



Volume 2 – Appendix

Downtown Tyler Traffic Study Tyler, Texas

May 24, 2023

Kimley-Horn and Associates, Inc.
Dallas, Texas

Project #064612800
Registered Firm F-928

Kimley»Horn

APPENDIX ATTACHMENTS:

- 1) Historical Growth Rates and Existing Traffic Counts
- 2) Traffic Signal Warrant Analysis Worksheets (2032 No Mitigations)
- 3) Traffic Signal Warrant Analysis Worksheets (2032 Broadway Ave Road Diet & Two-Way Conversion)
- 4) All-Way Stop Control Warrant Analysis Worksheets (2032 No Mitigations)
- 5) All-Way Stop Control Warrant Analysis Worksheets (2032 Broadway Ave Road & Two-Way Conversion)
- 6) Proposed Development Distribution and Site-Generated Traffic
- 7) Synchro™ Output - 2022 Existing Conditions
- 8) Synchro™ Output – 2032 No Mitigations
- 9) Synchro™ Output - 2032 Broadway Avenue Road Diet and Two-Way Conversion

1) Historical Growth Rates and Existing Traffic Counts

Downtown Tyler Traffic Study - Tyler, Texas
Historical Link Volumes and Growth Rates

Broadway Avenue						
Record	Year	Link Start	Link End	Source	24-Hour Volume	Annual Growth Rate
2	2007	Front Street	Elm Street	TxDOT	26,500	-
3	2013	Front Street	Elm Street	TxDOT	18,591	-5.7%
4	2018	Front Street	Elm Street	TxDOT	14,701	-4.6%
5	2022	Front Street	Elm Street	KH	17,293	4.1%
Average Growth 2007 - 2022:						-3.2%

Broadway Avenue						
Record	Year	Link Start	Link End	Source	24-Hour Volume	Annual Growth Rate
1	2007	Erwin Street	Ferguson Street	TxDOT	13,630	-
2	2013	Erwin Street	Ferguson Street	TxDOT	16,652	3.4%
3	2018	Erwin Street	Ferguson Street	TxDOT	13,090	-4.7%
Average Growth 2007 - 2018:						-0.2%

Broadway Avenue						
Record	Year	Link Start	Link End	Source	24-Hour Volume	Annual Growth Rate
1	2007	Line Street	Goodman Street	TxDOT	14,990	-
2	2013	Line Street	Goodman Street	TxDOT	13,458	-1.8%
3	2018	Line Street	Goodman Street	TxDOT	10,107	-5.6%
Average Growth 2007 - 2018:						-3.5%

Erwin Street						
Record	Year	Link Start	Link End	Source	24-Hour Volume	Annual Growth Rate
1	2013	College Ave	Broadway Ave	TxDOT	2,849	-
2	2018	College Ave	Broadway Ave	TxDOT	3,056	1.4%
3	2021	College Ave	Broadway Ave	TxDOT	2,462	-7.0%
Average Growth 2013 - 2021:						-1.5%

Erwin Street						
Record	Year	Link Start	Link End	Source	24-Hour Volume	Annual Growth Rate
1	2011	Fannin Ave	Center Ave	TxDOT	1,623	-
2	2013	Fannin Ave	Center Ave	TxDOT	1,588	-1.1%
3	2014	Fannin Ave	Center Ave	TxDOT	1,059	-33.3%
4	2015	Fannin Ave	Center Ave	TxDOT	1,234	16.5%
5	2016	Fannin Ave	Center Ave	TxDOT	1,540	24.8%
6	2017	Fannin Ave	Center Ave	TxDOT	1,467	-4.7%
7	2018	Fannin Ave	Center Ave	TxDOT	1,484	1.2%
8	2019	Fannin Ave	Center Ave	TxDOT	1,485	0.1%
9	2021	Fannin Ave	Center Ave	TxDOT	841	-24.7%
10	2022	Fannin Ave	Center Ave	KH	1,330	58.1%
Average Growth 2011 - 2022:						-2.4%

Ferguson Street						
Record	Year	Link Start	Link End	Source	24-Hour Volume	Annual Growth Rate
1	2018	Spring Ave	Fannin Ave	TxDOT	1,560	-
2	2019	Spring Ave	Fannin Ave	TxDOT	1,925	23.4%
3	2021	Spring Ave	Fannin Ave	TxDOT	886	-32.2%
Average Growth 2018 - 2021:						-19.5%

Ferguson St						
Record	Year	Link Start	Link End	Source	24-Hour Volume	Annual Growth Rate
1	2011	Bonner Ave	Bois D'Arc Ave	TxDOT	1,176	-
2	2013	Bonner Ave	Bois D'Arc Ave	TxDOT	1,187	0.5%
3	2014	Bonner Ave	Bois D'Arc Ave	TxDOT	1,095	-7.8%
4	2015	Bonner Ave	Bois D'Arc Ave	TxDOT	996	-9.0%
5	2016	Bonner Ave	Bois D'Arc Ave	TxDOT	1,097	10.1%
6	2017	Bonner Ave	Bois D'Arc Ave	TxDOT	1,036	-5.6%
7	2018	Bonner Ave	Bois D'Arc Ave	TxDOT	1,117	7.8%
8	2019	Bonner Ave	Bois D'Arc Ave	TxDOT	1,097	-1.8%
9	2021	Bonner Ave	Bois D'Arc Ave	TxDOT	900	-9.4%
Average Growth 2011 - 2021:						-1.9%

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: 1 - BONNER AVE @ FERGUSON ST
Site Code:
Start Date: 10/05/2022
Page No: 1

Turning Movement Data

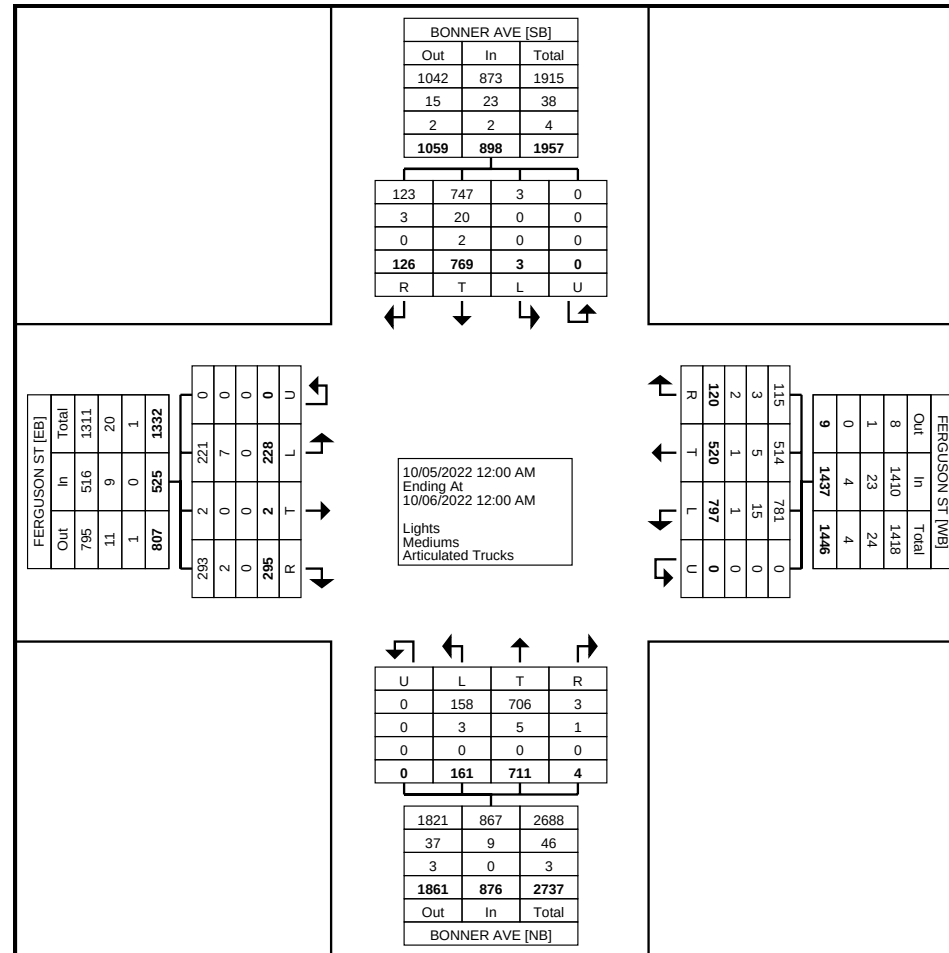
Start Time	BONNER AVE Southbound					FERGUSON ST Westbound					BONNER AVE Northbound					FERGUSON ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	2	0	3	4
12:15 AM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	3
12:30 AM	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	3
12:45 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	1	0	2	4
Hourly Total	0	2	0	0	2	1	3	0	0	4	2	1	0	0	3	2	0	3	0	5	14
1:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
1:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Hourly Total	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	7
2:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Hourly Total	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	5
3:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
3:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
3:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Hourly Total	0	1	1	0	2	0	3	0	0	3	0	0	0	0	0	0	0	2	0	2	7
4:00 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
4:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	2	1	0	3	0	1	0	0	1	1	1	0	0	2	0	0	1	0	1	7
4:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	4	2	0	6	0	2	0	0	2	1	2	0	0	3	0	0	1	0	1	12
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	3	1	0	4	1	2	0	0	3	1	1	0	0	2	6	0	2	0	8	17
5:30 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	3
5:45 AM	0	4	0	0	4	0	0	0	0	0	2	1	0	0	3	2	0	0	0	2	9
Hourly Total	0	8	1	0	9	1	2	0	0	3	4	2	0	0	6	8	0	3	0	11	29
6:00 AM	0	0	2	0	2	0	0	0	0	0	2	1	0	0	3	1	0	0	0	1	6
6:15 AM	0	4	0	0	4	0	2	0	0	2	1	6	0	0	7	0	0	0	0	0	13
6:30 AM	0	10	1	0	11	0	2	0	0	2	3	5	0	0	8	4	0	3	0	7	28
6:45 AM	0	10	6	0	16	1	2	2	0	5	8	6	0	0	14	1	0	1	0	2	37
Hourly Total	0	24	9	0	33	1	6	2	0	9	14	18	0	0	32	6	0	4	0	10	84
7:00 AM	0	6	0	0	6	2	5	2	0	9	2	6	0	0	8	4	0	3	0	7	30
7:15 AM	0	17	0	0	17	5	4	1	0	10	2	9	0	0	11	1	0	5	0	6	44
7:30 AM	0	20	2	0	22	5	7	0	0	12	6	12	0	0	18	6	1	4	0	11	63
7:45 AM	0	18	0	0	18	8	12	1	0	21	4	17	0	0	21	12	0	4	0	16	76

Hourly Total	0	61	2	0	63	20	28	4	0	52	14	44	0	0	58	23	1	16	0	40	213
8:00 AM	0	16	2	0	18	13	13	1	0	27	4	20	0	0	24	7	0	6	0	13	82
8:15 AM	0	6	1	0	7	6	5	1	0	12	3	10	0	0	13	6	0	4	0	10	42
8:30 AM	0	5	4	0	9	9	6	2	0	17	2	21	0	0	23	5	0	7	0	12	61
8:45 AM	0	9	0	0	9	8	4	2	0	14	2	16	0	0	18	5	0	3	0	8	49
Hourly Total	0	36	7	0	43	36	28	6	0	70	11	67	0	0	78	23	0	20	0	43	234
9:00 AM	0	17	0	0	17	12	4	9	0	25	6	27	0	0	33	8	0	0	0	8	83
9:15 AM	0	34	8	0	42	17	6	4	0	27	2	20	1	0	23	22	0	11	0	33	125
9:30 AM	0	5	1	0	6	11	6	2	0	19	1	12	0	0	13	5	0	6	0	11	49
9:45 AM	0	10	3	0	13	7	13	2	0	22	1	11	0	0	12	4	0	7	0	11	58
Hourly Total	0	66	12	0	78	47	29	17	0	93	10	70	1	0	81	39	0	24	0	63	315
10:00 AM	0	12	2	0	14	15	8	6	0	29	3	11	1	0	15	4	0	3	0	7	65
10:15 AM	0	13	5	0	18	10	8	2	0	20	1	13	0	0	14	2	0	1	0	3	55
10:30 AM	0	15	5	0	20	1	5	2	0	8	3	11	0	0	14	4	0	3	0	7	49
10:45 AM	0	11	3	0	14	40	9	6	0	55	1	18	0	0	19	3	0	5	0	8	96
Hourly Total	0	51	15	0	66	66	30	16	0	112	8	53	1	0	62	13	0	12	0	25	265
11:00 AM	0	24	2	0	26	47	10	3	0	60	4	9	0	0	13	2	0	8	0	10	109
11:15 AM	0	8	2	0	10	24	9	1	0	34	3	12	0	0	15	3	0	3	0	6	65
11:30 AM	0	19	1	0	20	16	12	1	0	29	3	10	0	0	13	1	0	7	0	8	70
11:45 AM	0	12	1	0	13	11	11	3	0	25	1	10	0	0	11	4	0	4	0	8	57
Hourly Total	0	63	6	0	69	98	42	8	0	148	11	41	0	0	52	10	0	22	0	32	301
12:00 PM	0	8	2	0	10	21	12	4	0	37	3	12	0	0	15	3	0	2	0	5	67
12:15 PM	0	22	4	0	26	14	6	2	0	22	1	20	0	0	21	11	0	10	0	21	90
12:30 PM	0	12	3	0	15	10	13	0	0	23	0	12	0	0	12	5	0	5	0	10	60
12:45 PM	0	15	1	0	16	9	6	4	0	19	4	12	0	0	16	6	0	2	0	8	59
Hourly Total	0	57	10	0	67	54	37	10	0	101	8	56	0	0	64	25	0	19	0	44	276
1:00 PM	0	15	2	0	17	11	7	3	0	21	3	13	0	0	16	4	0	3	0	7	61
1:15 PM	0	11	4	0	15	10	11	1	0	22	1	12	1	0	14	3	0	10	0	13	64
1:30 PM	1	13	4	0	18	15	8	0	0	23	2	14	0	0	16	5	0	4	0	9	66
1:45 PM	0	25	0	0	25	8	5	1	0	14	6	14	0	0	20	3	0	5	0	8	67
Hourly Total	1	64	10	0	75	44	31	5	0	80	12	53	1	0	66	15	0	22	0	37	258
2:00 PM	0	15	1	0	16	18	8	0	0	26	2	9	0	0	11	3	0	3	0	6	59
2:15 PM	0	12	1	0	13	9	7	2	0	18	2	7	0	0	9	0	0	2	0	2	42
2:30 PM	0	10	2	0	12	9	13	4	0	26	6	9	1	0	16	2	1	4	0	7	61
2:45 PM	0	11	4	0	15	10	12	4	0	26	3	21	0	0	24	1	0	11	0	12	77
Hourly Total	0	48	8	0	56	46	40	10	0	96	13	46	1	0	60	6	1	20	0	27	239
3:00 PM	1	10	2	0	13	10	11	3	0	24	0	8	0	0	8	2	0	11	0	13	58
3:15 PM	0	10	2	0	12	16	9	4	0	29	1	7	0	0	8	0	0	5	0	5	54
3:30 PM	0	21	1	0	22	14	20	1	0	35	1	13	0	0	14	4	0	8	0	12	83
3:45 PM	0	16	1	0	17	16	20	3	0	39	4	11	0	0	15	5	0	9	0	14	85
Hourly Total	1	57	6	0	64	56	60	11	0	127	6	39	0	0	45	11	0	33	0	44	280
4:00 PM	0	18	3	0	21	33	20	1	0	54	1	17	0	0	18	7	0	12	0	19	112
4:15 PM	0	14	2	0	16	25	22	0	0	47	1	10	0	0	11	1	0	10	0	11	85
4:30 PM	0	7	3	0	10	19	6	1	0	26	0	16	0	0	16	6	0	8	0	14	66
4:45 PM	0	15	4	0	19	16	13	0	0	29	2	11	0	0	13	2	0	6	0	8	69
Hourly Total	0	54	12	0	66	93	61	2	0	156	4	54	0	0	58	16	0	36	0	52	332
5:00 PM	0	29	2	0	31	29	17	1	0	47	1	12	0	0	13	5	0	12	0	17	108
5:15 PM	0	12	2	0	14	17	13	0	0	30	1	19	0	0	20	3	0	10	0	13	77
5:30 PM	1	20	2	0	23	13	7	1	0	21	1	12	0	0	13	0	0	5	0	5	62
5:45 PM	0	8	1	0	9	6	7	0	0	13	7	11	0	0	18	1	0	3	0	4	44
Hourly Total	1	69	7	0	77	65	44	2	0	111	10	54	0	0	64	9	0	30	0	39	291
6:00 PM	0	13	0	0	13	11	9	4	0	24	1	15	0	0	16	4	0	2	0	6	59

6:15 PM	0	7	0	0	7	7	4	3	0	14	3	9	0	0	12	2	0	3	0	5	38
6:30 PM	0	3	3	0	6	4	1	0	0	5	2	5	0	0	7	1	0	1	0	2	20
6:45 PM	0	7	1	0	8	2	6	0	0	8	2	6	0	0	8	0	0	2	0	2	26
Hourly Total	0	30	4	0	34	24	20	7	0	51	8	35	0	0	43	7	0	8	0	15	143
7:00 PM	0	6	1	0	7	4	4	1	0	9	0	2	0	0	2	0	0	1	0	1	19
7:15 PM	0	8	0	0	8	19	3	1	0	23	2	10	0	0	12	2	0	0	0	2	45
7:30 PM	0	7	2	0	9	42	7	1	0	50	2	13	0	0	15	0	0	1	0	1	75
7:45 PM	0	5	1	0	6	16	4	2	0	22	2	9	0	0	11	0	0	0	0	0	39
Hourly Total	0	26	4	0	30	81	18	5	0	104	6	34	0	0	40	2	0	2	0	4	178
8:00 PM	0	3	1	0	4	5	7	2	0	14	2	7	0	0	9	0	0	2	0	2	29
8:15 PM	0	2	1	0	3	7	2	3	0	12	1	1	0	0	2	0	0	1	0	1	18
8:30 PM	0	4	1	0	5	28	3	3	0	34	0	5	0	0	5	0	0	0	0	0	44
8:45 PM	0	5	2	0	7	15	1	1	0	17	2	2	0	0	4	1	0	2	0	3	31
Hourly Total	0	14	5	0	19	55	13	9	0	77	5	15	0	0	20	1	0	5	0	6	122
9:00 PM	0	4	0	0	4	2	4	0	0	6	3	2	0	0	5	1	0	0	0	1	16
9:15 PM	0	8	0	0	8	0	0	3	0	3	2	2	0	0	4	0	0	0	0	0	15
9:30 PM	0	2	0	0	2	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	7
9:45 PM	0	0	1	0	1	1	3	1	0	5	0	0	0	0	0	1	0	1	0	2	8
Hourly Total	0	14	1	0	15	3	11	4	0	18	5	5	0	0	10	2	0	1	0	3	46
10:00 PM	0	1	0	0	1	4	0	1	0	5	0	2	0	0	2	1	0	0	0	1	9
10:15 PM	0	4	0	0	4	2	3	0	0	5	1	4	0	0	5	0	0	0	0	0	14
10:30 PM	0	1	2	0	3	0	4	0	0	4	5	2	0	0	7	0	0	0	0	0	14
10:45 PM	0	4	1	0	5	0	2	0	0	2	2	8	0	0	10	3	0	2	0	5	22
Hourly Total	0	10	3	0	13	6	9	1	0	16	8	16	0	0	24	4	0	2	0	6	59
11:00 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2	0	4	0	6	8
11:15 PM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	1	0	2	0	3	8
11:30 PM	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	1	0	1	0	2	5
11:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	5
Hourly Total	0	5	1	0	6	0	2	1	0	3	1	3	0	0	4	5	0	8	0	13	26
Grand Total	3	769	126	0	898	797	520	120	0	1437	161	711	4	0	876	228	2	295	0	525	3736
Approach %	0.3	85.6	14.0	0.0	-	55.5	36.2	8.4	0.0	-	18.4	81.2	0.5	0.0	-	43.4	0.4	56.2	0.0	-	-
Total %	0.1	20.6	3.4	0.0	24.0	21.3	13.9	3.2	0.0	38.5	4.3	19.0	0.1	0.0	23.4	6.1	0.1	7.9	0.0	14.1	-
Lights	3	747	123	0	873	781	514	115	0	1410	158	706	3	0	867	221	2	293	0	516	3666
% Lights	100.0	97.1	97.6	-	97.2	98.0	98.8	95.8	-	98.1	98.1	99.3	75.0	-	99.0	96.9	100.0	99.3	-	98.3	98.1
Mediums	0	20	3	0	23	15	5	3	0	23	3	5	1	0	9	7	0	2	0	9	64
% Mediums	0.0	2.6	2.4	-	2.6	1.9	1.0	2.5	-	1.6	1.9	0.7	25.0	-	1.0	3.1	0.0	0.7	-	1.7	1.7
Articulated Trucks	0	2	0	0	2	1	1	2	0	4	0	0	0	0	0	0	0	0	0	0	6
% Articulated Trucks	0.0	0.3	0.0	-	0.2	0.1	0.2	1.7	-	0.3	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.2

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: 1 - BONNER AVE @ FERGUSON
ST
Site Code:
Start Date: 10/05/2022
Page No: 4



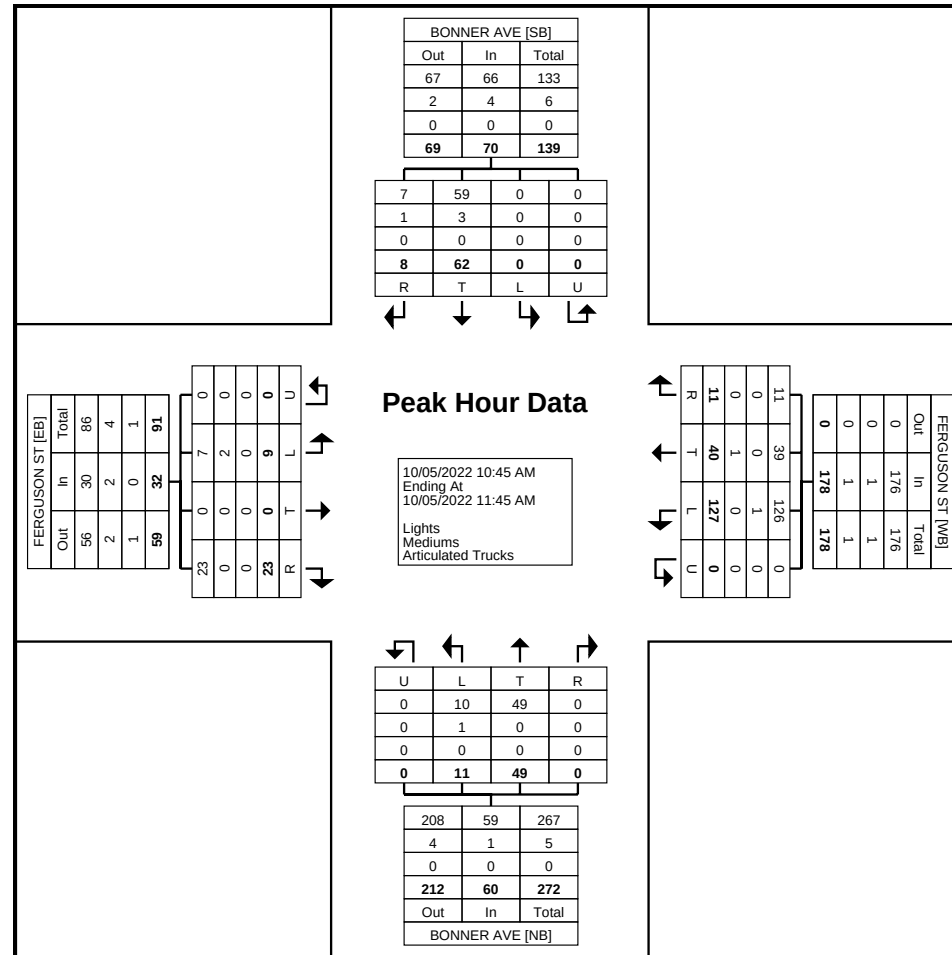
Turning Movement Data Plot

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: 1 - BONNER AVE @ FERGUSON
ST
Site Code:
Start Date: 10/05/2022
Page No: 5

Turning Movement Peak Hour Data (10:45 AM)

Start Time	BONNER AVE Southbound					FERGUSON ST Westbound					BONNER AVE Northbound					FERGUSON ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
10:45 AM	0	11	3	0	14	40	9	6	0	55	1	18	0	0	19	3	0	5	0	8	96
11:00 AM	0	24	2	0	26	47	10	3	0	60	4	9	0	0	13	2	0	8	0	10	109
11:15 AM	0	8	2	0	10	24	9	1	0	34	3	12	0	0	15	3	0	3	0	6	65
11:30 AM	0	19	1	0	20	16	12	1	0	29	3	10	0	0	13	1	0	7	0	8	70
Total	0	62	8	0	70	127	40	11	0	178	11	49	0	0	60	9	0	23	0	32	340
Approach %	0.0	88.6	11.4	0.0	-	71.3	22.5	6.2	0.0	-	18.3	81.7	0.0	0.0	-	28.1	0.0	71.9	0.0	-	-
Total %	0.0	18.2	2.4	0.0	20.6	37.4	11.8	3.2	0.0	52.4	3.2	14.4	0.0	0.0	17.6	2.6	0.0	6.8	0.0	9.4	-
PHF	0.000	0.646	0.667	0.000	0.673	0.676	0.833	0.458	0.000	0.742	0.688	0.681	0.000	0.000	0.789	0.750	0.000	0.719	0.000	0.800	0.780
Lights	0	59	7	0	66	126	39	11	0	176	10	49	0	0	59	7	0	23	0	30	331
% Lights	-	95.2	87.5	-	94.3	99.2	97.5	100.0	-	98.9	90.9	100.0	-	-	98.3	77.8	-	100.0	-	93.8	97.4
Mediums	0	3	1	0	4	1	0	0	0	1	1	0	0	0	1	2	0	0	0	2	8
% Mediums	-	4.8	12.5	-	5.7	0.8	0.0	0.0	-	0.6	9.1	0.0	-	-	1.7	22.2	-	0.0	-	6.3	2.4
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	2.5	0.0	-	0.6	0.0	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.3



Turning Movement Peak Hour Data Plot (10:45 AM)

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

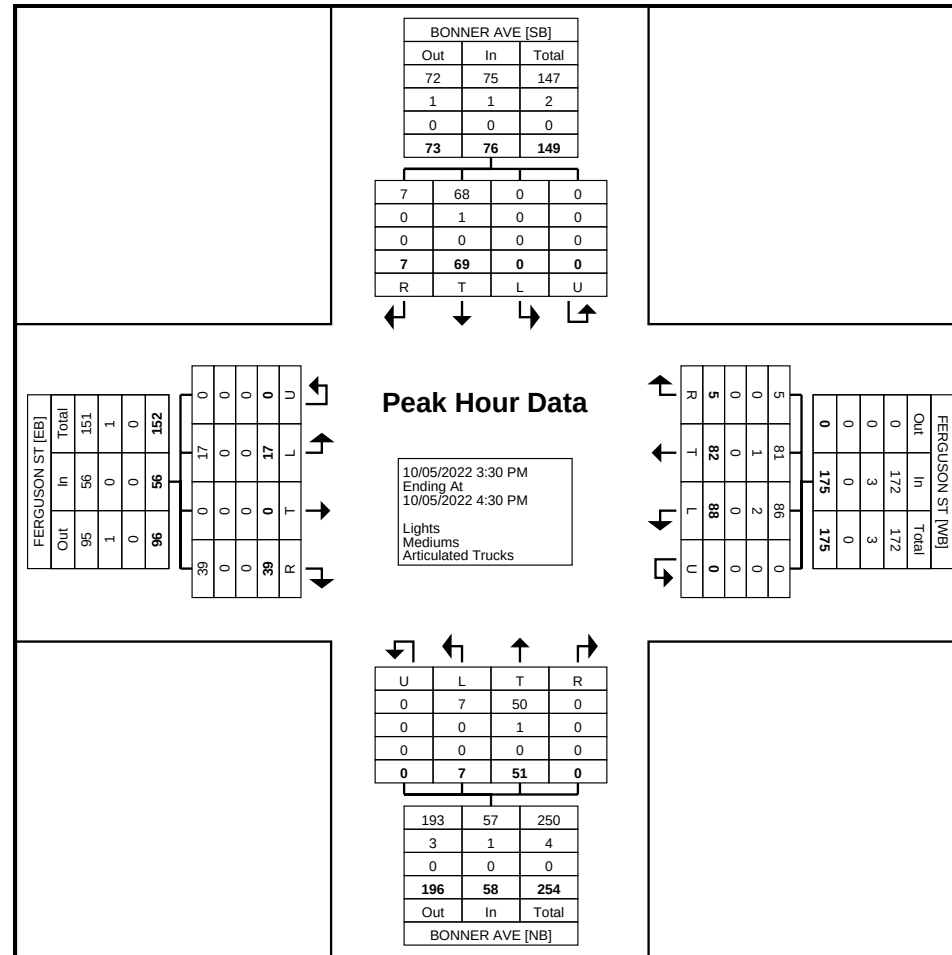
Count Name: 1 - BONNER AVE @ FERGUSON ST
Site Code:
Start Date: 10/05/2022
Page No: 7

Turning Movement Peak Hour Data (3:30 PM)

Start Time	BONNER AVE Southbound					FERGUSON ST Westbound					BONNER AVE Northbound					FERGUSON ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
3:30 PM	0	21	1	0	22	14	20	1	0	35	1	13	0	0	14	4	0	8	0	12	83
3:45 PM	0	16	1	0	17	16	20	3	0	39	4	11	0	0	15	5	0	9	0	14	85
4:00 PM	0	18	3	0	21	33	20	1	0	54	1	17	0	0	18	7	0	12	0	19	112
4:15 PM	0	14	2	0	16	25	22	0	0	47	1	10	0	0	11	1	0	10	0	11	85
Total	0	69	7	0	76	88	82	5	0	175	7	51	0	0	58	17	0	39	0	56	365
Approach %	0.0	90.8	9.2	0.0	-	50.3	46.9	2.9	0.0	-	12.1	87.9	0.0	0.0	-	30.4	0.0	69.6	0.0	-	-
Total %	0.0	18.9	1.9	0.0	20.8	24.1	22.5	1.4	0.0	47.9	1.9	14.0	0.0	0.0	15.9	4.7	0.0	10.7	0.0	15.3	-
PHF	0.000	0.821	0.583	0.000	0.864	0.667	0.932	0.417	0.000	0.810	0.438	0.750	0.000	0.000	0.806	0.607	0.000	0.813	0.000	0.737	0.815
Lights	0	68	7	0	75	86	81	5	0	172	7	50	0	0	57	17	0	39	0	56	360
% Lights	-	98.6	100.0	-	98.7	97.7	98.8	100.0	-	98.3	100.0	98.0	-	-	98.3	100.0	-	100.0	-	100.0	98.6
Mediums	0	1	0	0	1	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0	5
% Mediums	-	1.4	0.0	-	1.3	2.3	1.2	0.0	-	1.7	0.0	2.0	-	-	1.7	0.0	-	0.0	-	0.0	1.4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: 1 - BONNER AVE @ FERGUSON
ST
Site Code:
Start Date: 10/05/2022
Page No: 8



Turning Movement Peak Hour Data Plot (3:30 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 1 - PALACE AVE
@ GENTRY PKWY
Site Code:
Start Date: 10/05/2022
Page No: 1

Turning Movement Data

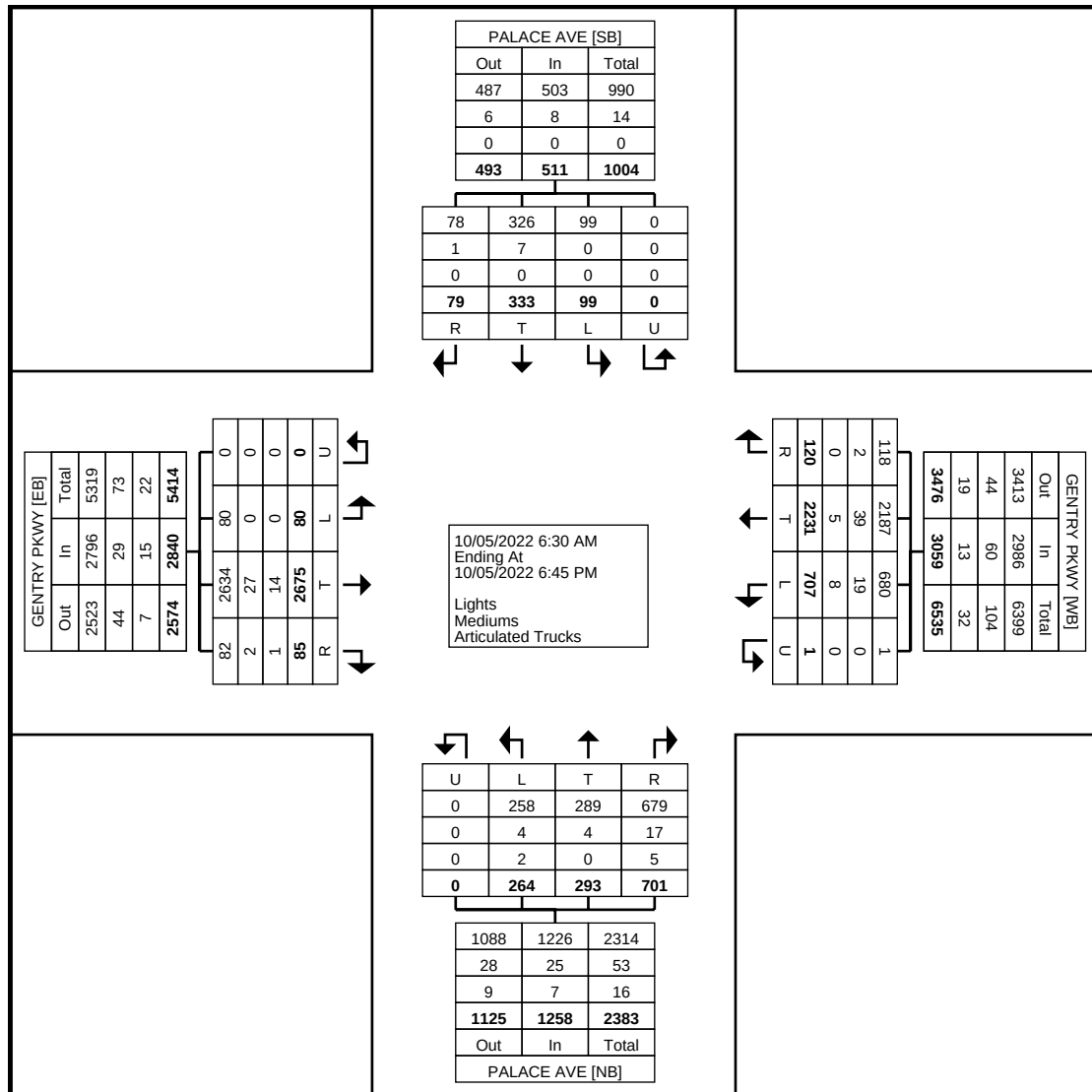
Start Time	PALACE AVE Southbound					GENTRY PKWY Westbound					PALACE AVE Northbound					GENTRY PKWY Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
6:30 AM	1	16	3	0	20	37	75	0	0	112	2	5	19	0	26	5	95	3	0	103	261
6:45 AM	4	8	2	0	14	40	85	3	0	128	6	8	25	0	39	0	142	3	0	145	326
Hourly Total	5	24	5	0	34	77	160	3	0	240	8	13	44	0	65	5	237	6	0	248	587
7:00 AM	4	13	3	0	20	35	71	6	0	112	7	15	34	0	56	3	148	4	0	155	343
7:15 AM	13	21	3	0	37	49	107	10	0	166	6	15	30	0	51	0	200	5	0	205	459
7:30 AM	12	29	4	0	45	57	138	8	1	204	13	15	41	0	69	4	294	6	0	304	622
7:45 AM	10	24	4	0	38	51	111	7	0	169	15	11	55	0	81	2	230	7	0	239	527
Hourly Total	39	87	14	0	140	192	427	31	1	651	41	56	160	0	257	9	872	22	0	903	1951
8:00 AM	2	17	4	0	23	46	131	5	0	182	5	12	39	0	56	3	212	4	0	219	480
8:15 AM	5	11	2	0	18	39	119	5	0	163	15	13	33	0	61	3	210	3	0	216	458
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	7	28	6	0	41	85	250	10	0	345	20	25	72	0	117	6	422	7	0	435	938
4:30 PM	7	15	5	0	27	48	209	9	0	266	23	17	51	0	91	9	176	5	0	190	574
4:45 PM	6	25	5	0	36	51	182	8	0	241	22	25	56	0	103	9	141	3	0	153	533
Hourly Total	13	40	10	0	63	99	391	17	0	507	45	42	107	0	194	18	317	8	0	343	1107
5:00 PM	7	27	7	0	41	39	236	7	0	282	24	22	72	0	118	14	141	9	0	164	605
5:15 PM	5	33	11	0	49	52	184	6	0	242	33	31	71	0	135	4	139	5	0	148	574
5:30 PM	4	24	7	0	35	44	173	16	0	233	38	34	53	0	125	6	124	4	0	134	527
5:45 PM	9	24	4	0	37	48	153	10	0	211	13	27	44	0	84	3	150	7	0	160	492
Hourly Total	25	108	29	0	162	183	746	39	0	968	108	114	240	0	462	27	554	25	0	606	2198
6:00 PM	5	27	10	0	42	36	132	7	0	175	24	20	49	0	93	6	147	12	0	165	475
6:15 PM	5	19	5	0	29	35	125	13	0	173	18	23	29	0	70	9	126	5	0	140	412
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	99	333	79	0	511	707	2231	120	1	3059	264	293	701	0	1258	80	2675	85	0	2840	7668
Approach %	19.4	65.2	15.5	0.0	-	23.1	72.9	3.9	0.0	-	21.0	23.3	55.7	0.0	-	2.8	94.2	3.0	0.0	-	-
Total %	1.3	4.3	1.0	0.0	6.7	9.2	29.1	1.6	0.0	39.9	3.4	3.8	9.1	0.0	16.4	1.0	34.9	1.1	0.0	37.0	-
Lights	99	326	78	0	503	680	2187	118	1	2986	258	289	679	0	1226	80	2634	82	0	2796	7511
% Lights	100.0	97.9	98.7	-	98.4	96.2	98.0	98.3	100.0	97.6	97.7	98.6	96.9	-	97.5	100.0	98.5	96.5	-	98.5	98.0
Mediums	0	7	1	0	8	19	39	2	0	60	4	4	17	0	25	0	27	2	0	29	122
% Mediums	0.0	2.1	1.3	-	1.6	2.7	1.7	1.7	0.0	2.0	1.5	1.4	2.4	-	2.0	0.0	1.0	2.4	-	1.0	1.6
Articulated Trucks	0	0	0	0	0	8	5	0	0	13	2	0	5	0	7	0	14	1	0	15	35
% Articulated Trucks	0.0	0.0	0.0	-	0.0	1.1	0.2	0.0	0.0	0.4	0.8	0.0	0.7	-	0.6	0.0	0.5	1.2	-	0.5	0.5

