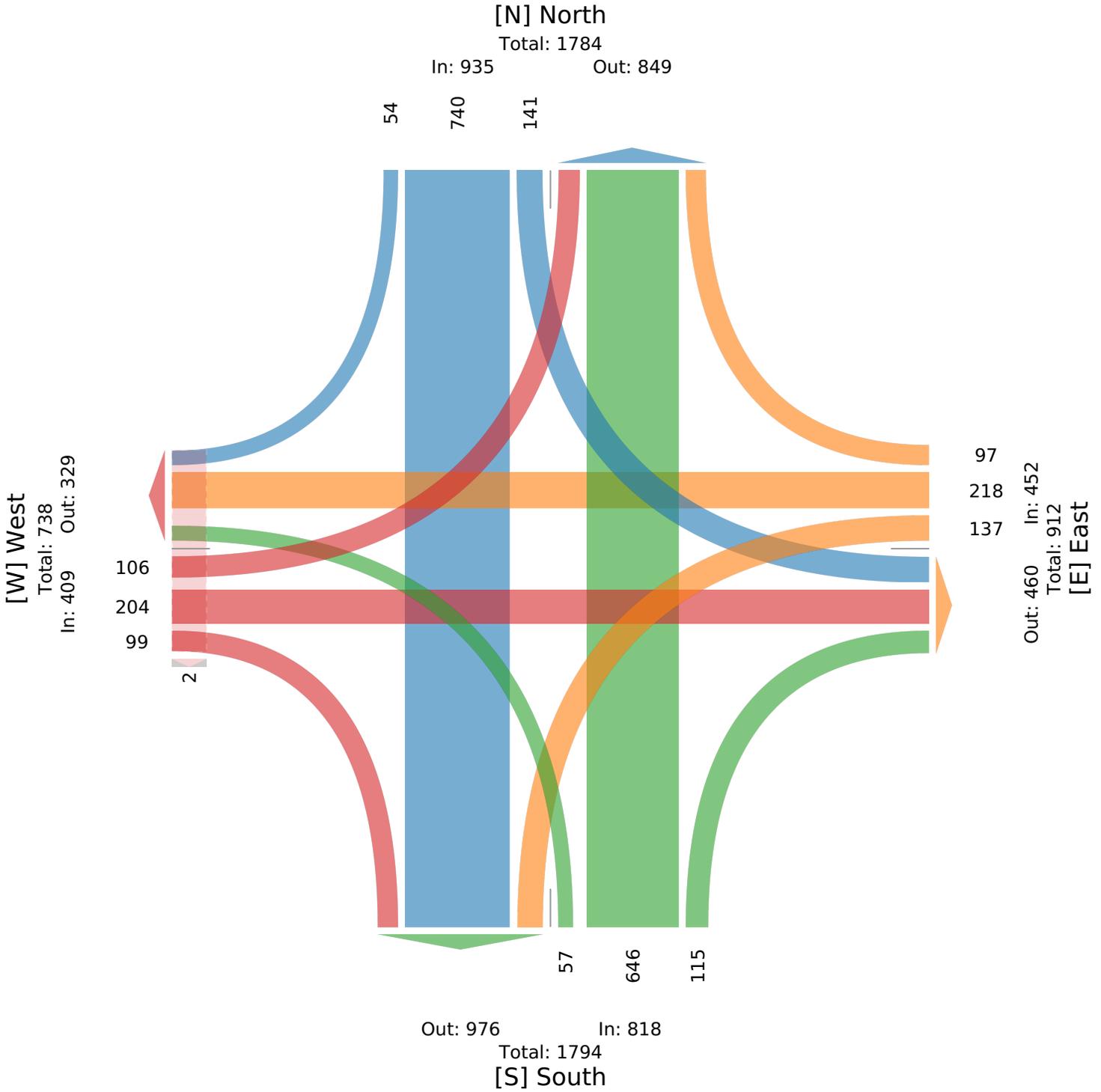
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Bicycles on Crosswalk)

All Movements

ID: 1166814, Location: 35.814009, -90.677973

Provided by: Traffic Engineering Solutions

53 County Road 133,
Bono, AR, 72416, US



Race at McClellan - TMC

Sat Mar 30, 2024

Full Length (6 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1173707, Location: 35.814017, -90.685868

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US

Leg Direction	East Westbound				South Northbound				West Eastbound				Int
	T	L	U	App	R	L	U	App	R	T	U	App	
Time													
2024-03-30 6:00AM	3	0	0	3	0	0	0	0	0	5	0	5	8
6:15AM	1	0	0	1	0	0	0	0	0	8	0	8	9
6:30AM	6	0	0	6	0	0	0	0	0	12	0	12	18
6:45AM	6	0	0	6	0	0	0	0	0	19	0	19	25
Hourly Total	16	0	0	16	0	0	0	0	0	44	0	44	60
7:00AM	7	0	0	7	0	0	0	0	0	17	0	17	24
7:15AM	5	1	0	6	0	0	0	0	0	23	0	23	29
7:30AM	14	0	0	14	0	0	0	0	0	26	0	26	40
7:45AM	15	1	0	16	0	0	0	0	0	43	0	43	59
Hourly Total	41	2	0	43	0	0	0	0	0	109	0	109	152
8:00AM	16	0	0	16	0	0	0	0	0	49	0	49	65
8:15AM	31	0	0	31	0	0	0	0	0	45	0	45	76
8:30AM	39	0	0	39	0	0	0	0	0	56	0	56	95
8:45AM	27	0	0	27	0	0	0	0	0	68	0	68	95
Hourly Total	113	0	0	113	0	0	0	0	0	218	0	218	331
11:00AM	89	1	0	90	1	0	0	1	0	88	0	88	179
11:15AM	81	0	0	81	0	0	0	0	0	84	0	84	165
11:30AM	99	0	0	99	0	1	0	1	0	90	0	90	190
11:45AM	82	1	0	83	1	0	0	1	0	96	0	96	180
Hourly Total	351	2	0	353	2	1	0	3	0	358	0	358	714
12:00PM	106	0	0	106	0	0	0	0	0	86	0	86	192
12:15PM	84	0	0	84	0	0	0	0	1	83	0	84	168
12:30PM	97	0	0	97	0	0	0	0	0	80	0	80	177
12:45PM	75	0	0	75	0	0	0	0	0	70	0	70	145
Hourly Total	362	0	0	362	0	0	0	0	1	319	0	320	682
2:00PM	82	2	0	84	1	0	0	1	0	81	0	81	166
2:15PM	96	1	0	97	0	0	0	0	0	83	0	83	180
2:30PM	80	0	0	80	0	0	0	0	0	80	0	80	160
2:45PM	85	0	0	85	1	1	0	2	0	63	0	63	150
Hourly Total	343	3	0	346	2	1	0	3	0	307	0	307	656
3:00PM	71	1	0	72	0	0	0	0	0	77	0	77	149
3:15PM	72	0	0	72	0	2	0	2	1	74	0	75	149
3:30PM	76	0	0	76	0	0	0	0	2	74	0	76	152
3:45PM	67	1	0	68	0	0	0	0	0	55	0	55	123
Hourly Total	286	2	0	288	0	2	0	2	3	280	0	283	573
4:00PM	95	1	0	96	1	0	0	1	0	76	0	76	173
4:15PM	73	0	0	73	0	0	0	0	0	65	0	65	138
4:30PM	72	0	0	72	0	0	0	0	0	57	0	57	129
4:45PM	58	0	0	58	0	0	0	0	0	68	0	68	126
Hourly Total	298	1	0	299	1	0	0	1	0	266	0	266	566
5:00PM	58	0	0	58	0	0	0	0	0	74	0	74	132
5:15PM	56	1	0	57	1	0	0	1	0	59	0	59	117
5:30PM	54	0	0	54	1	2	0	3	0	53	0	53	110
5:45PM	53	0	0	53	0	0	0	0	0	58	0	58	111
Hourly Total	221	1	0	222	2	2	0	4	0	244	0	244	470
Total	2031	11	0	2042	7	6	0	13	4	2145	0	2149	4204
% Approach	99.5%	0.5%	0%	-	53.8%	46.2%	0%	-	0.2%	99.8%	0%	-	-
% Total	48.3%	0.3%	0%	48.6%	0.2%	0.1%	0%	0.3%	0.1%	51.0%	0%	51.1%	-
Lights	2028	11	0	2039	7	6	0	13	4	2135	0	2139	4191
% Lights	99.9%	100%	0%	99.9%	100%	100%	0%	100%	100%	99.5%	0%	99.5%	99.7%
Articulated Trucks	2	0	0	2	0	0	0	0	0	2	0	2	4
% Articulated Trucks	0.1%	0%	0%	0.1%	0%	0%	0%	0%	0%	0.1%	0%	0.1%	0.1%
Buses and Single-Unit Trucks	1	0	0	1	0	0	0	0	0	8	0	8	9
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.4%	0%	0.4%	0.2%

Leg Direction	East Westbound	South Northbound	West Eastbound	
Time	T L U App	R L U App	R T U App	Int

*L: Left, R: Right, T: Thru, U: U-Turn

Race at McClellan - TMC

Sat Mar 30, 2024

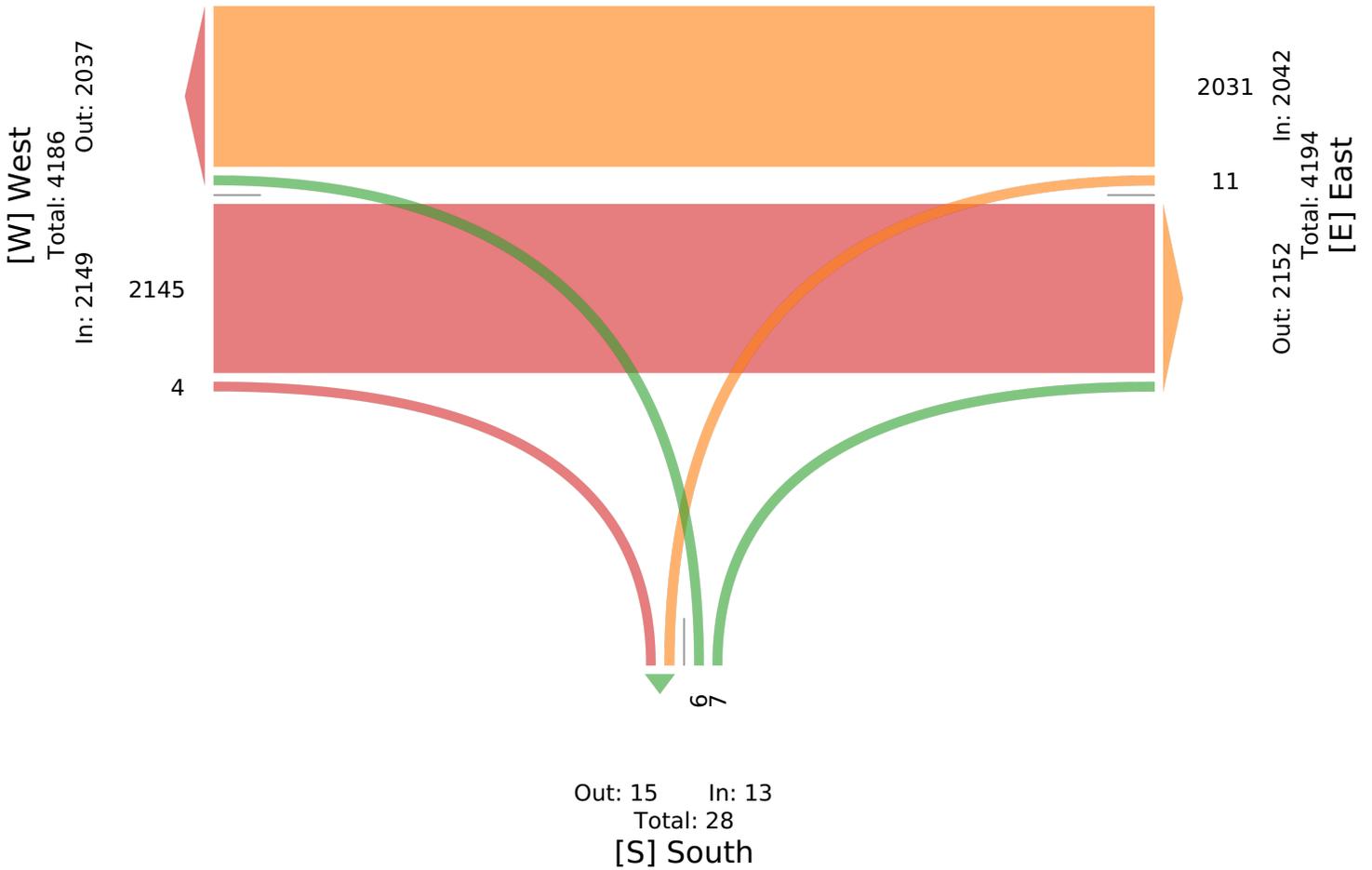
Full Length (6 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1173707, Location: 35.814017, -90.685868

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Race at McClellan - TMC

Sat Mar 30, 2024

AM Peak (WKND) (8 AM - 9 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1173707, Location: 35.814017, -90.685868

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	East Westbound				South Northbound				West Eastbound				Int
	T	L	U	App	R	L	U	App	R	T	U	App	
2024-03-30 8:00AM	16	0	0	16	0	0	0	0	0	49	0	49	65
8:15AM	31	0	0	31	0	0	0	0	0	45	0	45	76
8:30AM	39	0	0	39	0	0	0	0	0	56	0	56	95
8:45AM	27	0	0	27	0	0	0	0	0	68	0	68	95
Total	113	0	0	113	0	0	0	0	0	218	0	218	331
% Approach	100%	0%	0%	-	0%	0%	0%	-	0%	100%	0%	-	-
% Total	34.1%	0%	0%	34.1%	0%	0%	0%	0%	0%	65.9%	0%	65.9%	-
PHF	0.724	-	-	0.724	-	-	-	-	-	0.801	-	0.801	0.871
Lights	112	0	0	112	0	0	0	0	0	217	0	217	329
% Lights	99.1%	0%	0%	99.1%	0%	0%	0%	-	0%	99.5%	0%	99.5%	99.4%
Articulated Trucks	1	0	0	1	0	0	0	0	0	1	0	1	2
% Articulated Trucks	0.9%	0%	0%	0.9%	0%	0%	0%	-	0%	0.5%	0%	0.5%	0.6%
Buses and Single-Unit Trucks	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%

* L: Left, R: Right, T: Thru, U: U-Turn

Race at McClellan - TMC

Sat Mar 30, 2024

AM Peak (WKND) (8 AM - 9 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1173707, Location: 35.814017, -90.685868

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Race at McClellan - TMC

Sat Mar 30, 2024

Midday Peak (WKND) (11:30 AM - 12:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1173707, Location: 35.814017, -90.685868

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	East				South				West				Int
	Westbound				Northbound				Eastbound				
Time	T	L	U	App	R	L	U	App	R	T	U	App	
2024-03-30 11:30AM	99	0	0	99	0	1	0	1	0	90	0	90	190
11:45AM	82	1	0	83	1	0	0	1	0	96	0	96	180
12:00PM	106	0	0	106	0	0	0	0	0	86	0	86	192
12:15PM	84	0	0	84	0	0	0	0	1	83	0	84	168
Total	371	1	0	372	1	1	0	2	1	355	0	356	730
% Approach	99.7%	0.3%	0%	-	50.0%	50.0%	0%	-	0.3%	99.7%	0%	-	-
% Total	50.8%	0.1%	0%	51.0%	0.1%	0.1%	0%	0.3%	0.1%	48.6%	0%	48.8%	-
PHF	0.875	0.250	-	0.877	0.250	0.250	-	0.500	0.250	0.924	-	0.927	0.951
Lights	371	1	0	372	1	1	0	2	1	353	0	354	728
% Lights	100%	100%	0%	100%	100%	100%	0%	100%	100%	99.4%	0%	99.4%	99.7%
Articulated Trucks	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%
Buses and Single-Unit Trucks	0	0	0	0	0	0	0	0	0	2	0	2	2
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.6%	0%	0.6%	0.3%

* L: Left, R: Right, T: Thru, U: U-Turn

Race at McClellan - TMC

Sat Mar 30, 2024

Midday Peak (WKND) (11:30 AM - 12:30 PM) - Overall Peak Hour

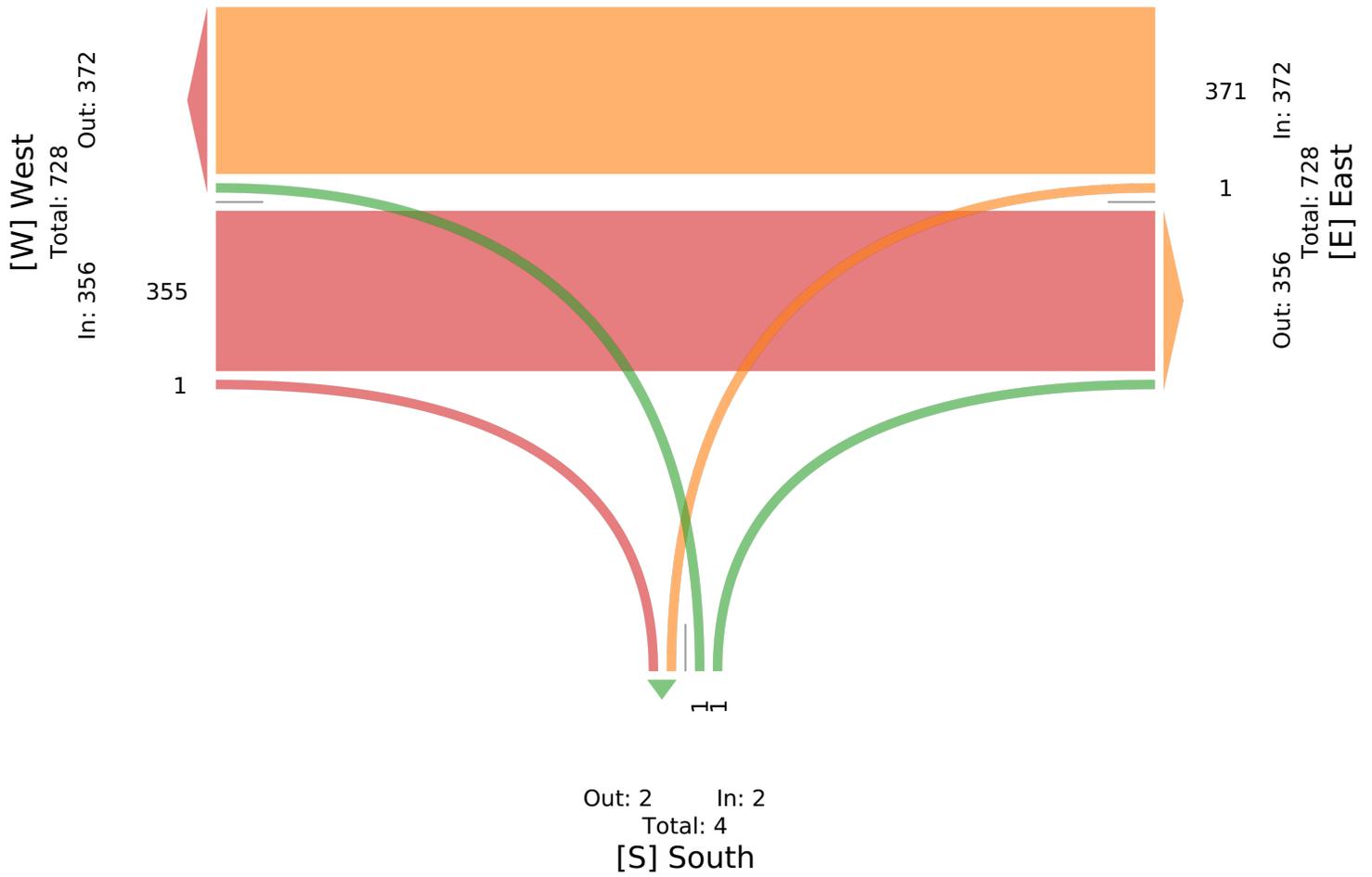
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1173707, Location: 35.814017, -90.685868

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US



Race at McClellan - TMC

Sat Mar 30, 2024

PM Peak (WKND) (2 PM - 3 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1173707, Location: 35.814017, -90.685868

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	East Westbound				South Northbound				West Eastbound				Int
	T	L	U	App	R	L	U	App	R	T	U	App	
2024-03-30 2:00PM	82	2	0	84	1	0	0	1	0	81	0	81	166
2:15PM	96	1	0	97	0	0	0	0	0	83	0	83	180
2:30PM	80	0	0	80	0	0	0	0	0	80	0	80	160
2:45PM	85	0	0	85	1	1	0	2	0	63	0	63	150
Total	343	3	0	346	2	1	0	3	0	307	0	307	656
% Approach	99.1%	0.9%	0%	-	66.7%	33.3%	0%	-	0%	100%	0%	-	-
% Total	52.3%	0.5%	0%	52.7%	0.3%	0.2%	0%	0.5%	0%	46.8%	0%	46.8%	-
PHF	0.893	0.375	-	0.892	0.500	0.250	-	0.375	-	0.925	-	0.925	0.911
Lights	343	3	0	346	2	1	0	3	0	305	0	305	654
% Lights	100%	100%	0%	100%	100%	100%	0%	100%	0%	99.3%	0%	99.3%	99.7%
Articulated Trucks	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%
Buses and Single-Unit Trucks	0	0	0	0	0	0	0	0	0	2	0	2	2
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.7%	0%	0.7%	0.3%

* L: Left, R: Right, T: Thru, U: U-Turn

Race at McClellan - TMC

Sat Mar 30, 2024

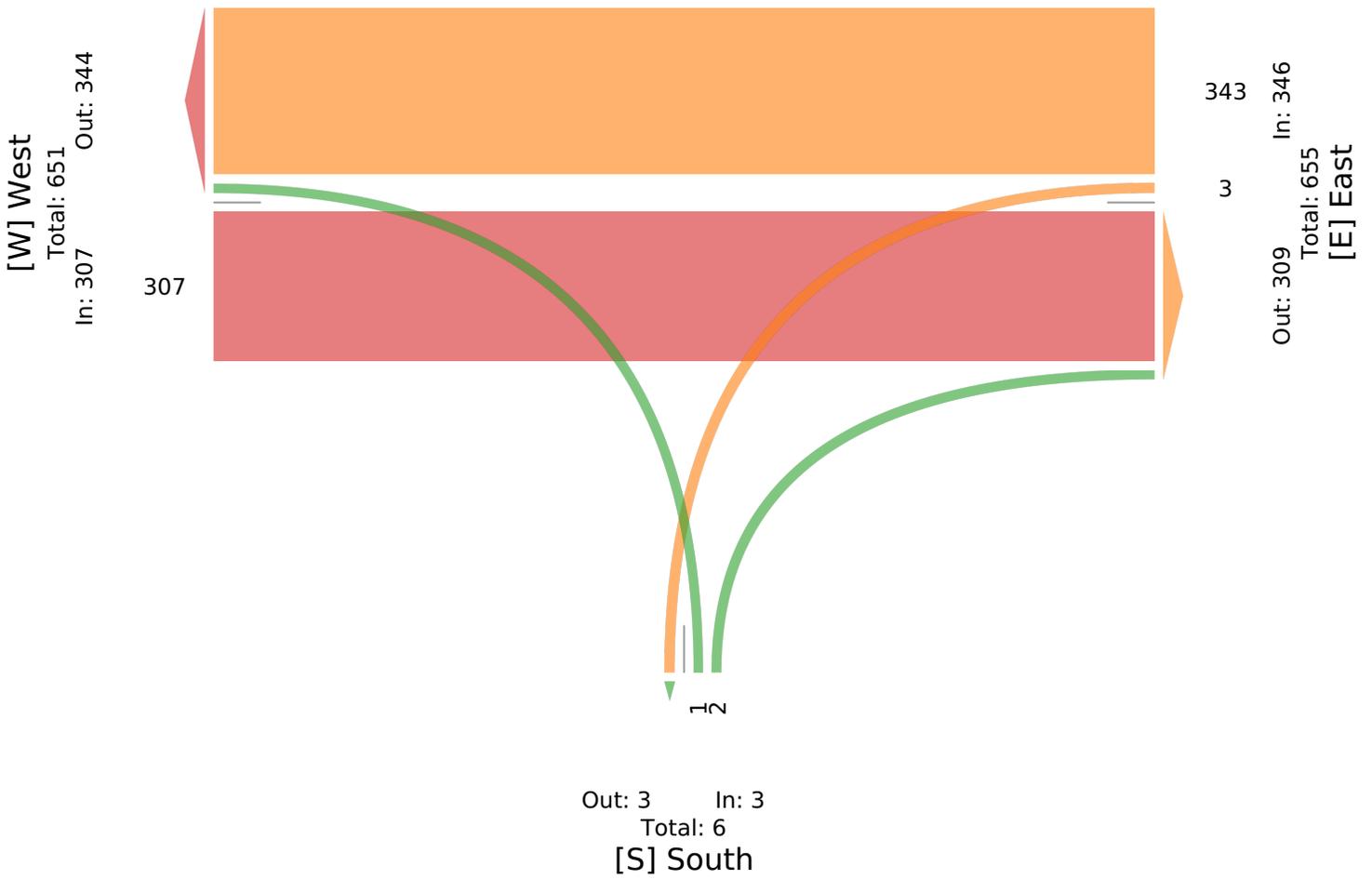
PM Peak (WKND) (2 PM - 3 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1173707, Location: 35.814017, -90.685868

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Race St. at Browns Lane - TMC

Sat Feb 17, 2024

Full Length (7 AM-9 AM, 11 AM-1 PM, 4 PM-7 PM)