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
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Count Name: 1 - PALACE AVE
@ GENTRY PKWY
Site Code:
Start Date: 10/05/2022
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Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 1 - PALACE AVE
@ GENTRY PKWY
Site Code:
Start Date: 10/05/2022
Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

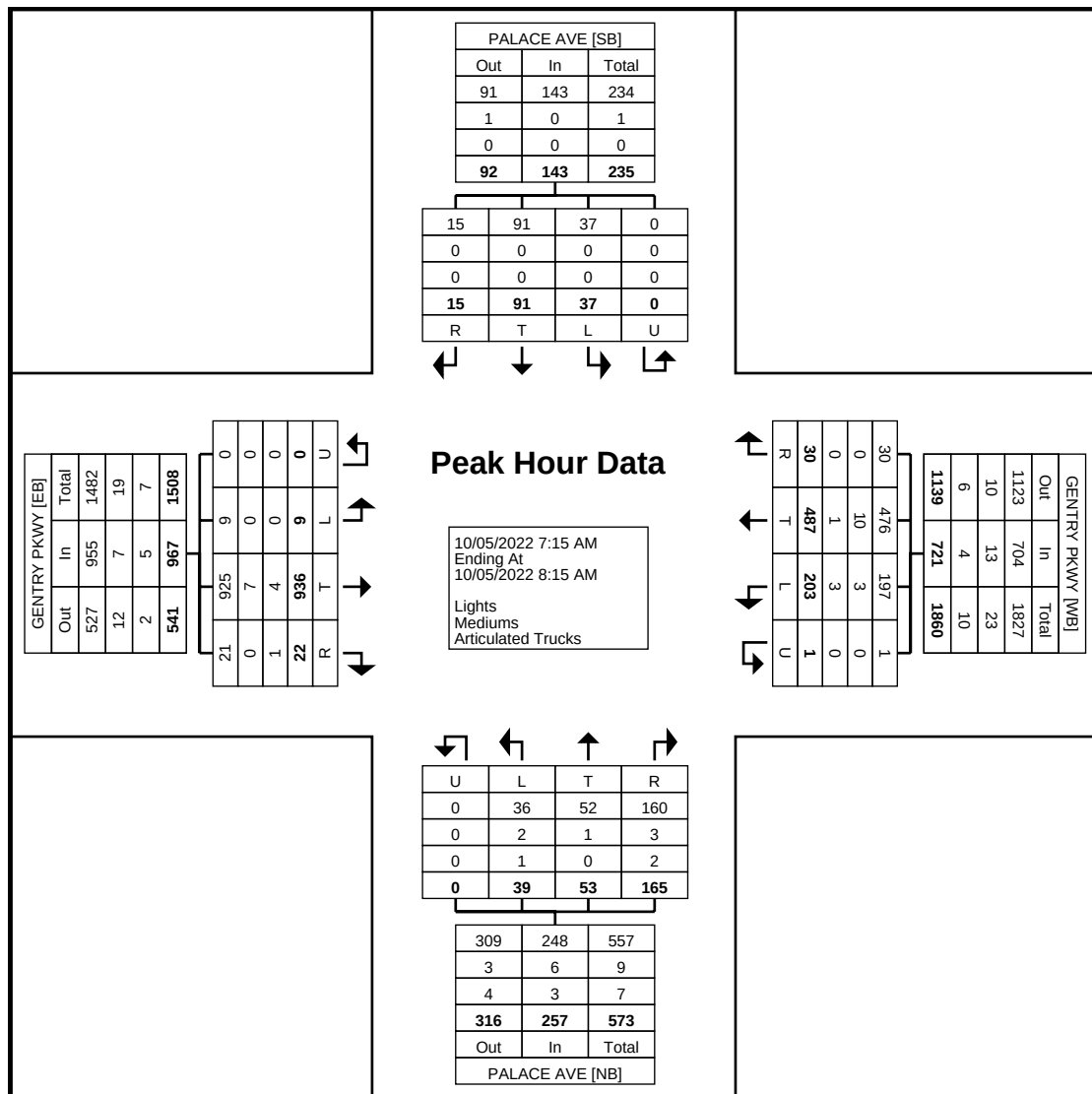
Start Time	PALACE AVE Southbound					GENTRY PKWY Westbound					PALACE AVE Northbound					GENTRY PKWY Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
7:15 AM	13	21	3	0	37	49	107	10	0	166	6	15	30	0	51	0	200	5	0	205	459
7:30 AM	12	29	4	0	45	57	138	8	1	204	13	15	41	0	69	4	294	6	0	304	622
7:45 AM	10	24	4	0	38	51	111	7	0	169	15	11	55	0	81	2	230	7	0	239	527
8:00 AM	2	17	4	0	23	46	131	5	0	182	5	12	39	0	56	3	212	4	0	219	480
Total	37	91	15	0	143	203	487	30	1	721	39	53	165	0	257	9	936	22	0	967	2088
Approach %	25.9	63.6	10.5	0.0	-	28.2	67.5	4.2	0.1	-	15.2	20.6	64.2	0.0	-	0.9	96.8	2.3	0.0	-	-
Total %	1.8	4.4	0.7	0.0	6.8	9.7	23.3	1.4	0.0	34.5	1.9	2.5	7.9	0.0	12.3	0.4	44.8	1.1	0.0	46.3	-
PHF	0.712	0.784	0.938	0.000	0.794	0.890	0.882	0.750	0.250	0.884	0.650	0.883	0.750	0.000	0.793	0.563	0.796	0.786	0.000	0.795	0.839
Lights	37	91	15	0	143	197	476	30	1	704	36	52	160	0	248	9	925	21	0	955	2050
% Lights	100.0	100.0	100.0	-	100.0	97.0	97.7	100.0	100.0	97.6	92.3	98.1	97.0	-	96.5	100.0	98.8	95.5	-	98.8	98.2
Mediums	0	0	0	0	0	3	10	0	0	13	2	1	3	0	6	0	7	0	0	7	26
% Mediums	0.0	0.0	0.0	-	0.0	1.5	2.1	0.0	0.0	1.8	5.1	1.9	1.8	-	2.3	0.0	0.7	0.0	-	0.7	1.2
Articulated Trucks	0	0	0	0	0	3	1	0	0	4	1	0	2	0	3	0	4	1	0	5	12
% Articulated Trucks	0.0	0.0	0.0	-	0.0	1.5	0.2	0.0	0.0	0.6	2.6	0.0	1.2	-	1.2	0.0	0.4	4.5	-	0.5	0.6

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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Count Name: 1 - PALACE AVE
@ GENTRY PKWY
Site Code:
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GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 1 - PALACE AVE
@ GENTRY PKWY
Site Code:
Start Date: 10/05/2022
Page No: 5

Turning Movement Peak Hour Data (4:30 PM)

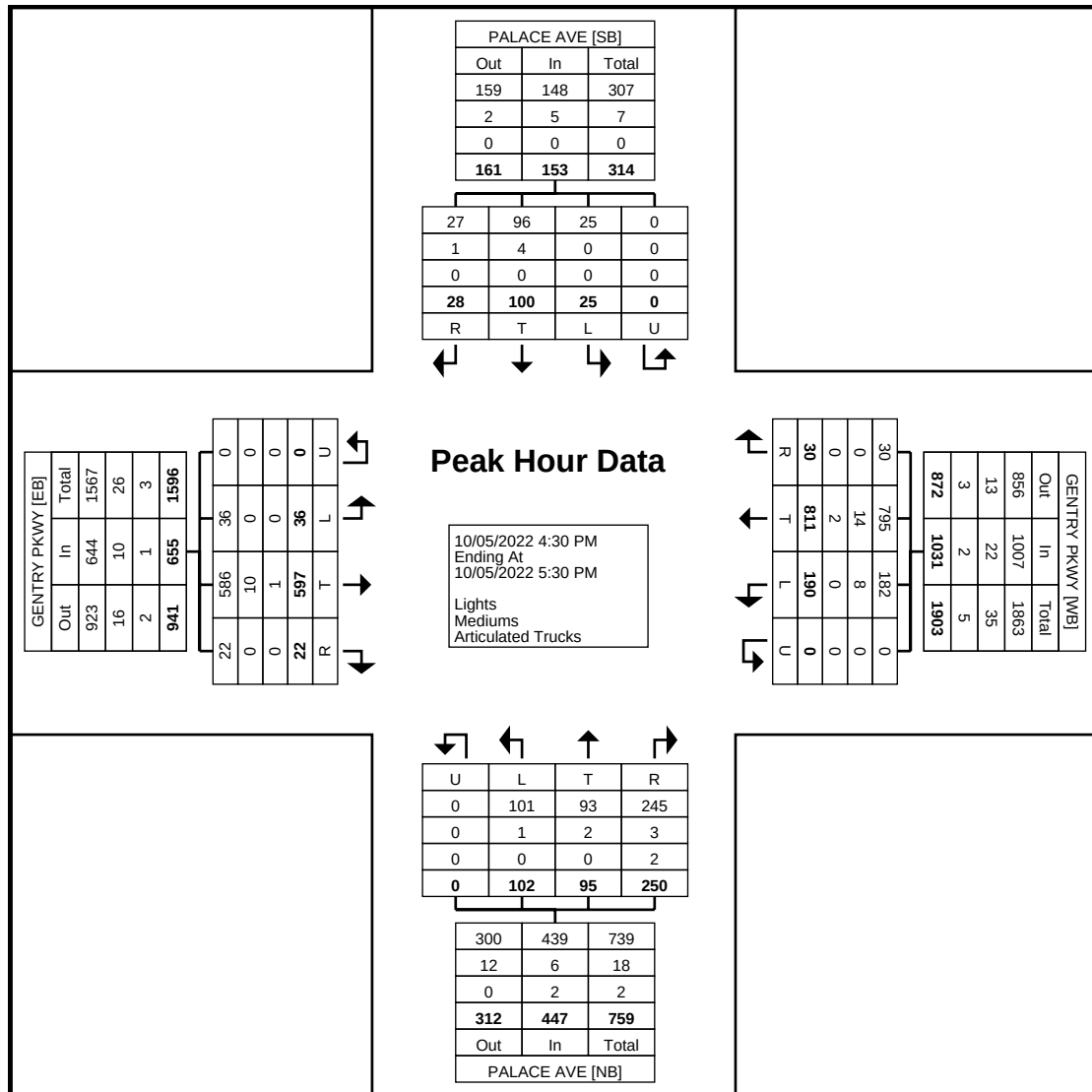
Start Time	PALACE AVE Southbound					GENTRY PKWY Westbound					PALACE AVE Northbound					GENTRY PKWY Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
4:30 PM	7	15	5	0	27	48	209	9	0	266	23	17	51	0	91	9	176	5	0	190	574
4:45 PM	6	25	5	0	36	51	182	8	0	241	22	25	56	0	103	9	141	3	0	153	533
5:00 PM	7	27	7	0	41	39	236	7	0	282	24	22	72	0	118	14	141	9	0	164	605
5:15 PM	5	33	11	0	49	52	184	6	0	242	33	31	71	0	135	4	139	5	0	148	574
Total	25	100	28	0	153	190	811	30	0	1031	102	95	250	0	447	36	597	22	0	655	2286
Approach %	16.3	65.4	18.3	0.0	-	18.4	78.7	2.9	0.0	-	22.8	21.3	55.9	0.0	-	5.5	91.1	3.4	0.0	-	-
Total %	1.1	4.4	1.2	0.0	6.7	8.3	35.5	1.3	0.0	45.1	4.5	4.2	10.9	0.0	19.6	1.6	26.1	1.0	0.0	28.7	-
PHF	0.893	0.758	0.636	0.000	0.781	0.913	0.859	0.833	0.000	0.914	0.773	0.766	0.868	0.000	0.828	0.643	0.848	0.611	0.000	0.862	0.945
Lights	25	96	27	0	148	182	795	30	0	1007	101	93	245	0	439	36	586	22	0	644	2238
% Lights	100.0	96.0	96.4	-	96.7	95.8	98.0	100.0	-	97.7	99.0	97.9	98.0	-	98.2	100.0	98.2	100.0	-	98.3	97.9
Mediums	0	4	1	0	5	8	14	0	0	22	1	2	3	0	6	0	10	0	0	10	43
% Mediums	0.0	4.0	3.6	-	3.3	4.2	1.7	0.0	-	2.1	1.0	2.1	1.2	-	1.3	0.0	1.7	0.0	-	1.5	1.9
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	0	1	0	0	1	5
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.2	0.0	-	0.2	0.0	0.0	0.8	-	0.4	0.0	0.2	0.0	-	0.2	0.2

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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817.265.8968

Count Name: 1 - PALACE AVE
@ GENTRY PKWY
Site Code:
Start Date: 10/05/2022
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Turning Movement Peak Hour Data Plot (4:30 PM)

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: 2 - BONNER AVE @ ERWIN ST
Site Code:
Start Date: 10/05/2022
Page No: 1

Turning Movement Data

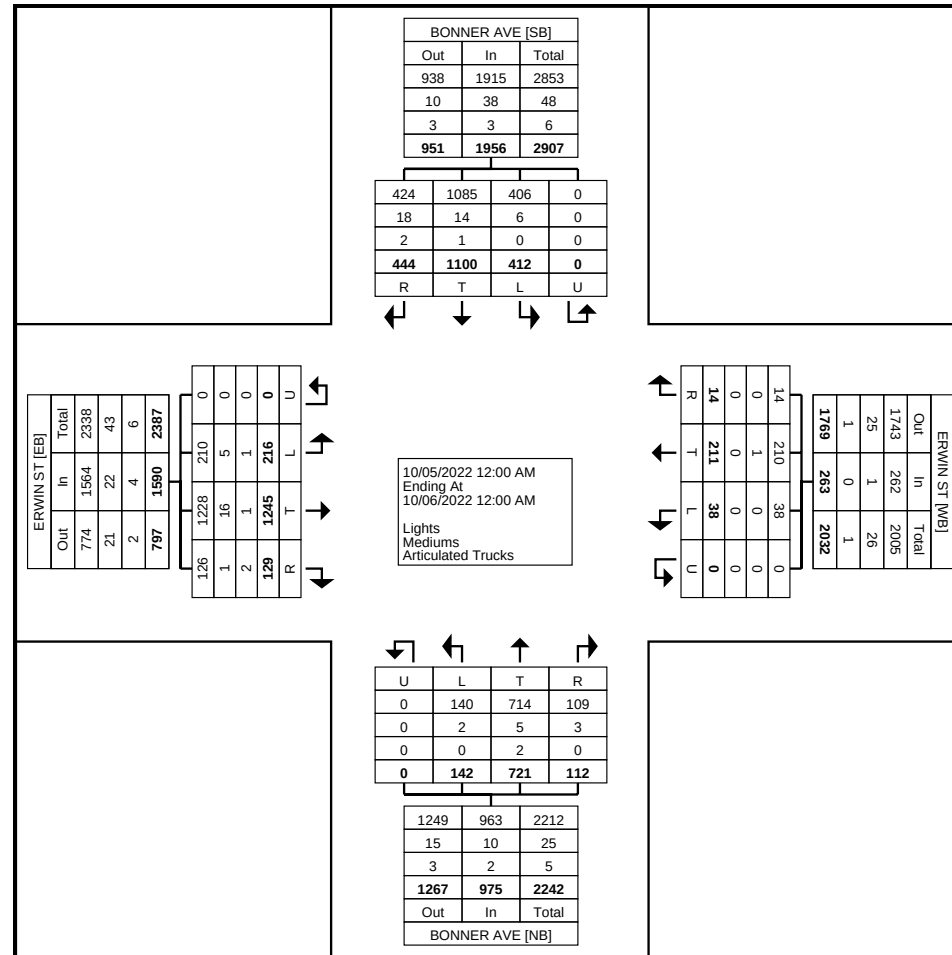
Start Time	BONNER AVE Southbound					ERWIN ST Westbound					BONNER AVE Northbound					ERWIN ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
12:00 AM	0	0	2	0	2	0	1	0	0	1	1	1	0	0	2	0	8	0	0	8	13
12:15 AM	1	1	0	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4
12:30 AM	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	6
12:45 AM	1	1	1	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
Hourly Total	2	3	3	0	8	0	3	0	0	3	3	3	0	0	6	0	10	0	0	10	27
1:00 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3
1:15 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
1:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Hourly Total	0	6	0	0	6	1	1	0	0	2	0	1	0	0	1	0	2	0	0	2	11
2:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	2
2:15 AM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	5
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Hourly Total	0	1	1	0	2	0	0	0	0	0	1	2	0	0	3	0	3	1	0	4	9
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
3:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	5
4:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 AM	2	1	0	0	3	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	6
4:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
Hourly Total	2	4	0	0	6	0	0	1	0	1	0	2	0	0	2	0	3	0	0	3	12
5:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5
5:15 AM	2	3	1	0	6	0	0	0	0	0	0	1	0	0	1	1	8	0	0	9	16
5:30 AM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	7
5:45 AM	1	2	1	0	4	0	0	0	0	0	0	3	0	0	3	0	7	0	0	7	14
Hourly Total	4	8	3	0	15	0	0	0	0	0	0	5	0	0	5	1	21	0	0	22	42
6:00 AM	0	0	2	0	2	1	0	0	0	1	1	2	0	0	3	1	5	0	0	6	12
6:15 AM	2	2	1	0	5	1	0	0	0	1	0	6	1	0	7	2	8	2	0	12	25
6:30 AM	1	8	2	0	11	0	0	0	0	0	1	4	1	0	6	3	8	1	0	12	29
6:45 AM	2	9	4	0	15	0	0	0	0	0	0	11	1	0	12	4	20	2	0	26	53
Hourly Total	5	19	9	0	33	2	0	0	0	2	2	23	3	0	28	10	41	5	0	56	119
7:00 AM	3	7	2	0	12	0	0	0	0	0	1	8	0	0	9	2	23	0	0	25	46
7:15 AM	4	18	4	0	26	0	3	0	0	3	1	8	2	0	11	3	18	3	0	24	64
7:30 AM	11	14	5	0	30	0	2	0	0	2	0	15	0	0	15	3	32	2	0	37	84
7:45 AM	6	16	7	0	29	0	9	0	0	9	0	21	3	0	24	3	50	2	0	55	117

Hourly Total	24	55	18	0	97	0	14	0	0	14	2	52	5	0	59	11	123	7	0	141	311
8:00 AM	14	17	7	0	38	0	6	1	0	7	3	17	6	0	26	6	40	2	0	48	119
8:15 AM	7	7	3	0	17	0	2	1	0	3	1	9	2	0	12	8	29	3	0	40	72
8:30 AM	3	14	4	0	21	0	1	0	0	1	2	18	3	0	23	9	25	3	0	37	82
8:45 AM	5	13	3	0	21	0	1	0	0	1	2	18	4	0	24	9	20	5	0	34	80
Hourly Total	29	51	17	0	97	0	10	2	0	12	8	62	15	0	85	32	114	13	0	159	353
9:00 AM	4	12	5	0	21	0	1	2	0	3	0	42	2	0	44	10	17	0	0	27	95
9:15 AM	10	33	12	0	55	0	3	0	0	3	1	11	2	0	14	18	18	0	0	36	108
9:30 AM	7	13	4	0	24	0	3	0	0	3	0	8	1	0	9	4	12	0	0	16	52
9:45 AM	7	12	6	0	25	0	1	0	0	1	1	11	1	0	13	1	28	1	0	30	69
Hourly Total	28	70	27	0	125	0	8	2	0	10	2	72	6	0	80	33	75	1	0	109	324
10:00 AM	6	23	3	0	32	2	2	1	0	5	2	10	3	0	15	5	12	0	0	17	69
10:15 AM	3	24	4	0	31	0	1	0	0	1	2	11	6	0	19	3	17	0	0	20	71
10:30 AM	1	13	2	0	16	0	4	1	0	5	1	12	0	0	13	2	18	1	0	21	55
10:45 AM	16	48	6	0	70	0	6	0	0	6	1	13	0	0	14	2	15	0	0	17	107
Hourly Total	26	108	15	0	149	2	13	2	0	17	6	46	9	0	61	12	62	1	0	75	302
11:00 AM	23	78	15	0	116	1	3	0	0	4	0	12	2	0	14	1	21	1	0	23	157
11:15 AM	3	37	4	0	44	1	6	1	0	8	2	9	2	0	13	4	19	3	0	26	91
11:30 AM	17	27	3	0	47	0	1	1	0	2	3	11	2	0	16	1	19	2	0	22	87
11:45 AM	4	15	6	0	25	1	2	0	0	3	0	8	5	0	13	4	22	3	0	29	70
Hourly Total	47	157	28	0	232	3	12	2	0	17	5	40	11	0	56	10	81	9	0	100	405
12:00 PM	6	20	14	0	40	1	7	0	0	8	6	15	3	0	24	3	17	1	0	21	93
12:15 PM	14	27	8	0	49	0	2	0	0	2	4	14	1	0	19	6	18	1	0	25	95
12:30 PM	9	13	7	0	29	0	0	2	0	2	2	6	3	0	11	6	28	5	0	39	81
12:45 PM	5	18	5	0	28	2	2	0	0	4	2	17	2	0	21	2	26	1	0	29	82
Hourly Total	34	78	34	0	146	3	11	2	0	16	14	52	9	0	75	17	89	8	0	114	351
1:00 PM	6	14	10	0	30	1	6	1	0	8	5	7	2	0	14	8	24	1	0	33	85
1:15 PM	8	20	4	0	32	1	3	0	0	4	5	11	3	0	19	4	25	1	0	30	85
1:30 PM	10	13	9	0	32	0	4	0	0	4	2	13	3	0	18	3	19	7	0	29	83
1:45 PM	7	24	8	0	39	1	6	0	0	7	1	21	2	0	24	3	14	6	0	23	93
Hourly Total	31	71	31	0	133	3	19	1	0	23	13	52	10	0	75	18	82	15	0	115	346
2:00 PM	6	12	17	0	35	0	3	0	0	3	2	8	0	0	10	3	12	2	0	17	65
2:15 PM	2	17	7	0	26	0	2	0	0	2	1	7	3	0	11	2	28	2	0	32	71
2:30 PM	2	14	7	0	23	0	0	0	0	0	4	16	1	0	21	0	21	0	0	21	65
2:45 PM	8	19	3	0	30	0	5	0	0	5	1	17	1	0	19	6	21	2	0	29	83
Hourly Total	18	62	34	0	114	0	10	0	0	10	8	48	5	0	61	11	82	6	0	99	284
3:00 PM	7	18	7	0	32	1	3	0	0	4	2	7	2	0	11	2	17	3	0	22	69
3:15 PM	4	13	7	0	24	0	3	1	0	4	0	5	4	0	9	1	32	2	0	35	72
3:30 PM	6	25	17	0	48	1	7	0	0	8	3	14	1	0	18	1	26	2	0	29	103
3:45 PM	6	20	15	0	41	0	9	1	0	10	3	11	3	0	17	3	24	5	0	32	100
Hourly Total	23	76	46	0	145	2	22	2	0	26	8	37	10	0	55	7	99	12	0	118	344
4:00 PM	13	15	32	0	60	2	7	0	0	9	5	16	3	0	24	3	38	6	0	47	140
4:15 PM	12	22	16	0	50	2	4	0	0	6	8	5	1	0	14	5	28	1	0	34	104
4:30 PM	6	15	13	0	34	3	4	0	0	7	3	16	0	0	19	1	23	4	0	28	88
4:45 PM	6	14	18	0	38	1	8	0	0	9	0	10	0	0	10	3	16	3	0	22	79
Hourly Total	37	66	79	0	182	8	23	0	0	31	16	47	4	0	67	12	105	14	0	131	411
5:00 PM	10	40	20	0	70	2	17	0	0	19	5	13	2	0	20	3	23	4	0	30	139
5:15 PM	7	18	14	0	39	3	6	0	0	9	3	17	3	0	23	2	20	4	0	26	97
5:30 PM	6	21	10	0	37	0	4	0	0	4	1	15	2	0	18	3	12	4	0	19	78
5:45 PM	3	12	4	0	19	0	6	0	0	6	2	16	4	0	22	7	17	2	0	26	73
Hourly Total	26	91	48	0	165	5	33	0	0	38	11	61	11	0	83	15	72	14	0	101	387
6:00 PM	4	13	5	0	22	3	2	0	0	5	4	14	0	0	18	4	19	1	0	24	69

6:15 PM	2	12	6	0	20	0	3	0	0	3	3	10	5	0	18	2	28	2	0	32	73
6:30 PM	2	4	1	0	7	2	3	0	0	5	4	8	1	0	13	0	16	3	0	19	44
6:45 PM	3	6	2	0	11	0	0	0	0	0	2	5	2	0	9	3	11	0	0	14	34
Hourly Total	11	35	14	0	60	5	8	0	0	13	13	37	8	0	58	9	74	6	0	89	220
7:00 PM	2	7	2	0	11	1	1	0	0	2	3	2	0	0	5	1	13	2	0	16	34
7:15 PM	6	14	3	0	23	0	5	0	0	5	2	9	1	0	12	0	9	1	0	10	50
7:30 PM	12	37	5	0	54	1	5	0	0	6	2	13	1	0	16	1	12	4	0	17	93
7:45 PM	7	10	4	0	21	0	0	0	0	0	2	10	0	0	12	0	13	0	0	13	46
Hourly Total	27	68	14	0	109	2	11	0	0	13	9	34	2	0	45	2	47	7	0	56	223
8:00 PM	5	3	2	0	10	0	1	0	0	1	0	7	0	0	7	1	4	3	0	8	26
8:15 PM	3	5	4	0	12	0	2	0	0	2	1	1	1	0	3	1	5	0	0	6	23
8:30 PM	12	15	2	0	29	1	1	0	0	2	3	4	1	0	8	2	10	0	0	12	51
8:45 PM	5	15	5	0	25	0	1	0	0	1	2	3	0	0	5	1	6	0	0	7	38
Hourly Total	25	38	13	0	76	1	5	0	0	6	6	15	2	0	23	5	25	3	0	33	138
9:00 PM	0	6	0	0	6	0	0	0	0	0	1	5	0	0	6	0	3	1	0	4	16
9:15 PM	2	6	1	0	9	0	1	0	0	1	4	1	1	0	6	3	1	1	0	5	21
9:30 PM	1	2	1	0	4	0	2	0	0	2	1	2	1	0	4	0	6	1	0	7	17
9:45 PM	1	0	2	0	3	0	2	0	0	2	1	0	0	0	1	0	4	0	0	4	10
Hourly Total	4	14	4	0	22	0	5	0	0	5	7	8	2	0	17	3	14	3	0	20	64
10:00 PM	2	1	1	0	4	1	0	0	0	1	1	0	0	0	1	3	3	1	0	7	13
10:15 PM	2	1	2	0	5	0	0	0	0	0	3	4	0	0	7	0	5	0	0	5	17
10:30 PM	0	1	0	0	1	0	0	0	0	0	0	9	0	0	9	0	3	1	0	4	14
10:45 PM	3	3	1	0	7	0	0	0	0	0	1	6	0	0	7	4	0	0	0	4	18
Hourly Total	7	6	4	0	17	1	0	0	0	1	5	19	0	0	24	7	11	2	0	20	62
11:00 PM	1	3	0	0	4	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	10
11:15 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	1	2	1	0	4	10
11:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
11:45 PM	0	4	2	0	6	0	0	0	0	0	2	0	0	0	2	0	1	1	0	2	10
Hourly Total	1	11	2	0	14	0	2	0	0	2	3	3	0	0	6	1	9	2	0	12	34
Grand Total	412	1100	444	0	1956	38	211	14	0	263	142	721	112	0	975	216	1245	129	0	1590	4784
Approach %	21.1	56.2	22.7	0.0	-	14.4	80.2	5.3	0.0	-	14.6	73.9	11.5	0.0	-	13.6	78.3	8.1	0.0	-	-
Total %	8.6	23.0	9.3	0.0	40.9	0.8	4.4	0.3	0.0	5.5	3.0	15.1	2.3	0.0	20.4	4.5	26.0	2.7	0.0	33.2	-
Lights	406	1085	424	0	1915	38	210	14	0	262	140	714	109	0	963	210	1228	126	0	1564	4704
% Lights	98.5	98.6	95.5	-	97.9	100.0	99.5	100.0	-	99.6	98.6	99.0	97.3	-	98.8	97.2	98.6	97.7	-	98.4	98.3
Mediums	6	14	18	0	38	0	1	0	0	1	2	5	3	0	10	5	16	1	0	22	71
% Mediums	1.5	1.3	4.1	-	1.9	0.0	0.5	0.0	-	0.4	1.4	0.7	2.7	-	1.0	2.3	1.3	0.8	-	1.4	1.5
Articulated Trucks	0	1	2	0	3	0	0	0	0	0	0	2	0	0	2	1	1	2	0	4	9
% Articulated Trucks	0.0	0.1	0.5	-	0.2	0.0	0.0	0.0	-	0.0	0.0	0.3	0.0	-	0.2	0.5	0.1	1.6	-	0.3	0.2

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Count Name: 2 - BONNER AVE @ ERWIN ST
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Turning Movement Data Plot

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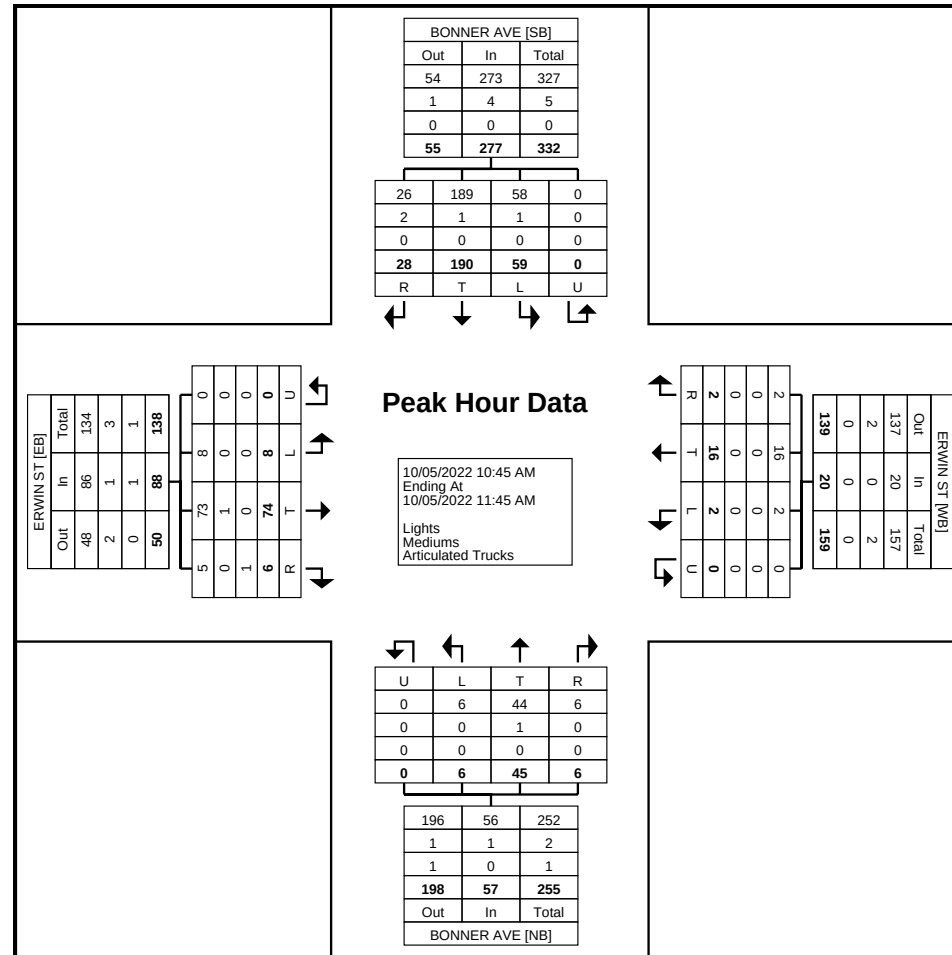
Count Name: 2 - BONNER AVE @ ERWIN ST
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Turning Movement Peak Hour Data (10:45 AM)

Start Time	BONNER AVE Southbound					ERWIN ST Westbound					BONNER AVE Northbound					ERWIN ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
10:45 AM	16	48	6	0	70	0	6	0	0	6	1	13	0	0	14	2	15	0	0	17	107
11:00 AM	23	78	15	0	116	1	3	0	0	4	0	12	2	0	14	1	21	1	0	23	157
11:15 AM	3	37	4	0	44	1	6	1	0	8	2	9	2	0	13	4	19	3	0	26	91
11:30 AM	17	27	3	0	47	0	1	1	0	2	3	11	2	0	16	1	19	2	0	22	87
Total	59	190	28	0	277	2	16	2	0	20	6	45	6	0	57	8	74	6	0	88	442
Approach %	21.3	68.6	10.1	0.0	-	10.0	80.0	10.0	0.0	-	10.5	78.9	10.5	0.0	-	9.1	84.1	6.8	0.0	-	-
Total %	13.3	43.0	6.3	0.0	62.7	0.5	3.6	0.5	0.0	4.5	1.4	10.2	1.4	0.0	12.9	1.8	16.7	1.4	0.0	19.9	-
PHF	0.641	0.609	0.467	0.000	0.597	0.500	0.667	0.500	0.000	0.625	0.500	0.865	0.750	0.000	0.891	0.500	0.881	0.500	0.000	0.846	0.704
Lights	58	189	26	0	273	2	16	2	0	20	6	44	6	0	56	8	73	5	0	86	435
% Lights	98.3	99.5	92.9	-	98.6	100.0	100.0	100.0	-	100.0	100.0	97.8	100.0	-	98.2	100.0	98.6	83.3	-	97.7	98.4
Mediums	1	1	2	0	4	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	6
% Mediums	1.7	0.5	7.1	-	1.4	0.0	0.0	0.0	-	0.0	0.0	2.2	0.0	-	1.8	0.0	1.4	0.0	-	1.1	1.4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	16.7	-	1.1	0.2