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

All Movements

ID: 1157619, Location: 35.814034, -90.686999

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	North Southbound						East Westbound						South Northbound						West Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-02-17																									
7:00AM	2	0	0	0	2	0	1	3	0	0	4	0	0	1	0	0	1	0	1	4	4	0	9	0	16
7:15AM	4	1	5	0	10	0	0	4	0	0	4	0	0	0	0	0	0	0	0	21	10	0	31	0	45
7:30AM	4	3	5	0	12	0	4	9	0	0	13	0	0	1	0	0	1	0	0	21	4	0	25	0	51
7:45AM	4	6	7	0	17	0	1	11	3	0	15	0	0	0	0	0	0	0	0	34	11	0	45	0	77
Hourly Total	14	10	17	0	41	0	6	27	3	0	36	0	0	2	0	0	2	0	1	80	29	0	110	0	189
8:00AM	5	0	12	0	17	0	8	11	0	0	19	0	0	2	0	0	2	0	0	29	11	0	40	0	78
8:15AM	9	2	2	0	13	0	7	4	0	0	11	0	0	1	0	0	1	0	2	24	12	0	38	0	63
8:30AM	10	4	7	0	21	0	4	14	0	0	18	0	0	1	0	0	1	0	0	29	14	0	43	0	83
8:45AM	8	2	10	0	20	0	7	22	0	0	29	0	0	2	1	0	3	0	0	53	16	0	69	0	121
Hourly Total	32	8	31	0	71	0	26	51	0	0	77	0	0	6	1	0	7	0	2	135	53	0	190	0	345
11:00AM	23	8	15	0	46	0	21	54	1	0	76	0	1	7	0	0	8	0	2	70	15	0	87	0	217
11:15AM	14	5	14	0	33	0	17	51	0	0	68	0	3	6	0	0	9	0	2	52	27	0	81	0	191
11:30AM	27	11	16	0	54	0	23	52	1	0	76	0	4	5	1	0	10	0	0	63	25	0	88	0	228
11:45AM	18	5	30	0	53	0	23	62	1	0	86	0	1	4	0	0	5	0	2	62	28	0	92	0	236
Hourly Total	82	29	75	0	186	0	84	219	3	0	306	0	9	22	1	0	32	0	6	247	95	0	348	0	872
12:00PM	26	7	15	0	48	0	19	72	0	0	91	0	4	8	2	0	14	0	4	67	25	0	96	0	249
12:15PM	17	5	16	0	38	0	18	54	0	0	72	0	0	2	1	0	3	0	1	62	28	0	91	0	204
12:30PM	26	5	14	0	45	0	15	65	0	0	80	0	3	4	3	0	10	0	0	68	16	0	84	0	219
12:45PM	28	3	21	0	52	0	19	65	0	0	84	0	2	3	0	0	5	0	3	61	19	0	83	0	224
Hourly Total	97	20	66	0	183	0	71	256	0	0	327	0	9	17	6	0	32	0	8	258	88	0	354	0	896
4:00PM	26	6	10	0	42	0	12	61	1	0	74	0	2	1	0	0	3	0	1	44	16	0	61	0	180
4:15PM	20	7	17	0	44	0	14	56	1	0	71	0	1	3	0	0	4	0	0	59	24	0	83	0	202
4:30PM	30	6	14	0	50	0	19	54	0	0	73	0	0	2	0	0	2	0	0	40	15	0	55	0	180
4:45PM	22	5	9	0	36	0	13	42	0	0	55	0	0	1	0	0	1	0	1	45	18	0	64	0	156
Hourly Total	98	24	50	0	172	0	58	213	2	0	273	0	3	7	0	0	10	0	2	188	73	0	263	0	718
5:00PM	33	4	8	0	45	0	14	59	1	0	74	0	0	4	1	0	5	0	0	35	18	0	53	0	177
5:15PM	13	2	14	0	29	0	12	54	0	0	66	0	1	0	0	0	1	0	0	39	14	0	53	0	149
5:30PM	26	4	7	0	37	0	16	55	0	0	71	0	0	2	0	0	2	0	0	42	16	0	58	0	168
5:45PM	14	3	8	0	25	0	18	49	0	0	67	0	0	1	0	0	1	0	0	41	17	0	58	0	151
Hourly Total	86	13	37	0	136	0	60	217	1	0	278	0	1	7	1	0	9	0	0	157	65	0	222	0	645
6:00PM	22	9	13	0	44	0	15	52	0	0	67	0	0	0	0	0	0	0	0	33	11	0	44	0	155
6:15PM	21	3	8	0	32	0	12	31	1	0	44	0	0	2	1	0	3	0	0	34	8	0	42	0	121
6:30PM	21	0	11	0	32	0	17	39	0	0	56	0	0	5	0	0	5	0	0	26	12	0	38	0	131
6:45PM	23	4	8	0	35	0	11	33	1	0	45	0	1	1	1	0	3	0	0	41	12	0	53	0	136
Hourly Total	87	16	40	0	143	0	55	155	2	0	212	0	1	8	2	0	11	0	0	134	43	0	177	0	543
Total	496	120	316	0	932	0	360	1138	11	0	1509	0	23	69	11	0	103	0	19	1199	446	0	1664	0	4208
% Approach	53.2%	12.9%	33.9%	0%	-	-	23.9%	75.4%	0.7%	0%	-	-	22.3%	67.0%	10.7%	0%	-	-	1.1%	72.1%	26.8%	0%	-	-	-
% Total	11.8%	2.9%	7.5%	0%	22.1%	-	8.6%	27.0%	0.3%	0%	35.9%	-	0.5%	1.6%	0.3%	0%	2.4%	-	0.5%	28.5%	10.6%	0%	39.5%	-	-
Lights	494	120	314	0	928	-	359	1137	11	0	1507	-	22	68	11	0	101	-	19	1197	446	0	1662	-	4198
% Lights	99.6%	100%	99.4%	0%	99.6%	-	99.7%	99.9%	100%	0%	99.9%	-	95.7%	98.6%	100%	0%	98.1%	-	100%	99.8%	100%	0%	99.9%	-	99.8%
Articulated Trucks and Single-Unit Trucks	2	0	2	0	4	-	0	1	0	0	1	-	0	1	0	0	1	-	0	2	0	0	2	-	8
% Articulated Trucks and Single-Unit Trucks	0.4%	0%	0.6%	0%	0.4%	-	0%	0.1%	0%	0%	0.1%	-	0%	1.4%	0%	0%	1.0%	-	0%	0.2%	0%	0%	0.1%	-	0.2%
Buses	0	0	0	0	0	-	1	0	0	0	1	-	1	0	0	0	1	-	0	0	0	0	0	-	2
% Buses	0%	0%	0%	0%	0%	-	0.3%	0%	0%	0%	0.1%	-	4.3%	0%	0%	0%	1.0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Race St. at Browns Lane - TMC

Sat Feb 17, 2024

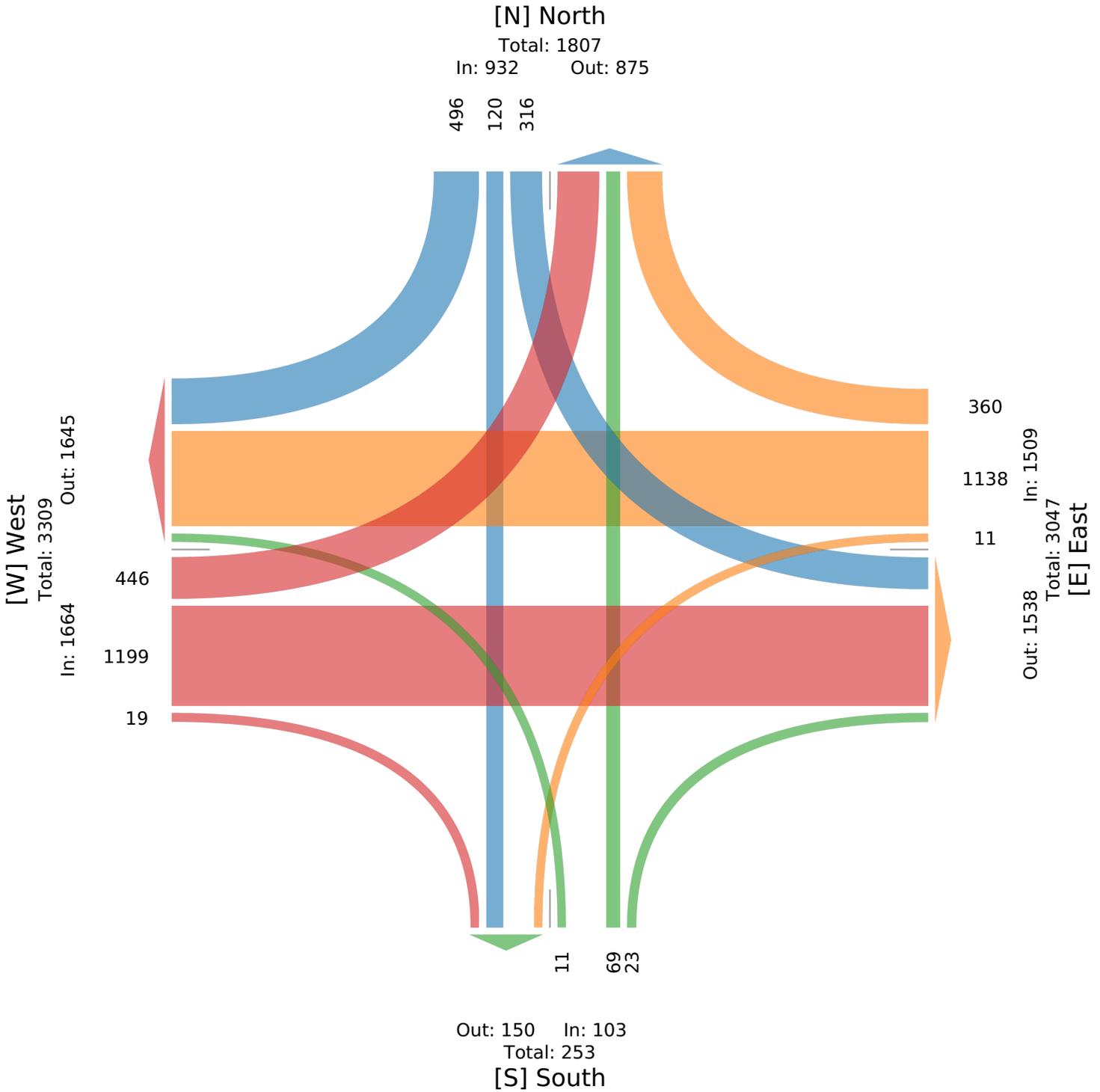
Full Length (7 AM-9 AM, 11 AM-1 PM, 4 PM-7 PM)

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

All Movements

ID: 1157619, Location: 35.814034, -90.686999

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Race St. at Browns Lane - TMC

Sat Feb 17, 2024

AM Peak (WKND) (8 AM - 9 AM)

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

All Movements

ID: 1157619, Location: 35.814034, -90.686999

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	North Southbound						East Westbound						South Northbound						West Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-02-17 8:00AM	5	0	12	0	17	0	8	11	0	0	19	0	0	2	0	0	2	0	0	29	11	0	40	0	78
8:15AM	9	2	2	0	13	0	7	4	0	0	11	0	0	1	0	0	1	0	2	24	12	0	38	0	63
8:30AM	10	4	7	0	21	0	4	14	0	0	18	0	0	1	0	0	1	0	0	29	14	0	43	0	83
8:45AM	8	2	10	0	20	0	7	22	0	0	29	0	0	2	1	0	3	0	0	53	16	0	69	0	121
Total	32	8	31	0	71	0	26	51	0	0	77	0	0	6	1	0	7	0	2	135	53	0	190	0	345
% Approach	45.1%	11.3%	43.7%	0%	-	-	33.8%	66.2%	0%	0%	-	-	0% 85.7%	14.3%	0%	-	-	1.1%	71.1%	27.9%	0%	-	-	-	
% Total	9.3%	2.3%	9.0%	0%	20.6%	-	7.5%	14.8%	0%	0%	22.3%	-	0%	1.7%	0.3%	0%	2.0%	-	0.6%	39.1%	15.4%	0%	55.1%	-	-
PHF	0.800	0.500	0.646	-	0.845	-	0.813	0.580	-	-	0.664	-	-	0.750	0.250	-	0.583	-	0.250	0.637	0.828	-	0.688	-	0.713
Lights	30	8	31	0	69	-	26	51	0	0	77	-	0	5	1	0	6	-	2	135	53	0	190	-	342
% Lights	93.8%	100%	100%	0%	97.2%	-	100%	100%	0%	0%	100%	-	0%	83.3%	100%	0%	85.7%	-	100%	100%	100%	0%	100%	-	99.1%
Articulated Trucks and Single-Unit Trucks	2	0	0	0	2	-	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	3
% Articulated Trucks and Single-Unit Trucks	6.3%	0%	0%	0%	2.8%	-	0%	0%	0%	0%	0%	-	0%	16.7%	0%	0%	14.3%	-	0%	0%	0%	0%	0%	-	0.9%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Race St. at Browns Lane - TMC

Sat Feb 17, 2024

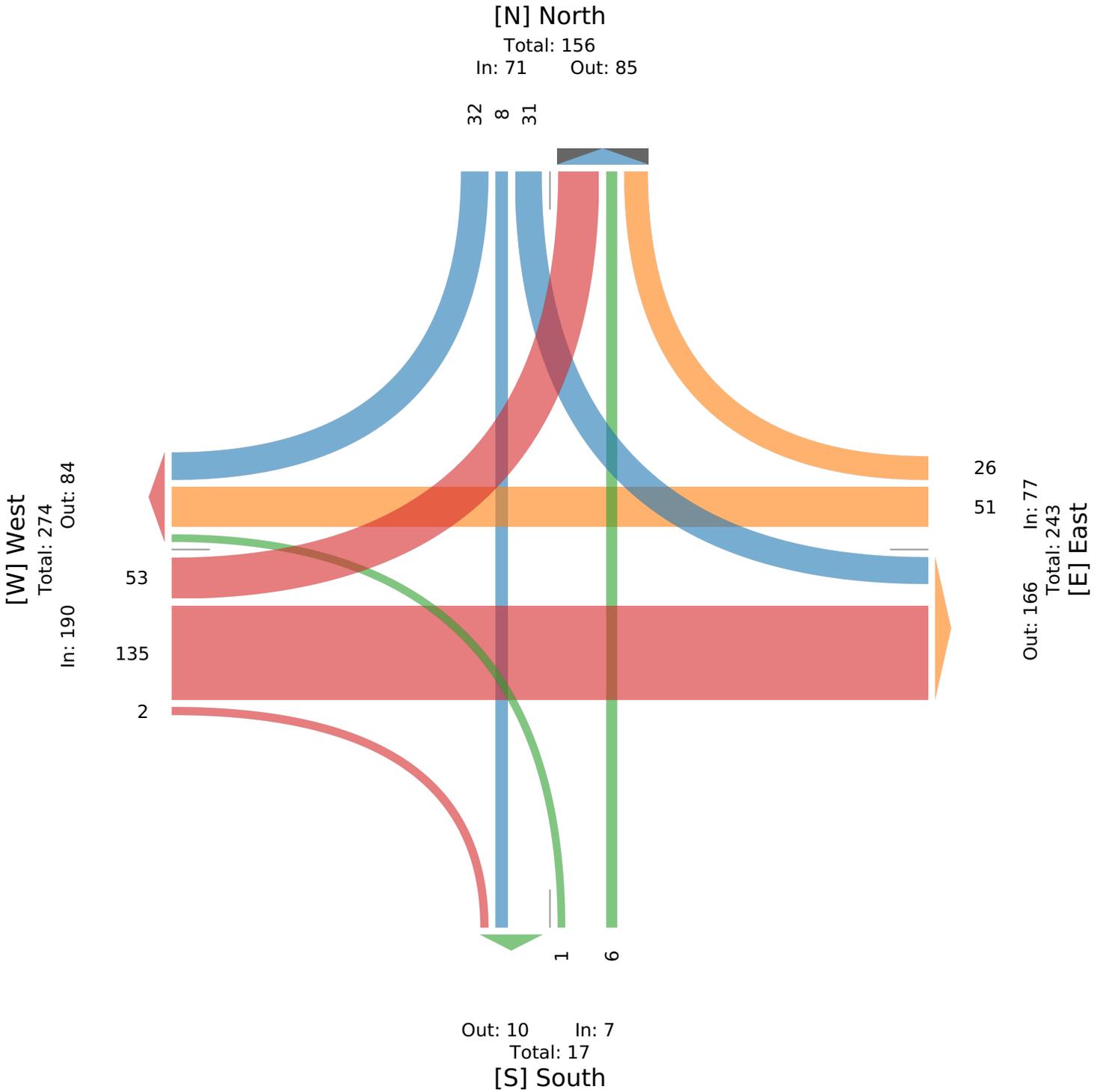
AM Peak (WKND) (8 AM - 9 AM)

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

All Movements

ID: 1157619, Location: 35.814034, -90.686999

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Race St. at Browns Lane - TMC

Sat Feb 17, 2024

Midday Peak (WKND) (11:30 AM - 12:30 PM) - Overall Peak Hour

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

All Movements

ID: 1157619, Location: 35.814034, -90.686999

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US

Leg Direction	North Southbound						East Westbound						South Northbound						West Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-02-17 11:30AM	27	11	16	0	54	0	23	52	1	0	76	0	4	5	1	0	10	0	0	63	25	0	88	0	228
11:45AM	18	5	30	0	53	0	23	62	1	0	86	0	1	4	0	0	5	0	2	62	28	0	92	0	236
12:00PM	26	7	15	0	48	0	19	72	0	0	91	0	4	8	2	0	14	0	4	67	25	0	96	0	249
12:15PM	17	5	16	0	38	0	18	54	0	0	72	0	0	2	1	0	3	0	1	62	28	0	91	0	204
Total	88	28	77	0	193	0	83	240	2	0	325	0	9	19	4	0	32	0	7	254	106	0	367	0	917
% Approach	45.6%	14.5%	39.9%	0%	-	-	25.5%	73.8%	0.6%	0%	-	-	28.1%	59.4%	12.5%	0%	-	-	1.9%	69.2%	28.9%	0%	-	-	-
% Total	9.6%	3.1%	8.4%	0%	21.0%	-	9.1%	26.2%	0.2%	0%	35.4%	-	1.0%	2.1%	0.4%	0%	3.5%	-	0.8%	27.7%	11.6%	0%	40.0%	-	-
PHF	0.815	0.636	0.642	-	0.894	-	0.902	0.833	0.500	-	0.893	-	0.563	0.594	0.500	-	0.571	-	0.438	0.948	0.946	-	0.956	-	0.921
Lights	88	28	77	0	193	-	82	240	2	0	324	-	8	19	4	0	31	-	7	254	106	0	367	-	915
% Lights	100%	100%	100%	0%	100%	-	98.8%	100%	100%	0%	99.7%	-	88.9%	100%	100%	0%	96.9%	-	100%	100%	100%	0%	100%	-	99.8%
Articulated Trucks 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
% Articulated Trucks 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	0	0	0	0	0	-	1	0	0	0	1	-	1	0	0	0	1	-	0	0	0	0	0	-	2
% Buses	0%	0%	0%	0%	0%	-	1.2%	0%	0%	0%	0.3%	-	11.1%	0%	0%	0%	3.1%	-	0%	0%	0%	0%	0%	-	0.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Race St. at Browns Lane - TMC

Sat Feb 17, 2024

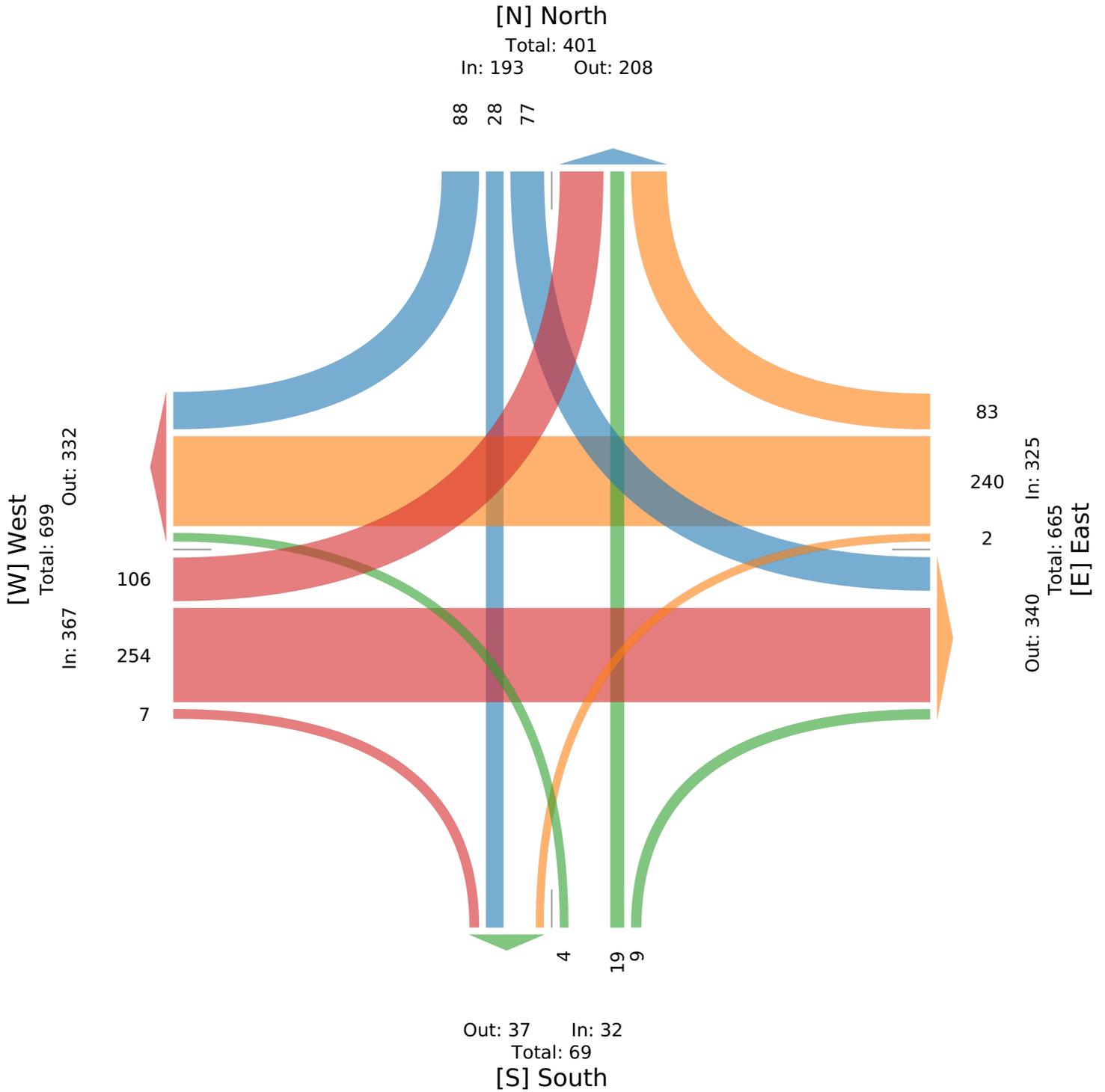
Midday Peak (WKND) (11:30 AM - 12:30 PM) - Overall Peak Hour

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

All Movements

ID: 1157619, Location: 35.814034, -90.686999

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



Race St. at Browns Lane - TMC

Sat Feb 17, 2024

PM Peak (WKND) (4 PM - 5 PM)

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

All Movements

ID: 1157619, Location: 35.814034, -90.686999

Provided by: Traffic Engineering Solutions

53 County Road 133, Bono, AR, 72416, US

Leg Direction	North Southbound						East Westbound						South Northbound						West Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-02-17 4:00PM	26	6	10	0	42	0	12	61	1	0	74	0	2	1	0	0	3	0	1	44	16	0	61	0	180
4:15PM	20	7	17	0	44	0	14	56	1	0	71	0	1	3	0	0	4	0	0	59	24	0	83	0	202
4:30PM	30	6	14	0	50	0	19	54	0	0	73	0	0	2	0	0	2	0	0	40	15	0	55	0	180
4:45PM	22	5	9	0	36	0	13	42	0	0	55	0	0	1	0	0	1	0	1	45	18	0	64	0	156
Total	98	24	50	0	172	0	58	213	2	0	273	0	3	7	0	0	10	0	2	188	73	0	263	0	718
% Approach	57.0%	14.0%	29.1%	0%	-	-	21.2%	78.0%	0.7%	0%	-	-	30.0%	70.0%	0%	0%	-	-	0.8%	71.5%	27.8%	0%	-	-	-
% Total	13.6%	3.3%	7.0%	0%	24.0%	-	8.1%	29.7%	0.3%	0%	38.0%	-	0.4%	1.0%	0%	0%	1.4%	-	0.3%	26.2%	10.2%	0%	36.6%	-	-
PHF	0.817	0.857	0.735	-	0.860	-	0.763	0.873	0.500	-	0.922	-	0.375	0.583	-	-	0.625	-	0.500	0.797	0.760	-	0.792	-	0.889
Lights	98	24	50	0	172	-	58	213	2	0	273	-	3	7	0	0	10	-	2	188	73	0	263	-	718
% Lights	100%	100%	100%	0%	100%	-	100%	100%	100%	0%	100%	-	100%	100%	0%	0%	100%	-	100%	100%	100%	0%	100%	-	100%
Articulated Trucks 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
% Articulated Trucks 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	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Race St. at Browns Lane - TMC

Sat Feb 17, 2024

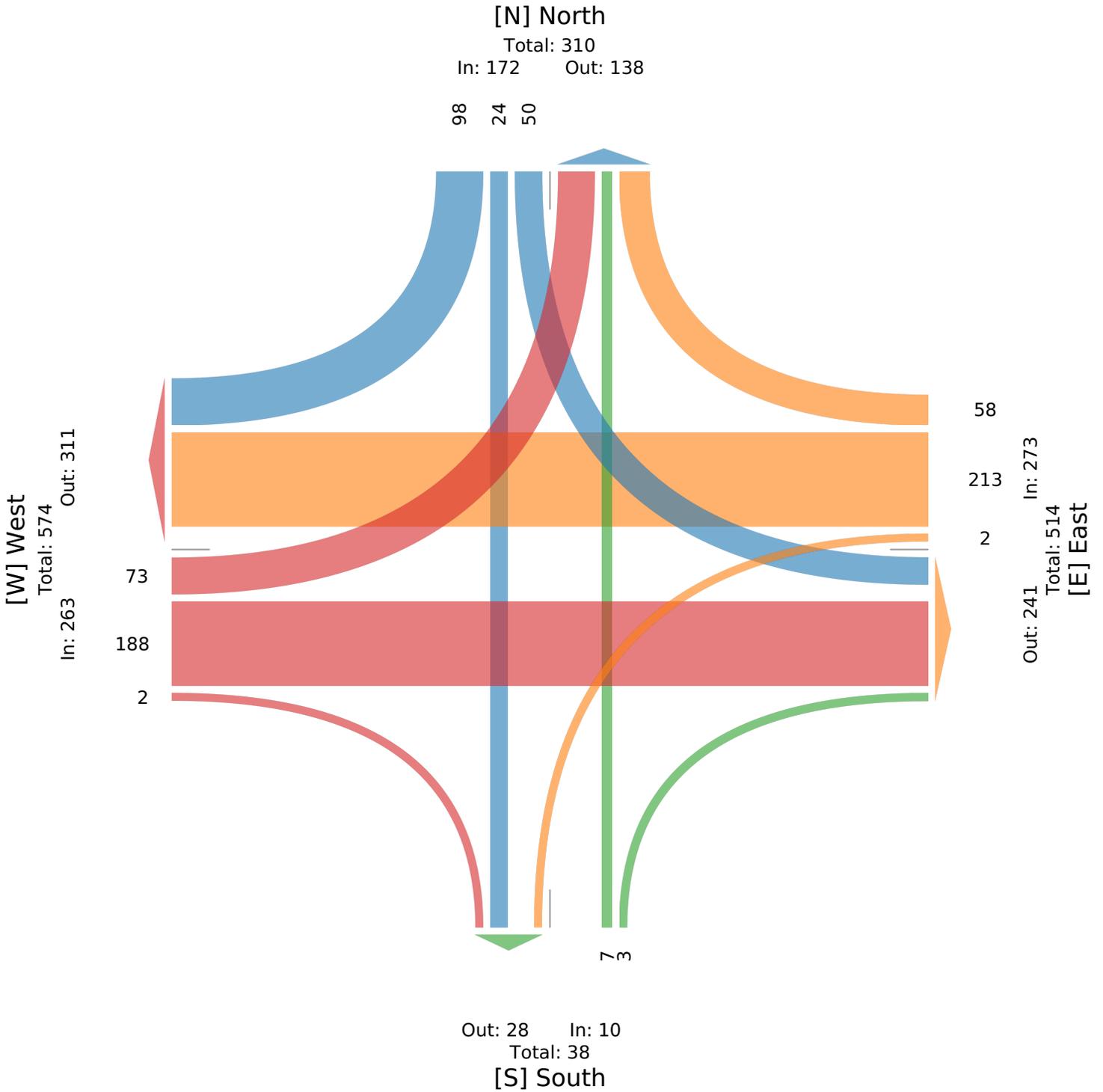
PM Peak (WKND) (4 PM - 5 PM)

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

All Movements

ID: 1157619, Location: 35.814034, -90.686999

Provided by: Traffic Engineering Solutions
53 County Road 133, Bono, AR, 72416, US



JONESBORO SPORTS COMPLEX

TRAFFIC IMPACT STUDY



CONTROLLER DATA

SEPAC ECOM All Data

4/29/2024

9:40:10AM

Intersection Name: **Caraway @ Phillips**

Intersection Alias: **Carwy@Phlps**

Access Data

1 :1200 Baud
3 :19200 Baud

Access Code: **9999**

Channel:

Address: **1**

Revision: **3.34g**

IP Address: **10.27.8.73**

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	1-Inact	4-Grn	0-None	1-Inact	1-Inact	4-Grn	0-None	1-Inact	0-None							

PHASE DATA

<u>Vehicle Basic Timings</u>							<u>Misc Timings</u>						<u>Pedestrian Timings</u>							
Min					All		Green	Yellow	Walk	Walk	Bike	Bike		Ped	Alt	Alt	Flash	Ext	Actuated	
Phase	Green	Passage	Max1	Max2	Yellow	Red	Delay	Delay	Offset	Offset	Green	Psg	Walk	Clr	Walk	Clr	Walk	Ped	Clr	Walk
1	4	2.0	18	30	3.5	1.7	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
2	12	3.8	40	50	3.9	1.7	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
3	0	0.0	0	30	4.0	1.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
4	5	2.8	30	50	3.2	2.2	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
5	4	2.0	18	30	3.5	1.7	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
6	12	3.8	40	50	3.9	1.7	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
7	0	0.0	0	30	4.0	1.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
8	5	2.8	30	50	3.2	2.2	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
9	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
10	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
11	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
12	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
13	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
14	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
15	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
16	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	