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Turning Movement Peak Hour Data Plot (10:45 AM)

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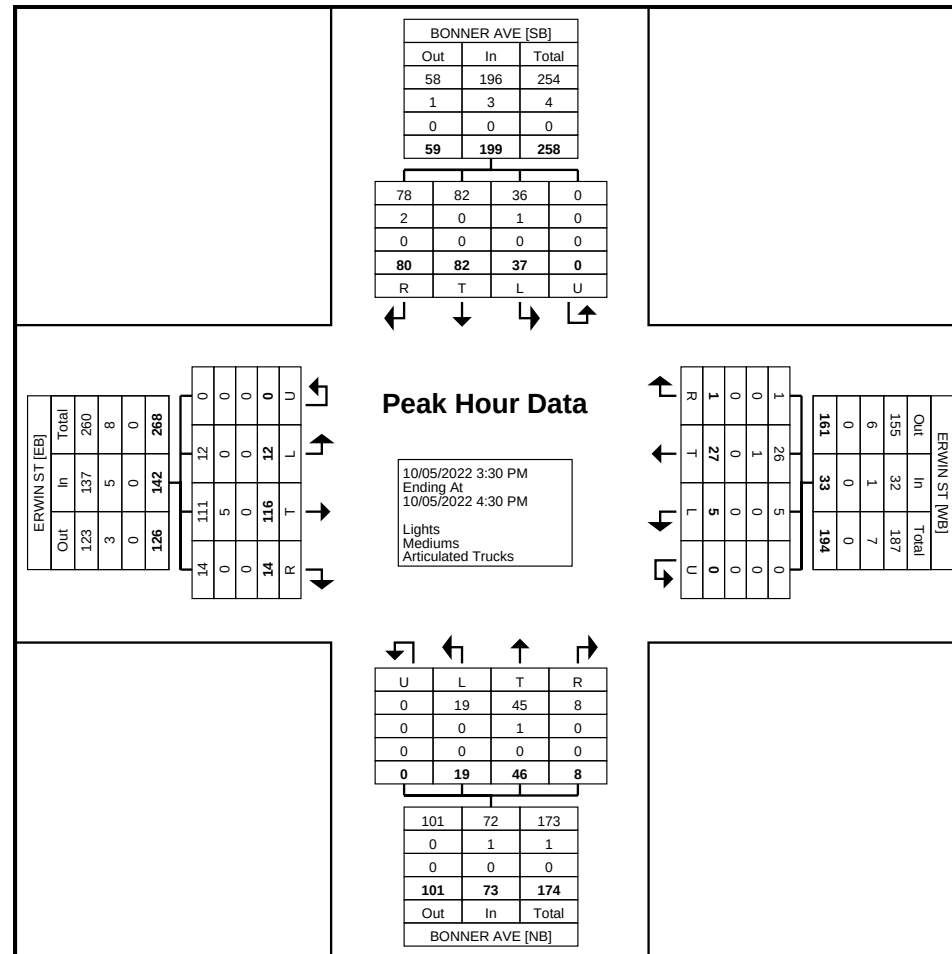
Count Name: 2 - BONNER AVE @ ERWIN ST
Site Code:
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Turning Movement Peak Hour Data (3:30 PM)

Start Time	BONNER AVE Southbound					ERWIN ST Westbound					BONNER AVE Northbound					ERWIN ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
3:30 PM	6	25	17	0	48	1	7	0	0	8	3	14	1	0	18	1	26	2	0	29	103
3:45 PM	6	20	15	0	41	0	9	1	0	10	3	11	3	0	17	3	24	5	0	32	100
4:00 PM	13	15	32	0	60	2	7	0	0	9	5	16	3	0	24	3	38	6	0	47	140
4:15 PM	12	22	16	0	50	2	4	0	0	6	8	5	1	0	14	5	28	1	0	34	104
Total	37	82	80	0	199	5	27	1	0	33	19	46	8	0	73	12	116	14	0	142	447
Approach %	18.6	41.2	40.2	0.0	-	15.2	81.8	3.0	0.0	-	26.0	63.0	11.0	0.0	-	8.5	81.7	9.9	0.0	-	-
Total %	8.3	18.3	17.9	0.0	44.5	1.1	6.0	0.2	0.0	7.4	4.3	10.3	1.8	0.0	16.3	2.7	26.0	3.1	0.0	31.8	-
PHF	0.712	0.820	0.625	0.000	0.829	0.625	0.750	0.250	0.000	0.825	0.594	0.719	0.667	0.000	0.760	0.600	0.763	0.583	0.000	0.755	0.798
Lights	36	82	78	0	196	5	26	1	0	32	19	45	8	0	72	12	111	14	0	137	437
% Lights	97.3	100.0	97.5	-	98.5	100.0	96.3	100.0	-	97.0	100.0	97.8	100.0	-	98.6	100.0	95.7	100.0	-	96.5	97.8
Mediums	1	0	2	0	3	0	1	0	0	1	0	1	0	0	1	0	5	0	0	5	10
% Mediums	2.7	0.0	2.5	-	1.5	0.0	3.7	0.0	-	3.0	0.0	2.2	0.0	-	1.4	0.0	4.3	0.0	-	3.5	2.2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0

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Turning Movement Peak Hour Data Plot (3:30 PM)

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1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 2 - GENTRY
PKWY @ BROADWAY AVE
Site Code:
Start Date: 10/05/2022
Page No: 1

Turning Movement Data

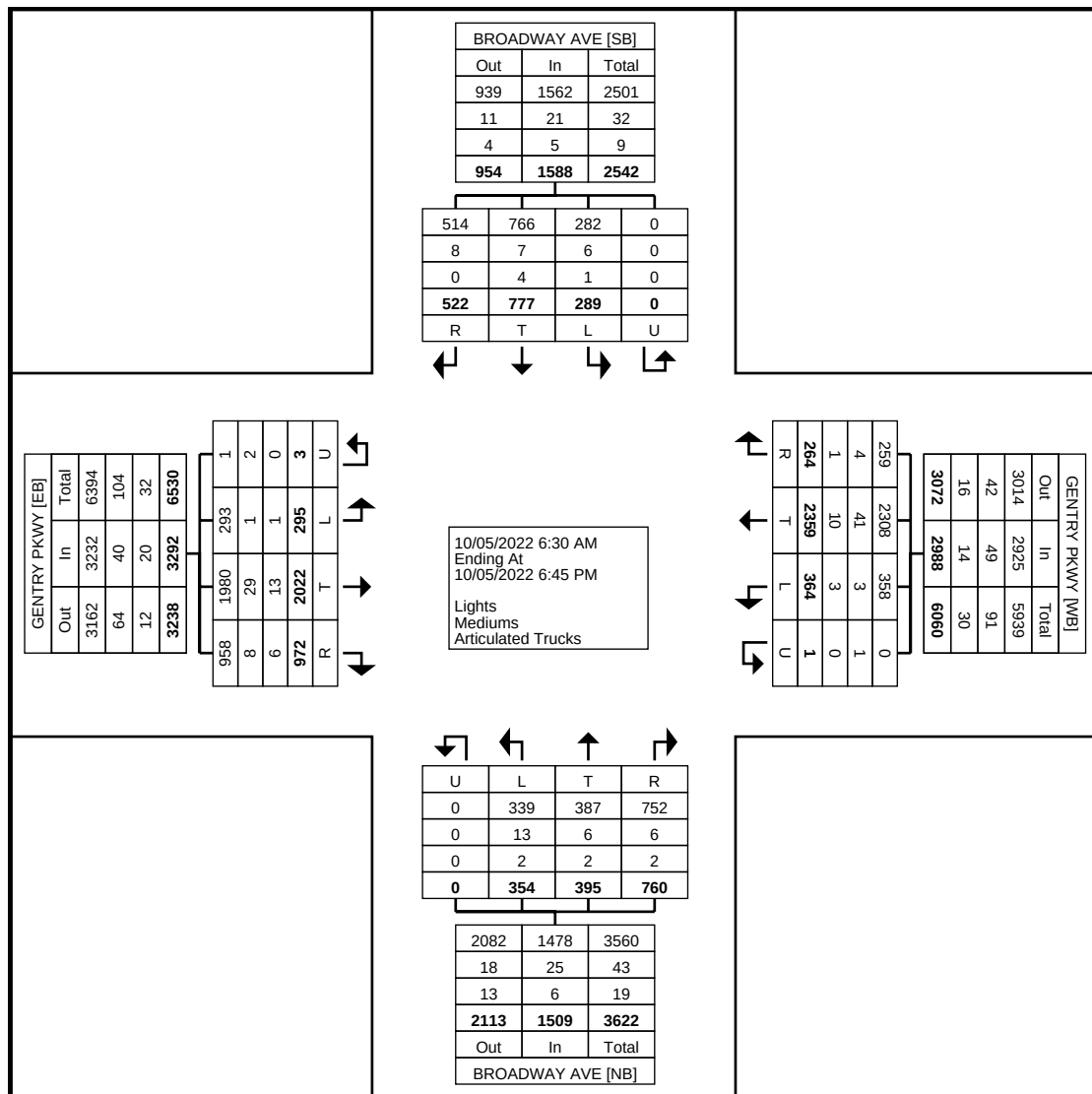
Start Time	BROADWAY AVE Southbound					GENTRY PKWY Westbound					BROADWAY AVE Northbound					GENTRY PKWY Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
6:30 AM	14	31	29	0	74	15	88	5	0	108	18	24	10	0	52	7	119	19	0	145	379
6:45 AM	15	53	25	0	93	31	79	12	0	122	13	12	17	0	42	8	131	31	0	170	427
Hourly Total	29	84	54	0	167	46	167	17	0	230	31	36	27	0	94	15	250	50	0	315	806
7:00 AM	37	52	20	0	109	20	95	9	0	124	13	20	26	0	59	16	139	31	0	186	478
7:15 AM	34	71	31	0	136	28	121	13	0	162	19	30	21	0	70	12	170	59	0	241	609
7:30 AM	32	102	36	0	170	51	149	7	0	207	17	22	30	0	69	20	219	74	1	314	760
7:45 AM	34	85	27	0	146	45	131	13	0	189	20	41	25	0	86	17	245	66	0	328	749
Hourly Total	137	310	114	0	561	144	496	42	0	682	69	113	102	0	284	65	773	230	1	1069	2596
8:00 AM	27	55	19	0	101	40	122	11	0	173	30	17	26	0	73	20	212	48	0	280	627
8:15 AM	25	54	31	0	110	25	109	11	0	145	22	26	16	0	64	10	163	69	0	242	561
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	52	109	50	0	211	65	231	22	0	318	52	43	42	0	137	30	375	117	0	522	1188
4:30 PM	19	55	30	0	104	28	188	19	0	235	54	50	35	0	139	25	139	39	0	203	681
4:45 PM	20	42	36	0	98	32	175	11	0	218	57	56	34	0	147	29	164	31	0	224	687
Hourly Total	39	97	66	0	202	60	363	30	0	453	111	106	69	0	286	54	303	70	0	427	1368
5:00 PM	11	51	30	0	92	26	206	6	0	238	79	72	62	0	213	25	168	28	0	221	764
5:15 PM	14	26	44	0	84	3	202	31	0	236	12	25	79	0	116	25	70	68	0	163	599
5:30 PM	0	0	68	0	68	0	208	30	0	238	0	0	137	0	137	0	0	146	0	146	589
5:45 PM	0	5	54	0	59	0	161	26	1	188	0	0	89	0	89	0	1	124	1	126	462
Hourly Total	25	82	196	0	303	29	777	93	1	900	91	97	367	0	555	50	239	366	1	656	2414
6:00 PM	0	59	20	0	79	5	163	39	0	207	0	0	81	0	81	47	0	104	0	151	518
6:15 PM	7	36	22	0	65	15	162	21	0	198	0	0	72	0	72	34	82	35	1	152	487
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	289	777	522	0	1588	364	2359	264	1	2988	354	395	760	0	1509	295	2022	972	3	3292	9377
Approach %	18.2	48.9	32.9	0.0	-	12.2	78.9	8.8	0.0	-	23.5	26.2	50.4	0.0	-	9.0	61.4	29.5	0.1	-	-
Total %	3.1	8.3	5.6	0.0	16.9	3.9	25.2	2.8	0.0	31.9	3.8	4.2	8.1	0.0	16.1	3.1	21.6	10.4	0.0	35.1	-
Lights	282	766	514	0	1562	358	2308	259	0	2925	339	387	752	0	1478	293	1980	958	1	3232	9197
% Lights	97.6	98.6	98.5	-	98.4	98.4	97.8	98.1	0.0	97.9	95.8	98.0	98.9	-	97.9	99.3	97.9	98.6	33.3	98.2	98.1
Mediums	6	7	8	0	21	3	41	4	1	49	13	6	6	0	25	1	29	8	2	40	135
% Mediums	2.1	0.9	1.5	-	1.3	0.8	1.7	1.5	100.0	1.6	3.7	1.5	0.8	-	1.7	0.3	1.4	0.8	66.7	1.2	1.4
Articulated Trucks	1	4	0	0	5	3	10	1	0	14	2	2	2	0	6	1	13	6	0	20	45
% Articulated Trucks	0.3	0.5	0.0	-	0.3	0.8	0.4	0.4	0.0	0.5	0.6	0.5	0.3	-	0.4	0.3	0.6	0.6	0.0	0.6	0.5

GRAM Traffic NTX Inc.

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Count Name: 2 - GENTRY
PKWY @ BROADWAY AVE
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Page No: 2



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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817.265.8968

Count Name: 2 - GENTRY
PKWY @ BROADWAY AVE
Site Code:
Start Date: 10/05/2022
Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

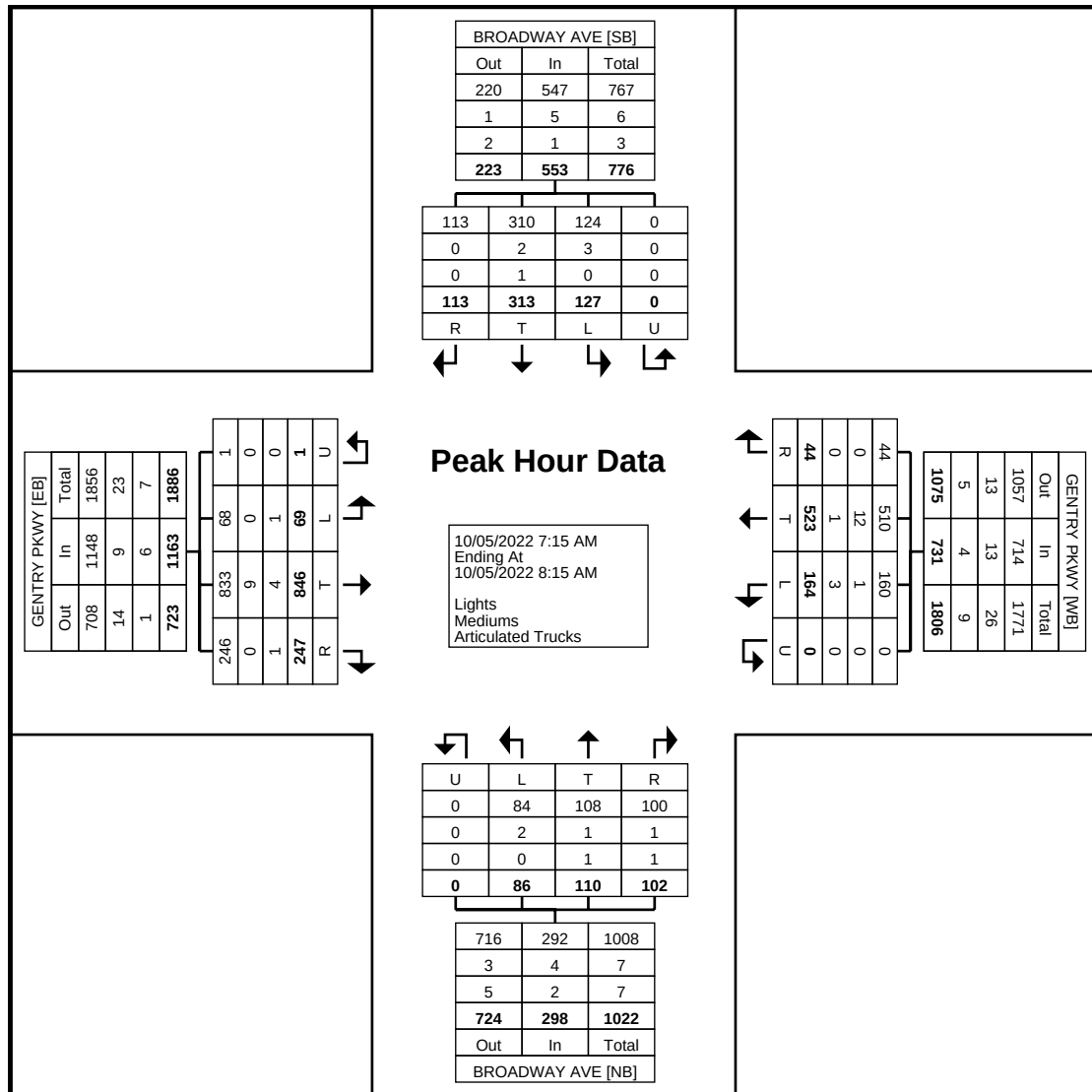
Start Time	BROADWAY AVE Southbound					GENTRY PKWY Westbound					BROADWAY AVE Northbound					GENTRY PKWY Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
7:15 AM	34	71	31	0	136	28	121	13	0	162	19	30	21	0	70	12	170	59	0	241	609
7:30 AM	32	102	36	0	170	51	149	7	0	207	17	22	30	0	69	20	219	74	1	314	760
7:45 AM	34	85	27	0	146	45	131	13	0	189	20	41	25	0	86	17	245	66	0	328	749
8:00 AM	27	55	19	0	101	40	122	11	0	173	30	17	26	0	73	20	212	48	0	280	627
Total	127	313	113	0	553	164	523	44	0	731	86	110	102	0	298	69	846	247	1	1163	2745
Approach %	23.0	56.6	20.4	0.0	-	22.4	71.5	6.0	0.0	-	28.9	36.9	34.2	0.0	-	5.9	72.7	21.2	0.1	-	-
Total %	4.6	11.4	4.1	0.0	20.1	6.0	19.1	1.6	0.0	26.6	3.1	4.0	3.7	0.0	10.9	2.5	30.8	9.0	0.0	42.4	-
PHF	0.934	0.767	0.785	0.000	0.813	0.804	0.878	0.846	0.000	0.883	0.717	0.671	0.850	0.000	0.866	0.863	0.863	0.834	0.250	0.886	0.903
Lights	124	310	113	0	547	160	510	44	0	714	84	108	100	0	292	68	833	246	1	1148	2701
% Lights	97.6	99.0	100.0	-	98.9	97.6	97.5	100.0	-	97.7	97.7	98.2	98.0	-	98.0	98.6	98.5	99.6	100.0	98.7	98.4
Mediums	3	2	0	0	5	1	12	0	0	13	2	1	1	0	4	0	9	0	0	9	31
% Mediums	2.4	0.6	0.0	-	0.9	0.6	2.3	0.0	-	1.8	2.3	0.9	1.0	-	1.3	0.0	1.1	0.0	0.0	0.8	1.1
Articulated Trucks	0	1	0	0	1	3	1	0	0	4	0	1	1	0	2	1	4	1	0	6	13
% Articulated Trucks	0.0	0.3	0.0	-	0.2	1.8	0.2	0.0	-	0.5	0.0	0.9	1.0	-	0.7	1.4	0.5	0.4	0.0	0.5	0.5

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Count Name: 2 - GENTRY
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Turning Movement Peak Hour Data Plot (7:15 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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Count Name: 2 - GENTRY
PKWY @ BROADWAY AVE
Site Code:
Start Date: 10/05/2022
Page No: 5

Turning Movement Peak Hour Data (4:30 PM)

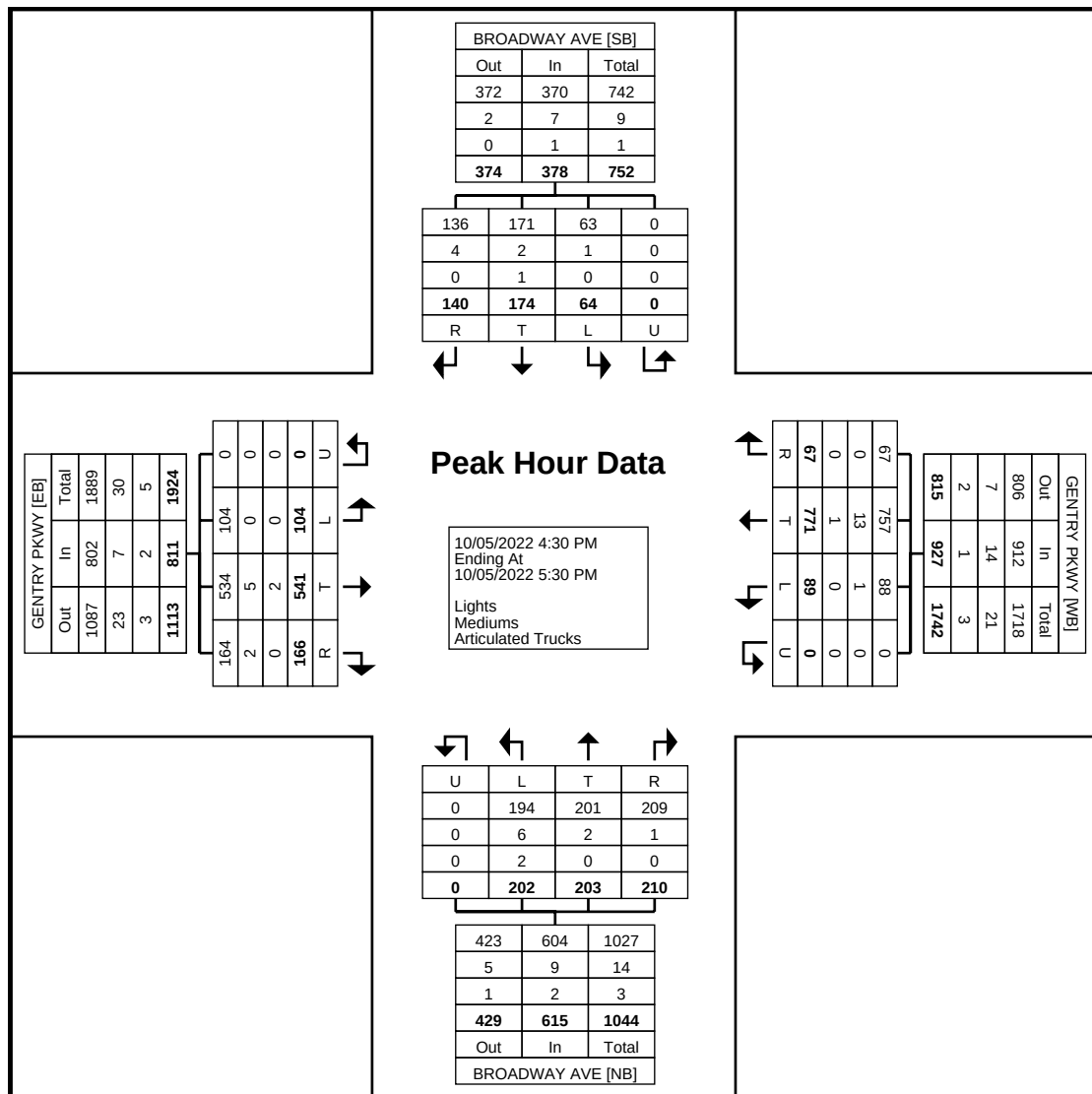
Start Time	BROADWAY AVE Southbound					GENTRY PKWY Westbound					BROADWAY AVE Northbound					GENTRY PKWY Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
4:30 PM	19	55	30	0	104	28	188	19	0	235	54	50	35	0	139	25	139	39	0	203	681
4:45 PM	20	42	36	0	98	32	175	11	0	218	57	56	34	0	147	29	164	31	0	224	687
5:00 PM	11	51	30	0	92	26	206	6	0	238	79	72	62	0	213	25	168	28	0	221	764
5:15 PM	14	26	44	0	84	3	202	31	0	236	12	25	79	0	116	25	70	68	0	163	599
Total	64	174	140	0	378	89	771	67	0	927	202	203	210	0	615	104	541	166	0	811	2731
Approach %	16.9	46.0	37.0	0.0	-	9.6	83.2	7.2	0.0	-	32.8	33.0	34.1	0.0	-	12.8	66.7	20.5	0.0	-	-
Total %	2.3	6.4	5.1	0.0	13.8	3.3	28.2	2.5	0.0	33.9	7.4	7.4	7.7	0.0	22.5	3.8	19.8	6.1	0.0	29.7	-
PHF	0.800	0.791	0.795	0.000	0.909	0.695	0.936	0.540	0.000	0.974	0.639	0.705	0.665	0.000	0.722	0.897	0.805	0.610	0.000	0.905	0.894
Lights	63	171	136	0	370	88	757	67	0	912	194	201	209	0	604	104	534	164	0	802	2688
% Lights	98.4	98.3	97.1	-	97.9	98.9	98.2	100.0	-	98.4	96.0	99.0	99.5	-	98.2	100.0	98.7	98.8	-	98.9	98.4
Mediums	1	2	4	0	7	1	13	0	0	14	6	2	1	0	9	0	5	2	0	7	37
% Mediums	1.6	1.1	2.9	-	1.9	1.1	1.7	0.0	-	1.5	3.0	1.0	0.5	-	1.5	0.0	0.9	1.2	-	0.9	1.4
Articulated Trucks	0	1	0	0	1	0	1	0	0	1	2	0	0	0	2	0	2	0	0	2	6
% Articulated Trucks	0.0	0.6	0.0	-	0.3	0.0	0.1	0.0	-	0.1	1.0	0.0	0.0	-	0.3	0.0	0.4	0.0	-	0.2	0.2

GRAM Traffic NTX Inc.

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Arlington, Texas, United States 76013
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Count Name: 2 - GENTRY
PKWY @ BROADWAY AVE
Site Code:
Start Date: 10/05/2022
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Turning Movement Peak Hour Data Plot (4:30 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 3 - BECKHAM
AVE @ GENTRY PKWY
Site Code:
Start Date: 10/05/2022
Page No: 1

Turning Movement Data

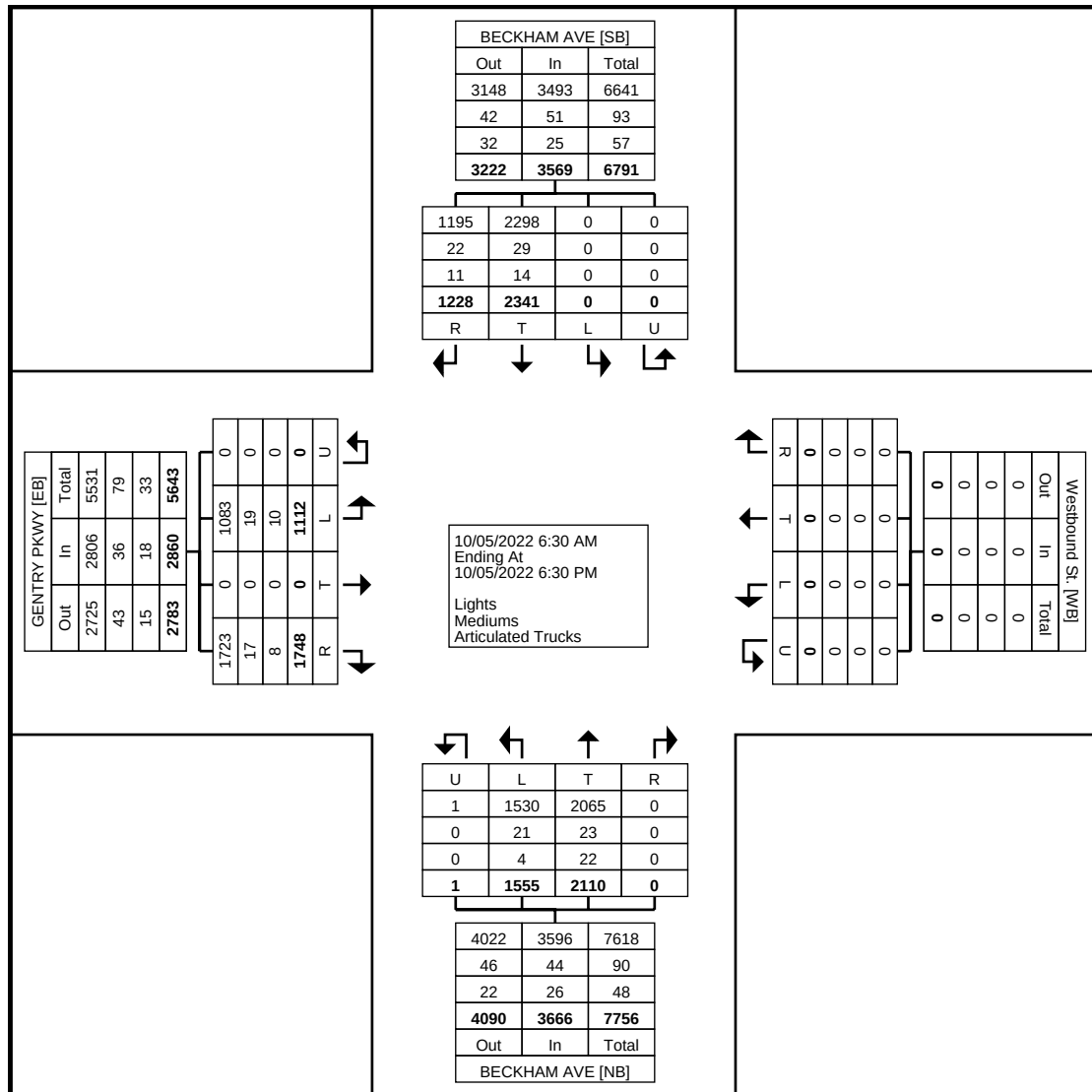
Start Time	BECKHAM AVE Southbound					Westbound St. Westbound					BECKHAM AVE Northbound					GENTRY PKWY Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
6:30 AM	0	139	53	0	192	0	0	0	0	0	47	70	0	0	117	35	0	105	0	140	449
6:45 AM	0	124	63	0	187	0	0	0	0	0	53	75	0	0	128	57	0	122	0	179	494
Hourly Total	0	263	116	0	379	0	0	0	0	0	100	145	0	0	245	92	0	227	0	319	943
7:00 AM	0	137	56	0	193	0	0	0	0	0	63	83	0	0	146	43	0	138	0	181	520
7:15 AM	0	207	80	0	287	0	0	0	0	0	68	84	0	0	152	56	0	173	0	229	668
7:30 AM	0	212	94	0	306	0	0	0	0	0	106	109	0	0	215	61	0	215	0	276	797
7:45 AM	0	228	89	0	317	0	0	0	0	0	82	104	0	0	186	74	0	187	0	261	764
Hourly Total	0	784	319	0	1103	0	0	0	0	0	319	380	0	0	699	234	0	713	0	947	2749
8:00 AM	0	176	77	0	253	0	0	0	0	0	90	105	0	0	195	70	0	194	0	264	712
8:15 AM	0	137	54	0	191	0	0	0	0	0	103	101	0	0	204	58	0	150	0	208	603
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	313	131	0	444	0	0	0	0	0	193	206	0	0	399	128	0	344	0	472	1315
4:30 PM	0	144	91	0	235	0	0	0	0	0	126	164	0	0	290	99	0	102	0	201	726
4:45 PM	0	107	98	0	205	0	0	0	0	0	133	196	0	0	329	108	0	110	0	218	752
Hourly Total	0	251	189	0	440	0	0	0	0	0	259	360	0	0	619	207	0	212	0	419	1478
5:00 PM	0	139	108	0	247	0	0	0	0	0	115	215	0	0	330	117	0	99	0	216	793
5:15 PM	0	131	84	0	215	0	0	0	0	0	124	199	0	0	323	106	0	52	0	158	696
5:30 PM	0	112	71	0	183	0	0	0	0	0	130	192	0	0	322	65	0	14	0	79	584
5:45 PM	0	140	70	0	210	0	0	0	0	0	103	150	0	0	253	63	0	14	0	77	540
Hourly Total	0	522	333	0	855	0	0	0	0	0	472	756	0	0	1228	351	0	179	0	530	2613
6:00 PM	0	97	62	0	159	0	0	0	0	0	113	145	0	1	259	44	0	7	0	51	469
6:15 PM	0	111	78	0	189	0	0	0	0	0	99	118	0	0	217	56	0	66	0	122	528
Grand Total	0	2341	1228	0	3569	0	0	0	0	0	1555	2110	0	1	3666	1112	0	1748	0	2860	10095
Approach %	0.0	65.6	34.4	0.0	-	0.0	0.0	0.0	0.0	-	42.4	57.6	0.0	0.0	-	38.9	0.0	61.1	0.0	-	-
Total %	0.0	23.2	12.2	0.0	35.4	0.0	0.0	0.0	0.0	0.0	15.4	20.9	0.0	0.0	36.3	11.0	0.0	17.3	0.0	28.3	-
Lights	0	2298	1195	0	3493	0	0	0	0	0	1530	2065	0	1	3596	1083	0	1723	0	2806	9895
% Lights	-	98.2	97.3	-	97.9	-	-	-	-	-	98.4	97.9	-	100.0	98.1	97.4	-	98.6	-	98.1	98.0
Mediums	0	29	22	0	51	0	0	0	0	0	21	23	0	0	44	19	0	17	0	36	131
% Mediums	-	1.2	1.8	-	1.4	-	-	-	-	-	1.4	1.1	-	0.0	1.2	1.7	-	1.0	-	1.3	1.3
Articulated Trucks	0	14	11	0	25	0	0	0	0	0	4	22	0	0	26	10	0	8	0	18	69
% Articulated Trucks	-	0.6	0.9	-	0.7	-	-	-	-	-	0.3	1.0	-	0.0	0.7	0.9	-	0.5	-	0.6	0.7

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Count Name: 3 - BECKHAM
AVE @ GENTRY PKWY
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Start Date: 10/05/2022
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Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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Count Name: 3 - BECKHAM
AVE @ GENTRY PKWY
Site Code:
Start Date: 10/05/2022
Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