<u>Vehicle Density Timings</u>							<u>General Control</u>				<u>Miscellaneous</u>					<u>Special Sequence</u>		
Ph.	Added	Max	Time	Car	Time	Min	Non-Act	Veh	Ped	Recall	Non	Dual	Last	Condit	No	Omit	Minus	Omit
	Initial	Initial	Redu	B4	To	Gap	Response	Recall	Recall	Delay	Lock	Entry	Car	Service	Simu		Yel	Call
1	0.0	0	10	0	6	1.0	None	None	None	0	Yes	No	No	No	No	0	0	0
2	1.0	18	20	0	20	2.2	None	Min	None	0	No	Yes	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
4	0.0	0	15	0	10	2.0	None	None	None	0	Yes	Yes	No	No	No	0	0	0
5	0.0	0	10	0	6	1.8	None	None	None	0	Yes	No	No	No	No	0	0	0
6	1.0	18	20	0	20	2.2	None	Min	None	0	No	Yes	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
8	0.0	0	15	0	10	2.0	None	None	None	0	Yes	Yes	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Vehical Detector Phase Assignment						Pedestrian Detector					Special Detector Phase Assignment							
Assign Phase	Mode	Switch Phase	Extend	Delay		Assign Phase	Mode	Switch Phase	Extend	Delay	Default Data							
Veh Det:3	2	Veh	0	0.0	0	Default Data												
Veh Det:7	6	Veh	0	0.0	0													
Default Data																		

Unit Data

General Control

Startup Time:	6 sec		Input	Output
Startup State:	All Red	Ring	Respons	Selection
Red Revert:	4.0 sec	1	Ring 1	Ring 1
Auto Ped Clr:	No	2	Ring 2	Ring 2
Stop T Reset:	No	3	None	None
Alt Sequence:	0	4	None	None
Special Seq:	0-Standard			
I/O Modes:				
ABC Input(Entry) Modes:	0	D Input(Entry) Modes:	0	
ABC Output(O/STS) Modes:	0	D Output(O/STS) Modes:	0	

Remote Flash

Test A = Flash

Phase	Entry	Exit
-------	-------	------

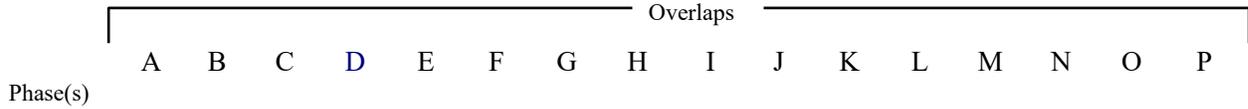
Default Data

- No Flash

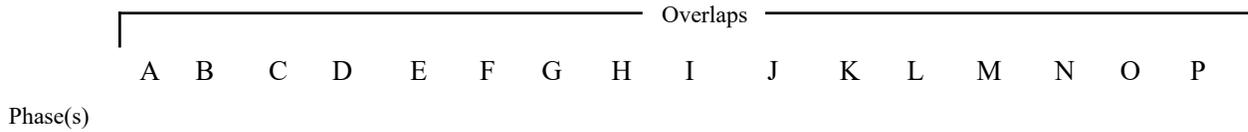
Default Data

- No Flash

Overlaps



Start Green



Ring

Phase	Ring	Next Phase	Phase(s)															
1	1	2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2	1	4	5	5	7	7	2	2	4	4								
4	1	3	6	6	8	8	5	6	7	8								
5	2	6																
6	2	7																
8	2	5																

Alternate Sequences

	Ph. Pair 1
Alt. Seq. 1	5/6
Alt. Seq. 2	1/2

Port 1 Data

BIU Addr	Port Status	Basic Det	Message
16	Used	No	No
18	Used	No	No

Signal Driver Ouput

Channel	Control	Hardware Pins
1	1 - Veh Phase 1	1 - Phase 1 RYG
2	2 - Veh Phase 2	2 - Phase 2 RYG
3	3 - Veh Phase 3	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	5 - Veh Phase 5	5 - Phase 5 RYG
6	6 - Veh Phase 6	6 - Phase 6 RYG
7	7 - Veh Phase 7	7 - Phase 7 RYG
8	8 - Veh Phase 8	8 - Phase 8 RYG
9	18 - Ped Phase 2	10 - Phase 2 DPW
10	20 - Ped Phase 4	12 - Phase 4 DPW
11	22 - Ped Phase 6	14 - Phase 6 DPW
12	24 - Ped Phase 8	16 - Phase 8 DPW
13	33 - Overlap A	17 - Overlap A RYG
14	34 - Overlap B	18 - Overlap B RYG
15	35 - Overlap C	19 - Overlap C RYG
16	36 - Overlap D	20 - Overlap D RYG
17	17 - Ped Phase 1	9 - Phase 1 DPW
18	19 - Ped Phase 3	11 - Phase 3 DPW
19	21 - Ped Phase 5	13 - Phase 5 DPW
20	23 - Ped Phase 7	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto

Coordination Mode: 2=Permissive Yield

Maximun Mode: 0=Inhibit

Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn

Force Mode: 0=Plan

Max Dwell Time: 10

Yield Period: 0

Manual Dial: 2

Manual Split: 1

Manual Offset: 1

Dial/Split **Cycle**

1/1	70
1/2	84
1/3	75
1/4	75
2/1	84
2/2	100
2/3	98
2/4	106
3/1	115
3/2	100
3/3	106
3/4	100
4/1	108
4/2	120
4/3	108
4/4	120

Split Times and Phase Modes**Dial 1 / Split 1**

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	16	0=Actuated	2	30	1=Coordinate	4	24	0=Actuated	5	16	0=Actuated
6	30	1=Coordinate	8	24	0=Actuated						

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	49	1=Coordinate	4	35	0=Actuated	6	49	1=Coordinate	8	35	0=Actuated

Dial 1 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	17	0=Actuated	2	32	1=Coordinate	4	26	0=Actuated	5	17	0=Actuated
6	32	1=Coordinate	8	26	0=Actuated						

Dial 1 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	17	0=Actuated	2	32	1=Coordinate	4	26	0=Actuated	5	17	0=Actuated
6	32	1=Coordinate	8	26	0=Actuated						

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	18	0=Actuated	2	36	1=Coordinate	4	30	0=Actuated	5	18	0=Actuated
6	36	1=Coordinate	8	30	0=Actuated						

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	18	0=Actuated	2	50	1=Coordinate	4	32	0=Actuated	5	18	0=Actuated
6	50	1=Coordinate	8	32	0=Actuated						

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	18	0=Actuated	2	45	1=Coordinate	4	35	0=Actuated	5	18	0=Actuated
6	45	1=Coordinate	8	35	0=Actuated						

Dial 2 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	16	0=Actuated	2	55	1=Coordinate	4	35	0=Actuated	5	16	0=Actuated
6	55	1=Coordinate	8	35	0=Actuated						

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	18	0=Actuated	2	59	1=Coordinate	4	38	0=Actuated	5	18	0=Actuated
6	59	1=Coordinate	8	38	0=Actuated						

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	16	0=Actuated	2	54	1=Coordinate	4	30	0=Actuated	5	16	0=Actuated
6	54	1=Coordinate	8	30	0=Actuated						

Dial 3 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	16	0=Actuated	2	55	1=Coordinate	4	35	0=Actuated	5	16	0=Actuated
6	55	1=Coordinate	8	35	0=Actuated						

Dial 3 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	23	0=Actuated	2	43	1=Coordinate	4	34	0=Actuated	5	23	0=Actuated
6	43	1=Coordinate	8	34	0=Actuated						

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	16	0=Actuated	2	56	1=Coordinate	4	36	0=Actuated	5	16	0=Actuated
6	56	1=Coordinate	8	36	0=Actuated						

Dial 4 / Split 2											
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	60	1=Coordinate	4	40	0=Actuated	5	20	0=Actuated
6	60	1=Coordinate	8	40	0=Actuated						
Dial 4 / Split 3											
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	16	0=Actuated	2	57	1=Coordinate	4	35	0=Actuated	5	16	0=Actuated
6	57	1=Coordinate	8	35	0=Actuated						
Dial 4 / Split 4											
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	16	0=Actuated	2	58	1=Coordinate	4	46	0=Actuated	5	16	0=Actuated
6	58	1=Coordinate	8	46	0=Actuated						

Plan: 4/4/1	Offset Time: 55 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 4/4/2	Offset Time: 88 Mode: 3=Perm Yld	Alternat Sequence: 1 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 4/4/3	Offset Time: 52 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 0 Min: 0
 End of Daylight Saving Month: 11 Week: 1

Source Day	Equate Days						
	1	2	3	4	5	6	7
1	7	0	0	0	0	0	0
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION															
					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:2	0/0/4		<input type="checkbox"/>															
2	1	8:0	3/2/2		<input type="checkbox"/>															
3	1	22:0	0/0/4		<input type="checkbox"/>															
4	2	0:2	0/0/4		<input type="checkbox"/>															
5	2	7:0	3/3/3		<input type="checkbox"/>															
6	2	8:20	3/2/2		<input type="checkbox"/>															
7	2	10:40	4/1/1		<input type="checkbox"/>															
8	2	16:20	4/3/3		<input type="checkbox"/>															
9	2	18:20	3/2/2		<input type="checkbox"/>															
10	2	22:0	0/0/4		<input type="checkbox"/>															

AUX. Events

Event	Program Day	Hour	Min.	Aux Outputs			Det. Diag.	Det. Rpt.	Det. Mult100	Dimming	Special Function Outputs								
				1	2	3	D1	D2	D3		1	2	3	4	5	6	7	8	
1	1	0	2	<input type="checkbox"/>															
2	1	8	0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	X	<input type="checkbox"/>										
3	1	18	0	<input type="checkbox"/>															
4	2	0	2	<input type="checkbox"/>															
5	2	5	0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	X	<input type="checkbox"/>										
6	2	22	0	<input type="checkbox"/>															

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8	SF9	SF10	SF11	SF12	SF13	SF14	SF15	SF16
Special Function 1	X	<input type="checkbox"/>														
Special Function 2	<input type="checkbox"/>	X	<input type="checkbox"/>													
Special Function 3	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>												
Special Function 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>											
Special Function 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>										
Special Function 6	<input type="checkbox"/>	X	<input type="checkbox"/>													
Special Function 7	<input type="checkbox"/>	X	<input type="checkbox"/>													
Special Function 8	<input type="checkbox"/>	X	<input type="checkbox"/>													

<u>Phase Function</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								

<u>Phase Omit</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

<u>Ped Omit</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

<u>Veh Det Coord ReSvc</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

<u>Function Phase Recall</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

<u>Phase Min Recall</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

<u>Veh Det Ped Recall</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

<u>Veh Det Bike Recall</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

<u>Vehicle Function</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
<u>Veh Det Switch Omit</u>																

<u>Veh Det Switch Now</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Switch Also	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>															

Overlap Function	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>															

Dimming Data
Default Data - No Dimming Programmed

Lane Definition						
Lanes	Name	Green Inbound	Yellow Inbound	Red Inbound	Green Outbound	Yellow Outbound

Default Data - Lane Definition			
<u>program_day</u>	<u>program_hour</u>	<u>program_minute</u>	<u>LanePhFun</u>

Preemption Data

General Preemption Data		
Preempt > Flash	Preempt 2 > Preempt 3	Preempt 4 > Preempt 5
Preempt 1 > Preempt 2	Preempt 3 > Preempt 4	Preempt 5 > Preempt 6

Preempt NLock	Link to Pmpt	Preempt Timers			Max Call	Lock-Out	De Boun ce	Gate Ext	Min G W	Select Ped			Track				Dwell Green	Return Ped			Sel Ret Mode	
		Del	Ext	Dur						Clear	Yel	Red	Grn	Ped	Yel	Red		Clear	Yel	Red		
1	N	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
2	N	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
3	N	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
4	N	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
5	N	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
6	N	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Phase	Exit Phase	Exit Calls															
1	No	Yes															
2	No	Yes															
3	No	Yes															
4	No	Yes															
5	No	Yes															
6	No	Yes															
7	No	Yes															
8	No	Yes															

Priority Timers

Prio rity	Non- Locking	Del ay	Ext end	Free Dial	Free Split	Min Green	No Lock out	Lock out A	Lock out B	Max Green	Pre- Green	Recall	Excl-co Phase Svc.	Transit Overlap	Signal Type	Blankout
--------------	-----------------	-----------	------------	--------------	---------------	--------------	-------------------	------------------	------------------	--------------	---------------	--------	--------------------------	-----------------	-------------	----------

Priority Detector Channels

Priority

Detector

Priority Fixed Phases

Priority

Legend: 0 1
 CO-PHASE FALSE TRUE
 QJ-PHASE

Priority

Priority Bank :

Level

Partial Priority

Alt Seq
 Alt Seq Enabled
 Min Walk

Full Priority

Freq. Override
 Ped skip
 Force full Priority
 Frequency
 Freq. Level

Recovery

Method
 Return
 PedWait
 PedOverride

Codes: 0 X
 FALSE TRUE

<p>Priority :</p> <hr/> <p>Priority Bank : Queue Phase Detector Time</p> <p>Default data</p>	<p>Priority :</p> <hr/> <p>Priority Bank : Queue Phase Detector Time</p> <p>Default data</p>	<p>Priority :</p> <hr/> <p>Priority Bank : Queue Phase Detector Time</p> <p>Default data</p>
<p>Priority :</p> <hr/> <p>Priority Bank : Queue Phase Detector Time</p> <p>Default data</p>	<p>Priority :</p> <hr/> <p>Priority Bank : Queue Phase Detector Time</p> <p>Default data</p>	<p>Priority :</p> <hr/> <p>Priority Bank : Queue Phase Detector Time</p> <p>Default data</p>

Priority : Bank Detector PE 1A 2A 3A 4A 5A 6A B <p style="text-align: center;">Default Data</p>	Priority : Bank Detector PE 1A 2A 3A 4A 5A 6A B <p style="text-align: center;">Default Data</p>
Priority : Bank Detector PE 1A 2A 3A 4A 5A 6A B <p style="text-align: center;">Default Data</p>	Priority : Bank Detector PE 1A 2A 3A 4A 5A 6A B <p style="text-align: center;">Default Data</p>
Priority : Bank Detector PE 1A 2A 3A 4A 5A 6A B <p style="text-align: center;">Default Data</p>	Priority : Bank Detector PE 1A 2A 3A 4A 5A 6A B <p style="text-align: center;">Default Data</p>

Preempt 1

Vehical Phases			Pedestrian Phases			Overlaps						
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data

Default Data

Default Data

Preempt 2

Vehical Phases			Pedestrian Phases			Overlaps						
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data

Default Data

Default Data

Preempt 3

Vehical Phases			Pedestrian Phases			Overlaps						
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data

Default Data

Default Data

Preempt 4

Vehical Phases			Pedestrian Phases			Overlaps						
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data

Default Data

Default Data

Preempt 5

Vehical Phases			Pedestrian Phases			Overlaps						
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data

Default Data

Default Data

Preempt 6

Vehical Phases			Pedestrian Phases			Overlaps						
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data

Default Data

Default Data

Volume Detector Data

Volume Detector Number	Controller Detector Channel	Report Interval
1	1	15
2	2	
3	66	
4	4	
5	5	
6	6	
7	70	
8	8	

SEPAC ECOM All Data

4/29/2024
9:40:10AM

Intersection Name: **Caraway @ Phillips**

Intersection Alias: **Carwy@Phlps**

Access Data

1 :1200 Baud
3 :19200 Baud

Access Code: **9999**

Channel:

Address: **1**

Revision: **3.34g**

IP Address: **10.27.8.73**

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	1-Inact	4-Grn	0-None	1-Inact	1-Inact	4-Grn	0-None	1-Inact	0-None							

PHASE DATA

<u>Vehicle Basic Timings</u>							<u>Misc Timings</u>						<u>Pedestrian Timings</u>							
Min					All		Green	Yellow	Walk	Walk	Bike	Bike		Ped	Alt	Alt	Flash	Ext	Actuated	
Phase	Green	Passage	Max1	Max2	Yellow	Red	Delay	Delay	Offset	Offset	Green	Psg	Walk	Clr	Walk	Clr	Walk	Ped	Clr	Walk
1	4	2.0	18	30	3.5	1.7	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
2	12	3.8	40	50	3.9	1.7	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
3	0	0.0	0	30	4.0	1.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
4	5	2.8	30	50	3.2	2.2	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
5	4	2.0	18	30	3.5	1.7	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
6	12	3.8	40	50	3.9	1.7	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
7	0	0.0	0	30	4.0	1.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
8	5	2.8	30	50	3.2	2.2	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
9	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
10	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
11	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
12	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
13	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
14	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
15	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
16	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	

<u>Vehicle Density Timings</u>							<u>General Control</u>				<u>Miscellaneous</u>					<u>Special Sequence</u>		
Ph.	Added	Max	Time	Car	Time	Min	Non-Act	Veh	Ped	Recall	Non	Dual	Last	Condit	No	Omit	Minus	Omit
	Initial	Initial	Redu	B4	To	Gap	Response	Recall	Recall	Delay	Lock	Entry	Car	Service	Simu		Yel	Call
1	0.0	0	10	0	6	1.0	None	None	None	0	Yes	No	No	No	No	0	0	0
2	1.0	18	20	0	20	2.2	None	Min	None	0	No	Yes	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
4	0.0	0	15	0	10	2.0	None	None	None	0	Yes	Yes	No	No	No	0	0	0
5	0.0	0	10	0	6	1.8	None	None	None	0	Yes	No	No	No	No	0	0	0
6	1.0	18	20	0	20	2.2	None	Min	None	0	No	Yes	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
8	0.0	0	15	0	10	2.0	None	None	None	0	Yes	Yes	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Vehical Detector Phase Assignment						Pedestrian Detector					Special Detector Phase Assignment							
Assign Phase	Mode	Switch Phase	Extend	Delay		Assign Phase	Mode	Switch Phase	Extend	Delay	Default Data							
Veh Det:3	2	Veh	0	0.0	0	Default Data												
Veh Det:7	6	Veh	0	0.0	0													
Default Data																		

Unit Data

General Control

Startup Time:	6 sec		Input	Output
Startup State:	All Red	Ring	Respons	Selection
Red Revert:	4.0 sec	1	Ring 1	Ring 1
Auto Ped Clr:	No	2	Ring 2	Ring 2
Stop T Reset:	No	3	None	None
Alt Sequence:	0	4	None	None
Special Seq:	0-Standard			
I/O Modes:				
ABC Input(Entry) Modes:	0	D Input(Entry) Modes:	0	
ABC Output(O/STS) Modes:	0	D Output(O/STS) Modes:	0	

Remote Flash

Test A = Flash

Phase	Entry	Exit
-------	-------	------

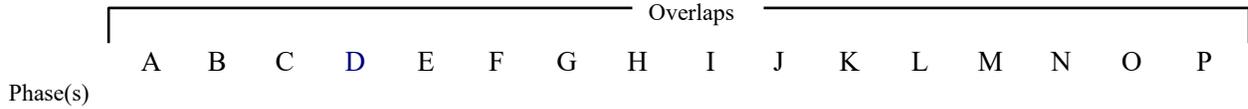
Default Data

- No Flash

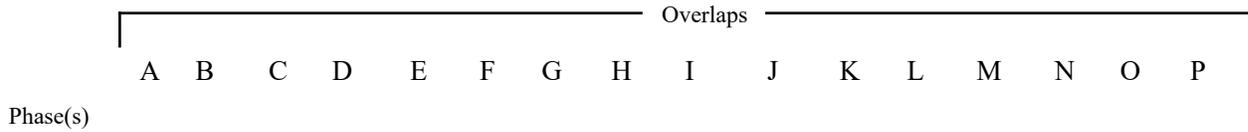
Default Data

- No Flash

Overlaps



Start Green



Ring

Phase	Ring	Next Phase	Phase(s)															
1	1	2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2	1	4	5	5	7	7	2	2	4	4								
4	1	3	6	6	8	8	5	6	7	8								
5	2	6																
6	2	7																
8	2	5																

Alternate Sequences

	Ph. Pair 1
Alt. Seq. 1	5/6
Alt. Seq. 2	1/2

Port 1 Data

BIU Addr	Port Status	Basic Det	Message
16	Used	No	No
18	Used	No	No

Signal Driver Ouput

Channel	Control	Hardware Pins
1	1 - Veh Phase 1	1 - Phase 1 RYG
2	2 - Veh Phase 2	2 - Phase 2 RYG
3	3 - Veh Phase 3	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	5 - Veh Phase 5	5 - Phase 5 RYG
6	6 - Veh Phase 6	6 - Phase 6 RYG
7	7 - Veh Phase 7	7 - Phase 7 RYG
8	8 - Veh Phase 8	8 - Phase 8 RYG
9	18 - Ped Phase 2	10 - Phase 2 DPW
10	20 - Ped Phase 4	12 - Phase 4 DPW
11	22 - Ped Phase 6	14 - Phase 6 DPW
12	24 - Ped Phase 8	16 - Phase 8 DPW
13	33 - Overlap A	17 - Overlap A RYG
14	34 - Overlap B	18 - Overlap B RYG
15	35 - Overlap C	19 - Overlap C RYG
16	36 - Overlap D	20 - Overlap D RYG
17	17 - Ped Phase 1	9 - Phase 1 DPW
18	19 - Ped Phase 3	11 - Phase 3 DPW
19	21 - Ped Phase 5	13 - Phase 5 DPW
20	23 - Ped Phase 7	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto

Coordination Mode: 2=Permissive Yield

Maximun Mode: 0=Inhibit

Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn

Force Mode: 0=Plan

Max Dwell Time: 10

Yield Period: 0

Manual Dial: 2

Manual Split: 1

Manual Offset: 1

Dial/Split **Cycle**

1/1	70
1/2	84
1/3	75
1/4	75
2/1	84
2/2	100
2/3	98
2/4	106
3/1	115
3/2	100
3/3	106
3/4	100
4/1	108
4/2	120
4/3	108
4/4	120

Split Times and Phase Modes**Dial 1 / Split 1**

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	16	0=Actuated	2	30	1=Coordinate	4	24	0=Actuated	5	16	0=Actuated
6	30	1=Coordinate	8	24	0=Actuated						

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	49	1=Coordinate	4	35	0=Actuated	6	49	1=Coordinate	8	35	0=Actuated

Dial 1 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	17	0=Actuated	2	32	1=Coordinate	4	26	0=Actuated	5	17	0=Actuated
6	32	1=Coordinate	8	26	0=Actuated						

Dial 1 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	17	0=Actuated	2	32	1=Coordinate	4	26	0=Actuated	5	17	0=Actuated
6	32	1=Coordinate	8	26	0=Actuated						

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	18	0=Actuated	2	36	1=Coordinate	4	30	0=Actuated	5	18	0=Actuated
6	36	1=Coordinate	8	30	0=Actuated						

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	18	0=Actuated	2	50	1=Coordinate	4	32	0=Actuated	5	18	0=Actuated
6	50	1=Coordinate	8	32	0=Actuated						

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	18	0=Actuated	2	45	1=Coordinate	4	35	0=Actuated	5	18	0=Actuated
6	45	1=Coordinate	8	35	0=Actuated						

Dial 2 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	16	0=Actuated	2	55	1=Coordinate	4	35	0=Actuated	5	16	0=Actuated
6	55	1=Coordinate	8	35	0=Actuated						

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	18	0=Actuated	2	59	1=Coordinate	4	38	0=Actuated	5	18	0=Actuated
6	59	1=Coordinate	8	38	0=Actuated						

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	16	0=Actuated	2	54	1=Coordinate	4	30	0=Actuated	5	16	0=Actuated
6	54	1=Coordinate	8	30	0=Actuated						

Dial 3 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	16	0=Actuated	2	55	1=Coordinate	4	35	0=Actuated	5	16	0=Actuated
6	55	1=Coordinate	8	35	0=Actuated						

Dial 3 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	23	0=Actuated	2	43	1=Coordinate	4	34	0=Actuated	5	23	0=Actuated
6	43	1=Coordinate	8	34	0=Actuated						

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	16	0=Actuated	2	56	1=Coordinate	4	36	0=Actuated	5	16	0=Actuated
6	56	1=Coordinate	8	36	0=Actuated						

Dial 4 / Split 2											
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	60	1=Coordinate	4	40	0=Actuated	5	20	0=Actuated
6	60	1=Coordinate	8	40	0=Actuated						
Dial 4 / Split 3											
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	16	0=Actuated	2	57	1=Coordinate	4	35	0=Actuated	5	16	0=Actuated
6	57	1=Coordinate	8	35	0=Actuated						
Dial 4 / Split 4											
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	16	0=Actuated	2	58	1=Coordinate	4	46	0=Actuated	5	16	0=Actuated
6	58	1=Coordinate	8	46	0=Actuated						

Plan: 4/4/1	Offset Time: 55 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 4/4/2	Offset Time: 88 Mode: 3=Perm Yld	Alternat Sequence: 1 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 4/4/3	Offset Time: 52 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 0 Min: 0
 End of Daylight Saving Month: 11 Week: 1

Source Day	Equate Days						
	1	2	3	4	5	6	7
1	7	0	0	0	0	0	0
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION															
					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:2	0/0/4		<input type="checkbox"/>															
2	1	8:0	3/2/2		<input type="checkbox"/>															
3	1	22:0	0/0/4		<input type="checkbox"/>															
4	2	0:2	0/0/4		<input type="checkbox"/>															
5	2	7:0	3/3/3		<input type="checkbox"/>															
6	2	8:20	3/2/2		<input type="checkbox"/>															
7	2	10:40	4/1/1		<input type="checkbox"/>															
8	2	16:20	4/3/3		<input type="checkbox"/>															
9	2	18:20	3/2/2		<input type="checkbox"/>															
10	2	22:0	0/0/4		<input type="checkbox"/>															

AUX. Events

Event	Program Day	Hour	Min.	Aux Outputs			Det. Diag.	Det. Rpt.	Det. Mult100	Dimming	Special Function Outputs								
				1	2	3	D1	D2	D3		1	2	3	4	5	6	7	8	
1	1	0	2	<input type="checkbox"/>															
2	1	8	0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	X	<input type="checkbox"/>										
3	1	18	0	<input type="checkbox"/>															
4	2	0	2	<input type="checkbox"/>															
5	2	5	0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	X	<input type="checkbox"/>										
6	2	22	0	<input type="checkbox"/>															

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8	SF9	SF10	SF11	SF12	SF13	SF14	SF15	SF16
Special Function 1	X	<input type="checkbox"/>														
Special Function 2	<input type="checkbox"/>	X	<input type="checkbox"/>													
Special Function 3	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>												
Special Function 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>											
Special Function 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>										
Special Function 6	<input type="checkbox"/>	X	<input type="checkbox"/>													
Special Function 7	<input type="checkbox"/>	X	<input type="checkbox"/>													
Special Function 8	<input type="checkbox"/>	X	<input type="checkbox"/>													

<u>Phase Function</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								

<u>Phase Omit</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

<u>Ped Omit</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

<u>Veh Det Coord ReSvc</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

<u>Function Phase Recall</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

<u>Phase Min Recall</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

<u>Veh Det Ped Recall</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

<u>Veh Det Bike Recall</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

<u>Vehicle Function</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
<u>Veh Det Switch Omit</u>																

<u>Veh Det Switch Now</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Switch Also	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>															

Overlap Function	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>															

Dimming Data
Default Data - No Dimming Programmed

Lane Definition						
Lanes	Name	Green Inbound	Yellow Inbound	Red Inbound	Green Outbound	Yellow Outbound

Default Data - Lane Definition

<u>program_day</u>	<u>program_hour</u>	<u>program_minute</u>	<u>LanePhFun</u>
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Preemption Data

General Preemption Data		
Preempt > Flash	Preempt 2 > Preempt 3	Preempt 4 > Preempt 5
Preempt 1 > Preempt 2	Preempt 3 > Preempt 4	Preempt 5 > Preempt 6