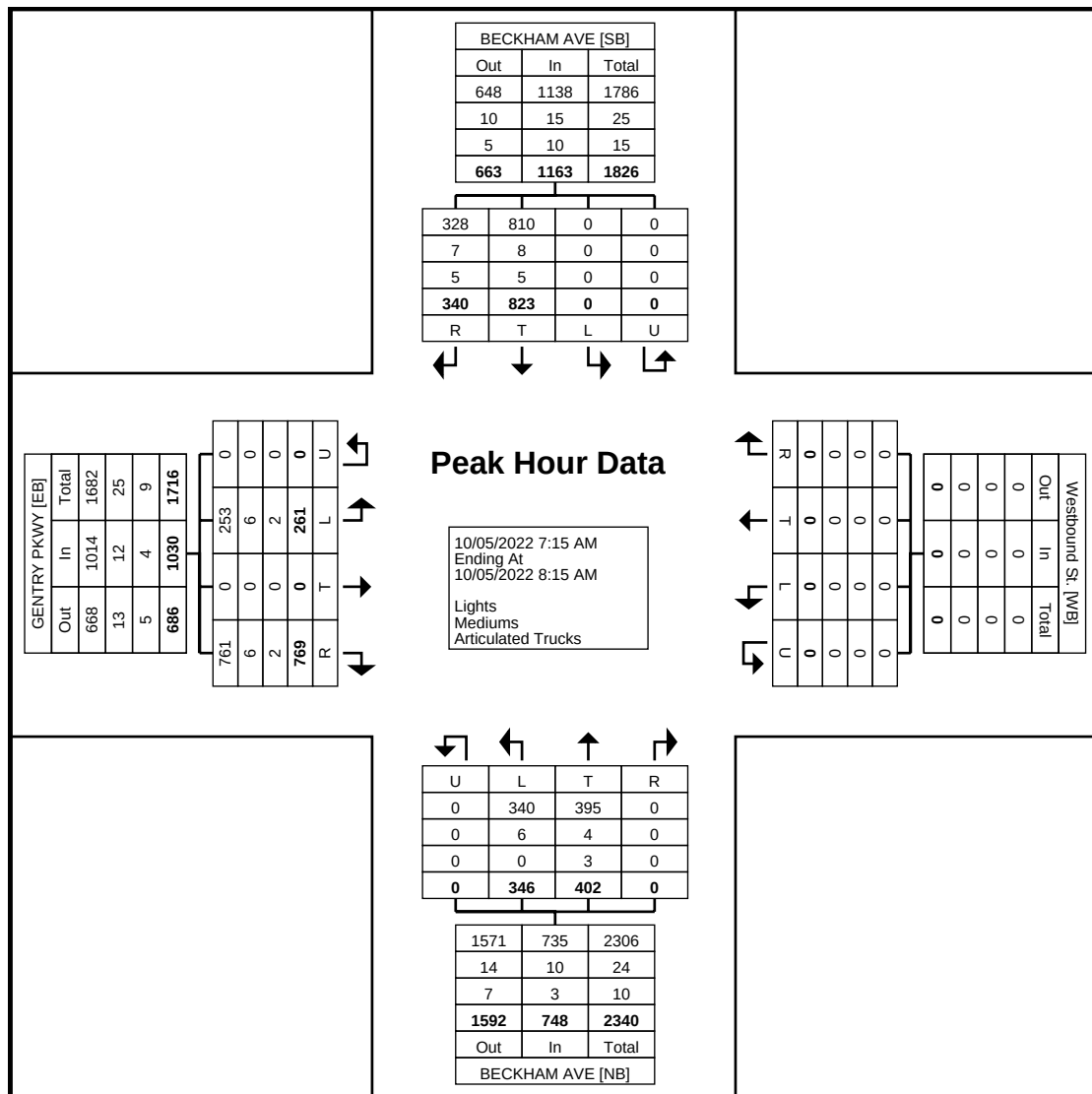
Start Time	BECKHAM AVE Southbound					Westbound St. Westbound					BECKHAM AVE Northbound					GENTRY PKWY Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
7:15 AM	0	207	80	0	287	0	0	0	0	0	68	84	0	0	152	56	0	173	0	229	668
7:30 AM	0	212	94	0	306	0	0	0	0	0	106	109	0	0	215	61	0	215	0	276	797
7:45 AM	0	228	89	0	317	0	0	0	0	0	82	104	0	0	186	74	0	187	0	261	764
8:00 AM	0	176	77	0	253	0	0	0	0	0	90	105	0	0	195	70	0	194	0	264	712
Total	0	823	340	0	1163	0	0	0	0	0	346	402	0	0	748	261	0	769	0	1030	2941
Approach %	0.0	70.8	29.2	0.0	-	0.0	0.0	0.0	0.0	-	46.3	53.7	0.0	0.0	-	25.3	0.0	74.7	0.0	-	-
Total %	0.0	28.0	11.6	0.0	39.5	0.0	0.0	0.0	0.0	0.0	11.8	13.7	0.0	0.0	25.4	8.9	0.0	26.1	0.0	35.0	-
PHF	0.000	0.902	0.904	0.000	0.917	0.000	0.000	0.000	0.000	0.000	0.816	0.922	0.000	0.000	0.870	0.882	0.000	0.894	0.000	0.933	0.923
Lights	0	810	328	0	1138	0	0	0	0	0	340	395	0	0	735	253	0	761	0	1014	2887
% Lights	-	98.4	96.5	-	97.9	-	-	-	-	-	98.3	98.3	-	-	98.3	96.9	-	99.0	-	98.4	98.2
Mediums	0	8	7	0	15	0	0	0	0	0	6	4	0	0	10	6	0	6	0	12	37
% Mediums	-	1.0	2.1	-	1.3	-	-	-	-	-	1.7	1.0	-	-	1.3	2.3	-	0.8	-	1.2	1.3
Articulated Trucks	0	5	5	0	10	0	0	0	0	0	0	3	0	0	3	2	0	2	0	4	17
% Articulated Trucks	-	0.6	1.5	-	0.9	-	-	-	-	-	0.0	0.7	-	-	0.4	0.8	-	0.3	-	0.4	0.6

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Count Name: 3 - BECKHAM
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Turning Movement Peak Hour Data Plot (7:15 AM)

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Count Name: 3 - BECKHAM
AVE @ GENTRY PKWY
Site Code:
Start Date: 10/05/2022
Page No: 5

Turning Movement Peak Hour Data (4:30 PM)

Start Time	BECKHAM AVE Southbound					Westbound St. Westbound					BECKHAM AVE Northbound					GENTRY PKWY Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
4:30 PM	0	144	91	0	235	0	0	0	0	0	126	164	0	0	290	99	0	102	0	201	726
4:45 PM	0	107	98	0	205	0	0	0	0	0	133	196	0	0	329	108	0	110	0	218	752
5:00 PM	0	139	108	0	247	0	0	0	0	0	115	215	0	0	330	117	0	99	0	216	793
5:15 PM	0	131	84	0	215	0	0	0	0	0	124	199	0	0	323	106	0	52	0	158	696
Total	0	521	381	0	902	0	0	0	0	0	498	774	0	0	1272	430	0	363	0	793	2967
Approach %	0.0	57.8	42.2	0.0	-	0.0	0.0	0.0	0.0	-	39.2	60.8	0.0	0.0	-	54.2	0.0	45.8	0.0	-	-
Total %	0.0	17.6	12.8	0.0	30.4	0.0	0.0	0.0	0.0	0.0	16.8	26.1	0.0	0.0	42.9	14.5	0.0	12.2	0.0	26.7	-
PHF	0.000	0.905	0.882	0.000	0.913	0.000	0.000	0.000	0.000	0.000	0.936	0.900	0.000	0.000	0.964	0.919	0.000	0.825	0.000	0.909	0.935
Lights	0	513	375	0	888	0	0	0	0	0	492	760	0	0	1252	426	0	360	0	786	2926
% Lights	-	98.5	98.4	-	98.4	-	-	-	-	-	98.8	98.2	-	-	98.4	99.1	-	99.2	-	99.1	98.6
Mediums	0	6	6	0	12	0	0	0	0	0	5	8	0	0	13	1	0	2	0	3	28
% Mediums	-	1.2	1.6	-	1.3	-	-	-	-	-	1.0	1.0	-	-	1.0	0.2	-	0.6	-	0.4	0.9
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	1	6	0	0	7	3	0	1	0	4	13
% Articulated Trucks	-	0.4	0.0	-	0.2	-	-	-	-	-	0.2	0.8	-	-	0.6	0.7	-	0.3	-	0.5	0.4

Turning Movement Peak Hour Data Plot (4:30 PM)

Turning Movement Data

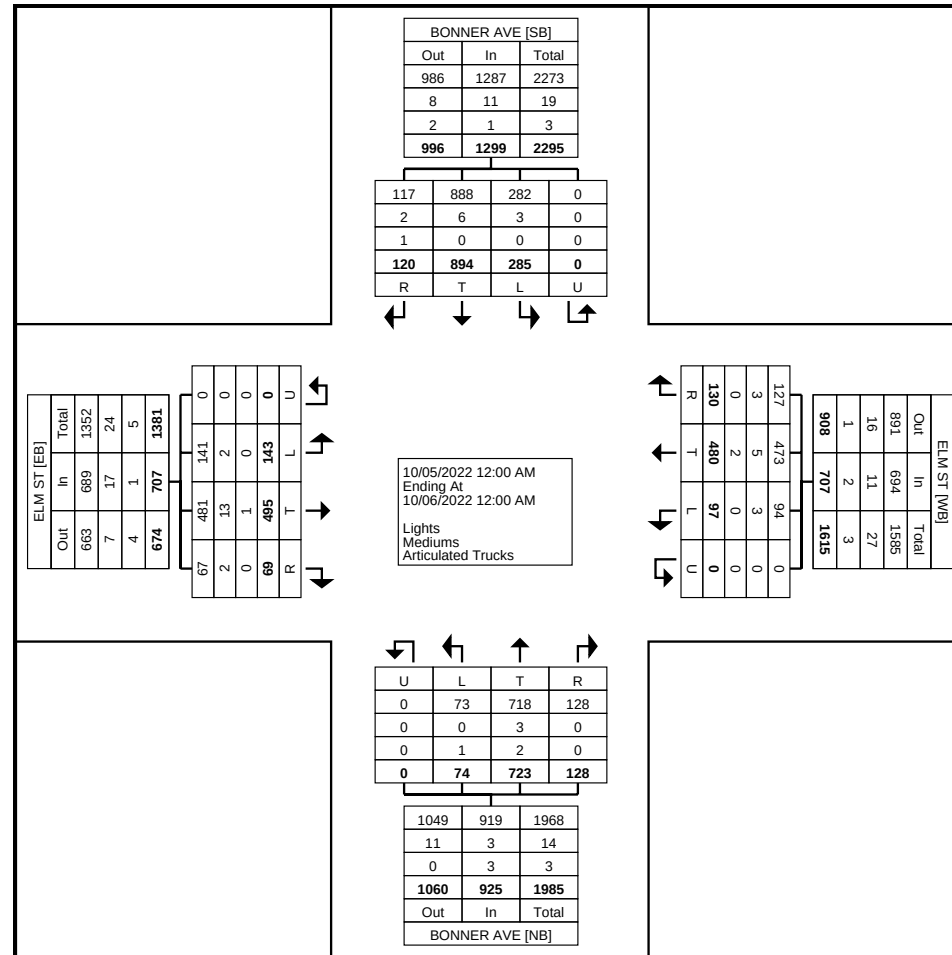
Start Time	BONNER AVE Southbound					ELM ST Westbound					BONNER AVE Northbound					ELM ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	1	3	1	0	5	0	1	0	0	1	6
12:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
12:45 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Hourly Total	1	2	0	0	3	0	0	0	0	0	1	6	1	0	8	0	2	0	0	2	13
1:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:45 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Hourly Total	2	4	0	0	6	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	8
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
2:15 AM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	4
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	0	1	0	0	1	6
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
3:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	4
4:45 AM	1	1	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	2	1	0	0	3	0	3	0	0	3	0	2	0	0	2	0	1	0	0	1	9
5:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	5
5:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
5:45 AM	1	1	0	0	2	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	10
Hourly Total	1	6	0	0	7	0	1	0	0	1	0	6	0	0	6	0	5	0	0	5	19
6:00 AM	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	0	2	0	0	2	8
6:15 AM	2	3	0	0	5	0	2	0	0	2	0	6	0	0	6	1	5	0	0	6	19
6:30 AM	2	6	0	0	8	0	3	0	0	3	1	7	0	0	8	0	4	0	0	4	23
6:45 AM	2	7	0	0	9	0	5	0	0	5	1	11	1	0	13	1	4	0	0	5	32
Hourly Total	6	17	0	0	23	0	10	0	0	10	3	28	1	0	32	2	15	0	0	17	82
7:00 AM	2	5	0	0	7	1	1	1	0	3	1	8	0	0	9	3	10	0	0	13	32
7:15 AM	5	12	3	0	20	0	7	1	0	8	0	11	0	0	11	1	20	1	0	22	61
7:30 AM	4	14	2	0	20	0	15	4	0	19	2	11	2	0	15	2	25	3	0	30	84
7:45 AM	13	8	3	0	24	2	15	2	0	19	0	18	3	0	21	5	23	2	0	30	94

Hourly Total	24	39	8	0	71	3	38	8	0	49	3	48	5	0	56	11	78	6	0	95	271
8:00 AM	2	17	3	0	22	1	4	2	0	7	0	20	4	0	24	3	8	0	0	11	64
8:15 AM	3	5	2	0	10	2	4	3	0	9	0	8	1	0	9	3	15	4	0	22	50
8:30 AM	7	12	4	0	23	1	1	0	0	2	1	22	2	0	25	2	7	1	0	10	60
8:45 AM	7	9	3	0	19	2	2	1	0	5	0	23	5	0	28	1	11	3	0	15	67
Hourly Total	19	43	12	0	74	6	11	6	0	23	1	73	12	0	86	9	41	8	0	58	241
9:00 AM	2	9	3	0	14	1	4	6	0	11	0	30	2	0	32	7	8	1	0	16	73
9:15 AM	7	24	4	0	35	1	5	2	0	8	0	10	1	0	11	0	4	1	0	5	59
9:30 AM	2	13	0	0	15	2	4	0	0	6	0	7	1	0	8	2	6	2	0	10	39
9:45 AM	3	9	1	0	13	1	4	0	0	5	1	8	1	0	10	2	8	2	0	12	40
Hourly Total	14	55	8	0	77	5	17	8	0	30	1	55	5	0	61	11	26	6	0	43	211
10:00 AM	5	20	1	0	26	1	7	1	0	9	0	12	0	0	12	2	4	3	0	9	56
10:15 AM	5	17	5	0	27	0	5	3	0	8	2	14	1	0	17	3	9	0	0	12	64
10:30 AM	3	7	3	0	13	1	5	2	0	8	1	9	1	0	11	2	5	1	0	8	40
10:45 AM	7	40	1	0	48	1	2	2	0	5	4	12	2	0	18	5	9	1	0	15	86
Hourly Total	20	84	10	0	114	3	19	8	0	30	7	47	4	0	58	12	27	5	0	44	246
11:00 AM	14	66	4	0	84	2	12	3	0	17	0	8	2	0	10	3	7	2	0	12	123
11:15 AM	10	28	4	0	42	0	8	1	0	9	1	9	5	0	15	2	6	0	0	8	74
11:30 AM	7	23	1	0	31	6	8	4	0	18	1	11	4	0	16	2	9	3	0	14	79
11:45 AM	5	9	2	0	16	3	9	1	0	13	0	10	3	0	13	4	9	1	0	14	56
Hourly Total	36	126	11	0	173	11	37	9	0	57	2	38	14	0	54	11	31	6	0	48	332
12:00 PM	3	18	2	0	23	0	6	4	0	10	3	17	2	0	22	4	11	3	0	18	73
12:15 PM	9	17	2	0	28	1	11	4	0	16	2	11	3	0	16	5	11	1	0	17	77
12:30 PM	5	10	2	0	17	4	10	2	0	16	6	8	5	0	19	2	10	2	0	14	66
12:45 PM	2	14	4	0	20	2	8	1	0	11	2	16	1	0	19	5	6	0	0	11	61
Hourly Total	19	59	10	0	88	7	35	11	0	53	13	52	11	0	76	16	38	6	0	60	277
1:00 PM	6	9	1	0	16	1	9	2	0	12	3	12	0	0	15	0	12	0	0	12	55
1:15 PM	9	11	3	0	23	1	6	4	0	11	0	11	0	0	11	1	13	1	0	15	60
1:30 PM	2	15	6	0	23	0	7	1	0	8	0	17	5	0	22	2	10	5	0	17	70
1:45 PM	8	21	3	0	32	2	4	4	0	10	0	18	2	0	20	2	8	0	0	10	72
Hourly Total	25	56	13	0	94	4	26	11	0	41	3	58	7	0	68	5	43	6	0	54	257
2:00 PM	1	12	0	0	13	3	2	1	0	6	1	8	2	0	11	1	5	1	0	7	37
2:15 PM	2	12	3	0	17	2	10	2	0	14	0	9	0	0	9	1	7	0	0	8	48
2:30 PM	4	9	2	0	15	0	5	5	0	10	0	15	1	0	16	3	8	1	0	12	53
2:45 PM	3	16	5	0	24	2	5	1	0	8	1	14	1	0	16	3	3	0	0	6	54
Hourly Total	10	49	10	0	69	7	22	9	0	38	2	46	4	0	52	8	23	2	0	33	192
3:00 PM	3	17	1	0	21	3	12	2	0	17	1	5	0	0	6	3	6	2	0	11	55
3:15 PM	4	9	2	0	15	0	11	2	0	13	3	8	3	0	14	1	11	1	0	13	55
3:30 PM	5	19	5	0	29	5	13	2	0	20	2	8	3	0	13	4	15	0	0	19	81
3:45 PM	6	19	1	0	26	4	36	6	0	46	6	5	8	0	19	4	15	3	0	22	113
Hourly Total	18	64	9	0	91	12	72	12	0	96	12	26	14	0	52	12	47	6	0	65	304
4:00 PM	3	19	0	0	22	7	27	3	0	37	3	15	3	0	21	5	7	2	0	14	94
4:15 PM	3	16	6	0	25	3	16	4	0	23	0	10	1	0	11	1	12	2	0	15	74
4:30 PM	3	18	2	0	23	1	13	1	0	15	5	15	5	0	25	3	14	3	0	20	83
4:45 PM	6	11	2	0	19	1	4	2	0	7	1	11	6	0	18	0	15	0	0	15	59
Hourly Total	15	64	10	0	89	12	60	10	0	82	9	51	15	0	75	9	48	7	0	64	310
5:00 PM	9	34	4	0	47	2	18	5	0	25	0	11	0	0	11	4	9	2	0	15	98
5:15 PM	5	19	1	0	25	1	8	0	0	9	1	17	8	0	26	4	3	0	0	7	67
5:30 PM	6	18	1	0	25	2	8	2	0	12	0	14	2	0	16	3	2	1	0	6	59
5:45 PM	4	11	1	0	16	0	5	1	0	6	2	19	3	0	24	1	6	1	0	8	54
Hourly Total	24	82	7	0	113	5	39	8	0	52	3	61	13	0	77	12	20	4	0	36	278
6:00 PM	3	13	1	0	17	1	5	1	0	7	1	14	1	0	16	4	7	2	0	13	53

6:15 PM	4	10	1	0	15	0	4	3	0	7	1	11	6	0	18	3	7	1	0	11	51
6:30 PM	2	7	0	0	9	0	2	3	0	5	0	8	5	0	13	1	6	1	0	8	35
6:45 PM	1	3	2	0	6	0	9	0	0	9	1	6	4	0	11	2	2	0	0	4	30
Hourly Total	10	33	4	0	47	1	20	7	0	28	3	39	16	0	58	10	22	4	0	36	169
7:00 PM	1	9	0	0	10	4	4	2	0	10	0	2	1	0	3	1	3	0	0	4	27
7:15 PM	3	11	0	0	14	3	11	1	0	15	2	6	3	0	11	5	1	0	0	6	46
7:30 PM	12	28	2	0	42	6	12	4	0	22	0	8	0	0	8	4	5	0	0	9	81
7:45 PM	2	7	2	0	11	1	2	3	0	6	2	6	0	0	8	3	1	0	0	4	29
Hourly Total	18	55	4	0	77	14	29	10	0	53	4	22	4	0	30	13	10	0	0	23	183
8:00 PM	1	3	0	0	4	1	3	2	0	6	0	7	0	0	7	0	3	0	0	3	20
8:15 PM	0	5	0	0	5	2	5	0	0	7	0	1	0	0	1	0	0	0	0	0	13
8:30 PM	2	14	0	0	16	1	3	1	0	5	1	6	1	0	8	1	1	1	0	3	32
8:45 PM	3	10	0	0	13	0	3	1	0	4	1	4	0	0	5	0	2	0	0	2	24
Hourly Total	6	32	0	0	38	4	14	4	0	22	2	18	1	0	21	1	6	1	0	8	89
9:00 PM	1	6	0	0	7	2	9	1	0	12	0	5	0	0	5	0	1	1	0	2	26
9:15 PM	4	3	0	0	7	0	3	0	0	3	1	7	0	0	8	0	0	0	0	0	18
9:30 PM	1	2	0	0	3	0	2	1	0	3	0	4	1	0	5	0	3	1	0	4	15
9:45 PM	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	0	1	0	0	1	4
Hourly Total	6	11	0	0	17	2	14	4	0	20	1	17	1	0	19	0	5	2	0	7	63
10:00 PM	1	2	0	0	3	1	5	1	0	7	0	0	0	0	0	0	2	0	0	2	12
10:15 PM	0	0	1	0	1	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	9
10:30 PM	1	1	0	0	2	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	10
10:45 PM	2	1	0	0	3	0	2	1	0	3	0	6	0	0	6	1	0	0	0	1	13
Hourly Total	4	4	1	0	9	1	7	3	0	11	0	21	0	0	21	1	2	0	0	3	44
11:00 PM	2	1	0	0	3	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	6
11:15 PM	0	2	2	0	4	0	0	1	0	1	0	2	0	0	2	0	1	0	0	1	8
11:30 PM	1	0	0	0	1	0	1	0	0	1	3	0	0	0	3	0	0	0	0	0	5
11:45 PM	1	4	0	0	5	0	1	1	0	2	0	3	0	0	3	0	1	0	0	1	11
Hourly Total	4	7	2	0	13	0	4	2	0	6	4	5	0	0	9	0	2	0	0	2	30
Grand Total	285	894	120	0	1299	97	480	130	0	707	74	723	128	0	925	143	495	69	0	707	3638
Approach %	21.9	68.8	9.2	0.0	-	13.7	67.9	18.4	0.0	-	8.0	78.2	13.8	0.0	-	20.2	70.0	9.8	0.0	-	-
Total %	7.8	24.6	3.3	0.0	35.7	2.7	13.2	3.6	0.0	19.4	2.0	19.9	3.5	0.0	25.4	3.9	13.6	1.9	0.0	19.4	-
Lights	282	888	117	0	1287	94	473	127	0	694	73	718	128	0	919	141	481	67	0	689	3589
% Lights	98.9	99.3	97.5	-	99.1	96.9	98.5	97.7	-	98.2	98.6	99.3	100.0	-	99.4	98.6	97.2	97.1	-	97.5	98.7
Mediums	3	6	2	0	11	3	5	3	0	11	0	3	0	0	3	2	13	2	0	17	42
% Mediums	1.1	0.7	1.7	-	0.8	3.1	1.0	2.3	-	1.6	0.0	0.4	0.0	-	0.3	1.4	2.6	2.9	-	2.4	1.2
Articulated Trucks	0	0	1	0	1	0	2	0	0	2	1	2	0	0	3	0	1	0	0	1	7
% Articulated Trucks	0.0	0.0	0.8	-	0.1	0.0	0.4	0.0	-	0.3	1.4	0.3	0.0	-	0.3	0.0	0.2	0.0	-	0.1	0.2

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: 3 - BONNER AVE @ ELM ST
Site Code:
Start Date: 10/05/2022
Page No: 4



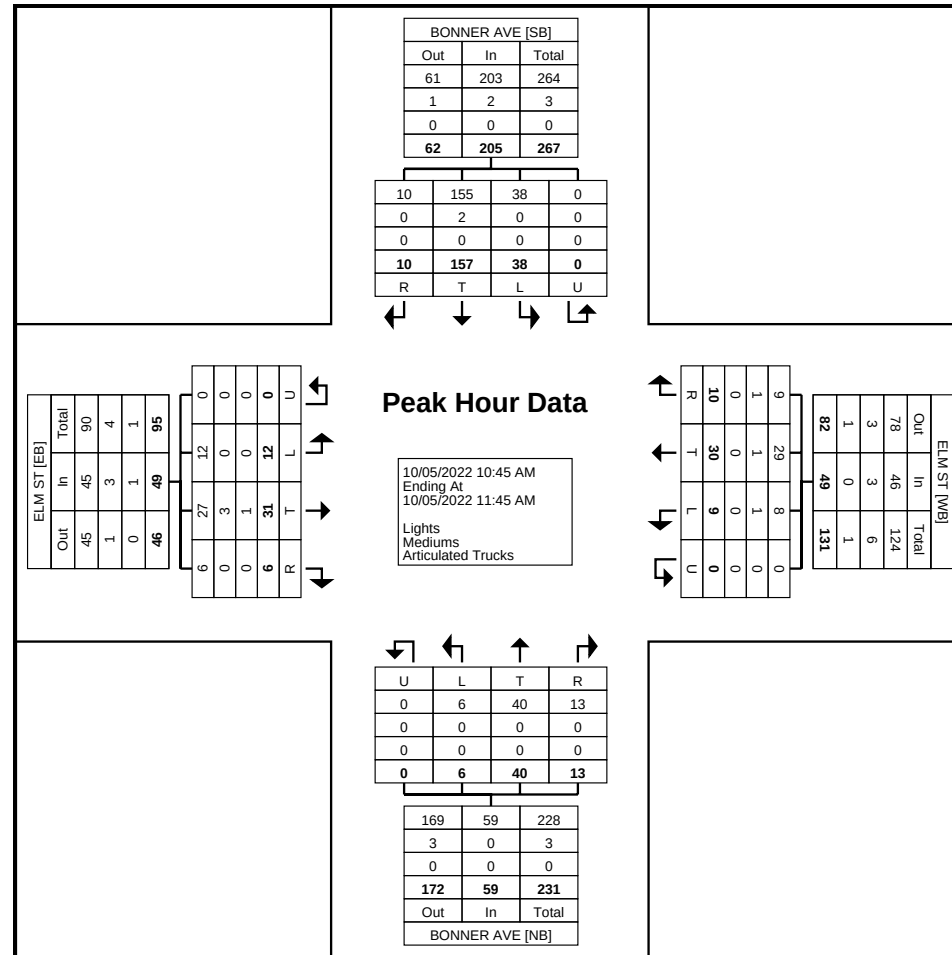
Turning Movement Data Plot

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: 3 - BONNER AVE @ ELM ST
Site Code:
Start Date: 10/05/2022
Page No: 5

Turning Movement Peak Hour Data (10:45 AM)

Start Time	BONNER AVE Southbound					ELM ST Westbound					BONNER AVE Northbound					ELM ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
10:45 AM	7	40	1	0	48	1	2	2	0	5	4	12	2	0	18	5	9	1	0	15	86
11:00 AM	14	66	4	0	84	2	12	3	0	17	0	8	2	0	10	3	7	2	0	12	123
11:15 AM	10	28	4	0	42	0	8	1	0	9	1	9	5	0	15	2	6	0	0	8	74
11:30 AM	7	23	1	0	31	6	8	4	0	18	1	11	4	0	16	2	9	3	0	14	79
Total	38	157	10	0	205	9	30	10	0	49	6	40	13	0	59	12	31	6	0	49	362
Approach %	18.5	76.6	4.9	0.0	-	18.4	61.2	20.4	0.0	-	10.2	67.8	22.0	0.0	-	24.5	63.3	12.2	0.0	-	-
Total %	10.5	43.4	2.8	0.0	56.6	2.5	8.3	2.8	0.0	13.5	1.7	11.0	3.6	0.0	16.3	3.3	8.6	1.7	0.0	13.5	-
PHF	0.679	0.595	0.625	0.000	0.610	0.375	0.625	0.625	0.000	0.681	0.375	0.833	0.650	0.000	0.819	0.600	0.861	0.500	0.000	0.817	0.736
Lights	38	155	10	0	203	8	29	9	0	46	6	40	13	0	59	12	27	6	0	45	353
% Lights	100.0	98.7	100.0	-	99.0	88.9	96.7	90.0	-	93.9	100.0	100.0	100.0	-	100.0	100.0	87.1	100.0	-	91.8	97.5
Mediums	0	2	0	0	2	1	1	1	0	3	0	0	0	0	0	0	3	0	0	3	8
% Mediums	0.0	1.3	0.0	-	1.0	11.1	3.3	10.0	-	6.1	0.0	0.0	0.0	-	0.0	0.0	9.7	0.0	-	6.1	2.2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	3.2	0.0	-	2.0	0.3



Turning Movement Peak Hour Data Plot (10:45 AM)

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

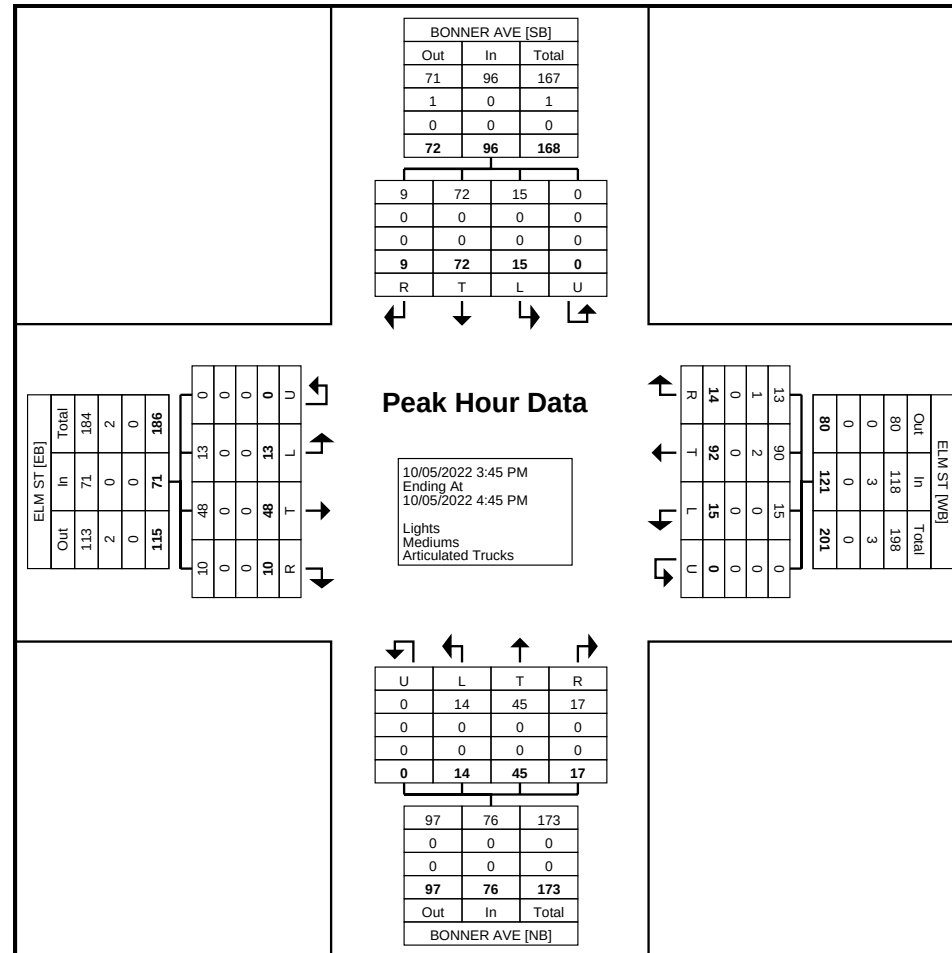
Count Name: 3 - BONNER AVE @ ELM ST
Site Code:
Start Date: 10/05/2022
Page No: 7

Turning Movement Peak Hour Data (3:45 PM)

Start Time	BONNER AVE Southbound					ELM ST Westbound					BONNER AVE Northbound					ELM ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
3:45 PM	6	19	1	0	26	4	36	6	0	46	6	5	8	0	19	4	15	3	0	22	113
4:00 PM	3	19	0	0	22	7	27	3	0	37	3	15	3	0	21	5	7	2	0	14	94
4:15 PM	3	16	6	0	25	3	16	4	0	23	0	10	1	0	11	1	12	2	0	15	74
4:30 PM	3	18	2	0	23	1	13	1	0	15	5	15	5	0	25	3	14	3	0	20	83
Total	15	72	9	0	96	15	92	14	0	121	14	45	17	0	76	13	48	10	0	71	364
Approach %	15.6	75.0	9.4	0.0	-	12.4	76.0	11.6	0.0	-	18.4	59.2	22.4	0.0	-	18.3	67.6	14.1	0.0	-	-
Total %	4.1	19.8	2.5	0.0	26.4	4.1	25.3	3.8	0.0	33.2	3.8	12.4	4.7	0.0	20.9	3.6	13.2	2.7	0.0	19.5	-
PHF	0.625	0.947	0.375	0.000	0.923	0.536	0.639	0.583	0.000	0.658	0.583	0.750	0.531	0.000	0.760	0.650	0.800	0.833	0.000	0.807	0.805
Lights	15	72	9	0	96	15	90	13	0	118	14	45	17	0	76	13	48	10	0	71	361
% Lights	100.0	100.0	100.0	-	100.0	100.0	97.8	92.9	-	97.5	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	99.2
Mediums	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	3
% Mediums	0.0	0.0	0.0	-	0.0	0.0	2.2	7.1	-	2.5	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: 3 - BONNER AVE @ ELM ST
Site Code:
Start Date: 10/05/2022
Page No: 8



Turning Movement Peak Hour Data Plot (3:45 PM)

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: 4 - BOIS DARC AVE @
FERGUSON ST
Site Code:
Start Date: 10/05/2022
Page No: 1

Turning Movement Data

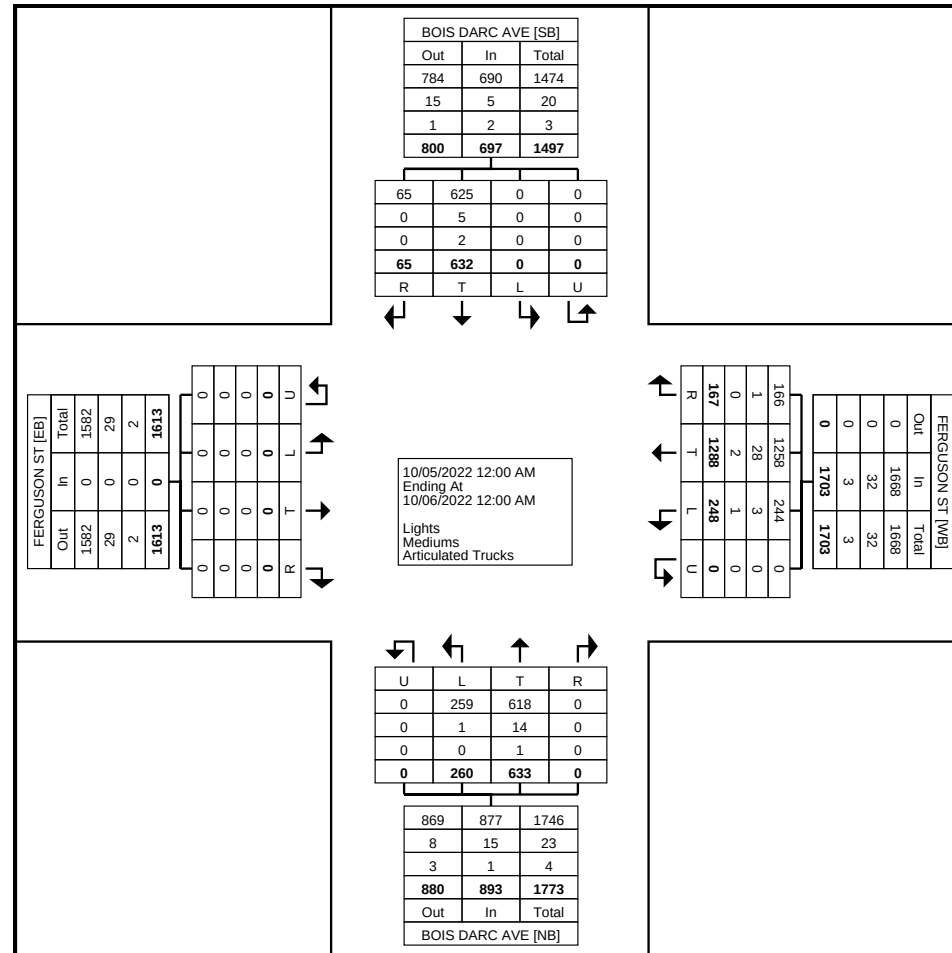
Start Time	BOIS DARC AVE Southbound					FERGUSON ST Westbound					BOIS DARC AVE Northbound					FERGUSON ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
12:00 AM	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	4
12:15 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
12:30 AM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
12:45 AM	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	2	0	0	2	0	6	1	0	7	0	3	0	0	3	0	0	0	0	0	12
1:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	3
3:00 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
3:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Hourly Total	0	1	0	0	1	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	6
4:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:30 AM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
4:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	4	0	0	4	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	8
5:00 AM	0	1	0	0	1	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	5
5:15 AM	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	4
5:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
5:45 AM	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	6
Hourly Total	0	5	0	0	5	1	6	0	0	7	0	5	0	0	5	0	0	0	0	0	17
6:00 AM	0	2	0	0	2	0	3	0	0	3	0	7	0	0	7	0	0	0	0	0	12
6:15 AM	0	3	0	0	3	1	4	2	0	7	0	5	0	0	5	0	0	0	0	0	15
6:30 AM	0	0	0	0	0	0	3	0	0	3	0	6	0	0	6	0	0	0	0	0	9
6:45 AM	0	4	0	0	4	1	8	2	0	11	1	3	0	0	4	0	0	0	0	0	19
Hourly Total	0	9	0	0	9	2	18	4	0	24	1	21	0	0	22	0	0	0	0	0	55
7:00 AM	0	2	1	0	3	1	16	2	0	19	2	3	0	0	5	0	0	0	0	0	27
7:15 AM	0	11	1	0	12	2	14	1	0	17	1	12	0	0	13	0	0	0	0	0	42
7:30 AM	0	17	3	0	20	0	16	5	0	21	3	18	0	0	21	0	0	0	0	0	62
7:45 AM	0	15	3	0	18	11	30	6	0	47	10	20	0	0	30	0	0	0	0	0	95