Preempt	NLock	Link to Pmpt	Preempt Timers			Max Call	Lock-Out	De Boun ce	Gate Ext	Min G W	Select Ped			Track				Dwell Green	Return Ped			Sel Ret Mode		
			Del	Ext	Dur						Clear	Yel	Red	Grn	Ped	Yel	Red		Clear	Yel	Red			
1	N	0	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F	Aut
2	N	0	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F	Aut
3	N	0	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F	Aut
4	N	0	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F	Aut
5	N	0	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F	Aut
6	N	0	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F	Aut

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Phase	Exit Phase	Exit Calls															
1	No	Yes															
2	No	Yes															
3	No	Yes															
4	No	Yes															
5	No	Yes															
6	No	Yes															
7	No	Yes															
8	No	Yes															

Priority Timers

Prio rity	Non- Locking	Del ay	Ext end	Free Dial	Free Split	Min Green	No Lock out	Lock out A	Lock out B	Max Green	Pre- Green	Recall	Excl-co Phase Svc.	Transit Overlap	Signal Type	Blankout
--------------	-----------------	-----------	------------	--------------	---------------	--------------	-------------------	------------------	------------------	--------------	---------------	--------	--------------------------	-----------------	-------------	----------

Priority Detector Channels

Priority

Detector

Priority Fixed Phases

Priority

Legend: 0 1
 CO-PHASE FALSE TRUE
 QJ-PHASE

Priority

Priority Bank :

Level

Partial Priority

Alt Seq
 Alt Seq Enabled
 Min Walk

Full Priority

Freq. Override
 Ped skip
 Force full Priority
 Frequency
 Freq. Level

Recovery

Method
 Return
 PedWait
 PedOverride

Codes: 0 X
 FALSE TRUE

<p>Priority :</p> <hr/> <p>Priority Bank : Queue Phase Detector Time</p> <p>Default data</p>	<p>Priority :</p> <hr/> <p>Priority Bank : Queue Phase Detector Time</p> <p>Default data</p>	<p>Priority :</p> <hr/> <p>Priority Bank : Queue Phase Detector Time</p> <p>Default data</p>
<p>Priority :</p> <hr/> <p>Priority Bank : Queue Phase Detector Time</p> <p>Default data</p>	<p>Priority :</p> <hr/> <p>Priority Bank : Queue Phase Detector Time</p> <p>Default data</p>	<p>Priority :</p> <hr/> <p>Priority Bank : Queue Phase Detector Time</p> <p>Default data</p>

Priority : Bank Detector PE 1A 2A 3A 4A 5A 6A B <p style="text-align: center;">Default Data</p>	Priority : Bank Detector PE 1A 2A 3A 4A 5A 6A B <p style="text-align: center;">Default Data</p>
Priority : Bank Detector PE 1A 2A 3A 4A 5A 6A B <p style="text-align: center;">Default Data</p>	Priority : Bank Detector PE 1A 2A 3A 4A 5A 6A B <p style="text-align: center;">Default Data</p>
Priority : Bank Detector PE 1A 2A 3A 4A 5A 6A B <p style="text-align: center;">Default Data</p>	Priority : Bank Detector PE 1A 2A 3A 4A 5A 6A B <p style="text-align: center;">Default Data</p>

Preempt 1

Vehical Phases			Pedestrian Phases			Overlaps						
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data

Default Data

Default Data

Preempt 2

Vehical Phases			Pedestrian Phases			Overlaps						
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data

Default Data

Default Data

Preempt 3

Vehical Phases			Pedestrian Phases			Overlaps						
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data

Default Data

Default Data

Preempt 4

Vehical Phases			Pedestrian Phases			Overlaps						
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data

Default Data

Default Data

Preempt 5

Vehical Phases			Pedestrian Phases			Overlaps						
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data

Default Data

Default Data

Preempt 6

Vehical Phases			Pedestrian Phases			Overlaps						
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data

Default Data

Default Data

Volume Detector Data

Volume Detector Number	Controller Detector Channel	Report Interval
1	1	15
2	2	
3	66	
4	4	
5	5	
6	6	
7	70	
8	8	

JONESBORO SPORTS COMPLEX

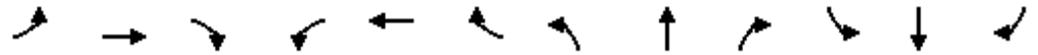
TRAFFIC IMPACT STUDY



EXISTING WEEKDAY AM REPORTS

EXISTING 5 YEAR AM

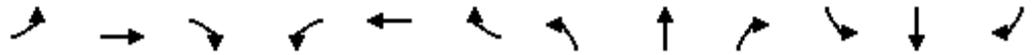
CARAWAY AT RACE



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕		↕	↕↕		↕	↕↕	↕
Traffic Volume (vph)	97	164	113	86	210	58	170	810	137	58	490	72
Future Volume (vph)	97	164	113	86	210	58	170	810	137	58	490	72
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	400		0	400		400
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.955			0.975			0.978				0.850
Flt Protected		0.987			0.988		0.950			0.950		
Satd. Flow (prot)	0	3336	0	0	3409	0	1770	3461	0	1770	3539	1583
Flt Permitted		0.987			0.988		0.320			0.163		
Satd. Flow (perm)	0	3336	0	0	3409	0	596	3461	0	304	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55			19			22				190
Link Speed (mph)		30			30			35				75
Link Distance (ft)		1317			507			1602				770
Travel Time (s)		29.9			11.5			31.2				7.0
Peak Hour Factor	0.89	0.89	0.89	0.87	0.87	0.87	0.88	0.88	0.88	0.87	0.87	0.87
Adj. Flow (vph)	109	184	127	99	241	67	193	920	156	67	563	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	420	0	0	407	0	193	1076	0	67	563	83
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	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
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases							2			6		6
Detector Phase	4	4		3	3		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	21.4	21.4		21.7	21.7		9.2	21.2		9.2	21.2	21.2
Total Split (s)	23.0	23.0		24.0	24.0		17.9	48.0		11.0	41.1	41.1
Total Split (%)	21.7%	21.7%		22.6%	22.6%		16.9%	45.3%		10.4%	38.8%	38.8%
Yellow Time (s)	3.2	3.2		3.2	3.2		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.2	2.2		2.5	2.5		1.7	1.7		1.7	1.7	1.7
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.4			5.7		5.2	5.2		5.2	5.2	5.2
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)		15.8			16.4		56.9	48.2		47.6	41.4	41.4
Actuated g/C Ratio		0.15			0.15		0.54	0.45		0.45	0.39	0.39
v/c Ratio		0.77			0.75		0.44	0.68		0.30	0.41	0.11

EXISTING 5 YEAR AM

CARAWAY AT RACE

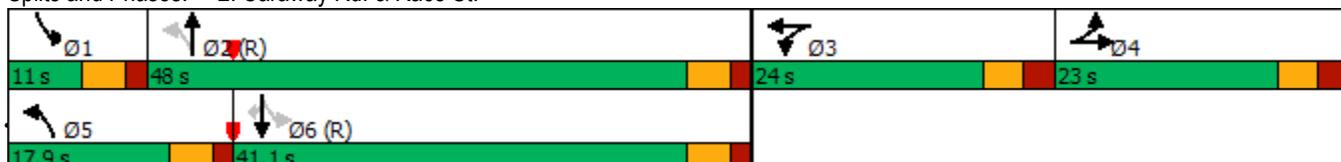


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		47.5			49.8		27.1	36.4		17.3	25.8	0.3
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		47.5			49.8		27.1	36.4		17.3	25.8	0.3
LOS		D			D		C	D		B	C	A
Approach Delay		47.5			49.8			34.9			22.0	
Approach LOS		D			D			C			C	
90th %ile Green (s)	17.6	17.6		18.3	18.3		12.7	42.8		5.8	35.9	35.9
90th %ile Term Code	Max	Max		Max	Max		Max	Coord		Max	Coord	Coord
70th %ile Green (s)	17.6	17.6		18.3	18.3		12.7	42.8		5.8	35.9	35.9
70th %ile Term Code	Max	Max		Max	Max		Max	Coord		Max	Coord	Coord
50th %ile Green (s)	16.9	16.9		17.3	17.3		11.6	42.9		7.4	38.7	38.7
50th %ile Term Code	Gap	Gap		Gap	Gap		Gap	Coord		Gap	Coord	Coord
30th %ile Green (s)	15.0	15.0		15.4	15.4		9.8	47.5		6.6	44.3	44.3
30th %ile Term Code	Gap	Gap		Gap	Gap		Gap	Coord		Gap	Coord	Coord
10th %ile Green (s)	12.1	12.1		12.7	12.7		7.6	64.9		0.0	52.1	52.1
10th %ile Term Code	Gap	Gap		Gap	Gap		Gap	Coord		Skip	Coord	Coord
Stops (vph)		307			316		116	636		32	351	0
Fuel Used(gal)		9			7		4	23		2	18	0
CO Emissions (g/hr)		640			471		264	1590		116	1231	30
NOx Emissions (g/hr)		125			92		51	309		23	240	6
VOC Emissions (g/hr)		148			109		61	369		27	285	7
Dilemma Vehicles (#)		0			0		0	94		0	23	0
Queue Length 50th (ft)		125			132		96	292		22	150	0
Queue Length 95th (ft)		176			176		m167	389		44	200	0
Internal Link Dist (ft)		1237			427			1522			690	
Turn Bay Length (ft)							400			400		400
Base Capacity (vph)		599			604		463	1585		223	1381	733
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.70			0.67		0.42	0.68		0.30	0.41	0.11

Intersection Summary

Area Type: Other
 Cycle Length: 106
 Actuated Cycle Length: 106
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 35.7 Intersection LOS: D
 Intersection Capacity Utilization 69.1% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Caraway Rd. & Race St.



EXISTING 5 YEAR AM

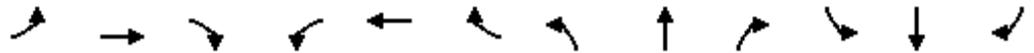
CARAWAY AT PHILLIPS



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (vph)	40	54	103	114	82	63	149	993	108	63	526	61
Future Volume (vph)	40	54	103	114	82	63	149	993	108	63	526	61
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		150	0		0	350		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.929					0.850		0.985			0.985
Flt Protected		0.990			0.972		0.950			0.950		
Satd. Flow (prot)	0	1713	0	0	1811	1583	1770	3486	0	1770	3486	0
Flt Permitted		0.769			0.579		0.308			0.127		
Satd. Flow (perm)	0	1331	0	0	1079	1583	574	3486	0	237	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		52				76		14				15
Link Speed (mph)		40			30			35				35
Link Distance (ft)		1261			615			543				1602
Travel Time (s)		21.5			14.0			10.6				31.2
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	48	65	124	137	99	76	180	1196	130	76	634	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	237	0	0	236	76	180	1326	0	76	707	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	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
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	4.0	12.0		4.0	12.0	
Minimum Split (s)	30.0	30.0		30.0	30.0	30.0	18.0	40.0		18.0	40.0	
Total Split (s)	35.0	35.0		35.0	35.0	35.0	18.0	53.0		18.0	53.0	
Total Split (%)	33.0%	33.0%		33.0%	33.0%	33.0%	17.0%	50.0%		17.0%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.9		3.0	3.9	
All-Red Time (s)	2.2	2.2		2.2	2.2	2.2	1.7	1.7		1.7	1.7	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.7			5.7	5.7	4.7	5.6		4.7	5.6	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)		25.6			25.6	25.6	68.5	59.1		62.8	54.6	
Actuated g/C Ratio		0.24			0.24	0.24	0.65	0.56		0.59	0.52	
v/c Ratio		0.66			0.90	0.17	0.37	0.68		0.31	0.39	

EXISTING 5 YEAR AM

CARAWAY AT PHILLIPS

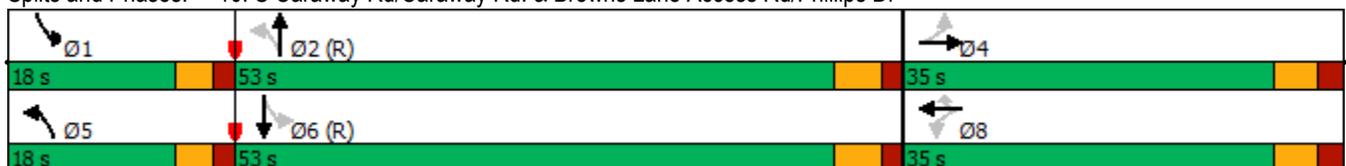


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		36.5			74.9	7.8	9.9	20.6		18.0	11.6	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		36.5			74.9	7.8	9.9	20.6		18.0	11.6	
LOS		D			E	A	A	C		B	B	
Approach Delay		36.5			58.6			19.3			12.2	
Approach LOS		D			E			B			B	
90th %ile Green (s)	29.3	29.3		29.3	29.3	29.3	12.9	51.3		9.4	47.8	
90th %ile Term Code	Hold	Hold		Max	Max	Max	Gap	Coord		Gap	Coord	
70th %ile Green (s)	29.3	29.3		29.3	29.3	29.3	11.1	52.8		7.9	49.6	
70th %ile Term Code	Hold	Hold		Max	Max	Max	Gap	Coord		Gap	Coord	
50th %ile Green (s)	28.1	28.1		28.1	28.1	28.1	9.8	54.7		7.2	52.1	
50th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Gap	Coord		Gap	Coord	
30th %ile Green (s)	23.9	23.9		23.9	23.9	23.9	8.4	59.7		6.4	57.7	
30th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Gap	Coord		Gap	Coord	
10th %ile Green (s)	17.6	17.6		17.6	17.6	17.6	6.8	77.1		0.0	65.6	
10th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Gap	Coord		Skip	Coord	
Stops (vph)		137			177	12	56	775		36	221	
Fuel Used(gal)		7			5	0	1	15		1	10	
CO Emissions (g/hr)		476			343	33	91	1032		86	687	
NOx Emissions (g/hr)		93			67	6	18	201		17	134	
VOC Emissions (g/hr)		110			79	8	21	239		20	159	
Dilemma Vehicles (#)		7			0	0	0	52		0	42	
Queue Length 50th (ft)		110			151	0	45	350		13	94	
Queue Length 95th (ft)		170			#239	29	70	406		m48	134	
Internal Link Dist (ft)		1181			535			463			1522	
Turn Bay Length (ft)						150				350		
Base Capacity (vph)		405			298	492	528	1950		344	1801	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.59			0.79	0.15	0.34	0.68		0.22	0.39	

Intersection Summary

Area Type: Other
 Cycle Length: 106
 Actuated Cycle Length: 106
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 23.1 Intersection LOS: C
 Intersection Capacity Utilization 73.0% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: S Caraway Rd/Caraway Rd. & Browns Lane Access Rd/Phillips Dr



EXISTING 5 YEAR AM

BROWNS LANE ACCESS AT BROWNS

Intersection

Int Delay, s/veh 3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	58	42	77	59	18	33
Future Vol, veh/h	58	42	77	59	18	33
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	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	63	46	84	64	20	36

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	148	0	288
Stage 1	-	-	116
Stage 2	-	-	172
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1434	-	936
Stage 1	-	-	909
Stage 2	-	-	858
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1434	-	936
Mov Cap-2 Maneuver	-	-	670
Stage 1	-	-	868
Stage 2	-	-	858

Approach	EB	WB	SB
HCM Control Delay, s	4.4	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1434	-	-	-	670	936
HCM Lane V/C Ratio	0.044	-	-	-	0.029	0.038
HCM Control Delay (s)	7.6	0	-	-	10.5	9
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.1

EXISTING 5 YEAR AM

RACE AT BROWNS



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	253	34	41	218	117	10	39	6	99	100	103
Future Volume (vph)	109	253	34	41	218	117	10	39	6	99	100	103
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	120		0	120		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.982			0.948			0.979			0.924	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3476	0	1770	3355	0	1770	3465	0	1770	3270	0
Flt Permitted	0.432			0.554			0.741			0.412		
Satd. Flow (perm)	805	3476	0	1032	3355	0	1380	3465	0	767	3270	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			156			7			137	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		657			323			2135			561	
Travel Time (s)		11.2			5.5			48.5			12.8	
Peak Hour Factor	0.88	0.88	0.88	0.71	0.71	0.71	0.90	0.90	0.90	0.75	0.75	0.75
Adj. Flow (vph)	124	288	39	58	307	165	11	43	7	132	133	137
Shared Lane Traffic (%)												
Lane Group Flow (vph)	124	327	0	58	472	0	11	50	0	132	270	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			12			12	
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
Turn Type	pm+pt	NA										
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	12.0	16.0		12.0	16.0		12.0	16.0		12.0	16.0	
Total Split (s)	12.0	20.0		12.0	20.0		12.0	16.0		12.0	16.0	
Total Split (%)	20.0%	33.3%		20.0%	33.3%		20.0%	26.7%		20.0%	26.7%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag										
Lead-Lag Optimize?	Yes	Yes										
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effect Green (s)	19.5	14.8		18.1	12.1		9.1	7.2		10.7	9.7	
Actuated g/C Ratio	0.44	0.33		0.41	0.27		0.21	0.16		0.24	0.22	
v/c Ratio	0.24	0.28		0.11	0.46		0.03	0.09		0.38	0.33	

EXISTING 5 YEAR AM

RACE AT BROWNS



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	9.0	14.2		8.2	12.4		12.7	18.0		16.8	10.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	9.0	14.2		8.2	12.4		12.7	18.0		16.8	10.0	
LOS	A	B		A	B		B	B		B	B	
Approach Delay		12.8			11.9			17.0			12.3	
Approach LOS		B			B			B			B	
90th %ile Green (s)	7.0	14.0		7.0	14.0		6.5	10.3		7.0	10.8	
90th %ile Term Code	Max	Hold		Max	Max		Gap	Hold		Max	Gap	
70th %ile Green (s)	7.0	12.8		7.0	12.8		0.0	6.5		7.0	18.5	
70th %ile Term Code	Max	Hold		Max	Gap		Skip	Gap		Max	Hold	
50th %ile Green (s)	7.0	10.8		6.4	10.2		0.0	0.0		7.1	7.1	
50th %ile Term Code	Max	Hold		Gap	Gap		Skip	Skip		Hold	Gap	
30th %ile Green (s)	6.2	21.2		0.0	10.0		0.0	0.0		7.0	7.0	
30th %ile Term Code	Gap	Hold		Skip	Min		Skip	Skip		Max	Hold	
10th %ile Green (s)	0.0	10.8		0.0	10.8		0.0	6.0		0.0	6.0	
10th %ile Term Code	Skip	Dwell		Skip	Dwell		Skip	Hold		Skip	Min	
Stops (vph)	57	186		23	175		10	34		69	79	
Fuel Used(gal)	1	4		0	3		0	1		1	2	
CO Emissions (g/hr)	87	276		27	231		19	84		81	121	
NOx Emissions (g/hr)	17	54		5	45		4	16		16	24	
VOC Emissions (g/hr)	20	64		6	53		4	19		19	28	
Dilemma Vehicles (#)	0	24		0	31		0	0		0	0	
Queue Length 50th (ft)	10	28		5	30		2	4		27	13	
Queue Length 95th (ft)	50	77		22	61		11	19		51	37	
Internal Link Dist (ft)		577			243			2055			481	
Turn Bay Length (ft)	120			120			120			120		
Base Capacity (vph)	520	1325		556	1245		382	931		362	1061	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.24	0.25		0.10	0.38		0.03	0.05		0.36	0.25	

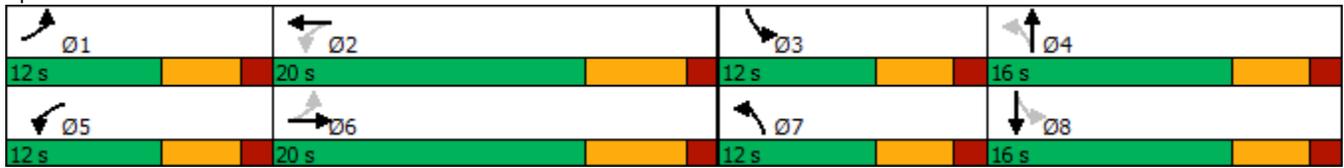
Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	44.2
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.46
Intersection Signal Delay:	12.5
Intersection LOS:	B
Intersection Capacity Utilization:	41.3%
ICU Level of Service:	A
Analysis Period (min):	15
90th %ile Actuated Cycle:	59.3
70th %ile Actuated Cycle:	54.3
50th %ile Actuated Cycle:	40.3
30th %ile Actuated Cycle:	39.2
10th %ile Actuated Cycle:	27.8

EXISTING 5 YEAR AM

RACE AT BROWNS

Splits and Phases: 3: Browns Lane & Windover Rd/Race St



Intersection

Int Delay, s/veh 3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	308	76	64	299	104	80
Future Vol, veh/h	308	76	64	299	104	80
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	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	335	83	70	325	113	87

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	418
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	1138
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1138
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	15.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	356	797	-	-	1138	-
HCM Lane V/C Ratio	0.318	0.109	-	-	0.061	-
HCM Control Delay (s)	19.7	10.1	-	-	8.4	0.2
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	1.3	0.4	-	-	0.2	-

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations

Traffic Vol, veh/h 60 343 386 66 31 28

Future Vol, veh/h 60 343 386 66 31 28

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 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 65 373 420 72 34 30

Major/Minor	Major1	Major2	Minor2
-------------	--------	--------	--------

Conflicting Flow All 492 0 - 0 773 246

Stage 1 - - - - 456 -

Stage 2 - - - - 317 -

Critical Hdwy 4.14 - - - 6.84 6.94

Critical Hdwy Stg 1 - - - - 5.84 -

Critical Hdwy Stg 2 - - - - 5.84 -

Follow-up Hdwy 2.22 - - - 3.52 3.32

Pot Cap-1 Maneuver 1068 - - - 336 754

Stage 1 - - - - 605 -

Stage 2 - - - - 711 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1068 - - - 310 754

Mov Cap-2 Maneuver - - - - 310 -

Stage 1 - - - - 558 -

Stage 2 - - - - 711 -

Approach	EB	WB	SB
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HCM Control Delay, s 1.4 0 14.8

HCM LOS B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
-----------------------	-----	-----	-----	-----	-------

Capacity (veh/h) 1068 - - - 430

HCM Lane V/C Ratio 0.061 - - - 0.149

HCM Control Delay (s) 8.6 0.2 - - 14.8

HCM Lane LOS A A - - B

HCM 95th %tile Q(veh) 0.2 - - - 0.5

JONESBORO SPORTS COMPLEX

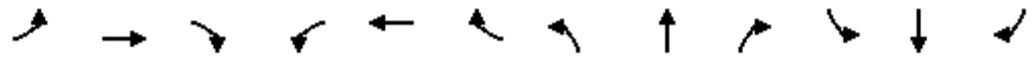
TRAFFIC IMPACT STUDY



EXISTING WEEKDAY PM REPORTS

EXISTING 5 YEAR PM

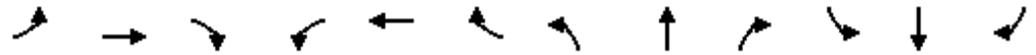
CARAWAY AT RACE



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔		↗	↕↔		↗	↕↕	↗
Traffic Volume (vph)	119	300	154	200	313	107	149	788	152	145	905	103
Future Volume (vph)	119	300	154	200	313	107	149	788	152	145	905	103
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	400		0	400		400
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.960			0.974			0.976				0.850
Flt Protected		0.990			0.984		0.950			0.950		
Satd. Flow (prot)	0	3364	0	0	3392	0	1770	3454	0	1770	3539	1583
Flt Permitted		0.990			0.984		0.109			0.109		
Satd. Flow (perm)	0	3364	0	0	3392	0	203	3454	0	203	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		43			20			22				140
Link Speed (mph)		30			30			35				35
Link Distance (ft)		1317			918			1602				770
Travel Time (s)		29.9			20.9			31.2				15.0
Peak Hour Factor	0.87	0.87	0.87	0.92	0.92	0.92	0.90	0.90	0.90	0.92	0.92	0.92
Adj. Flow (vph)	137	345	177	217	340	116	166	876	169	158	984	112
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	659	0	0	673	0	166	1045	0	158	984	112
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	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
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases							2			6		6
Detector Phase	4	4		3	3		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	21.7	21.7		22.0	22.0		9.2	21.2		9.2	21.2	21.2
Total Split (s)	26.0	26.0		27.0	27.0		13.0	42.0		13.0	42.0	42.0
Total Split (%)	24.1%	24.1%		25.0%	25.0%		12.0%	38.9%		12.0%	38.9%	38.9%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.2	2.2		2.5	2.5		1.7	1.7		1.7	1.7	1.7
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.7			6.0		5.2	5.2		5.2	5.2	5.2
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)		20.3			21.0		44.6	36.8		44.6	36.8	36.8
Actuated g/C Ratio		0.19			0.19		0.41	0.34		0.41	0.34	0.34
v/c Ratio		0.99			1.00		0.84	0.88		0.80	0.82	0.18

EXISTING 5 YEAR PM

CARAWAY AT PHILLIPS



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗	↖	↕	↕	↖	↕	↕
Traffic Volume (vph)	84	107	217	156	101	134	197	971	114	89	1102	87
Future Volume (vph)	84	107	217	156	101	134	197	971	114	89	1102	87
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		150	0		0	350		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.928				0.850		0.984			0.989	
Flt Protected		0.990			0.971		0.950			0.950		
Satd. Flow (prot)	0	1711	0	0	1809	1583	1770	3483	0	1770	3500	0
Flt Permitted		0.643			0.401		0.087			0.097		
Satd. Flow (perm)	0	1112	0	0	747	1583	162	3483	0	181	3500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		56				154		15			9	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1261			615			543			1602	
Travel Time (s)		28.7			14.0			10.6			31.2	
Peak Hour Factor	0.73	0.73	0.73	0.87	0.87	0.87	0.53	0.53	0.53	0.84	0.84	0.84
Adj. Flow (vph)	115	147	297	179	116	154	372	1832	215	106	1312	104
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	559	0	0	295	154	372	2047	0	106	1416	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	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
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	4.0	12.0		4.0	12.0	
Minimum Split (s)	30.0	30.0		30.0	30.0	30.0	15.0	40.0		15.0	40.0	
Total Split (s)	41.0	41.0		41.0	41.0	41.0	20.0	52.0		15.0	47.0	
Total Split (%)	38.0%	38.0%		38.0%	38.0%	38.0%	18.5%	48.1%		13.9%	43.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.9		3.0	3.9	
All-Red Time (s)	2.2	2.2		2.2	2.2	2.2	1.7	1.7		1.7	1.7	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.7			5.7	5.7	4.7	5.6		4.7	5.6	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effect Green (s)		35.3			35.3	35.3	62.3	48.4		50.6	41.4	
Actuated g/C Ratio		0.33			0.33	0.33	0.58	0.45		0.47	0.38	
v/c Ratio		1.39			1.21	0.25	1.16	1.31		0.51	1.05	

EXISTING 5 YEAR PM

CARAWAY AT PHILLIPS

Splits and Phases: 10: S Caraway Rd/Caraway Rd. & Browns Lane Access Rd/Phillips Dr



EXISTING 5 YEAR PM

BROWNS LANE ACCESS AT BROWNS

Intersection

Int Delay, s/veh 3.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	42	107	71	67	74	27
Future Vol, veh/h	42	107	71	67	74	27
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	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	46	116	77	73	80	29

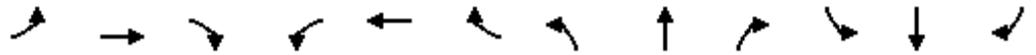
Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	150	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1431	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1431	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1431	-	-	-	649	939
HCM Lane V/C Ratio	0.032	-	-	-	0.124	0.031
HCM Control Delay (s)	7.6	0	-	-	11.3	9
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4	0.1