Hourly Total	0	45	8	0	53	14	76	14	0	104	16	53	0	0	69	0	0	0	0	0	226
8:00 AM	0	3	3	0	6	6	34	3	0	43	6	13	0	0	19	0	0	0	0	0	68
8:15 AM	0	8	3	0	11	8	40	4	0	52	16	14	0	0	30	0	0	0	0	0	93
8:30 AM	0	7	5	0	12	4	40	8	0	52	14	8	0	0	22	0	0	0	0	0	86
8:45 AM	0	7	1	0	8	3	47	10	0	60	37	14	0	0	51	0	0	0	0	0	119
Hourly Total	0	25	12	0	37	21	161	25	0	207	73	49	0	0	122	0	0	0	0	0	366
9:00 AM	0	4	4	0	8	4	40	12	0	56	18	19	0	0	37	0	0	0	0	0	101
9:15 AM	0	11	1	0	12	1	31	3	0	35	3	12	0	0	15	0	0	0	0	0	62
9:30 AM	0	14	0	0	14	2	14	4	0	20	1	11	0	0	12	0	0	0	0	0	46
9:45 AM	0	7	2	0	9	9	22	2	0	33	1	7	0	0	8	0	0	0	0	0	50
Hourly Total	0	36	7	0	43	16	107	21	0	144	23	49	0	0	72	0	0	0	0	0	259
10:00 AM	0	9	1	0	10	3	19	2	0	24	6	11	0	0	17	0	0	0	0	0	51
10:15 AM	0	10	3	0	13	4	12	2	0	18	5	7	0	0	12	0	0	0	0	0	43
10:30 AM	0	11	0	0	11	3	6	3	0	12	5	7	0	0	12	0	0	0	0	0	35
10:45 AM	0	23	3	0	26	3	13	3	0	19	1	9	0	0	10	0	0	0	0	0	55
Hourly Total	0	53	7	0	60	13	50	10	0	73	17	34	0	0	51	0	0	0	0	0	184
11:00 AM	0	17	2	0	19	4	14	1	0	19	0	5	0	0	5	0	0	0	0	0	43
11:15 AM	0	13	1	0	14	6	15	3	0	24	2	13	0	0	15	0	0	0	0	0	53
11:30 AM	0	11	0	0	11	1	15	4	0	20	5	13	0	0	18	0	0	0	0	0	49
11:45 AM	0	13	1	0	14	4	18	2	0	24	4	9	0	0	13	0	0	0	0	0	51
Hourly Total	0	54	4	0	58	15	62	10	0	87	11	40	0	0	51	0	0	0	0	0	196
12:00 PM	0	13	3	0	16	5	23	0	0	28	2	12	0	0	14	0	0	0	0	0	58
12:15 PM	0	6	3	0	9	5	20	7	0	32	3	12	0	0	15	0	0	0	0	0	56
12:30 PM	0	20	0	0	20	3	24	3	0	30	0	13	0	0	13	0	0	0	0	0	63
12:45 PM	0	10	1	0	11	3	21	1	0	25	6	12	0	0	18	0	0	0	0	0	54
Hourly Total	0	49	7	0	56	16	88	11	0	115	11	49	0	0	60	0	0	0	0	0	231
1:00 PM	0	10	3	0	13	6	20	1	0	27	6	23	0	0	29	0	0	0	0	0	69
1:15 PM	0	10	0	0	10	6	20	5	0	31	2	17	0	0	19	0	0	0	0	0	60
1:30 PM	0	12	0	0	12	2	26	4	0	32	5	2	0	0	7	0	0	0	0	0	51
1:45 PM	0	10	1	0	11	5	15	7	0	27	0	10	0	0	10	0	0	0	0	0	48
Hourly Total	0	42	4	0	46	19	81	17	0	117	13	52	0	0	65	0	0	0	0	0	228
2:00 PM	0	10	1	0	11	3	18	4	0	25	1	7	0	0	8	0	0	0	0	0	44
2:15 PM	0	16	0	0	16	3	15	2	0	20	1	20	0	0	21	0	0	0	0	0	57
2:30 PM	0	12	2	0	14	6	25	4	0	35	4	9	0	0	13	0	0	0	0	0	62
2:45 PM	0	12	0	0	12	4	19	3	0	26	0	7	0	0	7	0	0	0	0	0	45
Hourly Total	0	50	3	0	53	16	77	13	0	106	6	43	0	0	49	0	0	0	0	0	208
3:00 PM	0	7	2	0	9	8	17	2	0	27	2	12	0	0	14	0	0	0	0	0	50
3:15 PM	0	12	1	0	13	7	27	3	0	37	0	7	0	0	7	0	0	0	0	0	57
3:30 PM	0	18	0	0	18	9	33	4	0	46	0	8	0	0	8	0	0	0	0	0	72
3:45 PM	0	14	2	0	16	13	34	4	0	51	4	29	0	0	33	0	0	0	0	0	100
Hourly Total	0	51	5	0	56	37	111	13	0	161	6	56	0	0	62	0	0	0	0	0	279
4:00 PM	0	10	0	0	10	7	53	4	0	64	3	30	0	0	33	0	0	0	0	0	107
4:15 PM	0	12	1	0	13	11	34	2	0	47	2	10	0	0	12	0	0	0	0	0	72
4:30 PM	0	13	1	0	14	5	26	1	0	32	0	6	0	0	6	0	0	0	0	0	52
4:45 PM	0	15	1	0	16	3	32	2	0	37	4	7	0	0	11	0	0	0	0	0	64
Hourly Total	0	50	3	0	53	26	145	9	0	180	9	53	0	0	62	0	0	0	0	0	295
5:00 PM	0	19	0	0	19	9	37	4	0	50	8	13	0	0	21	0	0	0	0	0	90
5:15 PM	0	13	1	0	14	6	44	0	0	50	4	12	0	0	16	0	0	0	0	0	80
5:30 PM	0	28	2	0	30	0	25	2	0	27	10	7	0	0	17	0	0	0	0	0	74
5:45 PM	0	11	1	0	12	3	18	0	0	21	12	9	0	0	21	0	0	0	0	0	54
Hourly Total	0	71	4	0	75	18	124	6	0	148	34	41	0	0	75	0	0	0	0	0	298
6:00 PM	0	22	0	0	22	3	27	1	0	31	20	5	0	0	25	0	0	0	0	0	78

6:15 PM	0	9	0	0	9	2	20	0	0	22	1	5	0	0	6	0	0	0	0	0	37
6:30 PM	0	6	0	0	6	3	4	0	0	7	0	10	0	0	10	0	0	0	0	0	23
6:45 PM	0	0	0	0	0	1	8	0	0	9	1	5	0	0	6	0	0	0	0	0	15
Hourly Total	0	37	0	0	37	9	59	1	0	69	22	25	0	0	47	0	0	0	0	0	153
7:00 PM	0	8	0	0	8	3	7	1	0	11	5	3	0	0	8	0	0	0	0	0	27
7:15 PM	0	1	0	0	1	2	14	1	0	17	4	5	0	0	9	0	0	0	0	0	27
7:30 PM	0	5	0	0	5	2	13	1	0	16	1	2	0	0	3	0	0	0	0	0	24
7:45 PM	0	6	0	0	6	1	11	0	0	12	2	7	0	0	9	0	0	0	0	0	27
Hourly Total	0	20	0	0	20	8	45	3	0	56	12	17	0	0	29	0	0	0	0	0	105
8:00 PM	0	1	0	0	1	5	10	0	0	15	1	6	0	0	7	0	0	0	0	0	23
8:15 PM	0	2	0	0	2	3	10	1	0	14	1	2	0	0	3	0	0	0	0	0	19
8:30 PM	0	3	0	0	3	2	8	1	0	11	0	3	0	0	3	0	0	0	0	0	17
8:45 PM	0	1	0	0	1	0	2	0	0	2	1	1	0	0	2	0	0	0	0	0	5
Hourly Total	0	7	0	0	7	10	30	2	0	42	3	12	0	0	15	0	0	0	0	0	64
9:00 PM	0	3	0	0	3	1	5	0	0	6	0	3	0	0	3	0	0	0	0	0	12
9:15 PM	0	3	0	0	3	1	5	1	0	7	0	3	0	0	3	0	0	0	0	0	13
9:30 PM	0	3	0	0	3	1	4	1	0	6	0	7	0	0	7	0	0	0	0	0	16
9:45 PM	0	4	1	0	5	0	3	0	0	3	1	2	0	0	3	0	0	0	0	0	11
Hourly Total	0	13	1	0	14	3	17	2	0	22	1	15	0	0	16	0	0	0	0	0	52
10:00 PM	0	2	0	0	2	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	10
10:15 PM	0	3	0	0	3	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	9
10:30 PM	0	2	0	0	2	1	2	2	0	5	1	3	0	0	4	0	0	0	0	0	11
10:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	7	0	0	7	1	13	3	0	17	1	7	0	0	8	0	0	0	0	0	32
11:00 PM	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	0	0	0	0	0	3
11:15 PM	0	0	0	0	0	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	5
11:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
11:45 PM	0	1	0	0	1	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	1	0	0	1	2	5	2	0	9	1	3	0	0	4	0	0	0	0	0	14
Grand Total	0	632	65	0	697	248	1288	167	0	1703	260	633	0	0	893	0	0	0	0	0	3293
Approach %	0.0	90.7	9.3	0.0	-	14.6	75.6	9.8	0.0	-	29.1	70.9	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-
Total %	0.0	19.2	2.0	0.0	21.2	7.5	39.1	5.1	0.0	51.7	7.9	19.2	0.0	0.0	27.1	0.0	0.0	0.0	0.0	0.0	-
Lights	0	625	65	0	690	244	1258	166	0	1668	259	618	0	0	877	0	0	0	0	0	3235
% Lights	-	98.9	100.0	-	99.0	98.4	97.7	99.4	-	97.9	99.6	97.6	-	-	98.2	-	-	-	-	-	98.2
Mediums	0	5	0	0	5	3	28	1	0	32	1	14	0	0	15	0	0	0	0	0	52
% Mediums	-	0.8	0.0	-	0.7	1.2	2.2	0.6	-	1.9	0.4	2.2	-	-	1.7	-	-	-	-	-	1.6
Articulated Trucks	0	2	0	0	2	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	6
% Articulated Trucks	-	0.3	0.0	-	0.3	0.4	0.2	0.0	-	0.2	0.0	0.2	-	-	0.1	-	-	-	-	-	0.2

GRAM Traffic NTX Inc.
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Arlington, Texas, United States 76013
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Count Name: 4 - BOIS DARC AVE @
FERGUSON ST
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Turning Movement Data Plot

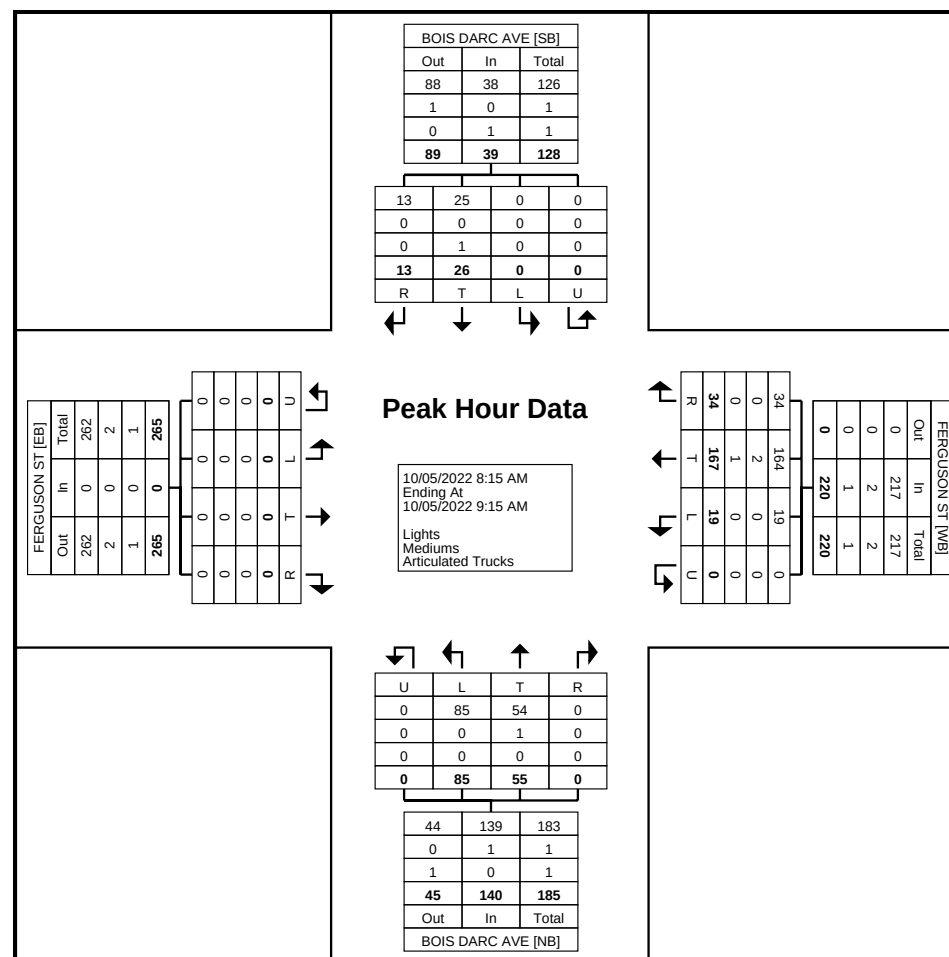
GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: 4 - BOIS DARC AVE @
FERGUSON ST
Site Code:
Start Date: 10/05/2022
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Turning Movement Peak Hour Data (8:15 AM)

Start Time	BOIS DARC AVE Southbound					FERGUSON ST Westbound					BOIS DARC AVE Northbound					FERGUSON ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
8:15 AM	0	8	3	0	11	8	40	4	0	52	16	14	0	0	30	0	0	0	0	0	93
8:30 AM	0	7	5	0	12	4	40	8	0	52	14	8	0	0	22	0	0	0	0	0	86
8:45 AM	0	7	1	0	8	3	47	10	0	60	37	14	0	0	51	0	0	0	0	0	119
9:00 AM	0	4	4	0	8	4	40	12	0	56	18	19	0	0	37	0	0	0	0	0	101
Total	0	26	13	0	39	19	167	34	0	220	85	55	0	0	140	0	0	0	0	0	399
Approach %	0.0	66.7	33.3	0.0	-	8.6	75.9	15.5	0.0	-	60.7	39.3	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-
Total %	0.0	6.5	3.3	0.0	9.8	4.8	41.9	8.5	0.0	55.1	21.3	13.8	0.0	0.0	35.1	0.0	0.0	0.0	0.0	0.0	-
PHF	0.000	0.813	0.650	0.000	0.813	0.594	0.888	0.708	0.000	0.917	0.574	0.724	0.000	0.000	0.686	0.000	0.000	0.000	0.000	0.000	0.838
Lights	0	25	13	0	38	19	164	34	0	217	85	54	0	0	139	0	0	0	0	0	394
% Lights	-	96.2	100.0	-	97.4	100.0	98.2	100.0	-	98.6	100.0	98.2	-	-	99.3	-	-	-	-	-	98.7
Mediums	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	3
% Mediums	-	0.0	0.0	-	0.0	0.0	1.2	0.0	-	0.9	0.0	1.8	-	-	0.7	-	-	-	-	-	0.8
Articulated Trucks	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
% Articulated Trucks	-	3.8	0.0	-	2.6	0.0	0.6	0.0	-	0.5	0.0	0.0	-	-	0.0	-	-	-	-	-	0.5

Count Name: 4 - BOIS DARC AVE @
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GRAM Traffic NTX Inc.
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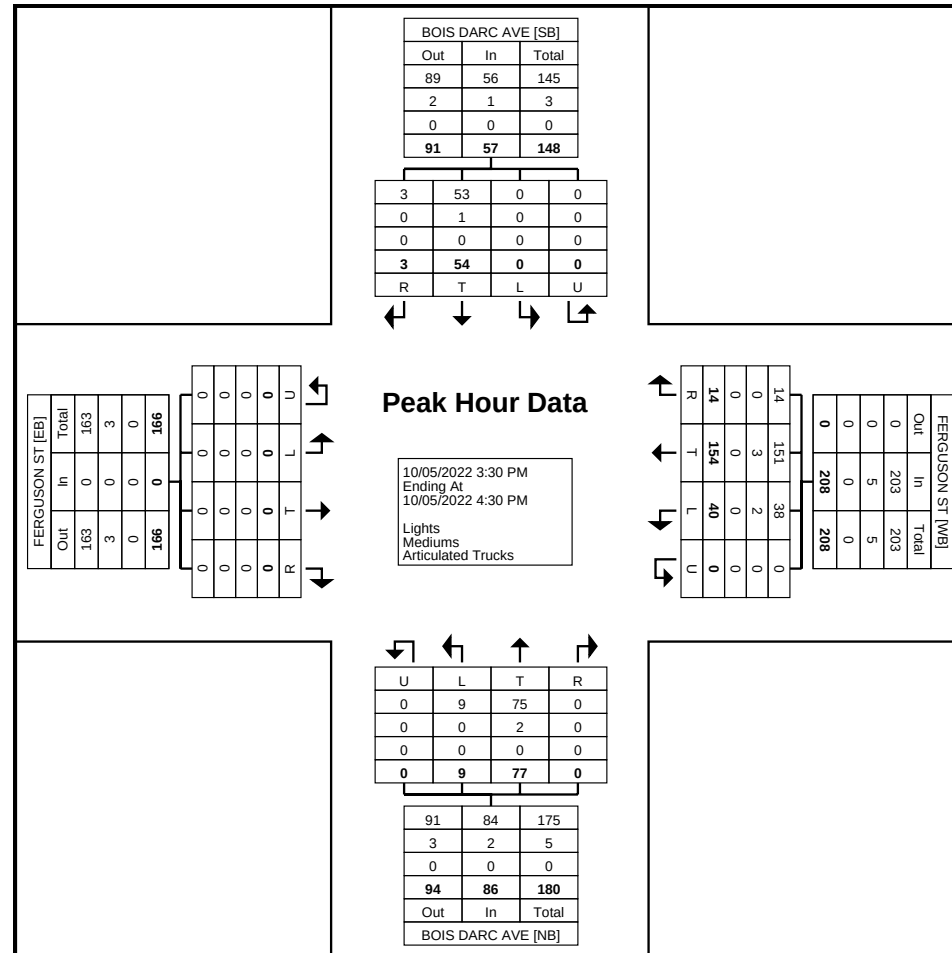
Count Name: 4 - BOIS DARC AVE @
FERGUSON ST
Site Code:
Start Date: 10/05/2022
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Turning Movement Peak Hour Data (3:30 PM)

Start Time	BOIS DARC AVE Southbound					FERGUSON ST Westbound					BOIS DARC AVE Northbound					FERGUSON ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
3:30 PM	0	18	0	0	18	9	33	4	0	46	0	8	0	0	8	0	0	0	0	0	72
3:45 PM	0	14	2	0	16	13	34	4	0	51	4	29	0	0	33	0	0	0	0	0	100
4:00 PM	0	10	0	0	10	7	53	4	0	64	3	30	0	0	33	0	0	0	0	0	107
4:15 PM	0	12	1	0	13	11	34	2	0	47	2	10	0	0	12	0	0	0	0	0	72
Total	0	54	3	0	57	40	154	14	0	208	9	77	0	0	86	0	0	0	0	0	351
Approach %	0.0	94.7	5.3	0.0	-	19.2	74.0	6.7	0.0	-	10.5	89.5	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-
Total %	0.0	15.4	0.9	0.0	16.2	11.4	43.9	4.0	0.0	59.3	2.6	21.9	0.0	0.0	24.5	0.0	0.0	0.0	0.0	0.0	-
PHF	0.000	0.750	0.375	0.000	0.792	0.769	0.726	0.875	0.000	0.813	0.563	0.642	0.000	0.000	0.652	0.000	0.000	0.000	0.000	0.000	0.820
Lights	0	53	3	0	56	38	151	14	0	203	9	75	0	0	84	0	0	0	0	0	343
% Lights	-	98.1	100.0	-	98.2	95.0	98.1	100.0	-	97.6	100.0	97.4	-	-	97.7	-	-	-	-	-	97.7
Mediums	0	1	0	0	1	2	3	0	0	5	0	2	0	0	2	0	0	0	0	0	8
% Mediums	-	1.9	0.0	-	1.8	5.0	1.9	0.0	-	2.4	0.0	2.6	-	-	2.3	-	-	-	-	-	2.3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	-	-	-	-	-	0.0

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Count Name: 4 - BOIS DARC AVE @
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Turning Movement Peak Hour Data Plot (3:30 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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817.265.8968

Count Name: 4 - BROADWAY
AVE @ ELM ST
Site Code:
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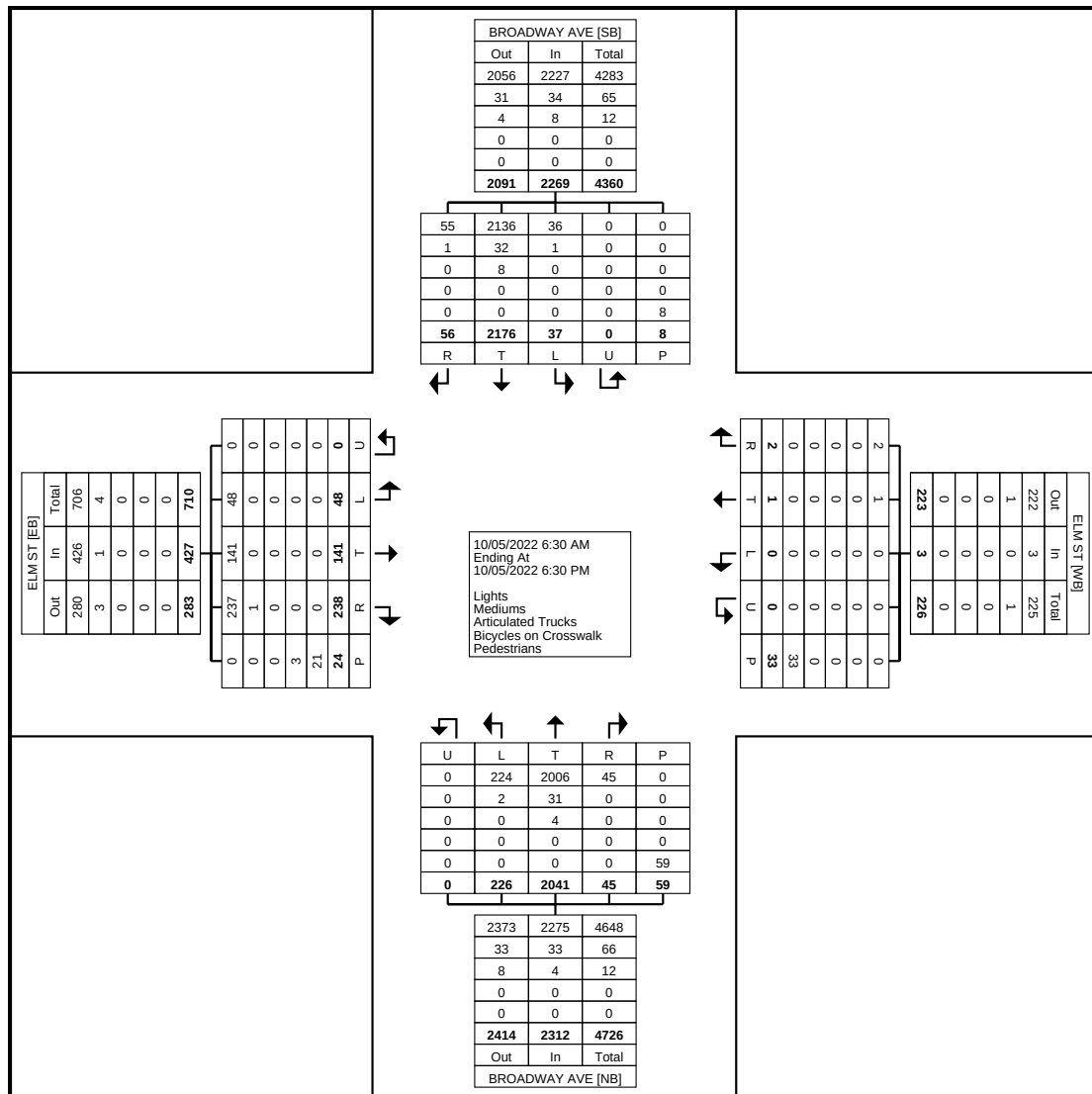
Turning Movement Data

Start Time	BROADWAY AVE Southbound						ELM ST Westbound						BROADWAY AVE Northbound						ELM ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:30 AM	5	59	0	0	0	64	0	0	0	0	6	0	4	57	0	0	0	61	0	1	3	0	0	4	129
6:45 AM	4	104	1	0	0	109	0	0	0	0	0	0	6	56	0	0	1	62	0	4	1	0	0	5	176
Hourly Total	9	163	1	0	0	173	0	0	0	0	6	0	10	113	0	0	1	123	0	5	4	0	0	9	305
7:00 AM	2	101	1	0	0	104	0	0	0	0	0	0	9	71	0	0	1	80	0	5	2	0	0	7	191
7:15 AM	0	144	10	0	0	154	0	0	0	0	2	0	10	83	0	0	3	93	3	9	11	0	1	23	270
7:30 AM	3	204	4	0	0	211	0	0	0	0	0	0	21	121	0	0	4	142	3	5	20	0	1	28	381
7:45 AM	3	158	9	0	1	170	0	0	0	0	4	0	26	147	0	0	6	173	7	15	39	0	2	61	404
Hourly Total	8	607	24	0	1	639	0	0	0	0	6	0	66	422	0	0	14	488	13	34	72	0	4	119	1246
8:00 AM	0	136	3	0	0	139	0	0	0	0	2	0	21	139	0	0	5	160	2	13	6	0	4	21	320
8:15 AM	0	109	6	0	0	115	0	0	1	0	1	1	19	154	3	0	1	176	3	7	6	0	5	16	308
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	245	9	0	0	254	0	0	1	0	3	1	40	293	3	0	6	336	5	20	12	0	9	37	628
4:30 PM	1	167	2	0	1	170	0	0	0	0	1	0	7	140	7	0	2	154	3	12	22	0	2	37	361
4:45 PM	2	149	6	0	0	157	0	0	0	0	2	0	14	171	2	0	4	187	4	12	16	0	1	32	376
Hourly Total	3	316	8	0	1	327	0	0	0	0	3	0	21	311	9	0	6	341	7	24	38	0	3	69	737
5:00 PM	3	190	3	0	3	196	0	1	1	0	3	2	19	130	8	0	7	157	6	19	33	0	2	58	413
5:15 PM	1	126	4	0	2	131	0	0	0	0	7	0	11	195	5	0	8	211	6	9	23	0	1	38	380
5:30 PM	4	139	0	0	0	143	0	0	0	0	2	0	15	181	6	0	0	202	4	6	22	0	2	32	377
5:45 PM	0	129	1	0	0	130	0	0	0	0	1	0	17	142	8	0	7	167	2	13	10	0	1	25	322
Hourly Total	8	584	8	0	5	600	0	1	1	0	13	2	62	648	27	0	22	737	18	47	88	0	6	153	1492
6:00 PM	4	146	1	0	1	151	0	0	0	0	0	0	6	130	3	0	3	139	1	5	12	0	2	18	308
6:15 PM	5	115	5	0	0	125	0	0	0	0	2	0	21	124	3	0	7	148	4	6	12	0	0	22	295
Grand Total	37	2176	56	0	8	2269	0	1	2	0	33	3	226	2041	45	0	59	2312	48	141	238	0	24	427	5011
Approach %	1.6	95.9	2.5	0.0	-	-	0.0	33.3	66.7	0.0	-	-	9.8	88.3	1.9	0.0	-	-	11.2	33.0	55.7	0.0	-	-	-
Total %	0.7	43.4	1.1	0.0	-	45.3	0.0	0.0	0.0	0.0	-	0.1	4.5	40.7	0.9	0.0	-	46.1	1.0	2.8	4.7	0.0	-	8.5	-
Lights	36	2136	55	0	-	2227	0	1	2	0	-	3	224	2006	45	0	-	2275	48	141	237	0	-	426	4931
% Lights	97.3	98.2	98.2	-	-	98.1	-	100.0	100.0	-	-	100.0	99.1	98.3	100.0	-	-	98.4	100.0	100.0	99.6	-	-	99.8	98.4
Mediums	1	32	1	0	-	34	0	0	0	0	-	0	2	31	0	0	-	33	0	0	1	0	-	1	68
% Mediums	2.7	1.5	1.8	-	-	1.5	-	0.0	0.0	-	-	0.0	0.9	1.5	0.0	-	-	1.4	0.0	0.0	0.4	-	-	0.2	1.4
Articulated Trucks	0	8	0	0	-	8	0	0	0	0	-	0	0	4	0	0	-	4	0	0	0	0	-	0	12
% Articulated Trucks	0.0	0.4	0.0	-	-	0.4	-	0.0	0.0	-	-	0.0	0.0	0.2	0.0	-	-	0.2	0.0	0.0	0.0	-	-	0.0	0.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	12.5	-	-
Pedestrians	-	-	-	-	8	-	-	-	-	-	33	-	-	-	-	-	59	-	-	-	-	-	21	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	87.5	-	-

1120 W. Lovers Lane

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Count Name: 4 - BROADWAY
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Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 4 - BROADWAY
AVE @ ELM ST
Site Code:
Start Date: 10/05/2022
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Turning Movement Peak Hour Data (7:30 AM)

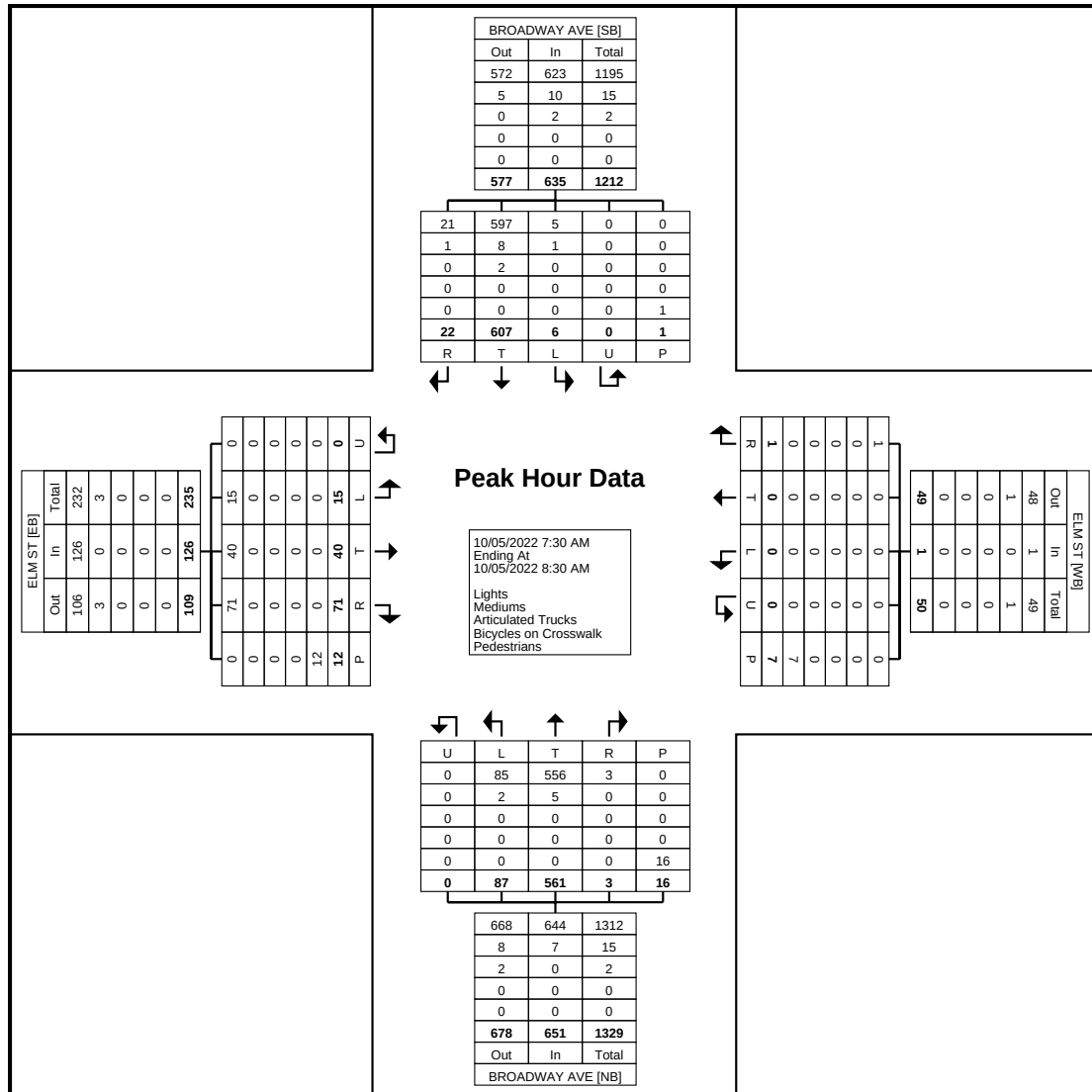
Start Time	BROADWAY AVE Southbound						ELM ST Westbound						BROADWAY AVE Northbound						ELM ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:30 AM	3	204	4	0	0	211	0	0	0	0	0	0	21	121	0	0	4	142	3	5	20	0	1	28	381
7:45 AM	3	158	9	0	1	170	0	0	0	0	4	0	26	147	0	0	6	173	7	15	39	0	2	61	404
8:00 AM	0	136	3	0	0	139	0	0	0	0	2	0	21	139	0	0	5	160	2	13	6	0	4	21	320
8:15 AM	0	109	6	0	0	115	0	0	1	0	1	1	19	154	3	0	1	176	3	7	6	0	5	16	308
Total	6	607	22	0	1	635	0	0	1	0	7	1	87	561	3	0	16	651	15	40	71	0	12	126	1413
Approach %	0.9	95.6	3.5	0.0	-	-	0.0	0.0	100.0	0.0	-	-	13.4	86.2	0.5	0.0	-	-	11.9	31.7	56.3	0.0	-	-	-
Total %	0.4	43.0	1.6	0.0	-	44.9	0.0	0.0	0.1	0.0	-	0.1	6.2	39.7	0.2	0.0	-	46.1	1.1	2.8	5.0	0.0	-	8.9	-
PHF	0.500	0.744	0.611	0.000	-	0.752	0.000	0.000	0.250	0.000	-	0.250	0.837	0.911	0.250	0.000	-	0.925	0.536	0.667	0.455	0.000	-	0.516	0.874
Lights	5	597	21	0	-	623	0	0	1	0	-	1	85	556	3	0	-	644	15	40	71	0	-	126	1394
% Lights	83.3	98.4	95.5	-	-	98.1	-	-	100.0	-	-	100.0	97.7	99.1	100.0	-	-	98.9	100.0	100.0	100.0	-	-	100.0	98.7
Mediums	1	8	1	0	-	10	0	0	0	0	-	0	2	5	0	0	-	7	0	0	0	0	-	0	17
% Mediums	16.7	1.3	4.5	-	-	1.6	-	-	0.0	-	-	0.0	2.3	0.9	0.0	-	-	1.1	0.0	0.0	0.0	-	-	0.0	1.2
Articulated Trucks	0	2	0	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	0.0	0.3	0.0	-	-	0.3	-	-	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	7	-	-	-	-	-	16	-	-	-	-	-	12	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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Count Name: 4 - BROADWAY
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Turning Movement Peak Hour Data Plot (7:30 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 4 - BROADWAY
AVE @ ELM ST
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Turning Movement Peak Hour Data (4:45 PM)