EXISTING 5 YEAR PM

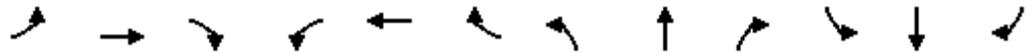
RACE AT BROWNS



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	393	13	11	396	109	65	121	50	147	48	165
Future Volume (vph)	136	393	13	11	396	109	65	121	50	147	48	165
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	120		0	120		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.995			0.968			0.956			0.884	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3522	0	1770	3426	0	1770	3383	0	1770	3129	0
Flt Permitted	0.301			0.444			0.595			0.557		
Satd. Flow (perm)	561	3522	0	827	3426	0	1108	3383	0	1038	3129	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			54			92			196	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		657			323			2135			561	
Travel Time (s)		11.2			5.5			48.5			12.8	
Peak Hour Factor	0.73	0.73	0.73	0.87	0.87	0.87	0.53	0.53	0.53	0.84	0.84	0.84
Adj. Flow (vph)	186	538	18	13	455	125	123	228	94	175	57	196
Shared Lane Traffic (%)												
Lane Group Flow (vph)	186	556	0	13	580	0	123	322	0	175	253	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			12			12	
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
Turn Type	pm+pt	NA										
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	12.0	16.0		12.0	16.0		12.0	16.0		12.0	16.0	
Total Split (s)	12.0	20.0		12.0	20.0		12.0	16.0		12.0	16.0	
Total Split (%)	20.0%	33.3%		20.0%	33.3%		20.0%	26.7%		20.0%	26.7%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag										
Lead-Lag Optimize?	Yes	Yes										
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	22.4	20.1		19.0	13.5		14.3	9.3		14.3	9.3	
Actuated g/C Ratio	0.43	0.39		0.37	0.26		0.28	0.18		0.28	0.18	
v/c Ratio	0.45	0.41		0.03	0.62		0.31	0.48		0.45	0.35	

EXISTING 5 YEAR PM

RACE AT BROWNS



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	13.9	14.4		9.5	21.0		15.0	18.0		17.3	8.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.9	14.4		9.5	21.0		15.0	18.0		17.3	8.2	
LOS	B	B		A	C		B	B		B	A	
Approach Delay		14.3			20.8			17.2			11.9	
Approach LOS		B			C			B			B	
90th %ile Green (s)	7.0	14.6		6.4	14.0		7.0	11.0		7.0	11.0	
90th %ile Term Code	Max	Hold		Gap	Max		Max	Max		Max	Hold	
70th %ile Green (s)	7.0	26.0		0.0	14.0		7.0	10.7		7.0	10.7	
70th %ile Term Code	Max	Hold		Skip	Max		Max	Gap		Max	Hold	
50th %ile Green (s)	7.0	26.0		0.0	14.0		7.0	9.3		7.0	9.3	
50th %ile Term Code	Max	Hold		Skip	Max		Max	Gap		Max	Hold	
30th %ile Green (s)	7.0	24.1		0.0	12.1		7.0	8.0		7.0	8.0	
30th %ile Term Code	Max	Hold		Skip	Gap		Max	Gap		Max	Hold	
10th %ile Green (s)	0.0	10.0		0.0	10.0		0.0	6.0		0.0	6.0	
10th %ile Term Code	Skip	Min										
Stops (vph)	79	271		8	383		44	102		102	55	
Fuel Used(gal)	2	6		0	7		2	4		2	2	
CO Emissions (g/hr)	123	396		9	491		116	307		121	111	
NOx Emissions (g/hr)	24	77		2	96		23	60		23	22	
VOC Emissions (g/hr)	29	92		2	114		27	71		28	26	
Dilemma Vehicles (#)	0	29		0	44		0	0		0	0	
Queue Length 50th (ft)	37	63		2	87		28	38		42	8	
Queue Length 95th (ft)	58	108		10	134		33	33		75	31	
Internal Link Dist (ft)		577			243			2055			481	
Turn Bay Length (ft)	120			120			120			120		
Base Capacity (vph)	420	1468		451	1052		409	857		400	878	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.44	0.38		0.03	0.55		0.30	0.38		0.44	0.29	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	52
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.62
Intersection Signal Delay:	16.1
Intersection LOS:	B
Intersection Capacity Utilization:	52.6%
ICU Level of Service:	A
Analysis Period (min):	15
90th %ile Actuated Cycle:	60
70th %ile Actuated Cycle:	59.7
50th %ile Actuated Cycle:	58.3
30th %ile Actuated Cycle:	55.1
10th %ile Actuated Cycle:	27

EXISTING 5 YEAR PM

RACE AT BROWNS

Splits and Phases: 3: Browns Lane & Windover Rd/Race St



Intersection

Int Delay, s/veh 1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	502	74	53	452	47	43
Future Vol, veh/h	502	74	53	452	47	43
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	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	546	80	58	491	51	47

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	626	0	948 313
Stage 1	-	-	-	-	586 -
Stage 2	-	-	-	-	362 -
Critical Hdwy	-	-	4.14	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	2.22	-	3.52 3.32
Pot Cap-1 Maneuver	-	-	952	-	259 683
Stage 1	-	-	-	-	519 -
Stage 2	-	-	-	-	675 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	952	-	237 683
Mov Cap-2 Maneuver	-	-	-	-	237 -
Stage 1	-	-	-	-	519 -
Stage 2	-	-	-	-	618 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	17.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	237	683	-	-	952	-
HCM Lane V/C Ratio	0.216	0.068	-	-	0.061	-
HCM Control Delay (s)	24.3	10.7	-	-	9	0.3
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	0.2	-	-	0.2	-

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	83	493	439	96	92	96
Future Vol, veh/h	83	493	439	96	92	96
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	90	536	477	104	100	104

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	581	0	-	0	977 291
Stage 1	-	-	-	-	529 -
Stage 2	-	-	-	-	448 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	989	-	-	-	248 706
Stage 1	-	-	-	-	555 -
Stage 2	-	-	-	-	611 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	989	-	-	-	216 706
Mov Cap-2 Maneuver	-	-	-	-	216 -
Stage 1	-	-	-	-	483 -
Stage 2	-	-	-	-	611 -

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	31.2
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	989	-	-	-	335
HCM Lane V/C Ratio	0.091	-	-	-	0.61
HCM Control Delay (s)	9	0.4	-	-	31.2
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.3	-	-	-	3.8

JONESBORO SPORTS COMPLEX

TRAFFIC IMPACT STUDY



EXISTING SATURDAY AM REPORTS

Sat Existing AM

Caraway at Race



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕		↗	↕↕		↗	↕↕	↗
Traffic Volume (vph)	62	128	74	85	149	76	130	539	19	95	369	33
Future Volume (vph)	62	128	74	85	149	76	130	539	19	95	369	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	400		0	400		400
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.958			0.963			0.995				0.850
Flt Protected		0.988			0.986		0.950			0.950		
Satd. Flow (prot)	0	3350	0	0	3361	0	1770	3522	0	1770	3539	1583
Flt Permitted		0.988			0.986		0.464			0.319		
Satd. Flow (perm)	0	3350	0	0	3361	0	864	3522	0	594	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49			38			4				142
Link Speed (mph)		30			30			35				35
Link Distance (ft)		1317			507			1602				770
Travel Time (s)		29.9			11.5			31.2				15.0
Peak Hour Factor	0.77	0.77	0.77	0.87	0.87	0.87	0.82	0.82	0.82	0.90	0.90	0.90
Adj. Flow (vph)	81	166	96	98	171	87	159	657	23	106	410	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	343	0	0	356	0	159	680	0	106	410	37
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	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
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases							2			6		6
Detector Phase	4	4		3	3		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	21.4	21.4		21.4	21.4		9.2	21.6		9.2	21.6	21.6
Total Split (s)	23.0	23.0		24.0	24.0		16.0	38.0		15.0	37.0	37.0
Total Split (%)	23.0%	23.0%		24.0%	24.0%		16.0%	38.0%		15.0%	37.0%	37.0%
Yellow Time (s)	3.2	3.2		3.2	3.2		3.5	3.9		3.5	3.9	3.9
All-Red Time (s)	2.2	2.2		2.2	2.2		1.7	1.7		1.7	1.7	1.7
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.4			5.4		5.2	5.6		5.2	5.6	5.6
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	C-Max
Act Effect Green (s)		14.0			14.7		51.5	41.6		48.8	40.2	40.2
Actuated g/C Ratio		0.14			0.15		0.52	0.42		0.49	0.40	0.40
v/c Ratio		0.67			0.68		0.30	0.46		0.27	0.29	0.05

Sat Existing AM

Caraway at Race

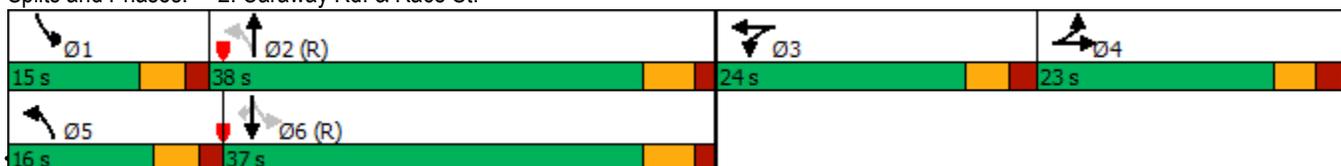


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		41.4			42.4		14.1	23.8		14.4	22.6	0.1
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		41.4			42.4		14.1	23.8		14.4	22.6	0.1
LOS		D			D		B	C		B	C	A
Approach Delay		41.4			42.4			22.0			19.5	
Approach LOS		D			D			C			B	
90th %ile Green (s)	17.6	17.6		18.6	18.6		10.8	32.4		9.8	31.4	31.4
90th %ile Term Code	Max	Max		Max	Max		Max	Coord		Max	Coord	Coord
70th %ile Green (s)	15.8	15.8		16.5	16.5		11.6	36.6		9.5	34.5	34.5
70th %ile Term Code	Gap	Gap		Gap	Gap		Gap	Coord		Gap	Coord	Coord
50th %ile Green (s)	14.1	14.1		14.8	14.8		9.9	41.2		8.3	39.6	39.6
50th %ile Term Code	Gap	Gap		Gap	Gap		Gap	Coord		Gap	Coord	Coord
30th %ile Green (s)	12.4	12.4		13.1	13.1		8.4	45.6		7.3	44.5	44.5
30th %ile Term Code	Gap	Gap		Gap	Gap		Gap	Coord		Gap	Coord	Coord
10th %ile Green (s)	9.9	9.9		10.5	10.5		6.8	52.0		6.0	51.2	51.2
10th %ile Term Code	Gap	Gap		Gap	Gap		Gap	Coord		Gap	Coord	Coord
Stops (vph)		209			254		67	398		50	248	0
Fuel Used(gal)		6			5		2	12		1	6	0
CO Emissions (g/hr)		426			371		166	850		83	392	13
NOx Emissions (g/hr)		83			72		32	165		16	76	3
VOC Emissions (g/hr)		99			86		39	197		19	91	3
Dilemma Vehicles (#)		0			0		0	28		0	18	0
Queue Length 50th (ft)		94			102		47	161		30	92	0
Queue Length 95th (ft)		112			138		86	220		67	148	0
Internal Link Dist (ft)		1237			427			1522			690	
Turn Bay Length (ft)							400			400		400
Base Capacity (vph)		629			656		556	1466		414	1423	721
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.55			0.54		0.29	0.46		0.26	0.29	0.05

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 28.0
 Intersection LOS: C
 Intersection Capacity Utilization 55.5%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 2: Caraway Rd. & Race St.



Sat Existing AM

Caraway at Phillips



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗	↖	↕		↖	↕	
Traffic Volume (vph)	14	13	25	69	15	74	24	563	78	52	372	30
Future Volume (vph)	14	13	25	69	15	74	24	563	78	52	372	30
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		150	0		0	350		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.935				0.850		0.982			0.989	
Flt Protected		0.987			0.961		0.950			0.950		
Satd. Flow (prot)	0	1719	0	0	1790	1583	1770	3476	0	1770	3500	0
Flt Permitted		0.888			0.765		0.442			0.258		
Satd. Flow (perm)	0	1547	0	0	1425	1583	823	3476	0	481	3500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36				94		21			12	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1261			615			543			1602	
Travel Time (s)		28.7			14.0			10.6			31.2	
Peak Hour Factor	0.70	0.70	0.70	0.79	0.79	0.79	0.67	0.67	0.67	0.72	0.72	0.72
Adj. Flow (vph)	20	19	36	87	19	94	36	840	116	72	517	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	75	0	0	106	94	36	956	0	72	559	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	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
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	4.0	12.0		4.0	12.0	
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	16.0	30.0		16.0	30.0	
Total Split (s)	27.0	27.0		27.0	27.0	27.0	16.0	55.0		18.0	57.0	
Total Split (%)	27.0%	27.0%		27.0%	27.0%	27.0%	16.0%	55.0%		18.0%	57.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.9		3.0	3.9	
All-Red Time (s)	2.2	2.2		2.2	2.2	2.2	1.7	1.7		1.7	1.7	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.7			5.7	5.7	4.7	5.6		4.7	5.6	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effect Green (s)		12.8			12.8	12.8	72.5	66.7		74.4	69.3	
Actuated g/C Ratio		0.13			0.13	0.13	0.72	0.67		0.74	0.69	
v/c Ratio		0.33			0.58	0.33	0.06	0.41		0.16	0.23	

Sat Existing AM

Caraway at Phillips

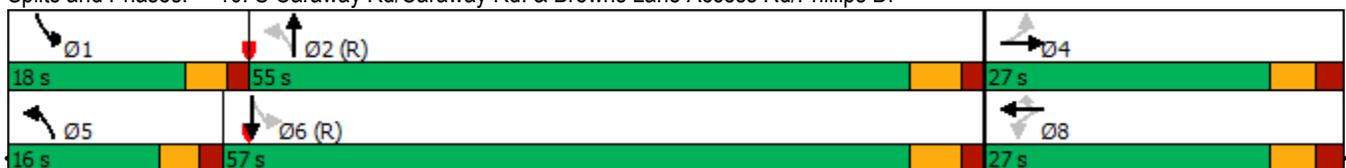


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		25.9			53.0	11.1	3.9	9.3		3.3	4.6	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		25.9			53.0	11.1	3.9	9.3		3.3	4.6	
LOS		C			D	B	A	A		A	A	
Approach Delay		25.9			33.3			9.1			4.4	
Approach LOS		C			C			A			A	
90th %ile Green (s)	18.3	18.3		18.3	18.3	18.3	6.8	57.8		7.9	58.9	
90th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Gap	Coord		Gap	Coord	
70th %ile Green (s)	15.0	15.0		15.0	15.0	15.0	6.3	62.0		7.0	62.7	
70th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Gap	Coord		Gap	Coord	
50th %ile Green (s)	12.8	12.8		12.8	12.8	12.8	5.9	64.8		6.4	65.3	
50th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Gap	Coord		Gap	Coord	
30th %ile Green (s)	10.6	10.6		10.6	10.6	10.6	0.0	67.4		6.0	78.1	
30th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Skip	Coord		Gap	Coord	
10th %ile Green (s)	7.3	7.3		7.3	7.3	7.3	0.0	81.4		0.0	81.4	
10th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Skip	Coord		Skip	Coord	
Stops (vph)		26			76	14	7	282		9	87	
Fuel Used(gal)		2			2	1	0	6		1	6	
CO Emissions (g/hr)		113			121	42	12	408		49	397	
NOx Emissions (g/hr)		22			24	8	2	79		10	77	
VOC Emissions (g/hr)		26			28	10	3	95		11	92	
Dilemma Vehicles (#)		0			0	0	0	32		0	15	
Queue Length 50th (ft)		23			65	0	4	137		5	49	
Queue Length 95th (ft)		42			97	31	10	143		12	52	
Internal Link Dist (ft)		1181			535			463			1522	
Turn Bay Length (ft)						150				350		
Base Capacity (vph)		357			303	411	736	2324		540	2428	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.21			0.35	0.23	0.05	0.41		0.13	0.23	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 10.7
 Intersection LOS: B
 Intersection Capacity Utilization 46.0%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 10: S Caraway Rd/Caraway Rd. & Browns Lane Access Rd/Phillips Dr



Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	3	14	18	17	8	10
Future Vol, veh/h	3	14	18	17	8	10
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	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	3	15	20	18	9	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	38	0	-	0	50 29
Stage 1	-	-	-	-	29 -
Stage 2	-	-	-	-	21 -
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
Pot Cap-1 Maneuver	1572	-	-	-	959 1046
Stage 1	-	-	-	-	994 -
Stage 2	-	-	-	-	1002 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1572	-	-	-	957 1046
Mov Cap-2 Maneuver	-	-	-	-	957 -
Stage 1	-	-	-	-	992 -
Stage 2	-	-	-	-	1002 -

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1572	-	-	-	957	1046
HCM Lane V/C Ratio	0.002	-	-	-	0.009	0.01
HCM Control Delay (s)	7.3	0	-	-	8.8	8.5
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0

Sat Existing AM

Race at Browns



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	144	4	2	92	34	3	11	3	37	30	33
Future Volume (vph)	53	144	4	2	92	34	3	11	3	37	30	33
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	120		0	120		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.996			0.959			0.969			0.922	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3525	0	1770	3394	0	1770	3429	0	1770	3263	0
Flt Permitted	0.559			0.615								
Satd. Flow (perm)	1041	3525	0	1146	3394	0	1863	3429	0	1863	3263	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			52			5			39	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		657			323			2135			561	
Travel Time (s)		10.0			4.9			48.5			12.8	
Peak Hour Factor	0.68	0.68	0.68	0.66	0.66	0.66	0.58	0.58	0.58	0.84	0.84	0.84
Adj. Flow (vph)	78	212	6	3	139	52	5	19	5	44	36	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	218	0	3	191	0	5	24	0	44	75	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			12			12	
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
Turn Type	pm+pt	NA										
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	6.0	12.0		6.0	12.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	15.0	20.0		15.0	20.0		15.0	20.0		15.0	20.0	
Total Split (s)	15.0	20.0		15.0	20.0		15.0	20.0		15.0	20.0	
Total Split (%)	21.4%	28.6%		21.4%	28.6%		21.4%	28.6%		21.4%	28.6%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag										
Lead-Lag Optimize?	Yes	Yes										
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	25.9	26.8		23.1	22.1		7.3	6.4		8.0	6.8	
Actuated g/C Ratio	0.66	0.68		0.59	0.56		0.19	0.16		0.20	0.17	
v/c Ratio	0.10	0.09		0.00	0.10		0.02	0.04		0.12	0.13	

Sat Existing AM

Race at Browns



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	5.6	7.9		6.5	9.8		13.7	17.0		14.3	11.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	5.6	7.9		6.5	9.8		13.7	17.0		14.3	11.5	
LOS	A	A		A	A		B	B		B	B	
Approach Delay		7.3			9.7			16.4			12.5	
Approach LOS		A			A			B			B	
90th %ile Green (s)	8.3	14.3		6.0	12.0		6.0	6.5		7.7	8.2	
90th %ile Term Code	Gap	Hold		Min	Min		Min	Gap		Gap	Hold	
70th %ile Green (s)	6.6	23.6		0.0	12.0		0.0	0.0		6.9	6.9	
70th %ile Term Code	Gap	Hold		Skip	Min		Skip	Skip		Gap	Hold	
50th %ile Green (s)	6.2	23.2		0.0	12.0		0.0	6.0		0.0	6.0	
50th %ile Term Code	Gap	Hold		Skip	Min		Skip	Hold		Skip	Min	
30th %ile Green (s)	0.0	20.9		0.0	20.9		0.0	0.0		0.0	0.0	
30th %ile Term Code	Skip	Dwell		Skip	Dwell		Skip	Skip		Skip	Skip	
10th %ile Green (s)	0.0	27.0		0.0	27.0		0.0	0.0		0.0	0.0	
10th %ile Term Code	Skip	Dwell		Skip	Dwell		Skip	Skip		Skip	Skip	
Stops (vph)	22	64		2	60		5	13		29	33	
Fuel Used(gal)	1	2		0	1		0	0		0	1	
CO Emissions (g/hr)	39	116		2	88		7	27		30	42	
NOx Emissions (g/hr)	8	23		0	17		1	5		6	8	
VOC Emissions (g/hr)	9	27		1	20		2	6		7	10	
Dilemma Vehicles (#)	0	11		0	9		0	0		0	0	
Queue Length 50th (ft)	6	8		0	11		1	2		9	3	
Queue Length 95th (ft)	23	38		3	28		4	7		25	18	
Internal Link Dist (ft)		577			243			2055			481	
Turn Bay Length (ft)	120			120			120			120		
Base Capacity (vph)	885	2401		901	2015		522	1386		536	1339	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.09	0.09		0.00	0.09		0.01	0.02		0.08	0.06	

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	39.4
Natural Cycle:	70
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.13
Intersection Signal Delay:	9.4
Intersection LOS:	A
Intersection Capacity Utilization:	37.0%
ICU Level of Service:	A
Analysis Period (min):	15
90th %ile Actuated Cycle:	55.5
70th %ile Actuated Cycle:	41.5
50th %ile Actuated Cycle:	40.2
30th %ile Actuated Cycle:	26.9
10th %ile Actuated Cycle:	33

Splits and Phases: 3: Browns Lane & Windover Rd/Race St

 Ø1 15 s	 Ø2 20 s	 Ø3 15 s	 Ø4 20 s
 Ø5 15 s	 Ø6 20 s	 Ø7 15 s	 Ø8 20 s



Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	196	12	19	116	33	27
Future Vol, veh/h	196	12	19	116	33	27
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	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	213	13	21	126	36	29
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	226	0	325	113
Stage 1	-	-	-	-	220	-
Stage 2	-	-	-	-	105	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1340	-	644	918
Stage 1	-	-	-	-	795	-
Stage 2	-	-	-	-	908	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1340	-	633	918
Mov Cap-2 Maneuver	-	-	-	-	633	-
Stage 1	-	-	-	-	795	-
Stage 2	-	-	-	-	893	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	1.1	10.1			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	633	918	-	-	1340	-
HCM Lane V/C Ratio	0.057	0.032	-	-	0.015	-
HCM Control Delay (s)	11	9.1	-	-	7.7	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↔		↕	
Traffic Vol, veh/h	32	191	123	42	15	12
Future Vol, veh/h	32	191	123	42	15	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	35	208	134	46	16	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	180	0	-	0	331 90
Stage 1	-	-	-	-	157 -
Stage 2	-	-	-	-	174 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	1393	-	-	-	638 950
Stage 1	-	-	-	-	855 -
Stage 2	-	-	-	-	839 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1393	-	-	-	620 950
Mov Cap-2 Maneuver	-	-	-	-	620 -
Stage 1	-	-	-	-	831 -
Stage 2	-	-	-	-	839 -

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1393	-	-	-	733
HCM Lane V/C Ratio	0.025	-	-	-	0.04
HCM Control Delay (s)	7.7	0.1	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

JONESBORO SPORTS COMPLEX

TRAFFIC IMPACT STUDY



EXISTING SATURDAY PM REPORTS

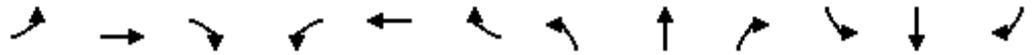
Existing Saturday PM

Caraway at Race

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	209	112	151	223	99	62	734	128	145	817	55
Future Volume (vph)	109	209	112	151	223	99	62	734	128	145	817	55
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	400		0	400		400
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.961			0.969			0.978				0.850
Flt Protected		0.987			0.984		0.950			0.950		
Satd. Flow (prot)	0	3357	0	0	3375	0	1770	3461	0	1770	3539	1583
Flt Permitted		0.987			0.984		0.224			0.132		
Satd. Flow (perm)	0	3357	0	0	3375	0	417	3461	0	246	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42			29			22				146
Link Speed (mph)		30			30			30				35
Link Distance (ft)		1317			1696			1602				770
Travel Time (s)		29.9			38.5			36.4				15.0
Peak Hour Factor	0.97	0.97	0.97	0.93	0.93	0.93	0.91	0.91	0.91	0.93	0.93	0.93
Adj. Flow (vph)	112	215	115	162	240	106	68	807	141	156	878	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	442	0	0	508	0	68	948	0	156	878	59
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	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
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases							2			6		6
Detector Phase	4	4		3	3		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	21.4	21.4		21.4	21.4		9.6	23.4		9.6	21.2	21.2
Total Split (s)	22.0	22.0		23.2	23.2		11.6	39.8		15.0	43.2	43.2
Total Split (%)	22.0%	22.0%		23.2%	23.2%		11.6%	39.8%		15.0%	43.2%	43.2%
Yellow Time (s)	3.2	3.2		3.2	3.2		3.9	3.5		3.9	3.5	3.5
All-Red Time (s)	2.2	2.2		2.2	2.2		1.7	1.7		1.7	1.7	1.7
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.4			5.4		5.6	5.2		5.6	5.2	5.2
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)		15.5			17.2		42.5	36.9		48.9	41.9	41.9
Actuated g/C Ratio		0.16			0.17		0.42	0.37		0.49	0.42	0.42
v/c Ratio		0.79			0.84		0.26	0.74		0.61	0.59	0.08

Existing Saturday PM

Caraway at Race

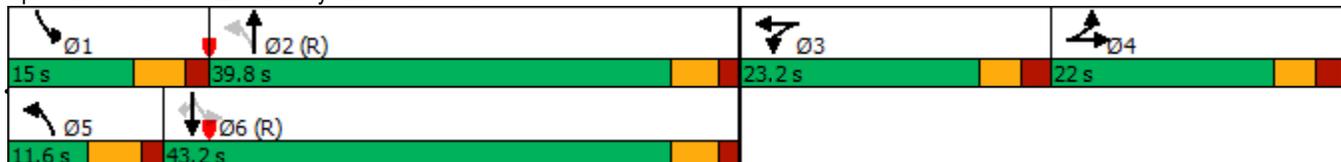


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		48.0			51.5		16.5	31.5		25.6	25.8	0.2
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		48.0			51.5		16.5	31.5		25.6	25.8	0.2
LOS		D			D		B	C		C	C	A
Approach Delay		48.0			51.5			30.5			24.4	
Approach LOS		D			D			C			C	
90th %ile Green (s)	16.6	16.6		17.8	17.8		6.0	34.6		9.4	38.0	38.0
90th %ile Term Code	Max	Max		Max	Max		Max	Coord		Max	Coord	Coord
70th %ile Green (s)	16.6	16.6		17.8	17.8		6.0	34.6		9.4	38.0	38.0
70th %ile Term Code	Max	Max		Max	Max		Max	Coord		Max	Coord	Coord
50th %ile Green (s)	16.6	16.6		17.8	17.8		6.0	34.6		9.4	38.0	38.0
50th %ile Term Code	Max	Max		Max	Max		Max	Coord		Max	Coord	Coord
30th %ile Green (s)	15.3	15.3		17.7	17.7		6.7	36.4		9.0	38.7	38.7
30th %ile Term Code	Gap	Gap		Gap	Gap		Gap	Coord		Gap	Coord	Coord
10th %ile Green (s)	12.5	12.5		14.8	14.8		0.0	44.1		7.0	56.7	56.7
10th %ile Term Code	Gap	Gap		Gap	Gap		Skip	Coord		Gap	Coord	Coord
Stops (vph)		365			412		35	719		80	623	0
Fuel Used(gal)		11			13		1	20		2	14	0
CO Emissions (g/hr)		742			941		82	1418		151	945	22
NOx Emissions (g/hr)		144			183		16	276		29	184	4
VOC Emissions (g/hr)		172			218		19	329		35	219	5
Dilemma Vehicles (#)		0			0		0	0		0	41	0
Queue Length 50th (ft)		129			156		22	276		53	239	0
Queue Length 95th (ft)		185			#233		45	354		97	306	0
Internal Link Dist (ft)		1237			1616			1522			690	
Turn Bay Length (ft)							400			400		400
Base Capacity (vph)		592			624		260	1289		263	1481	748
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.75			0.81		0.26	0.74		0.59	0.59	0.08

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 34.3
 Intersection LOS: C
 Intersection Capacity Utilization 76.7%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Caraway Rd. & Race St.