Start Time	BROADWAY AVE Southbound						ELM ST Westbound						BROADWAY AVE Northbound						ELM ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
4:45 PM	2	149	6	0	0	157	0	0	0	0	2	0	14	171	2	0	4	187	4	12	16	0	1	32	376
5:00 PM	3	190	3	0	3	196	0	1	1	0	3	2	19	130	8	0	7	157	6	19	33	0	2	58	413
5:15 PM	1	126	4	0	2	131	0	0	0	0	7	0	11	195	5	0	8	211	6	9	23	0	1	38	380
5:30 PM	4	139	0	0	0	143	0	0	0	0	2	0	15	181	6	0	0	202	4	6	22	0	2	32	377
Total	10	604	13	0	5	627	0	1	1	0	14	2	59	677	21	0	19	757	20	46	94	0	6	160	1546
Approach %	1.6	96.3	2.1	0.0	-	-	0.0	50.0	50.0	0.0	-	-	7.8	89.4	2.8	0.0	-	-	12.5	28.8	58.8	0.0	-	-	-
Total %	0.6	39.1	0.8	0.0	-	40.6	0.0	0.1	0.1	0.0	-	0.1	3.8	43.8	1.4	0.0	-	49.0	1.3	3.0	6.1	0.0	-	10.3	-
PHF	0.625	0.795	0.542	0.000	-	0.800	0.000	0.250	0.250	0.000	-	0.250	0.776	0.868	0.656	0.000	-	0.897	0.833	0.605	0.712	0.000	-	0.690	0.936
Lights	10	598	13	0	-	621	0	1	1	0	-	2	59	671	21	0	-	751	20	46	94	0	-	160	1534
% Lights	100.0	99.0	100.0	-	-	99.0	-	100.0	100.0	-	-	100.0	100.0	99.1	100.0	-	-	99.2	100.0	100.0	100.0	-	-	100.0	99.2
Mediums	0	5	0	0	-	5	0	0	0	0	-	0	0	4	0	0	-	4	0	0	0	0	-	0	9
% Mediums	0.0	0.8	0.0	-	-	0.8	-	0.0	0.0	-	-	0.0	0.0	0.6	0.0	-	-	0.5	0.0	0.0	0.0	-	-	0.0	0.6
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	0.2	0.0	-	-	0.2	-	0.0	0.0	-	-	0.0	0.0	0.3	0.0	-	-	0.3	0.0	0.0	0.0	-	-	0.0	0.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	5	-	-	-	-	-	14	-	-	-	-	-	19	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Count Name: 4 - BROADWAY
AVE @ ELM ST
Site Code:
Start Date: 10/05/2022
Page No: 6

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: 5 - BOIS DARC AVE @ ERWIN
ST
Site Code:
Start Date: 10/05/2022
Page No: 1

Turning Movement Data

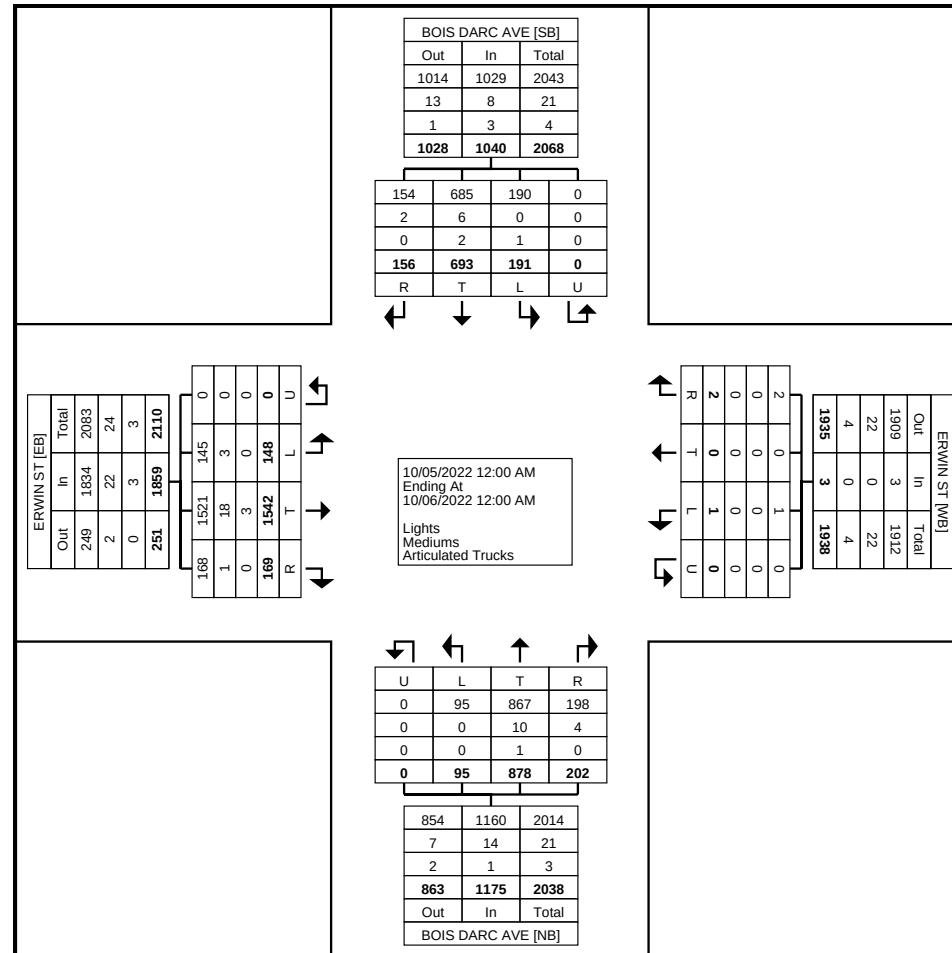
Start Time	BOIS DARC AVE Southbound					ERWIN ST Westbound					BOIS DARC AVE Northbound					ERWIN ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	5	0	0	5	6
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	5	0	0	5	6
12:30 AM	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	5
12:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Hourly Total	0	1	1	0	2	0	0	0	0	0	1	3	1	0	5	0	12	0	0	12	19
1:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	8
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	3
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	2	0	4	5
3:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Hourly Total	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	5
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
4:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	5
4:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Hourly Total	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	1	3	0	0	4	9
5:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	5
5:15 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	8	0	0	8	11
5:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	5
5:45 AM	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	0	7	0	0	7	13
Hourly Total	1	4	0	0	5	0	0	0	0	0	2	4	0	0	6	1	22	0	0	23	34
6:00 AM	0	2	2	0	4	0	0	0	0	0	0	5	0	0	5	1	4	0	0	5	14
6:15 AM	0	3	0	0	3	0	0	0	0	0	1	7	0	0	8	1	8	3	0	12	23
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	1	7	0	0	8	15
6:45 AM	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	1	23	1	0	25	37
Hourly Total	0	9	2	0	11	0	0	0	0	0	1	26	1	0	28	4	42	4	0	50	89
7:00 AM	1	2	1	0	4	0	0	0	0	0	0	5	0	0	5	2	18	1	0	21	30
7:15 AM	1	5	1	0	7	0	0	0	0	0	3	17	1	0	21	3	19	0	0	22	50
7:30 AM	2	13	1	0	16	0	0	0	0	0	5	22	2	0	29	2	32	3	0	37	82
7:45 AM	2	19	6	0	27	0	0	0	0	0	8	25	7	0	40	5	49	3	0	57	124

Hourly Total	6	39	9	0	54	0	0	0	0	0	16	69	10	0	95	12	118	7	0	137	286
8:00 AM	0	5	4	0	9	0	0	0	0	0	2	28	4	0	34	7	40	2	0	49	92
8:15 AM	3	7	5	0	15	0	0	0	0	0	3	40	2	0	45	4	28	1	0	33	93
8:30 AM	0	6	4	0	10	0	0	0	0	0	3	29	5	0	37	5	19	3	0	27	74
8:45 AM	1	6	1	0	8	0	0	0	0	0	3	53	4	0	60	4	21	1	0	26	94
Hourly Total	4	24	14	0	42	0	0	0	0	0	11	150	15	0	176	20	108	7	0	135	353
9:00 AM	2	3	1	0	6	0	0	0	0	0	5	42	3	0	50	5	9	3	0	17	73
9:15 AM	2	7	3	0	12	0	0	0	0	0	4	16	1	0	21	5	20	4	0	29	62
9:30 AM	3	11	2	0	16	0	0	1	0	1	0	12	5	0	17	2	13	0	0	15	49
9:45 AM	4	11	2	0	17	0	0	0	0	0	0	10	4	0	14	2	27	3	0	32	63
Hourly Total	11	32	8	0	51	0	0	1	0	1	9	80	13	0	102	14	69	10	0	93	247
10:00 AM	2	7	3	0	12	0	0	0	0	0	3	16	8	0	27	2	19	1	0	22	61
10:15 AM	3	12	1	0	16	0	0	0	0	0	1	9	0	0	10	4	22	2	0	28	54
10:30 AM	3	8	3	0	14	0	0	0	0	0	1	9	6	0	16	3	15	0	0	18	48
10:45 AM	9	15	4	0	28	0	0	0	0	0	0	10	0	0	10	1	22	4	0	27	65
Hourly Total	17	42	11	0	70	0	0	0	0	0	5	44	14	0	63	10	78	7	0	95	228
11:00 AM	5	18	0	0	23	0	0	0	0	0	3	10	6	0	19	4	56	9	0	69	111
11:15 AM	9	13	6	0	28	0	0	0	0	0	1	13	9	0	23	3	30	1	0	34	85
11:30 AM	4	12	1	0	17	0	0	0	0	0	1	16	10	0	27	4	28	9	0	41	85
11:45 AM	5	15	2	0	22	0	0	0	0	0	1	13	7	0	21	4	25	4	0	33	76
Hourly Total	23	58	9	0	90	0	0	0	0	0	6	52	32	0	90	15	139	23	0	177	357
12:00 PM	2	18	3	0	23	0	0	0	0	0	1	14	5	0	20	2	24	6	0	32	75
12:15 PM	4	12	1	0	17	0	0	0	0	0	0	16	7	0	23	3	26	4	0	33	73
12:30 PM	2	21	1	0	24	0	0	0	0	0	1	14	7	0	22	1	34	2	0	37	83
12:45 PM	4	13	0	0	17	0	0	0	0	0	0	18	4	0	22	2	31	3	0	36	75
Hourly Total	12	64	5	0	81	0	0	0	0	0	2	62	23	0	87	8	115	15	0	138	306
1:00 PM	3	6	7	0	16	0	0	0	0	0	3	25	3	0	31	4	29	3	0	36	83
1:15 PM	3	9	3	0	15	1	0	0	0	1	2	25	2	0	29	0	27	4	0	31	76
1:30 PM	4	11	3	0	18	0	0	0	0	0	1	10	2	0	13	1	36	1	0	38	69
1:45 PM	5	9	3	0	17	0	0	0	0	0	4	10	2	0	16	2	20	2	0	24	57
Hourly Total	15	35	16	0	66	1	0	0	0	1	10	70	9	0	89	7	112	10	0	129	285
2:00 PM	4	10	2	0	16	0	0	0	0	0	2	7	2	0	11	1	20	1	0	22	49
2:15 PM	4	17	1	0	22	0	0	0	0	0	1	16	5	0	22	4	25	3	0	32	76
2:30 PM	6	15	0	0	21	0	0	0	0	0	0	7	4	0	11	5	19	2	0	26	58
2:45 PM	3	10	4	0	17	0	0	0	0	0	0	6	2	0	8	1	28	2	0	31	56
Hourly Total	17	52	7	0	76	0	0	0	0	0	3	36	13	0	52	11	92	8	0	111	239
3:00 PM	5	11	2	0	18	0	0	0	0	0	0	9	4	0	13	3	25	1	0	29	60
3:15 PM	5	14	1	0	20	0	0	0	0	0	3	5	1	0	9	6	33	0	0	39	68
3:30 PM	3	23	5	0	31	0	0	0	0	0	0	8	2	0	10	1	28	4	0	33	74
3:45 PM	10	19	7	0	36	0	0	0	0	0	1	27	2	0	30	1	30	3	0	34	100
Hourly Total	23	67	15	0	105	0	0	0	0	0	4	49	9	0	62	11	116	8	0	135	302
4:00 PM	2	13	4	0	19	0	0	0	0	0	6	29	3	0	38	6	50	3	0	59	116
4:15 PM	5	18	6	0	29	0	0	0	0	0	0	5	2	0	7	5	37	2	0	44	80
4:30 PM	6	15	3	0	24	0	0	0	0	0	2	7	4	0	13	1	37	3	0	41	78
4:45 PM	2	24	2	0	28	0	0	0	0	0	1	11	6	0	18	0	23	6	0	29	75
Hourly Total	15	70	15	0	100	0	0	0	0	0	9	52	15	0	76	12	147	14	0	173	349
5:00 PM	7	24	10	0	41	0	0	0	0	0	2	20	2	0	24	2	43	8	0	53	118
5:15 PM	6	22	5	0	33	0	0	0	0	0	1	16	2	0	19	2	18	4	0	24	76
5:30 PM	7	31	1	0	39	0	0	0	0	0	1	16	3	0	20	3	27	8	0	38	97
5:45 PM	3	13	3	0	19	0	0	0	0	0	1	18	7	0	26	1	25	6	0	32	77
Hourly Total	23	90	19	0	132	0	0	0	0	0	5	70	14	0	89	8	113	26	0	147	368
6:00 PM	4	18	3	0	25	0	0	0	0	0	0	23	4	0	27	3	17	4	0	24	76

6:15 PM	0	14	4	0	18	0	0	0	0	0	4	7	2	0	13	0	27	2	0	29	60
6:30 PM	1	5	2	0	8	0	0	0	0	0	1	8	4	0	13	1	20	1	0	22	43
6:45 PM	1	2	0	0	3	0	0	0	0	0	2	6	0	0	8	2	14	0	0	16	27
Hourly Total	6	39	9	0	54	0	0	0	0	0	7	44	10	0	61	6	78	7	0	91	206
7:00 PM	0	8	2	0	10	0	0	0	0	0	0	7	2	0	9	0	16	1	0	17	36
7:15 PM	0	4	1	0	5	0	0	0	0	0	1	8	2	0	11	3	15	0	0	18	34
7:30 PM	1	2	2	0	5	0	0	0	0	0	0	3	4	0	7	0	28	4	0	32	44
7:45 PM	5	5	0	0	10	0	0	0	0	0	0	7	3	0	10	1	18	5	0	24	44
Hourly Total	6	19	5	0	30	0	0	0	0	0	1	25	11	0	37	4	77	10	0	91	158
8:00 PM	2	2	1	0	5	0	0	0	0	0	0	5	0	0	5	0	10	0	0	10	20
8:15 PM	1	3	2	0	6	0	0	0	0	0	0	5	2	0	7	0	11	0	0	11	24
8:30 PM	3	4	1	0	8	0	0	0	0	0	0	2	0	0	2	0	20	2	0	22	32
8:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	12	2	0	14	17
Hourly Total	6	11	4	0	21	0	0	0	0	0	0	13	2	0	15	0	53	4	0	57	93
9:00 PM	1	2	0	0	3	0	0	0	0	0	1	3	0	0	4	1	4	1	0	6	13
9:15 PM	1	3	1	0	5	0	0	0	0	0	0	3	1	0	4	0	3	1	0	4	13
9:30 PM	1	2	1	0	4	0	0	0	0	0	1	5	2	0	8	1	6	0	0	7	19
9:45 PM	1	2	2	0	5	0	0	1	0	1	0	2	1	0	3	1	5	0	0	6	15
Hourly Total	4	9	4	0	17	0	0	1	0	1	2	13	4	0	19	3	18	2	0	23	60
10:00 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	2	3	0	5	13
10:15 PM	1	2	0	0	3	0	0	0	0	0	0	0	1	0	1	0	9	0	0	9	13
10:30 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	8
10:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	4	0	4	0	5	0	0	5	10
Hourly Total	1	11	0	0	12	0	0	0	0	0	0	7	5	0	12	1	16	3	0	20	44
11:00 PM	1	7	2	0	10	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	15
11:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	6
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
11:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3
Hourly Total	1	9	2	0	12	0	0	0	0	0	0	3	1	0	4	0	9	2	0	11	27
Grand Total	191	693	156	0	1040	1	0	2	0	3	95	878	202	0	1175	148	1542	169	0	1859	4077
Approach %	18.4	66.6	15.0	0.0	-	33.3	0.0	66.7	0.0	-	8.1	74.7	17.2	0.0	-	8.0	82.9	9.1	0.0	-	-
Total %	4.7	17.0	3.8	0.0	25.5	0.0	0.0	0.0	0.0	0.1	2.3	21.5	5.0	0.0	28.8	3.6	37.8	4.1	0.0	45.6	-
Lights	190	685	154	0	1029	1	0	2	0	3	95	867	198	0	1160	145	1521	168	0	1834	4026
% Lights	99.5	98.8	98.7	-	98.9	100.0	-	100.0	-	100.0	100.0	98.7	98.0	-	98.7	98.0	98.6	99.4	-	98.7	98.7
Mediums	0	6	2	0	8	0	0	0	0	0	0	10	4	0	14	3	18	1	0	22	44
% Mediums	0.0	0.9	1.3	-	0.8	0.0	-	0.0	-	0.0	0.0	1.1	2.0	-	1.2	2.0	1.2	0.6	-	1.2	1.1
Articulated Trucks	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	7
% Articulated Trucks	0.5	0.3	0.0	-	0.3	0.0	-	0.0	-	0.0	0.0	0.1	0.0	-	0.1	0.0	0.2	0.0	-	0.2	0.2

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: 5 - BOIS DARC AVE @ ERWIN ST
ST
Site Code:
Start Date: 10/05/2022
Page No: 4



Turning Movement Data Plot

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

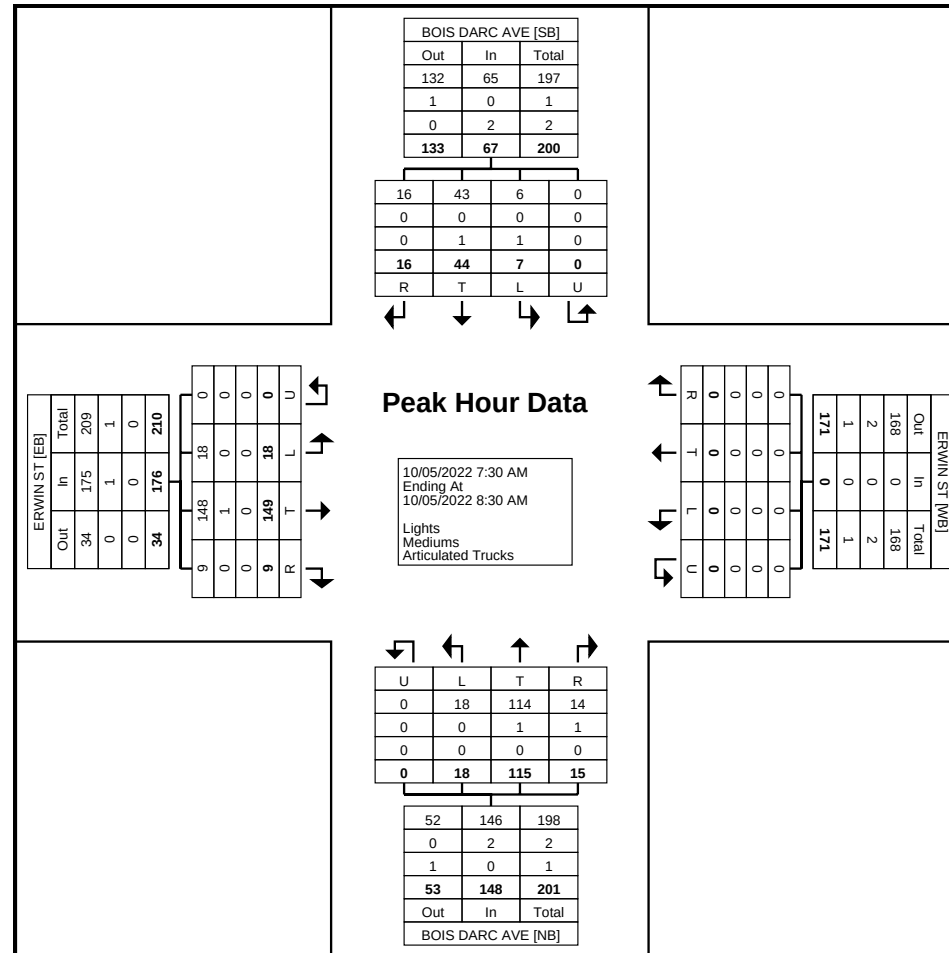
Count Name: 5 - BOIS DARC AVE @ ERWIN
ST
Site Code:
Start Date: 10/05/2022
Page No: 5

Turning Movement Peak Hour Data (7:30 AM)

Start Time	BOIS DARC AVE Southbound					ERWIN ST Westbound					BOIS DARC AVE Northbound					ERWIN ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
7:30 AM	2	13	1	0	16	0	0	0	0	0	5	22	2	0	29	2	32	3	0	37	82
7:45 AM	2	19	6	0	27	0	0	0	0	0	8	25	7	0	40	5	49	3	0	57	124
8:00 AM	0	5	4	0	9	0	0	0	0	0	2	28	4	0	34	7	40	2	0	49	92
8:15 AM	3	7	5	0	15	0	0	0	0	0	3	40	2	0	45	4	28	1	0	33	93
Total	7	44	16	0	67	0	0	0	0	0	18	115	15	0	148	18	149	9	0	176	391
Approach %	10.4	65.7	23.9	0.0	-	0.0	0.0	0.0	0.0	-	12.2	77.7	10.1	0.0	-	10.2	84.7	5.1	0.0	-	-
Total %	1.8	11.3	4.1	0.0	17.1	0.0	0.0	0.0	0.0	0.0	4.6	29.4	3.8	0.0	37.9	4.6	38.1	2.3	0.0	45.0	-
PHF	0.583	0.579	0.667	0.000	0.620	0.000	0.000	0.000	0.000	0.000	0.563	0.719	0.536	0.000	0.822	0.643	0.760	0.750	0.000	0.772	0.788
Lights	6	43	16	0	65	0	0	0	0	0	18	114	14	0	146	18	148	9	0	175	386
% Lights	85.7	97.7	100.0	-	97.0	-	-	-	-	-	100.0	99.1	93.3	-	98.6	100.0	99.3	100.0	-	99.4	98.7
Mediums	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	3
% Mediums	0.0	0.0	0.0	-	0.0	-	-	-	-	-	0.0	0.9	6.7	-	1.4	0.0	0.7	0.0	-	0.6	0.8
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	14.3	2.3	0.0	-	3.0	-	-	-	-	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.5

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: 5 - BOIS DARC AVE @ ERWIN
ST
Site Code:
Start Date: 10/05/2022
Page No: 6



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

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

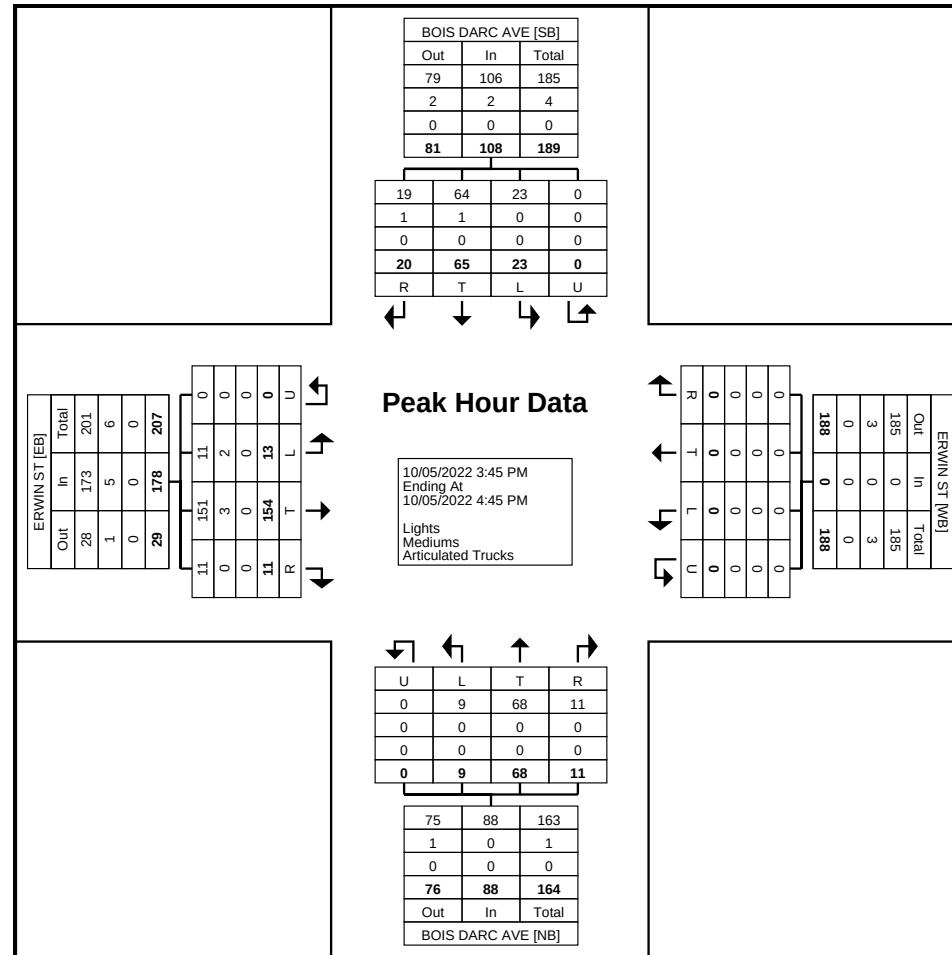
Count Name: 5 - BOIS DARC AVE @ ERWIN
ST
Site Code:
Start Date: 10/05/2022
Page No: 7

Turning Movement Peak Hour Data (3:45 PM)

Start Time	BOIS DARC AVE Southbound					ERWIN ST Westbound					BOIS DARC AVE Northbound					ERWIN ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
3:45 PM	10	19	7	0	36	0	0	0	0	0	1	27	2	0	30	1	30	3	0	34	100
4:00 PM	2	13	4	0	19	0	0	0	0	0	6	29	3	0	38	6	50	3	0	59	116
4:15 PM	5	18	6	0	29	0	0	0	0	0	0	5	2	0	7	5	37	2	0	44	80
4:30 PM	6	15	3	0	24	0	0	0	0	0	2	7	4	0	13	1	37	3	0	41	78
Total	23	65	20	0	108	0	0	0	0	0	9	68	11	0	88	13	154	11	0	178	374
Approach %	21.3	60.2	18.5	0.0	-	0.0	0.0	0.0	0.0	-	10.2	77.3	12.5	0.0	-	7.3	86.5	6.2	0.0	-	-
Total %	6.1	17.4	5.3	0.0	28.9	0.0	0.0	0.0	0.0	0.0	2.4	18.2	2.9	0.0	23.5	3.5	41.2	2.9	0.0	47.6	-
PHF	0.575	0.855	0.714	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.375	0.586	0.688	0.000	0.579	0.542	0.770	0.917	0.000	0.754	0.806
Lights	23	64	19	0	106	0	0	0	0	0	9	68	11	0	88	11	151	11	0	173	367
% Lights	100.0	98.5	95.0	-	98.1	-	-	-	-	-	100.0	100.0	100.0	-	100.0	84.6	98.1	100.0	-	97.2	98.1
Mediums	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2	3	0	0	5	7
% Mediums	0.0	1.5	5.0	-	1.9	-	-	-	-	-	0.0	0.0	0.0	-	0.0	15.4	1.9	0.0	-	2.8	1.9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	-	-	-	-	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: 5 - BOIS DARC AVE @ ERWIN
ST
Site Code:
Start Date: 10/05/2022
Page No: 8



Turning Movement Peak Hour Data Plot (3:45 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 5 - BROADWAY
AVE @ ERWIN ST
Site Code:
Start Date: 10/05/2022
Page No: 1

Turning Movement Data

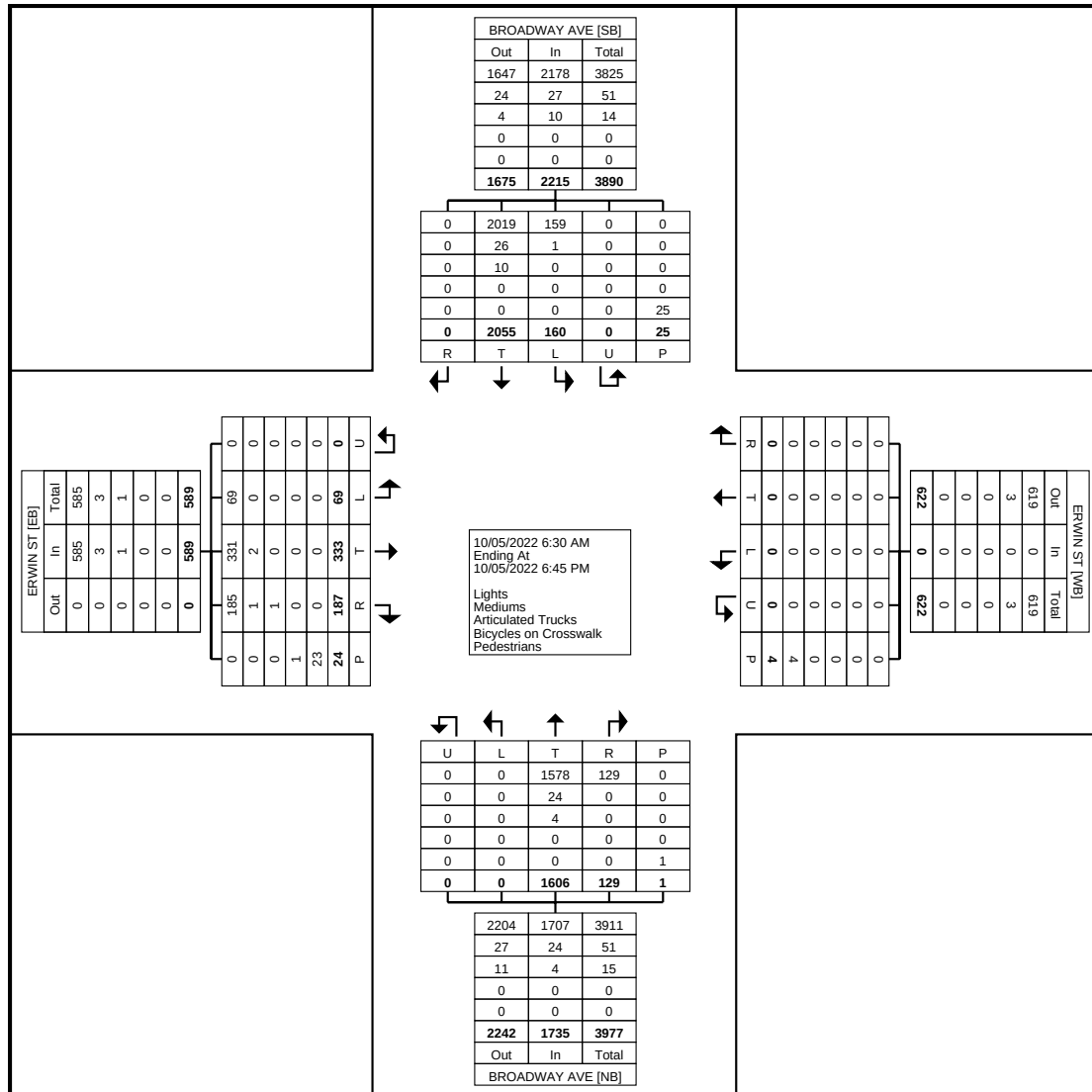
Start Time	BROADWAY AVE Southbound						ERWIN ST Westbound						BROADWAY AVE Northbound						ERWIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:30 AM	2	58	0	0	0	60	0	0	0	0	0	0	0	49	1	0	1	50	3	3	4	0	0	10	120
6:45 AM	3	100	0	0	0	103	0	0	0	0	0	0	0	31	1	0	0	32	4	8	7	0	0	19	154
Hourly Total	5	158	0	0	0	163	0	0	0	0	0	0	0	80	2	0	1	82	7	11	11	0	0	29	274
7:00 AM	4	94	0	0	0	98	0	0	0	0	0	0	0	63	3	0	0	66	1	11	6	0	0	18	182
7:15 AM	5	151	0	0	0	156	0	0	0	0	0	0	0	76	8	0	0	84	2	15	5	0	1	22	262
7:30 AM	15	203	0	0	1	218	0	0	0	0	1	0	0	86	16	0	0	102	1	22	8	0	3	31	351
7:45 AM	12	157	0	0	3	169	0	0	0	0	0	0	0	101	9	0	0	110	5	38	7	0	0	50	329
Hourly Total	36	605	0	0	4	641	0	0	0	0	1	0	0	326	36	0	0	362	9	86	26	0	4	121	1124
8:00 AM	21	127	0	0	7	148	0	0	0	0	1	0	0	87	17	0	0	104	7	32	8	0	3	47	299
8:15 AM	8	107	0	0	3	115	0	0	0	0	2	0	0	119	25	0	0	144	4	30	6	0	3	40	299
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	29	234	0	0	10	263	0	0	0	0	3	0	0	206	42	0	0	248	11	62	14	0	6	87	598
4:30 PM	11	153	0	0	0	164	0	0	0	0	0	0	0	115	10	0	0	125	7	28	20	0	0	55	344
4:45 PM	11	134	0	0	0	145	0	0	0	0	0	0	0	145	8	0	0	153	6	14	19	0	2	39	337
Hourly Total	22	287	0	0	0	309	0	0	0	0	0	0	0	260	18	0	0	278	13	42	39	0	2	94	681
5:00 PM	12	174	0	0	0	186	0	0	0	0	0	0	0	123	2	0	0	125	4	37	22	0	0	63	374
5:15 PM	11	110	0	0	2	121	0	0	0	0	0	0	0	172	6	0	0	178	4	20	19	0	3	43	342
5:30 PM	12	122	0	0	2	134	0	0	0	0	0	0	0	159	8	0	0	167	6	22	19	0	1	47	348
5:45 PM	8	120	0	0	2	128	0	0	0	0	0	0	0	108	4	0	0	112	7	17	14	0	2	38	278
Hourly Total	43	526	0	0	6	569	0	0	0	0	0	0	0	562	20	0	0	582	21	96	74	0	6	191	1342
6:00 PM	17	139	0	0	0	156	0	0	0	0	0	0	0	83	6	0	0	89	1	14	10	0	4	25	270
6:15 PM	8	106	0	0	5	114	0	0	0	0	0	0	0	89	5	0	0	94	7	22	13	0	2	42	250
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	160	2055	0	0	25	2215	0	0	0	0	4	0	0	1606	129	0	1	1735	69	333	187	0	24	589	4539
Approach %	7.2	92.8	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	92.6	7.4	0.0	-	-	11.7	56.5	31.7	0.0	-	-	-
Total %	3.5	45.3	0.0	0.0	-	48.8	0.0	0.0	0.0	0.0	-	0.0	0.0	35.4	2.8	0.0	-	38.2	1.5	7.3	4.1	0.0	-	13.0	-
Lights	159	2019	0	0	-	2178	0	0	0	0	-	0	0	1578	129	0	-	1707	69	331	185	0	-	585	4470
% Lights	99.4	98.2	-	-	-	98.3	-	-	-	-	-	-	-	98.3	100.0	-	-	98.4	100.0	99.4	98.9	-	-	99.3	98.5
Mediums	1	26	0	0	-	27	0	0	0	0	-	0	0	24	0	0	-	24	0	2	1	0	-	3	54
% Mediums	0.6	1.3	-	-	-	1.2	-	-	-	-	-	-	-	1.5	0.0	-	-	1.4	0.0	0.6	0.5	-	-	0.5	1.2
Articulated Trucks	0	10	0	0	-	10	0	0	0	0	-	0	0	4	0	0	-	4	0	0	1	0	-	1	15
% Articulated Trucks	0.0	0.5	-	-	-	0.5	-	-	-	-	-	-	-	0.2	0.0	-	-	0.2	0.0	0.0	0.5	-	-	0.2	0.3
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	4.2	-	-
Pedestrians	-	-	-	-	25	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	23	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	95.8	-	-