Existing Saturday PM

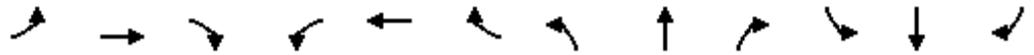
Caraway at Phillips



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗	↖	↕	↕	↖	↕	↕
Traffic Volume (vph)	72	57	110	88	35	82	95	817	127	53	952	87
Future Volume (vph)	72	57	110	88	35	82	95	817	127	53	952	87
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		150	0		0	350		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.938				0.850		0.980			0.987	
Flt Protected		0.985			0.965		0.950			0.950		
Satd. Flow (prot)	0	1721	0	0	1798	1583	1770	3468	0	1770	3493	0
Flt Permitted		0.792			0.505		0.185			0.231		
Satd. Flow (perm)	0	1384	0	0	941	1583	345	3468	0	430	3493	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42				96		22			12	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1261			615			543			1602	
Travel Time (s)		28.7			14.0			10.6			31.2	
Peak Hour Factor	0.90	0.90	0.90	0.85	0.85	0.85	0.94	0.94	0.94	0.93	0.93	0.93
Adj. Flow (vph)	80	63	122	104	41	96	101	869	135	57	1024	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	265	0	0	145	96	101	1004	0	57	1118	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	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
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	4.0	12.0		4.0	12.0	
Minimum Split (s)	30.0	30.0		30.0	30.0	30.0	18.0	40.0		18.0	40.0	
Total Split (s)	33.0	33.0		33.0	33.0	33.0	18.0	49.0		18.0	49.0	
Total Split (%)	33.0%	33.0%		33.0%	33.0%	33.0%	18.0%	49.0%		18.0%	49.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.9		3.0	3.9	
All-Red Time (s)	2.2	2.2		2.2	2.2	2.2	1.7	1.7		1.7	1.7	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.7			5.7	5.7	4.7	5.6		4.7	5.6	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effect Green (s)		20.3			20.3	20.3	66.4	59.1		64.7	58.3	
Actuated g/C Ratio		0.20			0.20	0.20	0.66	0.59		0.65	0.58	
v/c Ratio		0.84			0.76	0.24	0.30	0.49		0.16	0.55	

Existing Saturday PM

Caraway at Phillips



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		54.8			61.5	7.7	8.5	14.2		9.6	16.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		54.8			61.5	7.7	8.5	14.2		9.6	16.3	
LOS		D			E	A	A	B		A	B	
Approach Delay		54.8			40.0			13.7			16.0	
Approach LOS		D			D			B			B	
90th %ile Green (s)	27.3	27.3		27.3	27.3	27.3	9.7	48.6		8.1	47.0	
90th %ile Term Code	Max	Max		Max	Max	Max	Gap	Coord		Gap	Coord	
70th %ile Green (s)	24.1	24.1		24.1	24.1	24.1	8.3	52.8		7.1	51.6	
70th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Gap	Coord		Gap	Coord	
50th %ile Green (s)	20.7	20.7		20.7	20.7	20.7	7.3	56.8		6.5	56.0	
50th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Gap	Coord		Gap	Coord	
30th %ile Green (s)	17.2	17.2		17.2	17.2	17.2	6.6	60.8		6.0	60.2	
30th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Gap	Coord		Gap	Coord	
10th %ile Green (s)	12.1	12.1		12.1	12.1	12.1	0.0	76.6		0.0	76.6	
10th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Skip	Coord		Skip	Coord	
Stops (vph)		191			113	14	32	527		20	470	
Fuel Used(gal)		9			3	1	1	10		1	19	
CO Emissions (g/hr)		649			192	42	54	727		61	1330	
NOx Emissions (g/hr)		126			37	8	11	141		12	259	
VOC Emissions (g/hr)		150			45	10	13	168		14	308	
Dilemma Vehicles (#)		0			0	0	0	47		0	123	
Queue Length 50th (ft)		138			87	0	19	187		10	174	
Queue Length 95th (ft)		216			136	33	44	292		m27	292	
Internal Link Dist (ft)		1181			535			463			1522	
Turn Bay Length (ft)						150				350		
Base Capacity (vph)		408			256	501	428	2059		475	2040	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.65			0.57	0.19	0.24	0.49		0.12	0.55	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 20.9
 Intersection LOS: C
 Intersection Capacity Utilization 68.1%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: S Caraway Rd/Caraway Rd. & Browns Lane Access Rd/Phillips Dr



Existing Saturday PM

Browns Lane Access at Browns Lane

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	12	44	57	28	31	26
Future Vol, veh/h	12	44	57	28	31	26
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	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	13	48	62	30	34	28
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	92	0	-	0	151	77
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	74	-
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
Pot Cap-1 Maneuver	1503	-	-	-	841	984
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	949	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1503	-	-	-	833	984
Mov Cap-2 Maneuver	-	-	-	-	833	-
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	949	-
Approach	EB	WB	SB			
HCM Control Delay, s	1.6	0	9.2			
HCM LOS			A			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1503	-	-	-	833	984
HCM Lane V/C Ratio	0.009	-	-	-	0.04	0.029
HCM Control Delay (s)	7.4	0	-	-	9.5	8.8
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

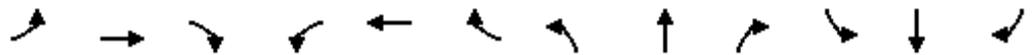
Existing Saturday PM

Race at Browns

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	254	8	21	381	123	22	67	9	82	31	100
Future Volume (vph)	75	254	8	21	381	123	22	67	9	82	31	100
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	120		0	120		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.995			0.963			0.982			0.886	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3522	0	1770	3408	0	1770	3476	0	1770	3136	0
Flt Permitted	0.345			0.551			0.656			0.457		
Satd. Flow (perm)	643	3522	0	1026	3408	0	1222	3476	0	851	3136	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			54			14			116	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		657			323			2135			561	
Travel Time (s)		10.0			4.9			48.5			12.8	
Peak Hour Factor	0.79	0.79	0.79	0.92	0.92	0.92	0.63	0.63	0.63	0.86	0.86	0.86
Adj. Flow (vph)	95	322	10	23	414	134	35	106	14	95	36	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	332	0	23	548	0	35	120	0	95	152	0
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
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
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	6.0	12.0		6.0	12.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	15.0	22.0		15.0	22.0		15.0	22.0		15.0	22.0	
Total Split (s)	15.0	23.0		15.0	23.0		15.0	22.0		15.0	22.0	
Total Split (%)	20.0%	30.7%		20.0%	30.7%		20.0%	29.3%		20.0%	29.3%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	29.6	29.0		25.2	21.6		12.4	7.6		16.2	13.1	
Actuated g/C Ratio	0.55	0.54		0.46	0.40		0.23	0.14		0.30	0.24	
v/c Ratio	0.19	0.18		0.04	0.39		0.10	0.24		0.24	0.18	

Existing Saturday PM

Race at Browns

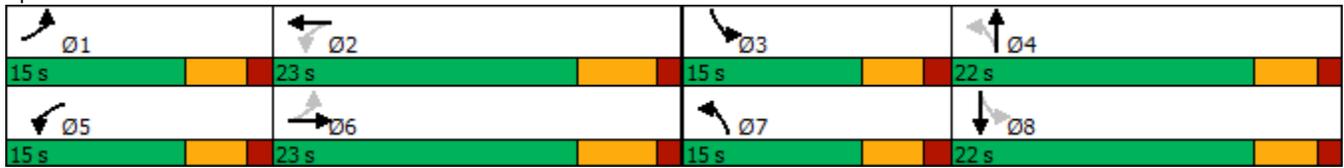


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	9.8	11.9		9.1	17.7		14.5	23.2		15.5	8.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	9.8	11.9		9.1	17.7		14.5	23.2		15.5	8.8	
LOS	A	B		A	B		B	C		B	A	
Approach Delay		11.4			17.4			21.2			11.4	
Approach LOS		B			B			C			B	
90th %ile Green (s)	9.4	19.6		6.8	17.0		7.7	9.2		10.0	11.5	
90th %ile Term Code	Gap	Hold		Gap	Max		Gap	Gap		Max	Hold	
70th %ile Green (s)	8.0	29.7		0.0	16.7		6.8	8.0		8.7	9.9	
70th %ile Term Code	Gap	Hold		Skip	Gap		Gap	Gap		Gap	Hold	
50th %ile Green (s)	7.2	25.7		0.0	13.5		0.0	7.2		7.5	19.7	
50th %ile Term Code	Gap	Hold		Skip	Gap		Skip	Gap		Gap	Hold	
30th %ile Green (s)	6.4	23.4		0.0	12.0		0.0	6.4		6.7	18.1	
30th %ile Term Code	Gap	Hold		Skip	Min		Skip	Gap		Gap	Hold	
10th %ile Green (s)	0.0	27.0		0.0	27.0		0.0	0.0		0.0	0.0	
10th %ile Term Code	Skip	Dwell		Skip	Dwell		Skip	Skip		Skip	Skip	
Stops (vph)	38	144		14	344		17	57		54	37	
Fuel Used(gal)	1	3		0	6		1	2		1	1	
CO Emissions (g/hr)	60	225		16	441		40	147		64	71	
NOx Emissions (g/hr)	12	44		3	86		8	29		12	14	
VOC Emissions (g/hr)	14	52		4	102		9	34		15	16	
Dilemma Vehicles (#)	0	16		0	33		0	0		0	0	
Queue Length 50th (ft)	17	32		4	78		8	17		21	4	
Queue Length 95th (ft)	36	73		15	140		18	28		52	26	
Internal Link Dist (ft)		577			243			2055			481	
Turn Bay Length (ft)	120			120			120			120		
Base Capacity (vph)	573	1884		676	1498		473	1169		459	1164	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.17	0.18		0.03	0.37		0.07	0.10		0.21	0.13	

Intersection Summary

Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	54.2
Natural Cycle:	75
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.39
Intersection Signal Delay:	14.9
Intersection LOS:	B
Intersection Capacity Utilization:	47.0%
ICU Level of Service:	A
Analysis Period (min):	15
90th %ile Actuated Cycle:	66.6
70th %ile Actuated Cycle:	62.4
50th %ile Actuated Cycle:	56.4
30th %ile Actuated Cycle:	52.5
10th %ile Actuated Cycle:	33

Splits and Phases: 3: Browns Lane & Windover Rd/Race St



Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	332	13	17	352	33	39
Future Vol, veh/h	332	13	17	352	33	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	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	361	14	18	383	36	42
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	375	0	596	188
Stage 1	-	-	-	-	368	-
Stage 2	-	-	-	-	228	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1180	-	435	822
Stage 1	-	-	-	-	670	-
Stage 2	-	-	-	-	788	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1180	-	427	822
Mov Cap-2 Maneuver	-	-	-	-	427	-
Stage 1	-	-	-	-	670	-
Stage 2	-	-	-	-	773	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.5	11.7			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	427	822	-	-	1180	-
HCM Lane V/C Ratio	0.084	0.052	-	-	0.016	-
HCM Control Delay (s)	14.2	9.6	-	-	8.1	0.1
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0	-

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	60	311	363	68	64	86
Future Vol, veh/h	60	311	363	68	64	86
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	65	338	395	74	70	93
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	469	0	-	0	731	235
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	299	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1089	-	-	-	357	767
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	726	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1089	-	-	-	331	767
Mov Cap-2 Maneuver	-	-	-	-	331	-
Stage 1	-	-	-	-	577	-
Stage 2	-	-	-	-	726	-
Approach	EB	WB	SB			
HCM Control Delay, s	1.5	0	15.9			
HCM LOS			C			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1089	-	-	-	491	
HCM Lane V/C Ratio	0.06	-	-	-	0.332	
HCM Control Delay (s)	8.5	0.2	-	-	15.9	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.2	-	-	-	1.4	

JONESBORO SPORTS COMPLEX

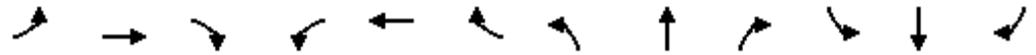
TRAFFIC IMPACT STUDY



PROJECTED WEEKDAY AM REPORTS

Projected 5 YEAR AM

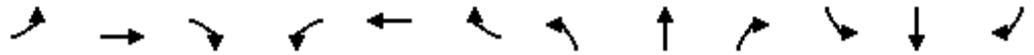
CARAWAY AT RACE



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔		↗	↕↔		↗	↕↕	↗
Traffic Volume (vph)	104	170	119	86	222	58	182	810	137	58	490	86
Future Volume (vph)	104	170	119	86	222	58	182	810	137	58	490	86
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	400		0	400		400
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.955			0.976			0.978				0.850
Flt Protected		0.987			0.988		0.950			0.950		
Satd. Flow (prot)	0	3336	0	0	3413	0	1770	3461	0	1770	3539	1583
Flt Permitted		0.987			0.988		0.311			0.162		
Satd. Flow (perm)	0	3336	0	0	3413	0	579	3461	0	302	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		56			18			21				190
Link Speed (mph)		30			30			35				75
Link Distance (ft)		897			507			1602				770
Travel Time (s)		20.4			11.5			31.2				7.0
Peak Hour Factor	0.89	0.89	0.89	0.87	0.87	0.87	0.88	0.88	0.88	0.87	0.87	0.87
Adj. Flow (vph)	117	191	134	99	255	67	207	920	156	67	563	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	442	0	0	421	0	207	1076	0	67	563	99
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	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
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases							2			6		6
Detector Phase	4	4		3	3		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	21.4	21.4		21.7	21.7		9.2	21.2		9.2	21.2	21.2
Total Split (s)	24.0	24.0		24.0	24.0		20.0	47.0		11.0	38.0	38.0
Total Split (%)	22.6%	22.6%		22.6%	22.6%		18.9%	44.3%		10.4%	35.8%	35.8%
Yellow Time (s)	3.2	3.2		3.2	3.2		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.2	2.2		2.5	2.5		1.7	1.7		1.7	1.7	1.7
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.4			5.7		5.2	5.2		5.2	5.2	5.2
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	C-Max
Act Effect Green (s)		16.6			16.6		56.1	47.2		45.6	39.3	39.3
Actuated g/C Ratio		0.16			0.16		0.53	0.45		0.43	0.37	0.37
v/c Ratio		0.78			0.76		0.47	0.69		0.31	0.43	0.14

Projected 5 YEAR AM

CARAWAY AT RACE

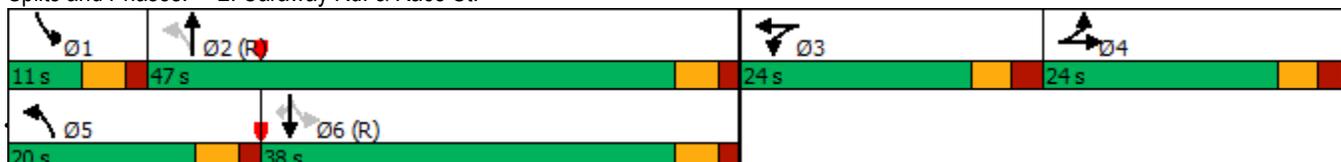


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		47.2			50.6		30.3	41.1		18.4	27.6	0.4
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		47.2			50.6		30.3	41.1		18.4	27.6	0.4
LOS		D			D		C	D		B	C	A
Approach Delay		47.2			50.6			39.4			23.1	
Approach LOS		D			D			D			C	
90th %ile Green (s)	18.6	18.6		18.3	18.3		14.8	41.8		5.8	32.8	32.8
90th %ile Term Code	Max	Max		Max	Max		Max	Coord		Max	Coord	Coord
70th %ile Green (s)	18.6	18.6		18.3	18.3		14.2	41.8		5.8	33.4	33.4
70th %ile Term Code	Max	Max		Max	Max		Gap	Coord		Max	Coord	Coord
50th %ile Green (s)	17.6	17.6		17.7	17.7		12.3	41.8		7.4	36.9	36.9
50th %ile Term Code	Gap	Gap		Gap	Gap		Gap	Coord		Max	Coord	Coord
30th %ile Green (s)	15.6	15.6		15.8	15.8		10.3	46.5		6.6	42.8	42.8
30th %ile Term Code	Gap	Gap		Gap	Gap		Gap	Coord		Gap	Coord	Coord
10th %ile Green (s)	12.7	12.7		13.1	13.1		8.0	63.9		0.0	50.7	50.7
10th %ile Term Code	Gap	Gap		Gap	Gap		Gap	Coord		Skip	Coord	Coord
Stops (vph)		324			329		137	709		33	364	0
Fuel Used(gal)		8			7		4	24		2	18	1
CO Emissions (g/hr)		581			492		298	1692		119	1276	36
NOx Emissions (g/hr)		113			96		58	329		23	248	7
VOC Emissions (g/hr)		135			114		69	392		28	296	8
Dilemma Vehicles (#)		0			0		0	93		0	23	0
Queue Length 50th (ft)		132			137		117	334		22	154	0
Queue Length 95th (ft)		184			183		m191	422		44	209	0
Internal Link Dist (ft)		817			427			1522			690	
Turn Bay Length (ft)							400			400		400
Base Capacity (vph)		631			604		474	1551		217	1312	706
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.70			0.70		0.44	0.69		0.31	0.43	0.14

Intersection Summary

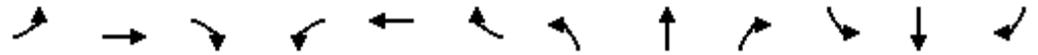
Area Type: Other
 Cycle Length: 106
 Actuated Cycle Length: 106
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 38.1
 Intersection LOS: D
 Intersection Capacity Utilization 70.0%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Caraway Rd. & Race St.



Projected 5 YEAR AM

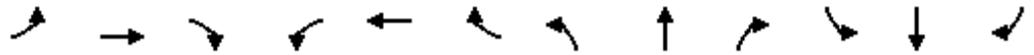
CARAWAY AT PHILLIPS



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (vph)	42	56	110	114	88	69	159	999	108	67	532	67
Future Volume (vph)	42	56	110	114	88	69	159	999	108	67	532	67
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		150	0		0	350		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.928				0.850		0.985			0.983	
Flt Protected		0.990			0.973		0.950			0.950		
Satd. Flow (prot)	0	1711	0	0	1812	1583	1770	3486	0	1770	3479	0
Flt Permitted		0.755			0.574		0.296			0.122		
Satd. Flow (perm)	0	1305	0	0	1069	1583	551	3486	0	227	3479	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		53				83		14			17	
Link Speed (mph)		40			30			35			35	
Link Distance (ft)		1261			615			543			1602	
Travel Time (s)		21.5			14.0			10.6			31.2	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	51	67	133	137	106	83	192	1204	130	81	641	81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	251	0	0	243	83	192	1334	0	81	722	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	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
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	4.0	12.0		4.0	12.0	
Minimum Split (s)	30.0	30.0		30.0	30.0	30.0	18.0	40.0		18.0	40.0	
Total Split (s)	35.0	35.0		35.0	35.0	35.0	18.0	53.0		18.0	53.0	
Total Split (%)	33.0%	33.0%		33.0%	33.0%	33.0%	17.0%	50.0%		17.0%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.9		3.0	3.9	
All-Red Time (s)	2.2	2.2		2.2	2.2	2.2	1.7	1.7		1.7	1.7	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.7			5.7	5.7	4.7	5.6		4.7	5.6	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effect Green (s)		26.3			26.3	26.3	68.0	58.3		61.9	53.6	
Actuated g/C Ratio		0.25			0.25	0.25	0.64	0.55		0.58	0.51	
v/c Ratio		0.69			0.92	0.18	0.41	0.69		0.34	0.41	

Projected 5 YEAR AM

CARAWAY AT PHILLIPS

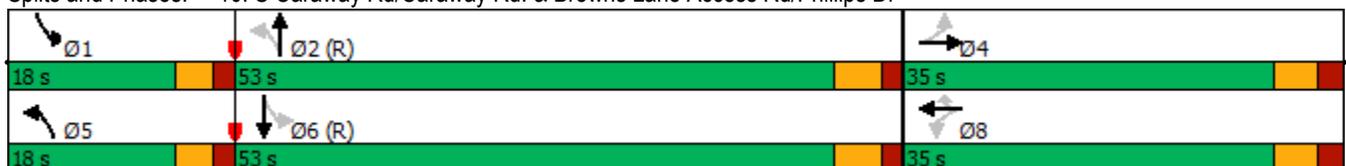


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		38.3			76.9	7.6	10.5	21.4		19.9	12.1	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		38.3			76.9	7.6	10.5	21.4		19.9	12.1	
LOS		D			E	A	B	C		B	B	
Approach Delay		38.3			59.2			20.0			12.9	
Approach LOS		D			E			C			B	
90th %ile Green (s)	29.3	29.3		29.3	29.3	29.3	13.3	50.9		9.8	47.4	
90th %ile Term Code	Max	Max		Max	Max	Max	Max	Coord		Gap	Coord	
70th %ile Green (s)	29.3	29.3		29.3	29.3	29.3	11.5	52.6		8.1	49.2	
70th %ile Term Code	Hold	Hold		Max	Max	Max	Gap	Coord		Gap	Coord	
50th %ile Green (s)	29.2	29.2		29.2	29.2	29.2	10.3	53.5		7.3	50.5	
50th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Gap	Coord		Gap	Coord	
30th %ile Green (s)	25.0	25.0		25.0	25.0	25.0	8.7	58.5		6.5	56.3	
30th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Gap	Coord		Gap	Coord	
10th %ile Green (s)	18.6	18.6		18.6	18.6	18.6	7.0	76.1		0.0	64.4	
10th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Gap	Coord		Skip	Coord	
Stops (vph)		149			182	12	61	795		38	230	
Fuel Used(gal)		7			5	1	1	15		1	10	
CO Emissions (g/hr)		511			359	35	99	1058		93	709	
NOx Emissions (g/hr)		99			70	7	19	206		18	138	
VOC Emissions (g/hr)		118			83	8	23	245		22	164	
Dilemma Vehicles (#)		8			0	0	0	52		0	45	
Queue Length 50th (ft)		118			155	0	50	363		17	104	
Queue Length 95th (ft)		183			#251	30	75	414		m54	146	
Internal Link Dist (ft)		1181			535			463			1522	
Turn Bay Length (ft)						150				350		
Base Capacity (vph)		399			295	497	512	1924		338	1766	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.63			0.82	0.17	0.38	0.69		0.24	0.41	

Intersection Summary

Area Type: Other
 Cycle Length: 106
 Actuated Cycle Length: 106
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 24.0 Intersection LOS: C
 Intersection Capacity Utilization 73.7% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: S Caraway Rd/Caraway Rd. & Browns Lane Access Rd/Phillips Dr



Intersection

Int Delay, s/veh 3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	60	42	77	94	20	34
Future Vol, veh/h	60	42	77	94	20	34
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	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	65	46	84	102	22	37

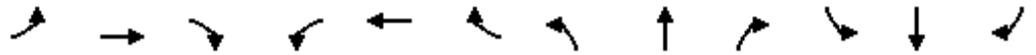
Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	186	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1388	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1388	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	4.5	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1388	-	-	-	648	914
HCM Lane V/C Ratio	0.047	-	-	-	0.034	0.04
HCM Control Delay (s)	7.7	0	-	-	10.7	9.1
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.1

Projected 5 YEAR AM

RACE AT BROWNS



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	263	34	41	306	122	11	40	7	109	100	103
Future Volume (vph)	109	263	34	41	306	122	11	40	7	109	100	103
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	120		0	120		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.983			0.957			0.977			0.924	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3479	0	1770	3387	0	1770	3458	0	1770	3270	0
Flt Permitted	0.318			0.548			0.585			0.465		
Satd. Flow (perm)	592	3479	0	1021	3387	0	1090	3458	0	866	3270	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			93			8			137	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		657			323			2135			561	
Travel Time (s)		11.2			5.5			48.5			12.8	
Peak Hour Factor	0.88	0.88	0.88	0.71	0.71	0.71	0.90	0.90	0.90	0.75	0.75	0.75
Adj. Flow (vph)	124	299	39	58	431	172	12	44	8	145	133	137
Shared Lane Traffic (%)												
Lane Group Flow (vph)	124	338	0	58	603	0	12	52	0	145	270	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			12			12	
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
Turn Type	pm+pt	NA										
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	12.0	16.0		12.0	16.0		12.0	16.0		12.0	16.0	
Total Split (s)	12.0	20.0		12.0	20.0		12.0	16.0		12.0	16.0	
Total Split (%)	20.0%	33.3%		20.0%	33.3%		20.0%	26.7%		20.0%	26.7%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag										
Lead-Lag Optimize?	Yes	Yes										
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effect Green (s)	20.4	15.8		18.9	13.0		10.4	7.4		12.9	11.8	
Actuated g/C Ratio	0.43	0.33		0.40	0.27		0.22	0.16		0.27	0.25	
v/c Ratio	0.29	0.29		0.11	0.61		0.04	0.10		0.39	0.29	

Projected 5 YEAR AM

RACE AT BROWNS

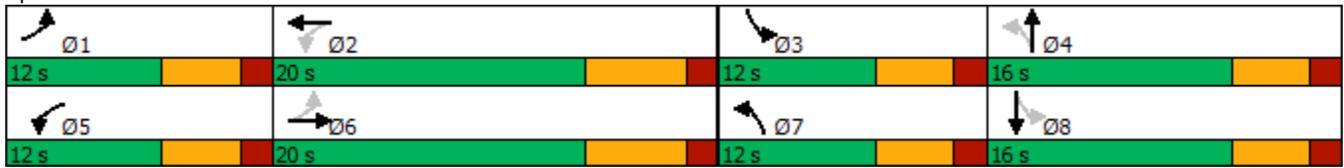


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	10.3	15.1		8.9	17.6		12.6	19.1		16.8	9.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.3	15.1		8.9	17.6		12.6	19.1		16.8	9.7	
LOS	B	B		A	B		B	B		B	A	
Approach Delay		13.8			16.9			17.9			12.2	
Approach LOS		B			B			B			B	
90th %ile Green (s)	7.0	14.0		7.0	14.0		6.5	10.3		7.0	10.8	
90th %ile Term Code	Max	Hold		Max	Max		Gap	Hold		Max	Gap	
70th %ile Green (s)	7.0	14.0		7.0	14.0		0.0	6.6		7.0	18.6	
70th %ile Term Code	Max	Hold		Max	Max		Skip	Gap		Max	Hold	
50th %ile Green (s)	7.0	14.6		6.4	14.0		0.0	6.1		7.0	18.1	
50th %ile Term Code	Max	Hold		Gap	Max		Skip	Gap		Max	Hold	
30th %ile Green (s)	6.2	21.3		0.0	10.1		0.0	0.0		7.0	7.0	
30th %ile Term Code	Gap	Hold		Skip	Gap		Skip	Skip		Max	Hold	
10th %ile Green (s)	0.0	10.0		0.0	10.0		0.0	6.0		0.0	6.0	
10th %ile Term Code	Skip	Min		Skip	Min		Skip	Hold		Skip	Min	
Stops (vph)	58	193		24	296		11	36		74	77	
Fuel Used(gal)	1	4		0	5		0	1		1	2	
CO Emissions (g/hr)	90	289		28	376		21	88		88	119	
NOx Emissions (g/hr)	17	56		5	73		4	17		17	23	
VOC Emissions (g/hr)	21	67		6	87		5	20		20	28	
Dilemma Vehicles (#)	0	23		0	41		0	0		0	0	
Queue Length 50th (ft)	21	43		9	77		3	6		34	15	
Queue Length 95th (ft)	50	80		22	96		11	20		55	37	
Internal Link Dist (ft)		577			243			2055			481	
Turn Bay Length (ft)	120			120			120			120		
Base Capacity (vph)	445	1275		536	1158		374	884		388	1099	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.28	0.27		0.11	0.52		0.03	0.06		0.37	0.25	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	47.3
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.61
Intersection Signal Delay:	14.8
Intersection LOS:	B
Intersection Capacity Utilization:	44.4%
ICU Level of Service:	A
Analysis Period (min):	15
90th %ile Actuated Cycle:	59.3
70th %ile Actuated Cycle:	55.6
50th %ile Actuated Cycle:	55.1
30th %ile Actuated Cycle:	39.3
10th %ile Actuated Cycle:	27

Splits and Phases: 3: Browns Lane & Windover Rd/Race St



Intersection						
Int Delay, s/veh	3.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	302	77	65	358	111	87
Future Vol, veh/h	302	77	65	358	111	87
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	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	328	84	71	389	121	95