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 5 - BROADWAY
AVE @ ERWIN ST
Site Code:
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GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 5 - BROADWAY
AVE @ ERWIN ST
Site Code:
Start Date: 10/05/2022
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

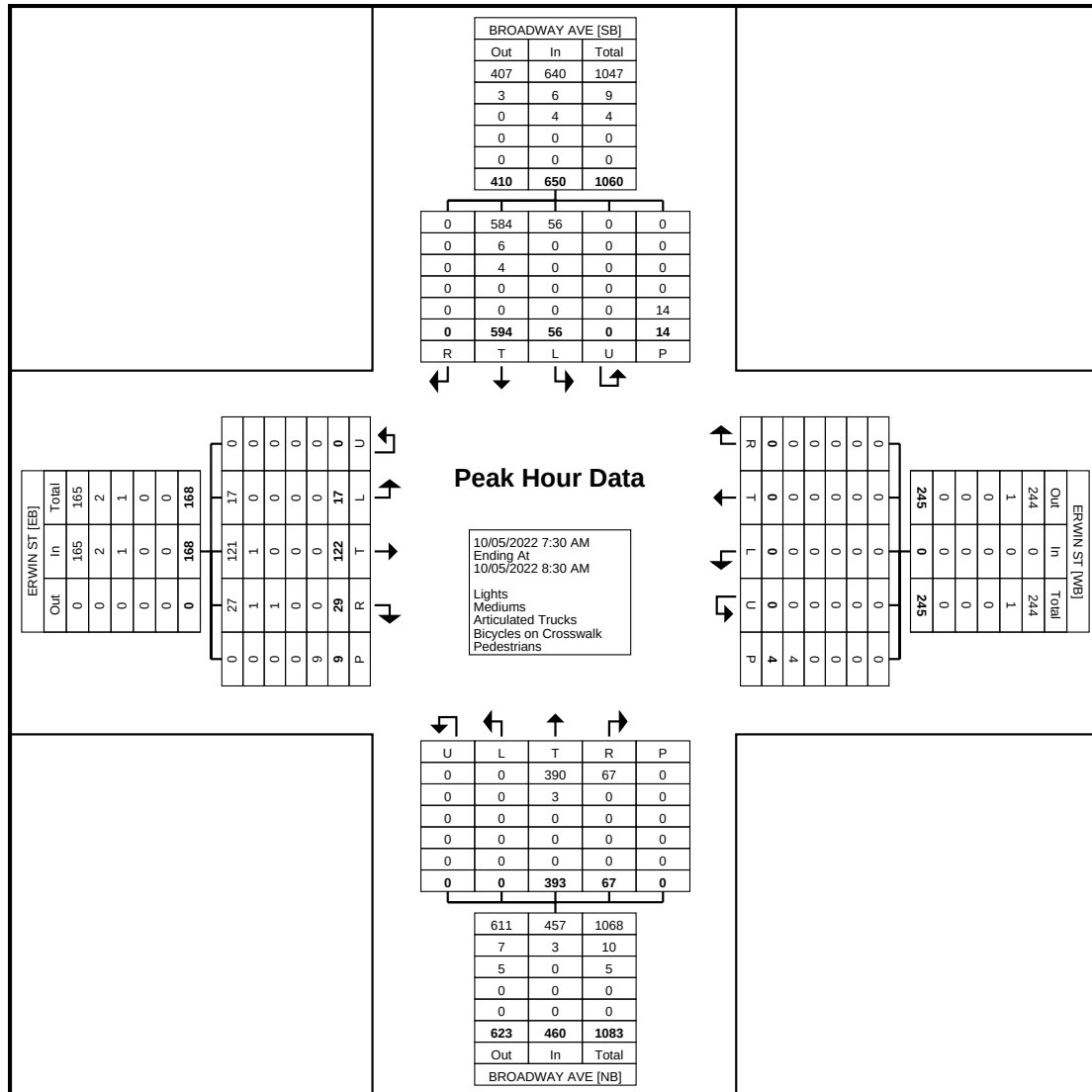
Start Time	BROADWAY AVE Southbound						ERWIN ST Westbound						BROADWAY AVE Northbound						ERWIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:30 AM	15	203	0	0	1	218	0	0	0	0	1	0	0	86	16	0	0	102	1	22	8	0	3	31	351
7:45 AM	12	157	0	0	3	169	0	0	0	0	0	0	0	101	9	0	0	110	5	38	7	0	0	50	329
8:00 AM	21	127	0	0	7	148	0	0	0	0	1	0	0	87	17	0	0	104	7	32	8	0	3	47	299
8:15 AM	8	107	0	0	3	115	0	0	0	0	2	0	0	119	25	0	0	144	4	30	6	0	3	40	299
Total	56	594	0	0	14	650	0	0	0	0	4	0	0	393	67	0	0	460	17	122	29	0	9	168	1278
Approach %	8.6	91.4	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	85.4	14.6	0.0	-	-	10.1	72.6	17.3	0.0	-	-	-
Total %	4.4	46.5	0.0	0.0	-	50.9	0.0	0.0	0.0	0.0	-	0.0	0.0	30.8	5.2	0.0	-	36.0	1.3	9.5	2.3	0.0	-	13.1	-
PHF	0.667	0.732	0.000	0.000	-	0.745	0.000	0.000	0.000	0.000	-	0.000	0.000	0.826	0.670	0.000	-	0.799	0.607	0.803	0.906	0.000	-	0.840	0.910
Lights	56	584	0	0	-	640	0	0	0	0	-	0	0	390	67	0	-	457	17	121	27	0	-	165	1262
% Lights	100.0	98.3	-	-	-	98.5	-	-	-	-	-	-	-	99.2	100.0	-	-	99.3	100.0	99.2	93.1	-	-	98.2	98.7
Mediums	0	6	0	0	-	6	0	0	0	0	-	0	0	3	0	0	-	3	0	1	1	0	-	2	11
% Mediums	0.0	1.0	-	-	-	0.9	-	-	-	-	-	-	-	0.8	0.0	-	-	0.7	0.0	0.8	3.4	-	-	1.2	0.9
Articulated Trucks	0	4	0	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	5
% Articulated Trucks	0.0	0.7	-	-	-	0.6	-	-	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0	0.0	3.4	-	-	0.6	0.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	14	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 5 - BROADWAY
AVE @ ERWIN ST
Site Code:
Start Date: 10/05/2022
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GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 5 - BROADWAY
AVE @ ERWIN ST
Site Code:
Start Date: 10/05/2022
Page No: 5

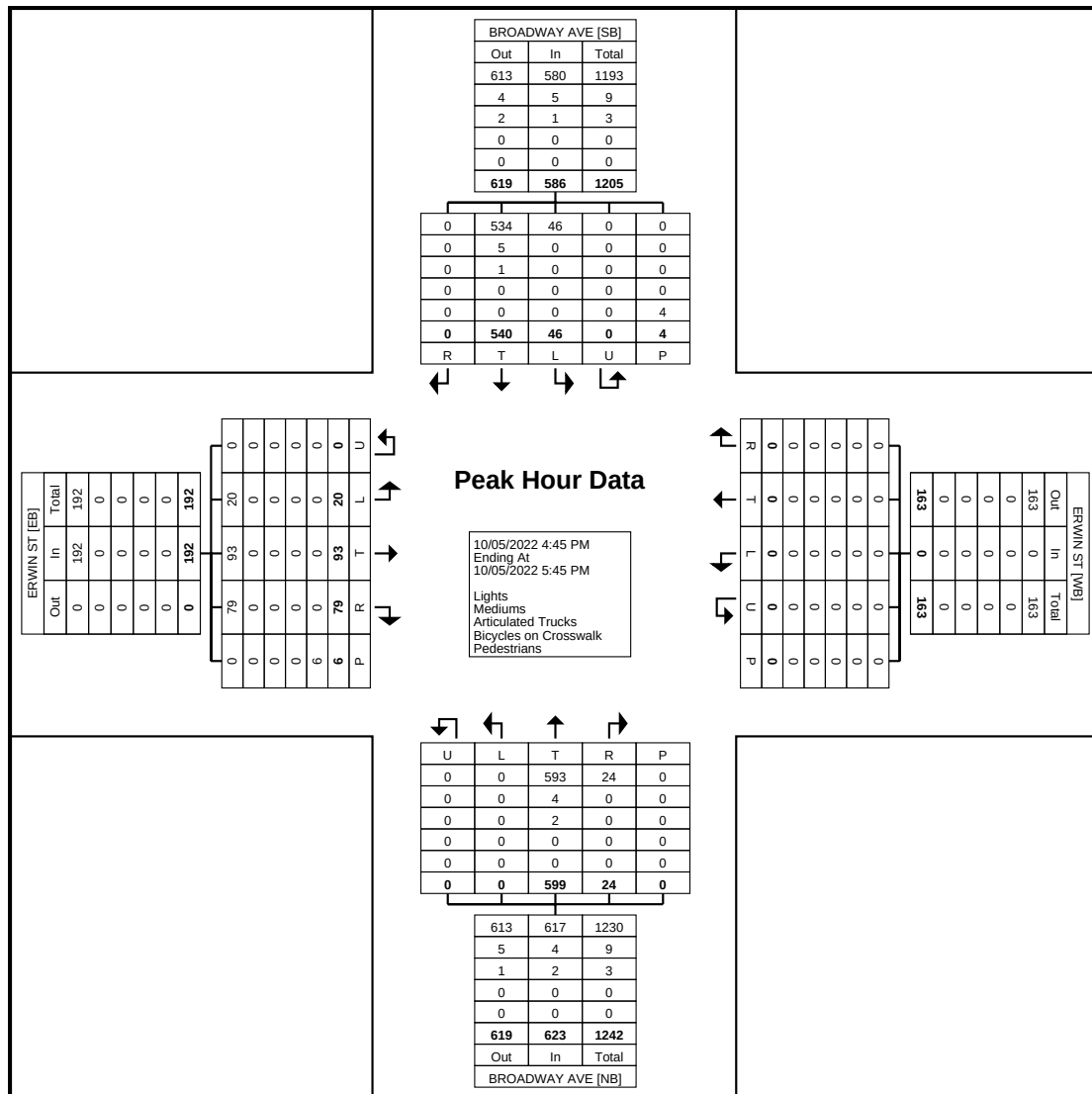
Turning Movement Peak Hour Data (4:45 PM)

Start Time	BROADWAY AVE Southbound						ERWIN ST Westbound						BROADWAY AVE Northbound						ERWIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
4:45 PM	11	134	0	0	0	145	0	0	0	0	0	0	0	145	8	0	0	153	6	14	19	0	2	39	337
5:00 PM	12	174	0	0	0	186	0	0	0	0	0	0	0	123	2	0	0	125	4	37	22	0	0	63	374
5:15 PM	11	110	0	0	2	121	0	0	0	0	0	0	0	172	6	0	0	178	4	20	19	0	3	43	342
5:30 PM	12	122	0	0	2	134	0	0	0	0	0	0	0	159	8	0	0	167	6	22	19	0	1	47	348
Total	46	540	0	0	4	586	0	0	0	0	0	0	0	599	24	0	0	623	20	93	79	0	6	192	1401
Approach %	7.8	92.2	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	96.1	3.9	0.0	-	-	10.4	48.4	41.1	0.0	-	-	-
Total %	3.3	38.5	0.0	0.0	-	41.8	0.0	0.0	0.0	0.0	-	0.0	0.0	42.8	1.7	0.0	-	44.5	1.4	6.6	5.6	0.0	-	13.7	-
PHF	0.958	0.776	0.000	0.000	-	0.788	0.000	0.000	0.000	0.000	-	0.000	0.000	0.871	0.750	0.000	-	0.875	0.833	0.628	0.898	0.000	-	0.762	0.936
Lights	46	534	0	0	-	580	0	0	0	0	-	0	0	593	24	0	-	617	20	93	79	0	-	192	1389
% Lights	100.0	98.9	-	-	-	99.0	-	-	-	-	-	-	-	99.0	100.0	-	-	99.0	100.0	100.0	100.0	-	-	100.0	99.1
Mediums	0	5	0	0	-	5	0	0	0	0	-	0	0	4	0	0	-	4	0	0	0	0	-	0	9
% Mediums	0.0	0.9	-	-	-	0.9	-	-	-	-	-	-	-	0.7	0.0	-	-	0.6	0.0	0.0	0.0	-	-	0.0	0.6
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	0.2	-	-	-	0.2	-	-	-	-	-	-	-	0.3	0.0	-	-	0.3	0.0	0.0	0.0	-	-	0.0	0.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 5 - BROADWAY
AVE @ ERWIN ST
Site Code:
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Turning Movement Peak Hour Data Plot (4:45 PM)

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: 6 - BOIS DARC AVE @ ELM ST
Site Code:
Start Date: 10/05/2022
Page No: 1

Turning Movement Data

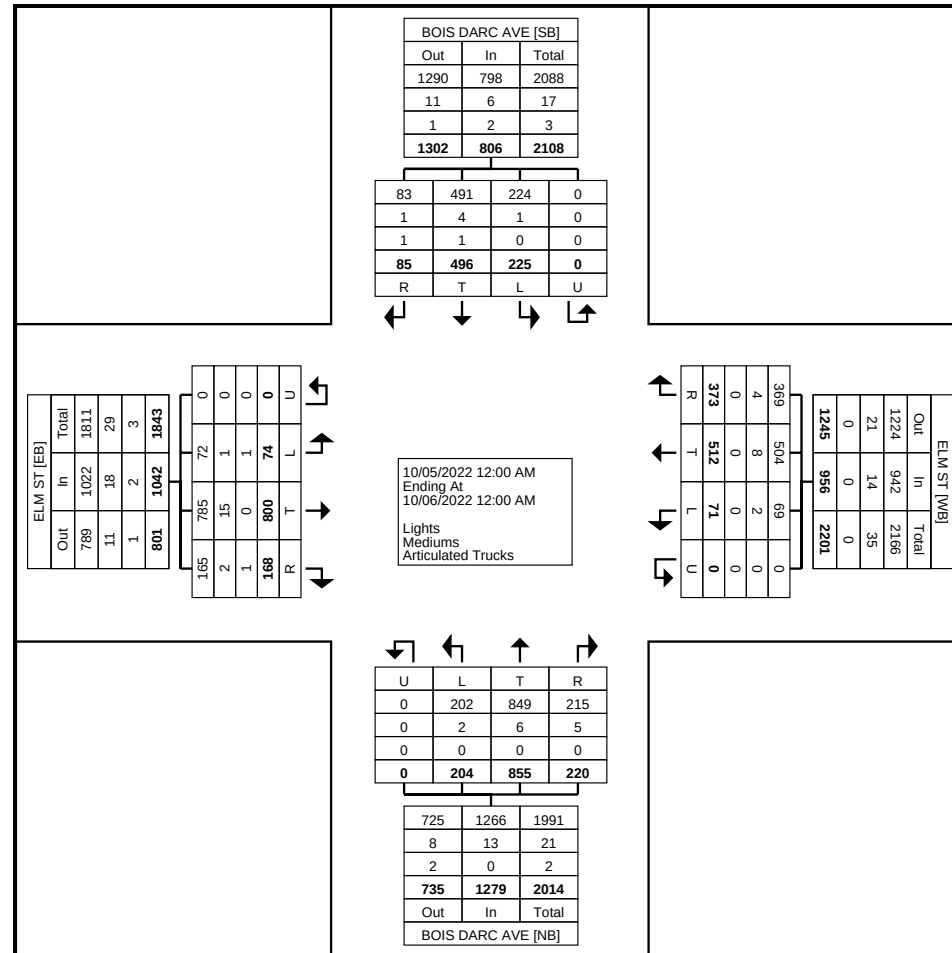
Start Time	BOIS DARC AVE Southbound					ELM ST Westbound					BOIS DARC AVE Northbound					ELM ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	2	0	3	4
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
12:45 AM	0	1	0	0	1	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	4
Hourly Total	0	1	0	0	1	1	0	1	0	2	0	4	0	0	4	0	3	2	0	5	12
1:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
1:30 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
1:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
Hourly Total	0	4	0	0	4	0	1	0	0	1	0	1	0	0	1	1	1	1	0	3	9
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	4
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	4
3:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
3:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	3
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Hourly Total	0	1	0	0	1	0	0	1	0	1	0	3	0	0	3	0	3	1	0	4	9
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:45 AM	0	1	0	0	1	0	3	0	0	3	0	0	1	0	1	0	0	1	0	1	6
Hourly Total	0	3	0	0	3	0	3	0	0	3	0	1	1	0	2	0	0	1	0	1	9
5:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	0	0	0	0	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	4
5:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
5:45 AM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	7
Hourly Total	0	3	1	0	4	0	0	1	0	1	1	5	0	0	6	0	3	0	0	3	14
6:00 AM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	8
6:15 AM	1	4	0	0	5	1	1	1	0	3	0	6	0	0	6	0	5	0	0	5	19
6:30 AM	0	0	0	0	0	0	2	3	0	5	1	5	0	0	6	2	5	0	0	7	18
6:45 AM	1	3	0	0	4	1	4	2	0	7	1	6	0	0	7	0	5	0	0	5	23
Hourly Total	2	9	0	0	11	2	7	6	0	15	2	22	0	0	24	3	15	0	0	18	68
7:00 AM	0	3	0	0	3	1	2	4	0	7	0	2	2	0	4	0	6	1	0	7	21
7:15 AM	2	3	0	0	5	0	1	4	0	5	7	20	11	0	38	1	24	4	0	29	77
7:30 AM	5	8	2	0	15	0	5	3	0	8	10	20	23	0	53	3	21	4	0	28	104
7:45 AM	6	10	5	0	21	3	4	12	0	19	13	34	37	0	84	1	31	6	0	38	162

Hourly Total	13	24	7	0	44	4	12	23	0	39	30	76	73	0	179	5	82	15	0	102	364
8:00 AM	0	3	0	0	3	2	6	13	0	21	1	20	6	0	27	2	13	0	0	15	66
8:15 AM	1	3	2	0	6	1	6	11	0	18	2	36	0	0	38	3	13	1	0	17	79
8:30 AM	2	5	1	0	8	2	4	10	0	16	1	31	0	0	32	2	9	1	0	12	68
8:45 AM	1	4	0	0	5	2	5	15	0	22	2	41	1	0	44	4	16	4	0	24	95
Hourly Total	4	15	3	0	22	7	21	49	0	77	6	128	7	0	141	11	51	6	0	68	308
9:00 AM	2	2	2	0	6	2	7	12	0	21	4	34	2	0	40	1	6	0	0	7	74
9:15 AM	1	6	1	0	8	0	9	7	0	16	3	13	1	0	17	0	10	1	0	11	52
9:30 AM	2	9	0	0	11	0	8	6	0	14	1	12	0	0	13	0	6	2	0	8	46
9:45 AM	3	7	2	0	12	1	5	9	0	15	1	11	0	0	12	1	8	3	0	12	51
Hourly Total	8	24	5	0	37	3	29	34	0	66	9	70	3	0	82	2	30	6	0	38	223
10:00 AM	1	4	2	0	7	0	7	7	0	14	4	21	1	0	26	1	7	0	0	8	55
10:15 AM	3	8	0	0	11	0	8	5	0	13	4	6	1	0	11	1	8	3	0	12	47
10:30 AM	1	7	0	0	8	1	8	6	0	15	2	12	2	0	16	0	10	2	0	12	51
10:45 AM	8	11	0	0	19	2	3	4	0	9	1	11	1	0	13	2	15	1	0	18	59
Hourly Total	13	30	2	0	45	3	26	22	0	51	11	50	5	0	66	4	40	6	0	50	212
11:00 AM	6	19	1	0	26	1	9	13	0	23	3	11	2	0	16	1	19	7	0	27	92
11:15 AM	7	6	1	0	14	2	9	9	0	20	0	11	1	0	12	1	19	5	0	25	71
11:30 AM	9	12	1	0	22	1	14	13	0	28	5	12	4	0	21	3	19	0	0	22	93
11:45 AM	6	11	1	0	18	0	10	12	0	22	3	9	1	0	13	2	14	2	0	18	71
Hourly Total	28	48	4	0	80	4	42	47	0	93	11	43	8	0	62	7	71	14	0	92	327
12:00 PM	8	12	1	0	21	1	9	7	0	17	3	15	2	0	20	2	14	3	0	19	77
12:15 PM	3	11	2	0	16	1	11	10	0	22	1	15	0	0	16	2	18	5	0	25	79
12:30 PM	4	13	4	0	21	2	10	12	0	24	2	15	3	0	20	1	19	5	0	25	90
12:45 PM	7	9	0	0	16	2	9	6	0	17	1	16	0	0	17	1	8	2	0	11	61
Hourly Total	22	45	7	0	74	6	39	35	0	80	7	61	5	0	73	6	59	15	0	80	307
1:00 PM	2	6	2	0	10	2	7	13	0	22	2	23	1	0	26	0	16	2	0	18	76
1:15 PM	3	6	2	0	11	1	7	5	0	13	2	25	0	0	27	1	17	0	0	18	69
1:30 PM	3	6	1	0	10	1	8	5	0	14	1	7	3	0	11	4	10	3	0	17	52
1:45 PM	3	6	2	0	11	0	5	3	0	8	2	17	2	0	21	1	12	2	0	15	55
Hourly Total	11	24	7	0	42	4	27	26	0	57	7	72	6	0	85	6	55	7	0	68	252
2:00 PM	3	6	2	0	11	0	1	3	0	4	1	9	4	0	14	1	6	1	0	8	37
2:15 PM	1	12	5	0	18	2	8	14	0	24	2	11	0	0	13	1	10	1	0	12	67
2:30 PM	4	11	2	0	17	2	8	6	0	16	1	6	4	0	11	0	13	3	0	16	60
2:45 PM	2	7	1	0	10	0	7	4	0	11	2	5	1	0	8	1	11	0	0	12	41
Hourly Total	10	36	10	0	56	4	24	27	0	55	6	31	9	0	46	3	40	5	0	48	205
3:00 PM	6	3	4	0	13	0	4	5	0	9	4	8	6	0	18	0	12	1	0	13	53
3:15 PM	2	9	2	0	13	4	12	4	0	20	1	4	0	0	5	1	12	6	0	19	57
3:30 PM	8	12	5	0	25	4	16	2	0	22	1	5	2	0	8	1	14	5	0	20	75
3:45 PM	5	10	3	0	18	10	21	9	0	40	19	21	37	0	77	2	17	8	0	27	162
Hourly Total	21	34	14	0	69	18	53	20	0	91	25	38	45	0	108	4	55	20	0	79	347
4:00 PM	6	8	0	0	14	4	25	5	0	34	13	33	22	0	68	1	15	3	0	19	135
4:15 PM	2	13	3	0	18	1	17	1	0	19	6	7	4	0	17	0	14	1	0	15	69
4:30 PM	3	12	1	0	16	0	13	3	0	16	5	8	2	0	15	3	16	5	0	24	71
4:45 PM	7	19	0	0	26	1	14	6	0	21	9	14	5	0	28	2	17	2	0	21	96
Hourly Total	18	52	4	0	74	6	69	15	0	90	33	62	33	0	128	6	62	11	0	79	371
5:00 PM	10	20	3	0	33	1	29	5	0	35	6	20	5	0	31	0	19	1	0	20	119
5:15 PM	10	13	1	0	24	0	10	8	0	18	3	14	4	0	21	1	11	5	0	17	80
5:30 PM	13	22	2	0	37	1	15	4	0	20	4	17	3	0	24	0	7	2	0	9	90
5:45 PM	4	13	2	0	19	1	12	7	0	20	9	18	5	0	32	1	9	1	0	11	82
Hourly Total	37	68	8	0	113	3	66	24	0	93	22	69	17	0	108	2	46	9	0	57	371
6:00 PM	6	10	2	0	18	0	6	7	0	13	4	27	1	0	32	0	9	1	0	10	73

6:15 PM	4	9	2	0	15	0	13	3	0	16	6	14	1	0	21	0	9	0	0	9	61
6:30 PM	1	3	0	0	4	0	8	5	0	13	9	11	0	0	20	2	10	0	0	12	49
6:45 PM	0	2	0	0	2	2	16	1	0	19	3	5	0	0	8	1	11	3	0	15	44
Hourly Total	11	24	4	0	39	2	43	16	0	61	22	57	2	0	81	3	39	4	0	46	227
7:00 PM	2	8	1	0	11	0	5	3	0	8	5	6	3	0	14	2	29	7	0	38	71
7:15 PM	1	2	0	0	3	0	4	2	0	6	1	13	1	0	15	1	16	7	0	24	48
7:30 PM	2	5	1	0	8	0	4	3	0	7	1	4	0	0	5	0	32	7	0	39	59
7:45 PM	3	6	2	0	11	0	3	2	0	5	0	7	0	0	7	1	10	2	0	13	36
Hourly Total	8	21	4	0	33	0	16	10	0	26	7	30	4	0	41	4	87	23	0	114	214
8:00 PM	0	2	0	0	2	0	3	1	0	4	1	5	0	0	6	0	11	3	0	14	26
8:15 PM	4	2	1	0	7	1	2	4	0	7	0	3	0	0	3	0	10	2	0	12	29
8:30 PM	5	2	0	0	7	0	3	3	0	6	0	1	0	0	1	1	4	2	0	7	21
8:45 PM	0	2	0	0	2	0	3	0	0	3	2	0	0	0	2	0	2	2	0	4	11
Hourly Total	9	8	1	0	18	1	11	8	0	20	3	9	0	0	12	1	27	9	0	37	87
9:00 PM	2	1	1	0	4	2	2	2	0	6	0	1	0	0	1	1	13	9	0	23	34
9:15 PM	2	3	0	0	5	0	4	1	0	5	0	3	1	0	4	0	8	1	0	9	23
9:30 PM	0	2	0	0	2	1	1	1	0	3	1	5	0	0	6	2	4	0	0	6	17
9:45 PM	1	1	0	0	2	0	2	0	0	2	0	3	0	0	3	0	1	0	0	1	8
Hourly Total	5	7	1	0	13	3	9	4	0	16	1	12	1	0	14	3	26	10	0	39	82
10:00 PM	1	4	2	0	7	0	3	0	0	3	1	3	0	0	4	2	0	1	0	3	17
10:15 PM	0	2	0	0	2	0	1	0	0	1	0	2	1	0	3	0	0	0	0	0	6
10:30 PM	0	1	0	0	1	0	1	1	0	2	0	2	0	0	2	0	0	1	0	1	6
10:45 PM	1	0	0	0	1	0	2	2	0	4	0	1	0	0	1	0	1	1	0	2	8
Hourly Total	2	7	2	0	11	0	7	3	0	10	1	8	1	0	10	2	1	3	0	6	37
11:00 PM	2	5	1	0	8	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	12
11:15 PM	1	0	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	4
11:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3
11:45 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	5
Hourly Total	3	7	1	0	11	0	6	1	0	7	0	2	0	0	2	0	4	0	0	4	24
Grand Total	225	496	85	0	806	71	512	373	0	956	204	855	220	0	1279	74	800	168	0	1042	4083
Approach %	27.9	61.5	10.5	0.0	-	7.4	53.6	39.0	0.0	-	15.9	66.8	17.2	0.0	-	7.1	76.8	16.1	0.0	-	-
Total %	5.5	12.1	2.1	0.0	19.7	1.7	12.5	9.1	0.0	23.4	5.0	20.9	5.4	0.0	31.3	1.8	19.6	4.1	0.0	25.5	-
Lights	224	491	83	0	798	69	504	369	0	942	202	849	215	0	1266	72	785	165	0	1022	4028
% Lights	99.6	99.0	97.6	-	99.0	97.2	98.4	98.9	-	98.5	99.0	99.3	97.7	-	99.0	97.3	98.1	98.2	-	98.1	98.7
Mediums	1	4	1	0	6	2	8	4	0	14	2	6	5	0	13	1	15	2	0	18	51
% Mediums	0.4	0.8	1.2	-	0.7	2.8	1.6	1.1	-	1.5	1.0	0.7	2.3	-	1.0	1.4	1.9	1.2	-	1.7	1.2
Articulated Trucks	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	4
% Articulated Trucks	0.0	0.2	1.2	-	0.2	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	1.4	0.0	0.6	-	0.2	0.1

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: 6 - BOIS DARC AVE @ ELM ST
Site Code:
Start Date: 10/05/2022
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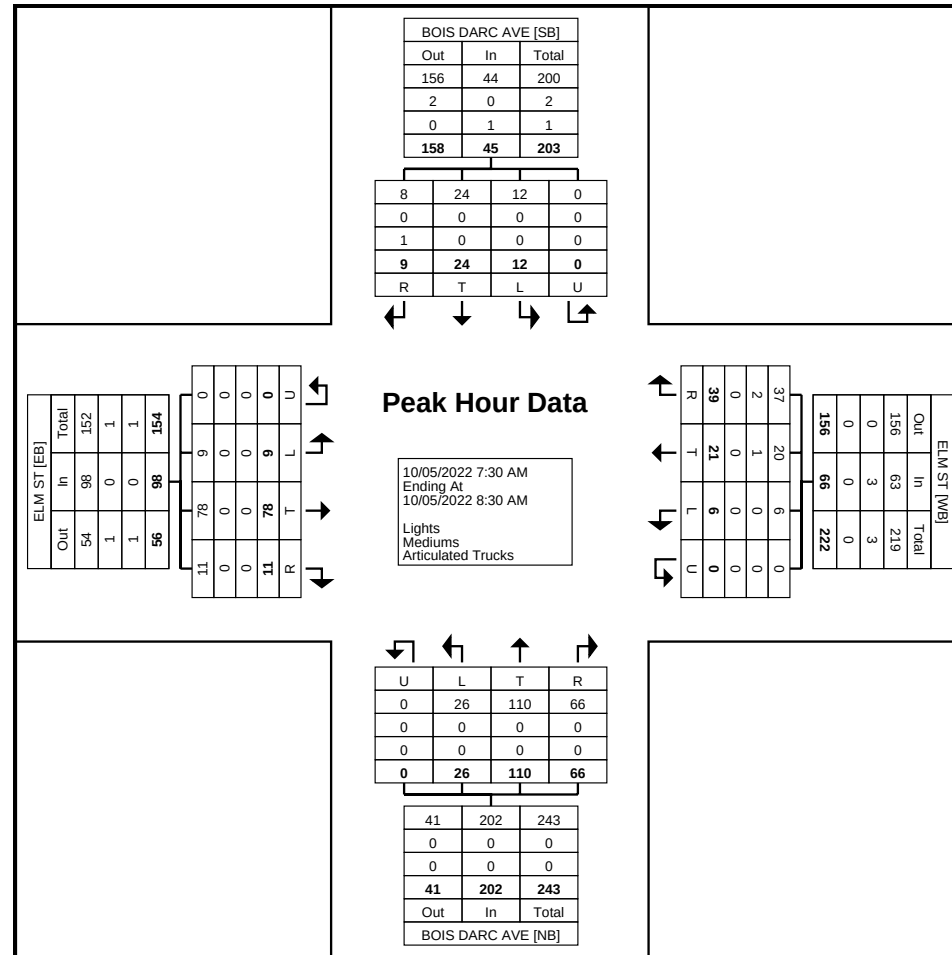


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Arlington, Texas, United States 76013
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Count Name: 6 - BOIS DARC AVE @ ELM ST
Site Code:
Start Date: 10/05/2022
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Turning Movement Peak Hour Data (7:30 AM)

Start Time	BOIS DARC AVE Southbound					ELM ST Westbound					BOIS DARC AVE Northbound					ELM ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
7:30 AM	5	8	2	0	15	0	5	3	0	8	10	20	23	0	53	3	21	4	0	28	104
7:45 AM	6	10	5	0	21	3	4	12	0	19	13	34	37	0	84	1	31	6	0	38	162
8:00 AM	0	3	0	0	3	2	6	13	0	21	1	20	6	0	27	2	13	0	0	15	66
8:15 AM	1	3	2	0	6	1	6	11	0	18	2	36	0	0	38	3	13	1	0	17	79
Total	12	24	9	0	45	6	21	39	0	66	26	110	66	0	202	9	78	11	0	98	411
Approach %	26.7	53.3	20.0	0.0	-	9.1	31.8	59.1	0.0	-	12.9	54.5	32.7	0.0	-	9.2	79.6	11.2	0.0	-	-
Total %	2.9	5.8	2.2	0.0	10.9	1.5	5.1	9.5	0.0	16.1	6.3	26.8	16.1	0.0	49.1	2.2	19.0	2.7	0.0	23.8	-
PHF	0.500	0.600	0.450	0.000	0.536	0.500	0.875	0.750	0.000	0.786	0.500	0.764	0.446	0.000	0.601	0.750	0.629	0.458	0.000	0.645	0.634
Lights	12	24	8	0	44	6	20	37	0	63	26	110	66	0	202	9	78	11	0	98	407
% Lights	100.0	100.0	88.9	-	97.8	100.0	95.2	94.9	-	95.5	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	99.0
Mediums	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	3
% Mediums	0.0	0.0	0.0	-	0.0	0.0	4.8	5.1	-	4.5	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.7
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Articulated Trucks	0.0	0.0	11.1	-	2.2	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.2



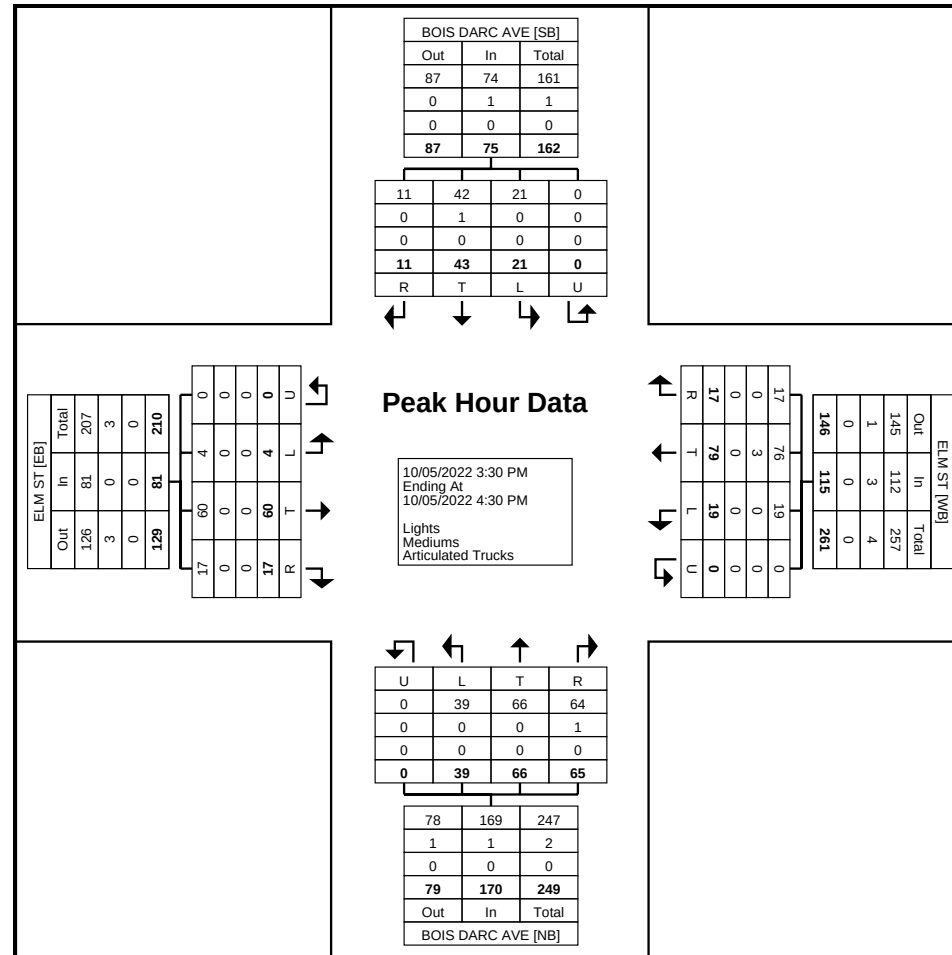
Turning Movement Peak Hour Data Plot (7:30 AM)