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	412	0	707
Stage 1	-	-	-	-	370
Stage 2	-	-	-	-	337
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	1143	-	370
Stage 1	-	-	-	-	669
Stage 2	-	-	-	-	695
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1143	-	341
Mov Cap-2 Maneuver	-	-	-	-	341
Stage 1	-	-	-	-	669
Stage 2	-	-	-	-	640

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	16.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	341	800	-	-	1143	-
HCM Lane V/C Ratio	0.354	0.118	-	-	0.062	-
HCM Control Delay (s)	21.2	10.1	-	-	8.4	0.2
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	1.6	0.4	-	-	0.2	-

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	61	361	399	67	32	32
Future Vol, veh/h	61	361	399	67	32	32
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	66	392	434	73	35	35

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	507	0	-	0	799 254
Stage 1	-	-	-	-	471 -
Stage 2	-	-	-	-	328 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	1054	-	-	-	323 745
Stage 1	-	-	-	-	594 -
Stage 2	-	-	-	-	702 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1054	-	-	-	297 745
Mov Cap-2 Maneuver	-	-	-	-	297 -
Stage 1	-	-	-	-	546 -
Stage 2	-	-	-	-	702 -

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	15.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1054	-	-	-	425
HCM Lane V/C Ratio	0.063	-	-	-	0.164
HCM Control Delay (s)	8.6	0.3	-	-	15.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	415	20	12	416	7	7
Future Vol, veh/h	415	20	12	416	7	7
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	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	451	22	13	452	8	8

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	473	0	714	237
Stage 1	-	-	-	-	462	-
Stage 2	-	-	-	-	252	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1085	-	366	764
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	767	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1085	-	360	764
Mov Cap-2 Maneuver	-	-	-	-	360	-
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	755	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	360	764	-	-	1085	-
HCM Lane V/C Ratio	0.021	0.01	-	-	0.012	-
HCM Control Delay (s)	15.2	9.8	-	-	8.4	0.1
HCM Lane LOS	C	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	392	1	30	454	2	12
Future Vol, veh/h	392	1	30	454	2	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	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	426	1	33	493	2	13

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	427	0	740
Stage 1	-	-	-	-	427
Stage 2	-	-	-	-	313
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	1129	-	352
Stage 1	-	-	-	-	626
Stage 2	-	-	-	-	715
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1129	-	338
Mov Cap-2 Maneuver	-	-	-	-	338
Stage 1	-	-	-	-	626
Stage 2	-	-	-	-	686

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	338	791	-	-	1129	-
HCM Lane V/C Ratio	0.006	0.016	-	-	0.029	-
HCM Control Delay (s)	15.7	9.6	-	-	8.3	0.1
HCM Lane LOS	C	A	-	-	A	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0.1	-

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	1	184	9	1	140
Future Vol, veh/h	5	1	184	9	1	140
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	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	5	1	200	10	1	152

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	283	105	0	0	210
Stage 1	205	-	-	-	-
Stage 2	78	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	684	929	-	-	1358
Stage 1	809	-	-	-	-
Stage 2	936	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	683	929	-	-	1358
Mov Cap-2 Maneuver	683	-	-	-	-
Stage 1	809	-	-	-	-
Stage 2	935	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	683	929	1358
HCM Lane V/C Ratio	-	-	0.008	0.001	0.001
HCM Control Delay (s)	-	-	10.3	8.9	7.7
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	0

JONESBORO SPORTS COMPLEX

TRAFFIC IMPACT STUDY



PROJECTED WEEKDAY PM REPORTS

PROJECTED 5 YEAR PM

CARAWAY AT RACE



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔		↗	↕↔		↗	↕↕	↗
Traffic Volume (vph)	184	354	208	200	361	107	197	788	152	145	905	160
Future Volume (vph)	184	354	208	200	361	107	197	788	152	145	905	160
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	400		0	400		400
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.958			0.976			0.976				0.850
Flt Protected		0.988			0.985		0.950			0.950		
Satd. Flow (prot)	0	3350	0	0	3402	0	1770	3454	0	1770	3539	1583
Flt Permitted		0.988			0.985		0.116			0.125		
Satd. Flow (perm)	0	3350	0	0	3402	0	216	3454	0	233	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49			18			22				174
Link Speed (mph)		30			30			35				35
Link Distance (ft)		907			918			1602				770
Travel Time (s)		20.6			20.9			31.2				15.0
Peak Hour Factor	0.87	0.87	0.87	0.92	0.92	0.92	0.90	0.90	0.90	0.92	0.92	0.92
Adj. Flow (vph)	211	407	239	217	392	116	219	876	169	158	984	174
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	857	0	0	725	0	219	1045	0	158	984	174
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	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
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases							2			6		6
Detector Phase	4	4		3	3		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	21.7	21.7		22.0	22.0		9.2	21.2		9.2	21.2	21.2
Total Split (s)	30.2	30.2		26.0	26.0		14.6	39.6		12.2	37.2	37.2
Total Split (%)	28.0%	28.0%		24.1%	24.1%		13.5%	36.7%		11.3%	34.4%	34.4%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.2	2.2		2.5	2.5		1.7	1.7		1.7	1.7	1.7
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.7			6.0		5.2	5.2		5.2	5.2	5.2
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)		24.5			20.0		43.8	34.4		39.0	32.0	32.0
Actuated g/C Ratio		0.23			0.19		0.41	0.32		0.36	0.30	0.30
v/c Ratio		1.08			1.13		0.99	0.94		0.86	0.94	0.29

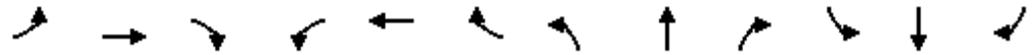
Splits and Phases: 2: Caraway Rd. & Race St.

 Ø1	 Ø2 (R)	 Ø3	 Ø4
12.2 s	39.6 s	26 s	30.2 s
 Ø5	 Ø6 (R)		
14.6 s	37.2 s		



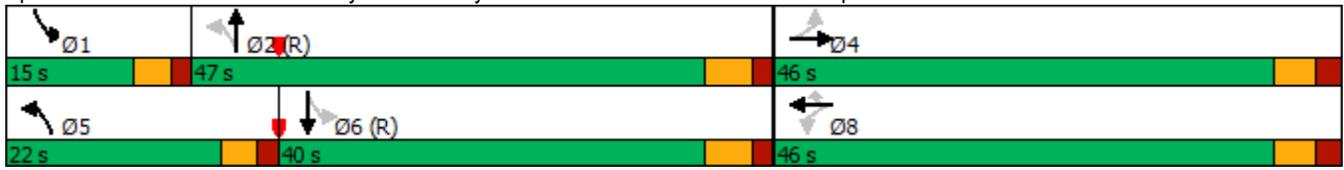
PROJECTED 5 YEAR PM

CARAWAY AT PHILLIPS



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (vph)	123	122	293	156	121	152	273	1002	114	128	1132	122
Future Volume (vph)	123	122	293	156	121	152	273	1002	114	128	1132	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		150	300		0	350		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.926					0.850		0.985			0.985
Flt Protected		0.989			0.973		0.950			0.950		
Satd. Flow (prot)	0	1706	0	0	1812	1583	1770	3486	0	1770	3486	0
Flt Permitted		0.646			0.400		0.102			0.116		
Satd. Flow (perm)	0	1114	0	0	745	1583	190	3486	0	216	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		64				175		13			11	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1261			615			543			1602	
Travel Time (s)		28.7			14.0			10.6			31.2	
Peak Hour Factor	0.73	0.73	0.73	0.87	0.87	0.87	0.53	0.53	0.53	0.84	0.84	0.84
Adj. Flow (vph)	168	167	401	179	139	175	515	1891	215	152	1348	145
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	736	0	0	318	175	515	2106	0	152	1493	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	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
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	4.0	12.0		4.0	12.0	
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	15.0	20.0		15.0	20.0	
Total Split (s)	46.0	46.0		46.0	46.0	46.0	22.0	47.0		15.0	40.0	
Total Split (%)	42.6%	42.6%		42.6%	42.6%	42.6%	20.4%	43.5%		13.9%	37.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.9		3.0	3.9	
All-Red Time (s)	2.2	2.2		2.2	2.2	2.2	1.7	1.7		1.7	1.7	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.7			5.7	5.7	4.7	5.6		4.7	5.6	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effect Green (s)		40.3			40.3	40.3	57.3	42.3		44.7	34.4	
Actuated g/C Ratio		0.37			0.37	0.37	0.53	0.39		0.41	0.32	
v/c Ratio		1.62			1.15	0.25	1.46	1.53		0.68	1.34	

Splits and Phases: 10: S Caraway Rd/Caraway Rd. & Browns Lane Access Rd/Phillips Dr



PROJECTED 5 YEAR PM

BROWNS LANE ACCESS AT BROWNS LANE

Intersection

Int Delay, s/veh 4.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	52	107	71	102	99	88
Future Vol, veh/h	52	107	71	102	99	88
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	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	57	116	77	111	108	96

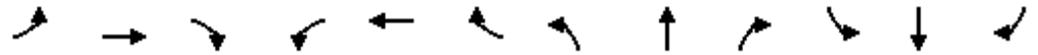
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	188	0	-	0	363
Stage 1	-	-	-	-	133
Stage 2	-	-	-	-	230
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1386	-	-	-	636
Stage 1	-	-	-	-	893
Stage 2	-	-	-	-	808
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1386	-	-	-	608
Mov Cap-2 Maneuver	-	-	-	-	608
Stage 1	-	-	-	-	854
Stage 2	-	-	-	-	808

Approach	EB	WB	SB
HCM Control Delay, s	2.5	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1386	-	-	-	608	916
HCM Lane V/C Ratio	0.041	-	-	-	0.177	0.104
HCM Control Delay (s)	7.7	0	-	-	12.2	9.4
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6	0.3

PROJECTED 5 YEAR PM

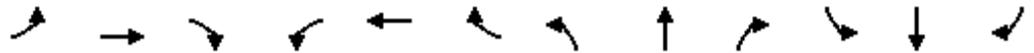
RACE AT BROWNS



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	431	136	11	439	173	66	122	51	199	56	165
Future Volume (vph)	136	431	136	11	439	173	66	122	51	199	56	165
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	120		0	120		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.964			0.958			0.956			0.888	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3412	0	1770	3391	0	1770	3383	0	1770	3143	0
Flt Permitted	0.209			0.324			0.589			0.466		
Satd. Flow (perm)	389	3412	0	604	3391	0	1097	3383	0	868	3143	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		66			91			93			196	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		657			323			2135			561	
Travel Time (s)		11.2			5.5			48.5			12.8	
Peak Hour Factor	0.73	0.73	0.73	0.87	0.87	0.87	0.53	0.53	0.53	0.84	0.84	0.84
Adj. Flow (vph)	186	590	186	13	505	199	125	230	96	237	67	196
Shared Lane Traffic (%)												
Lane Group Flow (vph)	186	776	0	13	704	0	125	326	0	237	263	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			12			12	
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
Turn Type	pm+pt	NA										
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	12.0	16.0		12.0	16.0		12.0	16.0		12.0	16.0	
Total Split (s)	12.0	20.0		12.0	20.0		12.0	16.0		12.0	16.0	
Total Split (%)	20.0%	33.3%		20.0%	33.3%		20.0%	26.7%		20.0%	26.7%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag										
Lead-Lag Optimize?	Yes	Yes										
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	23.0	20.7		19.4	13.8		15.9	9.0		17.4	12.2	
Actuated g/C Ratio	0.42	0.38		0.35	0.25		0.29	0.16		0.32	0.22	
v/c Ratio	0.55	0.59		0.04	0.77		0.31	0.52		0.61	0.31	

PROJECTED 5 YEAR PM

RACE AT BROWNS



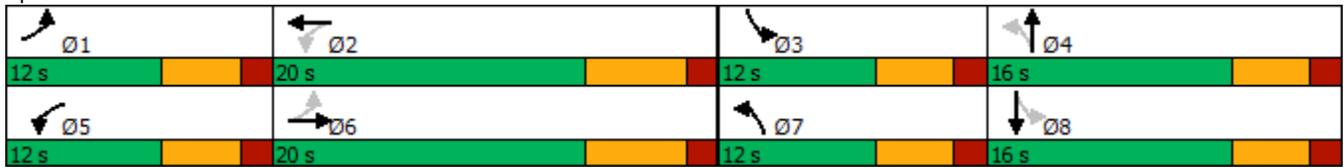
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	17.6	17.0		9.6	25.3		15.1	18.8		22.5	8.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.6	17.0		9.6	25.3		15.1	18.8		22.5	8.1	
LOS	B	B		A	C		B	B		C	A	
Approach Delay		17.2			25.0			17.8				14.9
Approach LOS		B			C			B				B
90th %ile Green (s)	7.0	14.6		6.4	14.0		7.0	11.0		7.0	11.0	
90th %ile Term Code	Max	Hold		Gap	Max		Max	Max		Max	Hold	
70th %ile Green (s)	7.0	26.0		0.0	14.0		7.0	10.7		7.0	10.7	
70th %ile Term Code	Max	Hold		Skip	Max		Max	Gap		Max	Hold	
50th %ile Green (s)	7.0	26.0		0.0	14.0		7.0	9.4		7.0	9.4	
50th %ile Term Code	Max	Hold		Skip	Max		Max	Gap		Max	Hold	
30th %ile Green (s)	7.0	26.0		0.0	14.0		7.0	8.1		7.0	8.1	
30th %ile Term Code	Max	Hold		Skip	Max		Max	Gap		Max	Hold	
10th %ile Green (s)	0.0	12.0		0.0	12.0		0.0	6.3		6.6	17.9	
10th %ile Term Code	Skip	Gap		Skip	Hold		Skip	Gap		Gap	Hold	
Stops (vph)	77	356		8	453		44	104		147	61	
Fuel Used(gal)	2	8		0	9		2	4		3	2	
CO Emissions (g/hr)	129	558		9	625		118	312		181	117	
NOx Emissions (g/hr)	25	109		2	122		23	61		35	23	
VOC Emissions (g/hr)	30	129		2	145		27	72		42	27	
Dilemma Vehicles (#)	0	37		0	51		0	0		0	0	
Queue Length 50th (ft)	37	86		2	106		29	39		59	10	
Queue Length 95th (ft)	58	142		10	#180		33	33		99	33	
Internal Link Dist (ft)		577			243			2055			481	
Turn Bay Length (ft)	120			120			120			120		
Base Capacity (vph)	340	1352		370	945		408	762		391	895	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.55	0.57		0.04	0.74		0.31	0.43		0.61	0.29	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	55.2
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.77
Intersection Signal Delay:	19.0
Intersection LOS:	B
Intersection Capacity Utilization:	58.7%
ICU Level of Service:	B
Analysis Period (min):	15
90th %ile Actuated Cycle:	60
70th %ile Actuated Cycle:	59.7
50th %ile Actuated Cycle:	58.4
30th %ile Actuated Cycle:	57.1
10th %ile Actuated Cycle:	40.9

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Browns Lane & Windover Rd/Race St



Intersection						
Int Delay, s/veh	6.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	562	121	86	508	111	107
Future Vol, veh/h	562	121	86	508	111	107
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	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	611	132	93	552	121	116

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	743	0	1139
Stage 1	-	-	-	-	677
Stage 2	-	-	-	-	462
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	860	-	195
Stage 1	-	-	-	-	466
Stage 2	-	-	-	-	601
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	860	-	165
Mov Cap-2 Maneuver	-	-	-	-	165
Stage 1	-	-	-	-	466
Stage 2	-	-	-	-	507

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	41.8
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	165	625	-	-	860	-
HCM Lane V/C Ratio	0.731	0.186	-	-	0.109	-
HCM Control Delay (s)	70.4	12.1	-	-	9.7	0.6
HCM Lane LOS	F	B	-	-	A	A
HCM 95th %tile Q(veh)	4.5	0.7	-	-	0.4	-

Intersection						
Int Delay, s/veh	9.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	92	596	542	105	96	108
Future Vol, veh/h	92	596	542	105	96	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	100	648	589	114	104	117

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	703	0	-	0	1170 352
Stage 1	-	-	-	-	646 -
Stage 2	-	-	-	-	524 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	890	-	-	-	186 644
Stage 1	-	-	-	-	484 -
Stage 2	-	-	-	-	559 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	890	-	-	-	153 644
Mov Cap-2 Maneuver	-	-	-	-	153 -
Stage 1	-	-	-	-	399 -
Stage 2	-	-	-	-	559 -

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	68.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	890	-	-	-	257
HCM Lane V/C Ratio	0.112	-	-	-	0.863
HCM Control Delay (s)	9.6	0.6	-	-	68.1
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	7.2

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	619	30	75	582	28	79
Future Vol, veh/h	619	30	75	582	28	79
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	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	673	33	82	633	30	86

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	706	0	1171
Stage 1	-	-	-	-	690
Stage 2	-	-	-	-	481
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	888	-	186
Stage 1	-	-	-	-	459
Stage 2	-	-	-	-	588
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	888	-	160
Mov Cap-2 Maneuver	-	-	-	-	160
Stage 1	-	-	-	-	459
Stage 2	-	-	-	-	505

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	17
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	160	643	-	-	888	-
HCM Lane V/C Ratio	0.19	0.134	-	-	0.092	-
HCM Control Delay (s)	32.7	11.5	-	-	9.5	0.5
HCM Lane LOS	D	B	-	-	A	A
HCM 95th %tile Q(veh)	0.7	0.5	-	-	0.3	-

Intersection						
Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	660	30	75	649	37	84
Future Vol, veh/h	660	30	75	649	37	84
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	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	717	33	82	705	40	91

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	750	0	1251
Stage 1	-	-	-	-	734
Stage 2	-	-	-	-	517
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	855	-	165
Stage 1	-	-	-	-	436
Stage 2	-	-	-	-	563
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	855	-	139
Mov Cap-2 Maneuver	-	-	-	-	139
Stage 1	-	-	-	-	436
Stage 2	-	-	-	-	474

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	20.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	139	623	-	-	855	-
HCM Lane V/C Ratio	0.289	0.147	-	-	0.095	-
HCM Control Delay (s)	41.1	11.8	-	-	9.7	0.6
HCM Lane LOS	E	B	-	-	A	A
HCM 95th %tile Q(veh)	1.1	0.5	-	-	0.3	-

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	51	61	157	35	8	199
Future Vol, veh/h	51	61	157	35	8	199
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	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	55	66	171	38	9	216

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	316	105	0	0	209
Stage 1	190	-	-	-	-
Stage 2	126	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	652	929	-	-	1359
Stage 1	823	-	-	-	-
Stage 2	886	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	647	929	-	-	1359
Mov Cap-2 Maneuver	647	-	-	-	-
Stage 1	823	-	-	-	-
Stage 2	879	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	647	929	1359	-
HCM Lane V/C Ratio	-	-	0.086	0.071	0.006	-
HCM Control Delay (s)	-	-	11.1	9.2	7.7	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.2	0	-

JONESBORO SPORTS COMPLEX

TRAFFIC IMPACT STUDY



PROJECTED SATURDAY AM REPORTS

Sat Projected AM

CARAWAY AT RACE



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔		↗	↕↔		↗	↕↕	↗
Traffic Volume (vph)	128	183	129	85	255	76	237	539	19	95	369	161
Future Volume (vph)	128	183	129	85	255	76	237	539	19	95	369	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	400		0	400		400
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.956			0.973			0.995				0.850
Flt Protected		0.986			0.990		0.950			0.950		
Satd. Flow (prot)	0	3336	0	0	3409	0	1770	3522	0	1770	3539	1583
Flt Permitted		0.986			0.990		0.354			0.362		
Satd. Flow (perm)	0	3336	0	0	3409	0	659	3522	0	674	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		58			23			4				199
Link Speed (mph)		30			30			35				35
Link Distance (ft)		887			507			1602				770
Travel Time (s)		20.2			11.5			31.2				15.0
Peak Hour Factor	0.77	0.77	0.77	0.87	0.87	0.87	0.82	0.82	0.82	0.90	0.90	0.90
Adj. Flow (vph)	166	238	168	98	293	87	289	657	23	106	410	179
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	572	0	0	478	0	289	680	0	106	410	179
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	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
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases							2			6		6
Detector Phase	4	4		3	3		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	21.4	21.4		21.4	21.4		9.2	21.6		9.2	21.6	21.6
Total Split (s)	27.0	27.0		24.0	24.0		23.0	37.4		11.6	26.0	26.0
Total Split (%)	27.0%	27.0%		24.0%	24.0%		23.0%	37.4%		11.6%	26.0%	26.0%
Yellow Time (s)	3.2	3.2		3.2	3.2		3.5	3.9		3.5	3.9	3.9
All-Red Time (s)	2.2	2.2		2.2	2.2		1.7	1.7		1.7	1.7	1.7
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.4			5.4		5.2	5.6		5.2	5.6	5.6
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)		19.9			17.2		46.6	34.7		33.3	26.2	26.2
Actuated g/C Ratio		0.20			0.17		0.47	0.35		0.33	0.26	0.26
v/c Ratio		0.81			0.79		0.61	0.56		0.36	0.44	0.32

Sat Projected AM

CARAWAY AT RACE

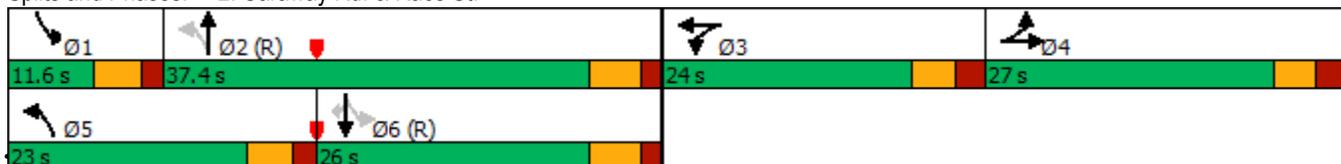


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		43.7			47.8		37.4	44.4		21.4	34.4	5.4
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		43.7			47.8		37.4	44.4		21.4	34.4	5.4
LOS		D			D		D	D		C	C	A
Approach Delay		43.7			47.8			42.3			25.0	
Approach LOS		D			D			D			C	
90th %ile Green (s)	21.6	21.6		18.6	18.6		17.8	31.8		6.4	20.4	20.4
90th %ile Term Code	Max	Max		Max	Max		Max	Coord		Max	Coord	Coord
70th %ile Green (s)	21.6	21.6		18.6	18.6		17.8	31.8		6.4	20.4	20.4
70th %ile Term Code	Max	Max		Max	Max		Max	Coord		Max	Coord	Coord
50th %ile Green (s)	21.5	21.5		18.6	18.6		16.4	31.8		6.5	21.9	21.9
50th %ile Term Code	Gap	Gap		Max	Max		Gap	Coord		Max	Coord	Coord
30th %ile Green (s)	19.4	19.4		16.6	16.6		13.4	34.7		7.7	29.0	29.0
30th %ile Term Code	Gap	Gap		Gap	Gap		Gap	Coord		Gap	Coord	Coord
10th %ile Green (s)	15.3	15.3		13.7	13.7		9.9	43.3		6.1	39.5	39.5
10th %ile Term Code	Gap	Gap		Gap	Gap		Gap	Coord		Gap	Coord	Coord
Stops (vph)		371			370		207	509		67	306	15
Fuel Used(gal)		9			8		6	15		1	7	1
CO Emissions (g/hr)		630			541		427	1071		101	485	83
NOx Emissions (g/hr)		122			105		83	208		20	94	16
VOC Emissions (g/hr)		146			125		99	248		23	112	19
Dilemma Vehicles (#)		0			0		0	23		0	18	0
Queue Length 50th (ft)		162			145		183	239		39	122	0
Queue Length 95th (ft)		181			194		240	273		73	174	44
Internal Link Dist (ft)		807			427			1522			690	
Turn Bay Length (ft)							400			400		400
Base Capacity (vph)		766			652		507	1223		297	928	562
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.75			0.73		0.57	0.56		0.36	0.44	0.32

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 39.1
 Intersection LOS: D
 Intersection Capacity Utilization 66.2%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 2: Caraway Rd. & Race St.



Sat Projected AM

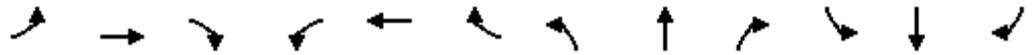
CARAWAY AT PHILLIPS



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (vph)	34	36	55	69	71	124	115	629	78	67	412	33
Future Volume (vph)	34	36	55	69	71	124	115	629	78	67	412	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		150	0		0	350		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.940					0.850		0.984			0.989
Flt Protected		0.986			0.976		0.950			0.950		
Satd. Flow (prot)	0	1726	0	0	1818	1583	1770	3483	0	1770	3500	0
Flt Permitted		0.745			0.672		0.372			0.224		
Satd. Flow (perm)	0	1304	0	0	1252	1583	693	3483	0	417	3500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		39				157		18			11	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1261			615			543			1602	
Travel Time (s)		28.7			14.0			10.6			31.2	
Peak Hour Factor	0.70	0.70	0.70	0.79	0.79	0.79	0.67	0.67	0.67	0.72	0.72	0.72
Adj. Flow (vph)	49	51	79	87	90	157	172	939	116	93	572	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	179	0	0	177	157	172	1055	0	93	618	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	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
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	4.0	12.0		4.0	12.0	
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	16.0	30.0		16.0	30.0	
Total Split (s)	32.0	32.0		32.0	32.0	32.0	16.0	52.0		16.0	52.0	
Total Split (%)	32.0%	32.0%		32.0%	32.0%	32.0%	16.0%	52.0%		16.0%	52.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.9		3.0	3.9	
All-Red Time (s)	2.2	2.2		2.2	2.2	2.2	1.7	1.7		1.7	1.7	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.7			5.7	5.7	4.7	5.6		4.7	5.6	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)		18.5			18.5	18.5	68.7	60.4		65.0	56.8	
Actuated g/C Ratio		0.18			0.18	0.18	0.69	0.60		0.65	0.57	
v/c Ratio		0.66			0.77	0.37	0.30	0.50		0.25	0.31	

Sat Projected AM

CARAWAY AT PHILLIPS



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		40.1			59.0	7.7	7.0	13.9		8.4	7.9	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		40.1			59.0	7.7	7.0	13.9		8.4	7.9	
LOS		D			E	A	A	B		A	A	
Approach Delay		40.1			34.8			12.9			7.9	
Approach LOS		D			C			B			A	
90th %ile Green (s)	26.3	26.3		26.3	26.3	26.3	11.3	48.4		9.3	46.4	
90th %ile Term Code	Hold	Hold		Max	Max	Max	Max	Coord		Gap	Coord	
70th %ile Green (s)	21.5	21.5		21.5	21.5	21.5	9.8	54.7		7.8	52.7	
70th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Gap	Coord		Gap	Coord	
50th %ile Green (s)	18.4	18.4		18.4	18.4	18.4	8.5	58.6		7.0	57.1	
50th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Gap	Coord		Gap	Coord	
30th %ile Green (s)	15.3	15.3		15.3	15.3	15.3	7.5	62.3		6.4	61.2	
30th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Gap	Coord		Gap	Coord	
10th %ile Green (s)	10.9	10.9		10.9	10.9	10.9	6.3	77.8		0.0	66.8	
10th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Gap	Coord		Skip	Coord	
Stops (vph)		89			130	17	37	393		27	158	
Fuel Used(gal)		4			3	1	1	8		1	7	
CO Emissions (g/hr)		309			215	62	62	540		76	493	
NOx Emissions (g/hr)		60			42	12	12	105		15	96	
VOC Emissions (g/hr)		72			50	14	14	125		18	114	
Dilemma Vehicles (#)		0			0	0	0	35		0	21	
Queue Length 50th (ft)		83			108	0	30	191		11	64	
Queue Length 95th (ft)		99			142	32	49	204		m21	90	
Internal Link Dist (ft)		1181			535			463			1522	
Turn Bay Length (ft)						150				350		
Base Capacity (vph)		371			329	532	608	2109		440	1994	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.48			0.54	0.30	0.28	0.50		0.21	0.31	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 16.5 Intersection LOS: B
 Intersection Capacity Utilization 50.7% ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

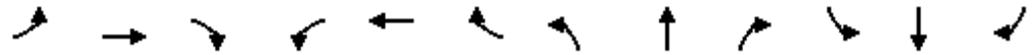
Splits and Phases: 10: S Caraway Rd/Caraway Rd. & Browns Lane Access Rd/Phillips Dr



Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↖	↗
Traffic Vol, veh/h	24	14	18	95	49	21
Future Vol, veh/h	24	14	18	95	49	21
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	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	26	15	20	103	53	23
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	123	0	-	0	139	72
Stage 1	-	-	-	-	72	-
Stage 2	-	-	-	-	67	-
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
Pot Cap-1 Maneuver	1464	-	-	-	854	990
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	956	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1464	-	-	-	839	990
Mov Cap-2 Maneuver	-	-	-	-	839	-
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	956	-
Approach	EB	WB	SB			
HCM Control Delay, s	4.7	0	9.3			
HCM LOS			A			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1464	-	-	-	839	990
HCM Lane V/C Ratio	0.018	-	-	-	0.063	0.023
HCM Control Delay (s)	7.5	0	-	-	9.6	8.7
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	0.1

Sat Projected AM

RACE AT BROWNS LANE



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	260	9	2	176	78	6	14	6	102	50	33
Future Volume (vph)	53	260	9	2	176	78	6	14	6	102	50	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	120		0	120		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.995			0.954			0.956			0.941	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3522	0	1770	3376	0	1770	3383	0	1770	3330	0
Flt Permitted	0.455			0.519						0.513		
Satd. Flow (perm)	848	3522	0	967	3376	0	1863	3383	0	956	3330	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			89			10			39	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		657			323			2135			561	
Travel Time (s)		11.2			5.5			48.5			12.8	
Peak Hour Factor	0.68	0.68	0.68	0.66	0.66	0.66	0.58	0.58	0.58	0.84	0.84	0.84
Adj. Flow (vph)	78	382	13	3	267	118	10	24	10	121	60	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	395	0	3	385	0	10	34	0	121	99	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			12			12	
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
Turn Type	pm+pt	NA										
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	6.0	12.0		6.0	12.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	15.0	20.0		15.0	20.0		15.0	20.0		15.0	20.0	
Total Split (s)	15.0	20.0		15.0	20.0		15.0	20.0		15.0	20.0	
Total Split (%)	21.4%	28.6%		21.4%	28.6%		21.4%	28.6%		21.4%	28.6%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag										
Lead-Lag Optimize?	Yes	Yes										
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	24.4	23.6		21.5	18.9		8.5	6.6		11.4	10.0	
Actuated g/C Ratio	0.55	0.53		0.49	0.43		0.19	0.15		0.26	0.23	
v/c Ratio	0.13	0.21		0.01	0.26		0.03	0.07		0.31	0.13	

Sat Projected AM

RACE AT BROWNS LANE



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	8.1	10.4		8.5	12.3		13.3	18.5		15.3	11.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.1	10.4		8.5	12.3		13.3	18.5		15.3	11.7	
LOS	A	B		A	B		B	B		B	B	
Approach Delay		10.0			12.3			17.3			13.7	
Approach LOS		B			B			B			B	
90th %ile Green (s)	8.6	16.6		6.0	14.0		6.3	6.8		10.0	10.5	
90th %ile Term Code	Gap	Hold		Min	Max		Gap	Gap		Max	Hold	
70th %ile Green (s)	7.5	24.5		0.0	12.0		0.0	6.2		9.0	20.2	
70th %ile Term Code	Gap	Hold		Skip	Min		Skip	Gap		Gap	Hold	
50th %ile Green (s)	6.3	23.3		0.0	12.0		0.0	0.0		8.0	8.0	
50th %ile Term Code	Gap	Hold		Skip	Min		Skip	Skip		Gap	Hold	
30th %ile Green (s)	0.0	12.0		0.0	12.0		0.0	0.0		6.5	6.5	
30th %ile Term Code	Skip	Min		Skip	Min		Skip	Skip		Gap	Hold	
10th %ile Green (s)	0.0	27.0		0.0	27.0		0.0	0.0		0.0	0.0	
10th %ile Term Code	Skip	Dwell		Skip	Dwell		Skip	Skip		Skip	Skip	
Stops (vph)	27	147		2	139		7	15		68	40	
Fuel Used(gal)	1	3		0	3		0	1		1	1	
CO Emissions (g/hr)	41	225		2	179		12	37		80	55	
NOx Emissions (g/hr)	8	44		0	35		2	7		15	11	
VOC Emissions (g/hr)	10	52		0	41		3	9		18	13	
Dilemma Vehicles (#)	0	20		0	21		0	0		0	0	
Queue Length 50th (ft)	7	21		0	28		2	2		26	6	
Queue Length 95th (ft)	25	68		3	53		7	9		57	25	
Internal Link Dist (ft)		577			243			2055			481	
Turn Bay Length (ft)	120			120			120			120		
Base Capacity (vph)	696	1931		710	1593		516	1248		501	1308	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.11	0.20		0.00	0.24		0.02	0.03		0.24	0.08	

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	44.2
Natural Cycle:	70
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.31
Intersection Signal Delay:	11.8
Intersection LOS:	B
Intersection Capacity Utilization:	40.7%
ICU Level of Service:	A
Analysis Period (min):	15
90th %ile Actuated Cycle:	60.4
70th %ile Actuated Cycle:	55.7
50th %ile Actuated Cycle:	42.3
30th %ile Actuated Cycle:	29.5
10th %ile Actuated Cycle:	33

Splits and Phases: 3: Browns Lane & Windover Rd/Race St

 Ø1 15 s	 Ø2 20 s	 Ø3 15 s	 Ø4 20 s
 Ø5 15 s	 Ø6 20 s	 Ø7 15 s	 Ø8 20 s



Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	368	32	39	217	51	31
Future Vol, veh/h	368	32	39	217	51	31
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	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	400	35	42	236	55	34

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	435	0	620
Stage 1	-	-	-	-	418
Stage 2	-	-	-	-	202
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	1121	-	420
Stage 1	-	-	-	-	632
Stage 2	-	-	-	-	812
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1121	-	402
Mov Cap-2 Maneuver	-	-	-	-	402
Stage 1	-	-	-	-	632
Stage 2	-	-	-	-	777

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	402	786	-	-	1121	-
HCM Lane V/C Ratio	0.138	0.043	-	-	0.038	-
HCM Control Delay (s)	15.4	9.8	-	-	8.3	0.1
HCM Lane LOS	C	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0.1	-

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	41	363	287	51	25	38
Future Vol, veh/h	41	363	287	51	25	38
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	45	395	312	55	27	41

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	367	0	-	0	628 184
Stage 1	-	-	-	-	340 -
Stage 2	-	-	-	-	288 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	1188	-	-	-	415 827
Stage 1	-	-	-	-	692 -
Stage 2	-	-	-	-	735 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1188	-	-	-	395 827
Mov Cap-2 Maneuver	-	-	-	-	395 -
Stage 1	-	-	-	-	658 -
Stage 2	-	-	-	-	735 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1188	-	-	-	577
HCM Lane V/C Ratio	0.038	-	-	-	0.119
HCM Control Delay (s)	8.1	0.2	-	-	12.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection						
Int Delay, s/veh	3.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	331	100	121	213	43	73
Future Vol, veh/h	331	100	121	213	43	73
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	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	360	109	132	232	47	79
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	469	0	795	235
Stage 1	-	-	-	-	415	-
Stage 2	-	-	-	-	380	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1089	-	325	767
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	661	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1089	-	280	767
Mov Cap-2 Maneuver	-	-	-	-	280	-
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	569	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	3.4	14			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	280	767	-	-	1089	-
HCM Lane V/C Ratio	0.167	0.103	-	-	0.121	-
HCM Control Delay (s)	20.4	10.2	-	-	8.8	0.3
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	0.3	-	-	0.4	-

Intersection						
Int Delay, s/veh	3.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	352	36	200	313	25	100
Future Vol, veh/h	352	36	200	313	25	100
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	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	383	39	217	340	27	109

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	422	0	1007
Stage 1	-	-	-	-	403
Stage 2	-	-	-	-	604
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	1134	-	237
Stage 1	-	-	-	-	644
Stage 2	-	-	-	-	508
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1134	-	181
Mov Cap-2 Maneuver	-	-	-	-	181
Stage 1	-	-	-	-	644
Stage 2	-	-	-	-	388

Approach	EB	WB	NB
HCM Control Delay, s	0	3.8	13.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	181	794	-	-	1134	-
HCM Lane V/C Ratio	0.15	0.137	-	-	0.192	-
HCM Control Delay (s)	28.4	10.3	-	-	8.9	0.5
HCM Lane LOS	D	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	0.5	-	-	0.7	-

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	18	64	78	20	51
Future Vol, veh/h	52	18	64	78	20	51
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	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	57	20	70	85	22	55

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	185	78	0	0	155
Stage 1	113	-	-	-	-
Stage 2	72	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	787	967	-	-	1423
Stage 1	899	-	-	-	-
Stage 2	942	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	774	967	-	-	1423
Mov Cap-2 Maneuver	774	-	-	-	-
Stage 1	899	-	-	-	-
Stage 2	927	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	2.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	774	967	1423
HCM Lane V/C Ratio	-	-	0.073	0.02	0.015
HCM Control Delay (s)	-	-	10	8.8	7.6
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	0

JONESBORO SPORTS COMPLEX

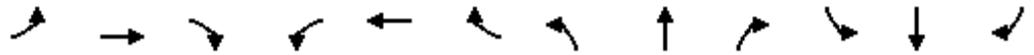
TRAFFIC IMPACT STUDY



PROJECTED SATURDAY PM REPORTS

Projected Saturday PM

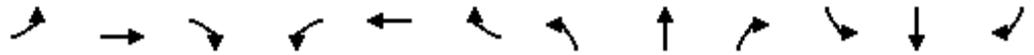
CARAWAY AT RACE



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕		↗	↕↕		↗	↕↕	↗
Traffic Volume (vph)	179	268	171	151	275	99	114	734	128	154	817	117
Future Volume (vph)	179	268	171	151	275	99	114	734	128	154	817	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	400		0	400		400
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.959			0.972			0.978				0.850
Flt Protected		0.986			0.986		0.950			0.950		
Satd. Flow (prot)	0	3347	0	0	3392	0	1770	3461	0	1770	3539	1583
Flt Permitted		0.986			0.986		0.169			0.115		
Satd. Flow (perm)	0	3347	0	0	3392	0	315	3461	0	214	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		50			24			21				146
Link Speed (mph)		30			30			30				35
Link Distance (ft)		807			1696			1602				770
Travel Time (s)		18.3			38.5			36.4				15.0
Peak Hour Factor	0.97	0.97	0.97	0.93	0.93	0.93	0.91	0.91	0.91	0.93	0.93	0.93
Adj. Flow (vph)	185	276	176	162	296	106	125	807	141	166	878	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	637	0	0	564	0	125	948	0	166	878	126
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	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
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases							2			6		6
Detector Phase	4	4		3	3		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	21.4	21.4		21.4	21.4		9.6	23.4		9.6	21.2	21.2
Total Split (s)	25.0	25.0		23.0	23.0		12.4	38.0		14.0	39.6	39.6
Total Split (%)	25.0%	25.0%		23.0%	23.0%		12.4%	38.0%		14.0%	39.6%	39.6%
Yellow Time (s)	3.2	3.2		3.2	3.2		3.9	3.5		3.9	3.5	3.5
All-Red Time (s)	2.2	2.2		2.2	2.2		1.7	1.7		1.7	1.7	1.7
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.4			5.4		5.6	5.2		5.6	5.2	5.2
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)		19.4			17.5		39.5	33.1		42.6	34.7	34.7
Actuated g/C Ratio		0.19			0.18		0.40	0.33		0.43	0.35	0.35
v/c Ratio		0.92			0.92		0.56	0.82		0.75	0.71	0.20

Projected Saturday PM

CARAWAY AT RACE

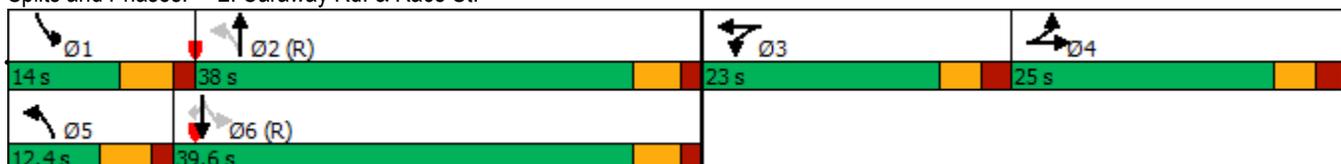


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		57.2			60.6		42.0	51.2		41.2	32.4	3.6
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		57.2			60.6		42.0	51.2		41.2	32.4	3.6
LOS		E			E		D	D		D	C	A
Approach Delay		57.2			60.6			50.1			30.6	
Approach LOS		E			E			D			C	
90th %ile Green (s)	19.6	19.6		17.6	17.6		6.8	32.8		8.4	34.4	34.4
90th %ile Term Code	Max	Max		Max	Max		Max	Coord		Max	Coord	Coord
70th %ile Green (s)	19.6	19.6		17.6	17.6		6.8	32.8		8.4	34.4	34.4
70th %ile Term Code	Max	Max		Max	Max		Max	Coord		Max	Coord	Coord
50th %ile Green (s)	19.6	19.6		17.6	17.6		6.8	32.8		8.4	34.4	34.4
50th %ile Term Code	Max	Max		Max	Max		Max	Coord		Max	Coord	Coord
30th %ile Green (s)	19.6	19.6		17.6	17.6		6.8	32.8		8.4	34.4	34.4
30th %ile Term Code	Max	Max		Max	Max		Max	Coord		Max	Coord	Coord
10th %ile Green (s)	18.6	18.6		17.3	17.3		6.6	34.4		8.1	35.9	35.9
10th %ile Term Code	Gap	Gap		Gap	Gap		Gap	Coord		Gap	Coord	Coord
Stops (vph)		519			454		107	724		89	689	10
Fuel Used(gal)		14			16		3	24		3	15	1
CO Emissions (g/hr)		975			1114		209	1662		197	1057	57
NOx Emissions (g/hr)		190			217		41	323		38	206	11
VOC Emissions (g/hr)		226			258		48	385		46	245	13
Dilemma Vehicles (#)		0			0		0	0		0	41	0
Queue Length 50th (ft)		195			180		71	310		61	254	0
Queue Length 95th (ft)		#302			#282		m128	m395		#155	326	29
Internal Link Dist (ft)		727			1616			1522			690	
Turn Bay Length (ft)							400			400		400
Base Capacity (vph)		696			616		223	1160		222	1228	644
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.92			0.92		0.56	0.82		0.75	0.71	0.20

Intersection Summary

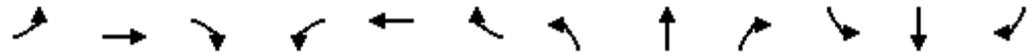
Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 46.5 Intersection LOS: D
 Intersection Capacity Utilization 84.1% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Caraway Rd. & Race St.



Projected Saturday PM

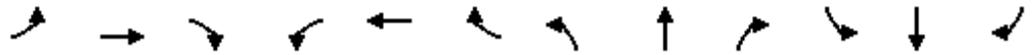
CARAWAY AT PHILLIPS



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (vph)	80	71	156	88	61	108	135	846	124	71	983	87
Future Volume (vph)	80	71	156	88	61	108	135	846	124	71	983	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		150	0		0	350		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.932				0.850		0.981			0.988	
Flt Protected		0.987			0.971		0.950			0.950		
Satd. Flow (prot)	0	1714	0	0	1809	1583	1770	3472	0	1770	3497	0
Flt Permitted		0.769			0.506		0.140			0.213		
Satd. Flow (perm)	0	1335	0	0	943	1583	261	3472	0	397	3497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		53				127		19			11	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1261			615			543			1602	
Travel Time (s)		28.7			14.0			10.6			31.2	
Peak Hour Factor	0.90	0.90	0.90	0.85	0.85	0.85	0.94	0.94	0.94	0.93	0.93	0.93
Adj. Flow (vph)	89	79	173	104	72	127	144	900	132	76	1057	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	341	0	0	176	127	144	1032	0	76	1151	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	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
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	4.0	12.0		4.0	12.0	
Minimum Split (s)	30.0	30.0		30.0	30.0	30.0	18.0	40.0		18.0	40.0	
Total Split (s)	36.0	36.0		36.0	36.0	36.0	18.0	46.0		18.0	46.0	
Total Split (%)	36.0%	36.0%		36.0%	36.0%	36.0%	18.0%	46.0%		18.0%	46.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.9		3.0	3.9	
All-Red Time (s)	2.2	2.2		2.2	2.2	2.2	1.7	1.7		1.7	1.7	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.7			5.7	5.7	4.7	5.6		4.7	5.6	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effect Green (s)		24.8			24.8	24.8	62.9	54.0		58.0	49.9	
Actuated g/C Ratio		0.25			0.25	0.25	0.63	0.54		0.58	0.50	
v/c Ratio		0.92			0.75	0.26	0.48	0.55		0.23	0.66	

Projected Saturday PM

CARAWAY AT PHILLIPS



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		60.8			54.1	6.2	13.2	18.0		14.8	27.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		60.8			54.1	6.2	13.2	18.0		14.8	27.2	
LOS		E			D	A	B	B		B	C	
Approach Delay		60.8			34.0			17.4			26.5	
Approach LOS		E			C			B			C	
90th %ile Green (s)	30.3	30.3		30.3	30.3	30.3	13.3	44.7		9.0	40.4	
90th %ile Term Code	Max	Max		Max	Max	Max	Max	Coord		Gap	Coord	
70th %ile Green (s)	29.8	29.8		29.8	29.8	29.8	10.5	46.3		7.9	43.7	
70th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Gap	Coord		Gap	Coord	
50th %ile Green (s)	26.0	26.0		26.0	26.0	26.0	8.7	50.9		7.1	49.3	
50th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Gap	Coord		Gap	Coord	
30th %ile Green (s)	22.0	22.0		22.0	22.0	22.0	7.5	55.6		6.4	54.5	
30th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Gap	Coord		Gap	Coord	
10th %ile Green (s)	16.0	16.0		16.0	16.0	16.0	6.2	72.7		0.0	61.8	
10th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Gap	Coord		Skip	Coord	
Stops (vph)		246			136	15	53	622		36	681	
Fuel Used(gal)		12			3	1	1	12		1	23	
CO Emissions (g/hr)		863			218	52	90	842		91	1638	
NOx Emissions (g/hr)		168			42	10	18	164		18	319	
VOC Emissions (g/hr)		200			51	12	21	195		21	380	
Dilemma Vehicles (#)		0			0	0	0	49		0	152	
Queue Length 50th (ft)		180			102	0	33	226		22	272	
Queue Length 95th (ft)		#309			160	35	66	330		m37	m357	
Internal Link Dist (ft)		1181			535			463			1522	
Turn Bay Length (ft)						150				350		
Base Capacity (vph)		441			285	568	369	1884		434	1751	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.77			0.62	0.22	0.39	0.55		0.18	0.66	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 27.6 Intersection LOS: C
 Intersection Capacity Utilization 75.1% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: S Caraway Rd/Caraway Rd. & Browns Lane Access Rd/Phillips Dr



Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↖	↗
Traffic Vol, veh/h	14	44	57	56	62	38
Future Vol, veh/h	14	44	57	56	62	38
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	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	15	48	62	61	67	41

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	123	0	-	0	171 93
Stage 1	-	-	-	-	93 -
Stage 2	-	-	-	-	78 -
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
Pot Cap-1 Maneuver	1464	-	-	-	819 964
Stage 1	-	-	-	-	931 -
Stage 2	-	-	-	-	945 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1464	-	-	-	810 964
Mov Cap-2 Maneuver	-	-	-	-	810 -
Stage 1	-	-	-	-	921 -
Stage 2	-	-	-	-	945 -

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1464	-	-	-	810	964
HCM Lane V/C Ratio	0.01	-	-	-	0.083	0.043
HCM Control Delay (s)	7.5	0	-	-	9.8	8.9
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0.1

Projected Saturday PM

RACE AT BROWNS



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	294	10	21	428	170	24	69	11	124	35	100
Future Volume (vph)	75	294	10	21	428	170	24	69	11	124	35	100
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	120		0	120		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.995			0.957			0.980				0.889
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3522	0	1770	3387	0	1770	3468	0	1770	3146	0
Flt Permitted	0.287			0.524			0.652			0.436		
Satd. Flow (perm)	535	3522	0	976	3387	0	1215	3468	0	812	3146	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			73			17				116
Link Speed (mph)		40			40			30				30
Link Distance (ft)		657			323			2135				561
Travel Time (s)		11.2			5.5			48.5				12.8
Peak Hour Factor	0.79	0.79	0.79	0.92	0.92	0.92	0.63	0.63	0.63	0.86	0.86	0.86
Adj. Flow (vph)	95	372	13	23	465	185	38	110	17	144	41	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	385	0	23	650	0	38	127	0	144	157	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			12				12
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
Turn Type	pm+pt	NA										
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	6.0	12.0		6.0	12.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	15.0	22.0		15.0	22.0		15.0	22.0		15.0	22.0	
Total Split (s)	15.0	23.0		15.0	23.0		15.0	22.0		15.0	22.0	
Total Split (%)	20.0%	30.7%		20.0%	30.7%		20.0%	29.3%		20.0%	29.3%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag										
Lead-Lag Optimize?	Yes	Yes										
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	29.7	29.6		25.4	22.5		12.9	8.1		17.3	14.0	
Actuated g/C Ratio	0.54	0.54		0.46	0.41		0.24	0.15		0.32	0.26	
v/c Ratio	0.20	0.20		0.04	0.45		0.11	0.24		0.35	0.18	

Projected Saturday PM

RACE AT BROWNS



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	10.2	12.2		9.4	18.3		14.8	23.6		17.1	9.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.2	12.2		9.4	18.3		14.8	23.6		17.1	9.0	
LOS	B	B		A	B		B	C		B	A	
Approach Delay		11.8			18.0			21.5				12.9
Approach LOS		B			B			C				B
90th %ile Green (s)	9.4	19.6		6.8	17.0		7.8	9.4		10.0	11.6	
90th %ile Term Code	Gap	Hold		Gap	Max		Gap	Gap		Max	Hold	
70th %ile Green (s)	8.1	30.1		0.0	17.0		6.9	8.2		10.0	11.3	
70th %ile Term Code	Gap	Hold		Skip	Max		Gap	Gap		Max	Hold	
50th %ile Green (s)	7.2	29.1		0.0	16.9		0.0	7.3		9.0	21.3	
50th %ile Term Code	Gap	Hold		Skip	Gap		Skip	Gap		Gap	Hold	
30th %ile Green (s)	6.5	26.0		0.0	14.5		0.0	6.6		7.7	19.3	
30th %ile Term Code	Gap	Hold		Skip	Gap		Skip	Gap		Gap	Hold	
10th %ile Green (s)	0.0	19.4		0.0	19.4		0.0	0.0		0.0	0.0	
10th %ile Term Code	Skip	Dwell		Skip	Dwell		Skip	Skip		Skip	Skip	
Stops (vph)	38	169		14	412		18	60		80	40	
Fuel Used(gal)	1	4		0	8		1	2		1	1	
CO Emissions (g/hr)	60	264		16	530		43	155		99	74	
NOx Emissions (g/hr)	12	51		3	103		8	30		19	14	
VOC Emissions (g/hr)	14	61		4	123		10	36		23	17	
Dilemma Vehicles (#)	0	17		0	38		0	0		0	0	
Queue Length 50th (ft)	18	41		4	98		9	20		37	5	
Queue Length 95th (ft)	37	85		15	167		19	29		73	27	
Internal Link Dist (ft)		577			243			2055			481	
Turn Bay Length (ft)	120			120			120			120		
Base Capacity (vph)	546	1901		665	1463		490	1236		481	1254	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.17	0.20		0.03	0.44		0.08	0.10		0.30	0.13	

Intersection Summary

Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	54.8
Natural Cycle:	75
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.45
Intersection Signal Delay:	15.5
Intersection LOS:	B
Intersection Capacity Utilization:	51.6%
ICU Level of Service:	A
Analysis Period (min):	15
90th %ile Actuated Cycle:	66.8
70th %ile Actuated Cycle:	64.3
50th %ile Actuated Cycle:	61.4
30th %ile Actuated Cycle:	56.3
10th %ile Actuated Cycle:	25.4

Splits and Phases: 3: Browns Lane & Windover Rd/Race St

 Ø1 15 s	 Ø2 23 s	 Ø3 15 s	 Ø4 22 s
 Ø5 15 s	 Ø6 23 s	 Ø7 15 s	 Ø8 22 s



Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	410	19	33	569	50	44
Future Vol, veh/h	410	19	33	569	50	44
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	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	446	21	36	618	54	48

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	467	0	838	234
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	381	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1091	-	305	768
Stage 1	-	-	-	-	604	-
Stage 2	-	-	-	-	660	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1091	-	290	768
Mov Cap-2 Maneuver	-	-	-	-	290	-
Stage 1	-	-	-	-	604	-
Stage 2	-	-	-	-	627	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	15.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	290	768	-	-	1091	-
HCM Lane V/C Ratio	0.187	0.062	-	-	0.033	-
HCM Control Delay (s)	20.3	10	-	-	8.4	0.2
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	0.7	0.2	-	-	0.1	-

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	70	397	531	78	71	96
Future Vol, veh/h	70	397	531	78	71	96
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	76	432	577	85	77	104

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	662	0	-	0	988 331
Stage 1	-	-	-	-	620 -
Stage 2	-	-	-	-	368 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	922	-	-	-	244 665
Stage 1	-	-	-	-	499 -
Stage 2	-	-	-	-	670 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	922	-	-	-	218 665
Mov Cap-2 Maneuver	-	-	-	-	218 -
Stage 1	-	-	-	-	445 -
Stage 2	-	-	-	-	670 -

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	25.3
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	922	-	-	-	355
HCM Lane V/C Ratio	0.083	-	-	-	0.511
HCM Control Delay (s)	9.3	0.4	-	-	25.3
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.3	-	-	-	2.8

Intersection						
Int Delay, s/veh	1.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	404	50	60	567	35	63
Future Vol, veh/h	404	50	60	567	35	63
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	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	439	54	65	616	38	68

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	493	0	904
Stage 1	-	-	-	-	466
Stage 2	-	-	-	-	438
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	1067	-	277
Stage 1	-	-	-	-	598
Stage 2	-	-	-	-	618
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1067	-	251
Mov Cap-2 Maneuver	-	-	-	-	251
Stage 1	-	-	-	-	598
Stage 2	-	-	-	-	561

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	251	753	-	-	1067	-
HCM Lane V/C Ratio	0.152	0.091	-	-	0.061	-
HCM Control Delay (s)	21.9	10.3	-	-	8.6	0.3
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	0.3	-	-	0.2	-

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	433	35	100	569	40	110
Future Vol, veh/h	433	35	100	569	40	110
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	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	471	38	109	618	43	120

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	509	0	1017 255
Stage 1	-	-	-	-	490 -
Stage 2	-	-	-	-	527 -
Critical Hdwy	-	-	4.14	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	2.22	-	3.52 3.32
Pot Cap-1 Maneuver	-	-	1052	-	234 744
Stage 1	-	-	-	-	581 -
Stage 2	-	-	-	-	557 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1052	-	197 744
Mov Cap-2 Maneuver	-	-	-	-	197 -
Stage 1	-	-	-	-	581 -
Stage 2	-	-	-	-	469 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	15.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	197	744	-	-	1052	-
HCM Lane V/C Ratio	0.221	0.161	-	-	0.103	-
HCM Control Delay (s)	28.4	10.8	-	-	8.8	0.5
HCM Lane LOS	D	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	0.6	-	-	0.3	-

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	43	17	77	38	6	30
Future Vol, veh/h	43	17	77	38	6	30
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	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	47	18	84	41	7	33

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	136	63	0	0	125	0
Stage 1	105	-	-	-	-	-
Stage 2	31	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	844	988	-	-	1459	-
Stage 1	908	-	-	-	-	-
Stage 2	987	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	840	988	-	-	1459	-
Mov Cap-2 Maneuver	840	-	-	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	982	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	1.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	840	988	1459	-
HCM Lane V/C Ratio	-	-	0.056	0.019	0.004	-
HCM Control Delay (s)	-	-	9.5	8.7	7.5	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	0	-



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