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: 6 - BOIS DARC AVE @ ELM ST
Site Code:
Start Date: 10/05/2022
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Turning Movement Peak Hour Data (3:30 PM)

Start Time	BOIS DARC AVE Southbound					ELM ST Westbound					BOIS DARC AVE Northbound					ELM ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
3:30 PM	8	12	5	0	25	4	16	2	0	22	1	5	2	0	8	1	14	5	0	20	75
3:45 PM	5	10	3	0	18	10	21	9	0	40	19	21	37	0	77	2	17	8	0	27	162
4:00 PM	6	8	0	0	14	4	25	5	0	34	13	33	22	0	68	1	15	3	0	19	135
4:15 PM	2	13	3	0	18	1	17	1	0	19	6	7	4	0	17	0	14	1	0	15	69
Total	21	43	11	0	75	19	79	17	0	115	39	66	65	0	170	4	60	17	0	81	441
Approach %	28.0	57.3	14.7	0.0	-	16.5	68.7	14.8	0.0	-	22.9	38.8	38.2	0.0	-	4.9	74.1	21.0	0.0	-	-
Total %	4.8	9.8	2.5	0.0	17.0	4.3	17.9	3.9	0.0	26.1	8.8	15.0	14.7	0.0	38.5	0.9	13.6	3.9	0.0	18.4	-
PHF	0.656	0.827	0.550	0.000	0.750	0.475	0.790	0.472	0.000	0.719	0.513	0.500	0.439	0.000	0.552	0.500	0.882	0.531	0.000	0.750	0.681
Lights	21	42	11	0	74	19	76	17	0	112	39	66	64	0	169	4	60	17	0	81	436
% Lights	100.0	97.7	100.0	-	98.7	100.0	96.2	100.0	-	97.4	100.0	100.0	98.5	-	99.4	100.0	100.0	100.0	-	100.0	98.9
Mediums	0	1	0	0	1	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	5
% Mediums	0.0	2.3	0.0	-	1.3	0.0	3.8	0.0	-	2.6	0.0	0.0	1.5	-	0.6	0.0	0.0	0.0	-	0.0	1.1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0



Turning Movement Peak Hour Data Plot (3:30 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 6 - BROADWAY
AVE @ FERGUSON ST
Site Code:
Start Date: 10/05/2022
Page No: 1

Turning Movement Data

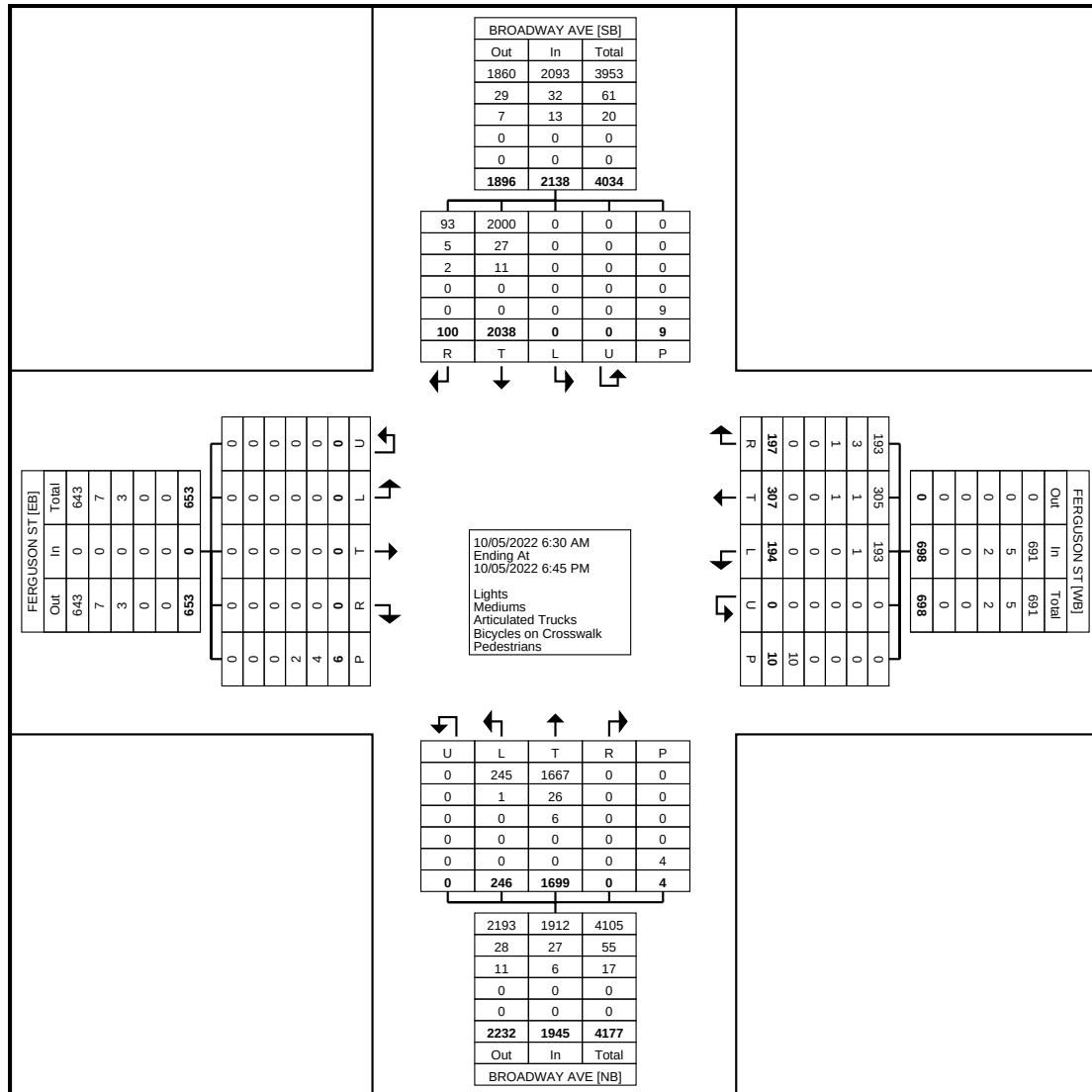
Start Time	BROADWAY AVE Southbound						FERGUSON ST Westbound						BROADWAY AVE Northbound						FERGUSON ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:30 AM	0	62	0	0	0	62	2	2	2	0	2	6	4	48	0	0	0	52	0	0	0	0	0	0	120
6:45 AM	0	106	1	0	0	107	0	5	12	0	0	17	4	58	0	0	0	62	0	0	0	0	0	0	186
Hourly Total	0	168	1	0	0	169	2	7	14	0	2	23	8	106	0	0	0	114	0	0	0	0	0	0	306
7:00 AM	0	90	8	0	0	98	5	10	2	0	0	17	10	55	0	0	0	65	0	0	0	0	0	0	180
7:15 AM	0	152	3	0	1	155	4	8	7	0	0	19	9	74	0	0	0	83	0	0	0	0	2	0	257
7:30 AM	0	217	9	0	0	226	1	16	4	0	0	21	6	94	0	0	0	100	0	0	0	0	0	0	347
7:45 AM	0	172	12	0	0	184	11	30	8	0	1	49	16	108	0	0	0	124	0	0	0	0	0	0	357
Hourly Total	0	631	32	0	1	663	21	64	21	0	1	106	41	331	0	0	0	372	0	0	0	0	2	0	1141
8:00 AM	0	146	10	0	0	156	6	36	22	0	1	64	20	102	0	0	1	122	0	0	0	0	0	0	342
8:15 AM	0	119	7	0	0	126	3	24	17	0	0	44	40	88	0	0	1	128	0	0	0	0	0	0	298
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	265	17	0	0	282	9	60	39	0	1	108	60	190	0	0	2	250	0	0	0	0	0	0	640
4:30 PM	0	137	10	0	0	147	24	19	23	0	1	66	12	131	0	0	0	143	0	0	0	0	0	0	356
4:45 PM	0	127	4	0	1	131	20	30	17	0	0	67	10	143	0	0	0	153	0	0	0	0	2	0	351
Hourly Total	0	264	14	0	1	278	44	49	40	0	1	133	22	274	0	0	0	296	0	0	0	0	2	0	707
5:00 PM	0	150	10	0	2	160	39	29	34	0	2	102	18	139	0	0	0	157	0	0	0	0	0	0	419
5:15 PM	0	110	4	0	3	114	18	36	19	0	2	73	22	176	0	0	2	198	0	0	0	0	1	0	385
5:30 PM	0	111	4	0	0	115	14	20	12	0	0	46	18	161	0	0	0	179	0	0	0	0	1	0	340
5:45 PM	0	112	4	0	1	116	16	11	5	0	0	32	21	130	0	0	0	151	0	0	0	0	0	0	299
Hourly Total	0	483	22	0	6	505	87	96	70	0	4	253	79	606	0	0	2	685	0	0	0	0	2	0	1443
6:00 PM	0	130	12	0	1	142	15	15	6	0	0	36	19	98	0	0	0	117	0	0	0	0	0	0	295
6:15 PM	0	97	2	0	0	99	16	16	7	0	1	39	17	94	0	0	0	111	0	0	0	0	0	0	249
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2038	100	0	9	2138	194	307	197	0	10	698	246	1699	0	0	4	1945	0	0	0	0	6	0	4781
Approach %	0.0	95.3	4.7	0.0	-	-	27.8	44.0	28.2	0.0	-	-	12.6	87.4	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	0.0	42.6	2.1	0.0	-	44.7	4.1	6.4	4.1	0.0	-	14.6	5.1	35.5	0.0	0.0	-	40.7	0.0	0.0	0.0	0.0	-	0.0	-
Lights	0	2000	93	0	-	2093	193	305	193	0	-	691	245	1667	0	0	-	1912	0	0	0	0	-	0	4696
% Lights	-	98.1	93.0	-	-	97.9	99.5	99.3	98.0	-	-	99.0	99.6	98.1	-	-	-	98.3	-	-	-	-	-	-	98.2
Mediums	0	27	5	0	-	32	1	1	3	0	-	5	1	26	0	0	-	27	0	0	0	0	-	0	64
% Mediums	-	1.3	5.0	-	-	1.5	0.5	0.3	1.5	-	-	0.7	0.4	1.5	-	-	-	1.4	-	-	-	-	-	-	1.3
Articulated Trucks	0	11	2	0	-	13	0	1	1	0	-	2	0	6	0	0	-	6	0	0	0	0	-	0	21
% Articulated Trucks	-	0.5	2.0	-	-	0.6	0.0	0.3	0.5	-	-	0.3	0.0	0.4	-	-	-	0.3	-	-	-	-	-	-	0.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	33.3	-	-
Pedestrians	-	-	-	-	9	-	-	-	-	-	10	-	-	-	-	-	4	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	66.7	-	-

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 6 - BROADWAY
AVE @ FERGUSON ST
Site Code:
Start Date: 10/05/2022
Page No: 2



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 6 - BROADWAY
AVE @ FERGUSON ST
Site Code:
Start Date: 10/05/2022
Page No: 3

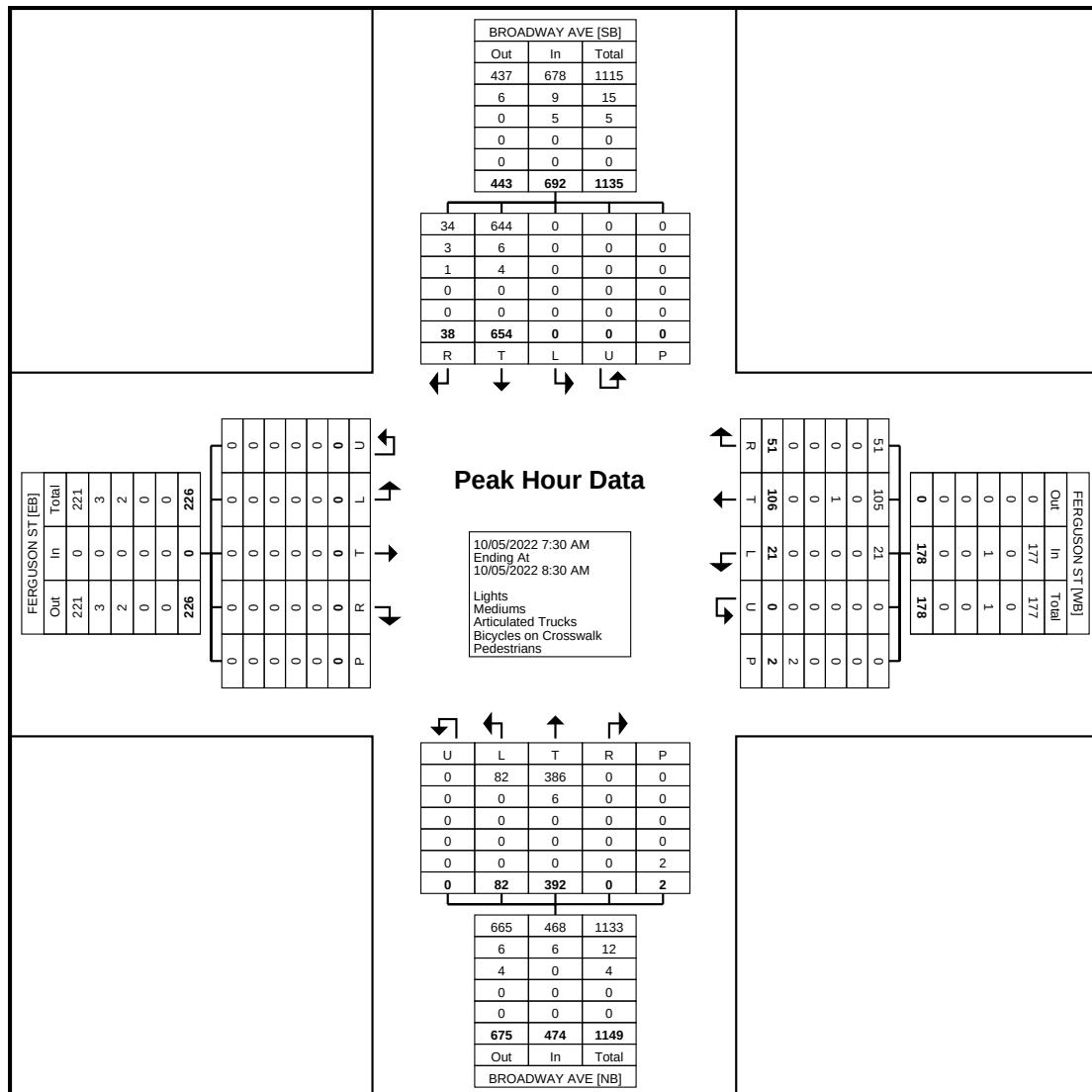
Turning Movement Peak Hour Data (7:30 AM)

Start Time	BROADWAY AVE Southbound						FERGUSON ST Westbound						BROADWAY AVE Northbound						FERGUSON ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:30 AM	0	217	9	0	0	226	1	16	4	0	0	21	6	94	0	0	0	100	0	0	0	0	0	0	347
7:45 AM	0	172	12	0	0	184	11	30	8	0	1	49	16	108	0	0	0	124	0	0	0	0	0	0	357
8:00 AM	0	146	10	0	0	156	6	36	22	0	1	64	20	102	0	0	1	122	0	0	0	0	0	0	342
8:15 AM	0	119	7	0	0	126	3	24	17	0	0	44	40	88	0	0	1	128	0	0	0	0	0	0	298
Total	0	654	38	0	0	692	21	106	51	0	2	178	82	392	0	0	2	474	0	0	0	0	0	0	1344
Approach %	0.0	94.5	5.5	0.0	-	-	11.8	59.6	28.7	0.0	-	-	17.3	82.7	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	0.0	48.7	2.8	0.0	-	51.5	1.6	7.9	3.8	0.0	-	13.2	6.1	29.2	0.0	0.0	-	35.3	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.753	0.792	0.000	-	0.765	0.477	0.736	0.580	0.000	-	0.695	0.513	0.907	0.000	0.000	-	0.926	0.000	0.000	0.000	0.000	-	0.000	0.941
Lights	0	644	34	0	-	678	21	105	51	0	-	177	82	386	0	0	-	468	0	0	0	0	-	0	1323
% Lights	-	98.5	89.5	-	-	98.0	100.0	99.1	100.0	-	-	99.4	100.0	98.5	-	-	-	98.7	-	-	-	-	-	-	98.4
Mediums	0	6	3	0	-	9	0	0	0	0	-	0	0	6	0	0	-	6	0	0	0	0	-	0	15
% Mediums	-	0.9	7.9	-	-	1.3	0.0	0.0	0.0	-	-	0.0	0.0	1.5	-	-	-	1.3	-	-	-	-	-	-	1.1
Articulated Trucks	0	4	1	0	-	5	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	6
% Articulated Trucks	-	0.6	2.6	-	-	0.7	0.0	0.9	0.0	-	-	0.6	0.0	0.0	-	-	-	0.0	-	-	-	-	-	-	0.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	0	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 6 - BROADWAY
AVE @ FERGUSON ST
Site Code:
Start Date: 10/05/2022
Page No: 4



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

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 6 - BROADWAY
AVE @ FERGUSON ST
Site Code:
Start Date: 10/05/2022
Page No: 5

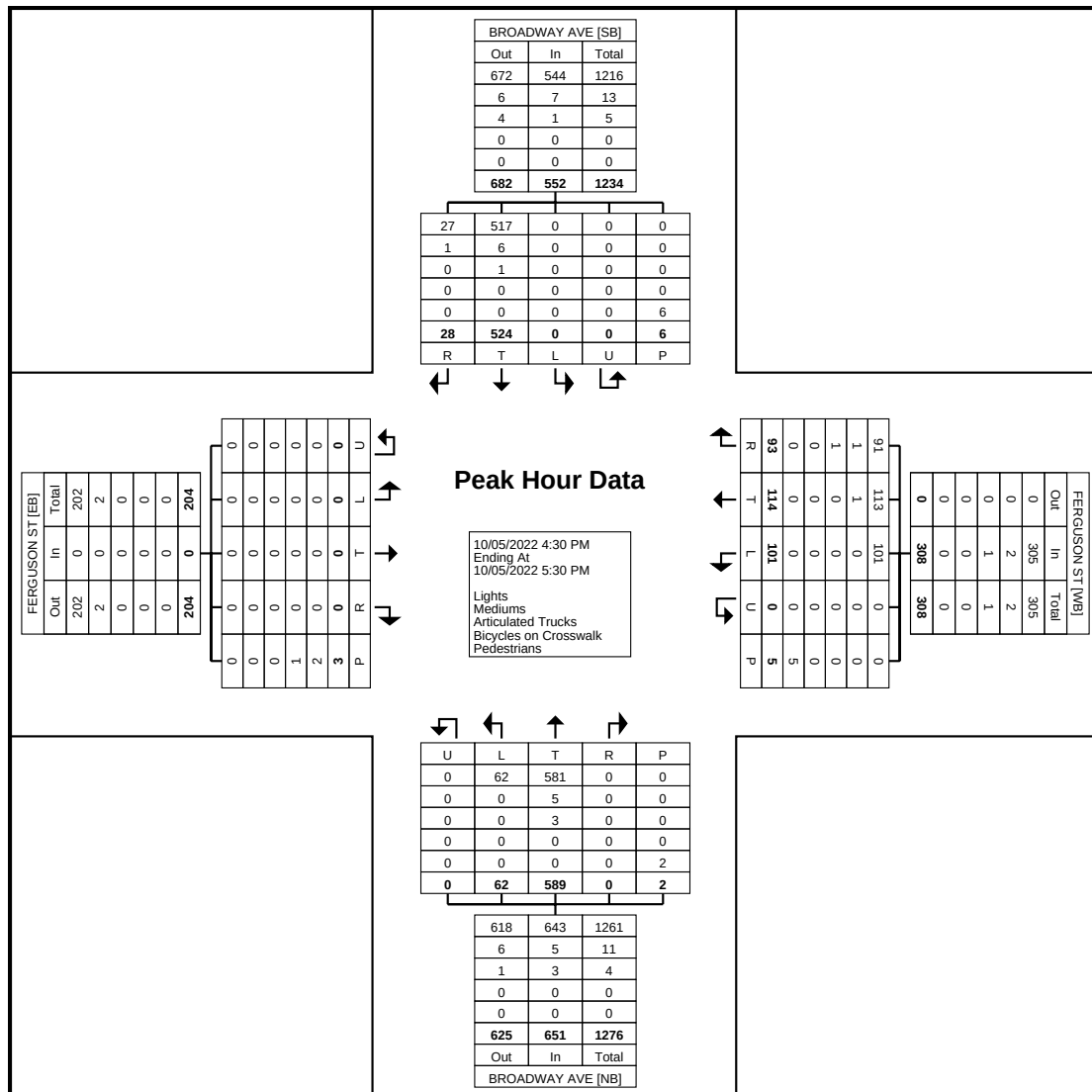
Turning Movement Peak Hour Data (4:30 PM)

Start Time	BROADWAY AVE Southbound						FERGUSON ST Westbound						BROADWAY AVE Northbound						FERGUSON ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
4:30 PM	0	137	10	0	0	147	24	19	23	0	1	66	12	131	0	0	0	143	0	0	0	0	0	0	356
4:45 PM	0	127	4	0	1	131	20	30	17	0	0	67	10	143	0	0	0	153	0	0	0	0	2	0	351
5:00 PM	0	150	10	0	2	160	39	29	34	0	2	102	18	139	0	0	0	157	0	0	0	0	0	0	419
5:15 PM	0	110	4	0	3	114	18	36	19	0	2	73	22	176	0	0	2	198	0	0	0	0	1	0	385
Total	0	524	28	0	6	552	101	114	93	0	5	308	62	589	0	0	2	651	0	0	0	0	3	0	1511
Approach %	0.0	94.9	5.1	0.0	-	-	32.8	37.0	30.2	0.0	-	-	9.5	90.5	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	0.0	34.7	1.9	0.0	-	36.5	6.7	7.5	6.2	0.0	-	20.4	4.1	39.0	0.0	0.0	-	43.1	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.873	0.700	0.000	-	0.863	0.647	0.792	0.684	0.000	-	0.755	0.705	0.837	0.000	0.000	-	0.822	0.000	0.000	0.000	0.000	-	0.000	0.902
Lights	0	517	27	0	-	544	101	113	91	0	-	305	62	581	0	0	-	643	0	0	0	0	-	0	1492
% Lights	-	98.7	96.4	-	-	98.6	100.0	99.1	97.8	-	-	99.0	100.0	98.6	-	-	-	98.8	-	-	-	-	-	-	98.7
Mediums	0	6	1	0	-	7	0	1	1	0	-	2	0	5	0	0	-	5	0	0	0	0	-	0	14
% Mediums	-	1.1	3.6	-	-	1.3	0.0	0.9	1.1	-	-	0.6	0.0	0.8	-	-	-	0.8	-	-	-	-	-	-	0.9
Articulated Trucks	0	1	0	0	-	1	0	0	1	0	-	1	0	3	0	0	-	3	0	0	0	0	-	0	5
% Articulated Trucks	-	0.2	0.0	-	-	0.2	0.0	0.0	1.1	-	-	0.3	0.0	0.5	-	-	-	0.5	-	-	-	-	-	-	0.3
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	1	-	-	
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	33.3	-	-	
Pedestrians	-	-	-	-	6	-	-	-	-	-	5	-	-	-	-	-	2	-	-	-	-	2	-	-	
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	66.7	-	-	

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 6 - BROADWAY
AVE @ FERGUSON ST
Site Code:
Start Date: 10/05/2022
Page No: 6



Turning Movement Peak Hour Data Plot (4:30 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 7 - BECKHAM
AVE @ FRONT ST
Site Code:
Start Date: 10/05/2022
Page No: 1

Turning Movement Data

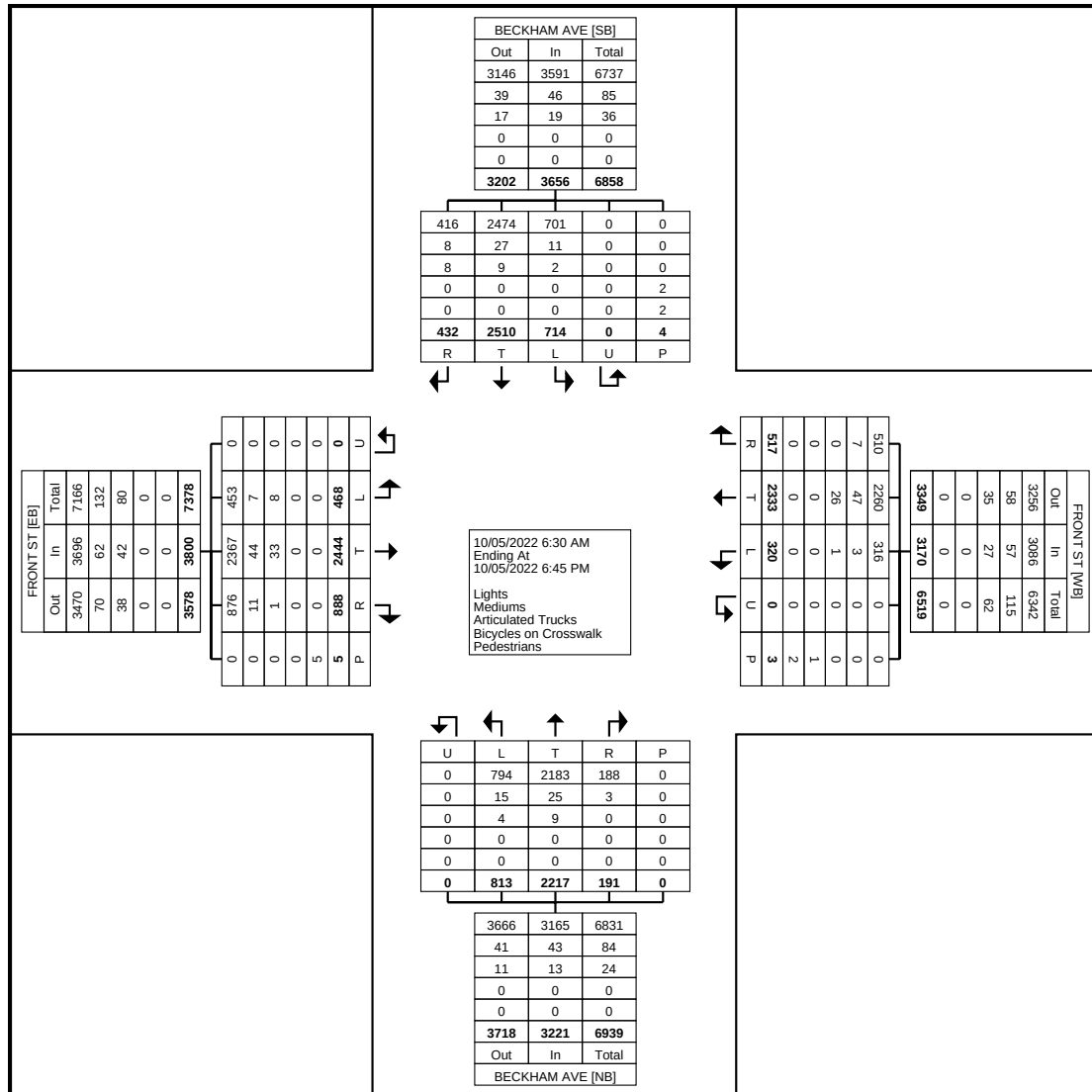
Start Time	BECKHAM AVE Southbound						FRONT ST Westbound						BECKHAM AVE Northbound						FRONT ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:30 AM	39	132	21	0	0	192	8	97	15	0	0	120	31	58	6	0	0	95	25	99	46	0	0	170	577
6:45 AM	44	149	30	0	0	223	10	119	15	0	0	144	29	84	5	0	0	118	33	129	51	0	0	213	698
Hourly Total	83	281	51	0	0	415	18	216	30	0	0	264	60	142	11	0	0	213	58	228	97	0	0	383	1275
7:00 AM	34	127	29	0	0	190	14	100	20	0	0	134	46	69	8	0	0	123	21	106	50	0	0	177	624
7:15 AM	53	219	28	0	1	300	18	157	22	0	0	197	45	116	5	0	0	166	17	138	47	0	1	202	865
7:30 AM	72	216	27	0	0	315	29	201	36	0	0	266	40	107	10	0	0	157	20	176	62	0	0	258	996
7:45 AM	68	257	26	0	0	351	26	192	57	0	0	275	52	143	18	0	0	213	19	166	48	0	0	233	1072
Hourly Total	227	819	110	0	1	1156	87	650	135	0	0	872	183	435	41	0	0	659	77	586	207	0	1	870	3557
8:00 AM	70	231	24	0	0	325	23	155	34	0	0	212	39	131	12	0	0	182	23	149	71	0	2	243	962
8:15 AM	50	175	22	0	0	247	26	139	34	0	0	199	49	105	9	0	0	163	25	153	74	0	0	252	861
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	120	406	46	0	0	572	49	294	68	0	0	411	88	236	21	0	0	345	48	302	145	0	2	495	1823
4:30 PM	35	129	32	0	1	196	12	148	41	0	2	201	66	201	16	0	0	283	25	144	58	0	0	227	907
4:45 PM	37	144	31	0	2	212	25	157	42	0	0	224	47	189	12	0	0	248	40	198	54	0	0	292	976
Hourly Total	72	273	63	0	3	408	37	305	83	0	2	425	113	390	28	0	0	531	65	342	112	0	0	519	1883
5:00 PM	42	135	31	0	0	208	24	161	29	0	1	214	66	249	16	0	0	331	33	184	60	0	0	277	1030
5:15 PM	42	149	22	0	0	213	19	171	35	0	0	225	68	265	15	0	0	348	33	177	59	0	0	269	1055
5:30 PM	36	120	28	0	0	184	23	142	32	0	0	197	51	139	18	0	0	208	44	187	67	0	0	298	887
5:45 PM	35	125	23	0	0	183	23	129	33	0	0	185	70	141	14	0	0	225	42	158	52	0	1	252	845
Hourly Total	155	529	104	0	0	788	89	603	129	0	1	821	255	794	63	0	0	1112	152	706	238	0	1	1096	3817
6:00 PM	28	114	32	0	0	174	21	144	36	0	0	201	49	129	12	0	0	190	37	153	40	0	0	230	795
6:15 PM	29	88	26	0	0	143	19	121	36	0	0	176	65	91	15	0	0	171	31	127	49	0	1	207	697
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	714	2510	432	0	4	3656	320	2333	517	0	3	3170	813	2217	191	0	0	3221	468	2444	888	0	5	3800	13847
Approach %	19.5	68.7	11.8	0.0	-	-	10.1	73.6	16.3	0.0	-	-	25.2	68.8	5.9	0.0	-	-	12.3	64.3	23.4	0.0	-	-	-
Total %	5.2	18.1	3.1	0.0	-	26.4	2.3	16.8	3.7	0.0	-	22.9	5.9	16.0	1.4	0.0	-	23.3	3.4	17.7	6.4	0.0	-	27.4	-
Lights	701	2474	416	0	-	3591	316	2260	510	0	-	3086	794	2183	188	0	-	3165	453	2367	876	0	-	3696	13538
% Lights	98.2	98.6	96.3	-	-	98.2	98.8	96.9	98.6	-	-	97.4	97.7	98.5	98.4	-	-	98.3	96.8	96.8	98.6	-	-	97.3	97.8
Mediums	11	27	8	0	-	46	3	47	7	0	-	57	15	25	3	0	-	43	7	44	11	0	-	62	208
% Mediums	1.5	1.1	1.9	-	-	1.3	0.9	2.0	1.4	-	-	1.8	1.8	1.1	1.6	-	-	1.3	1.5	1.8	1.2	-	-	1.6	1.5
Articulated Trucks	2	9	8	0	-	19	1	26	0	0	-	27	4	9	0	0	-	13	8	33	1	0	-	42	101
% Articulated Trucks	0.3	0.4	1.9	-	-	0.5	0.3	1.1	0.0	-	-	0.9	0.5	0.4	0.0	-	-	0.4	1.7	1.4	0.1	-	-	1.1	0.7
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	50.0	-	-	-	-	-	33.3	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	50.0	-	-	-	-	-	66.7	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 7 - BECKHAM
AVE @ FRONT ST
Site Code:
Start Date: 10/05/2022
Page No: 2



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 7 - BECKHAM
AVE @ FRONT ST
Site Code:
Start Date: 10/05/2022
Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

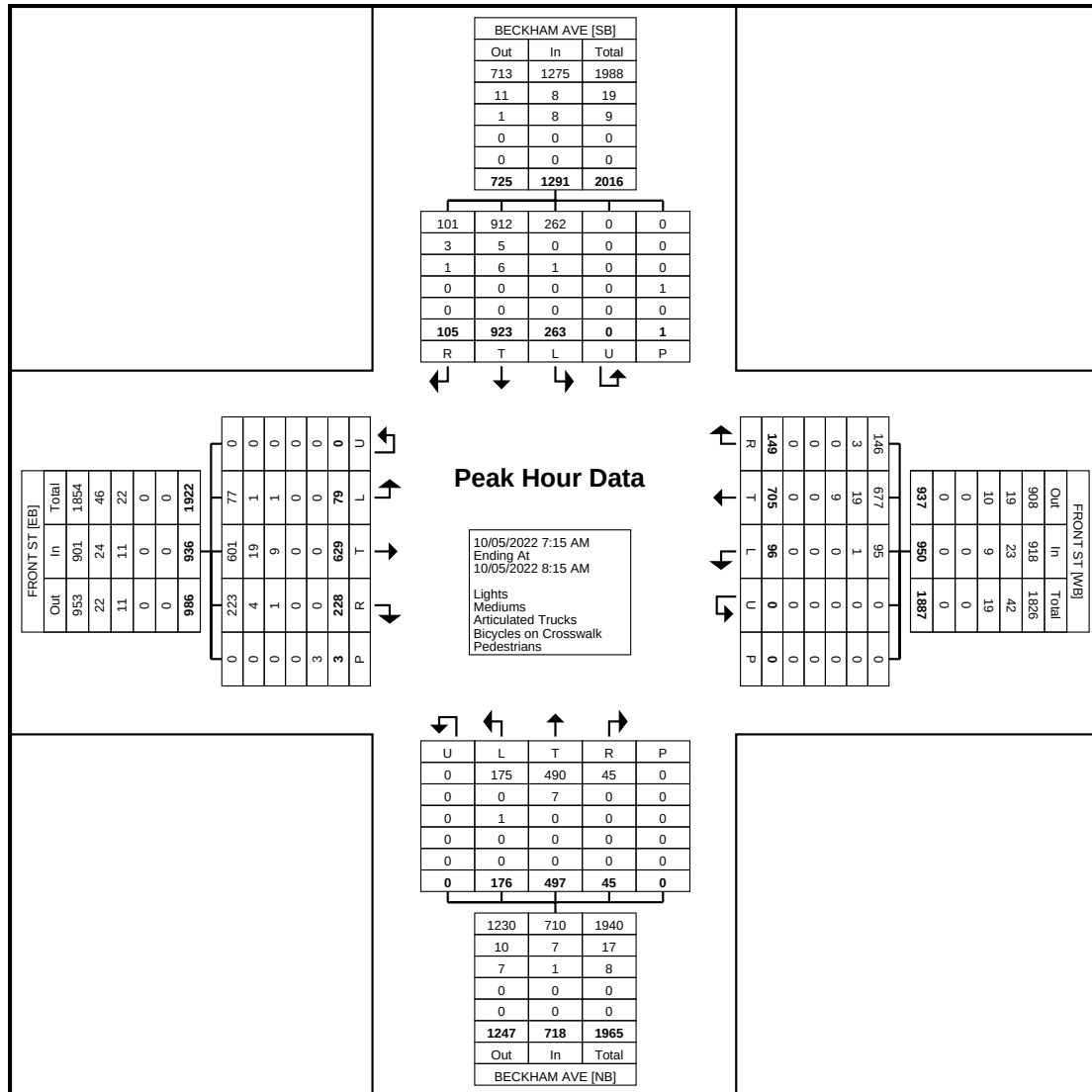
Start Time	BECKHAM AVE Southbound						FRONT ST Westbound						BECKHAM AVE Northbound						FRONT ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:15 AM	53	219	28	0	1	300	18	157	22	0	0	197	45	116	5	0	0	166	17	138	47	0	1	202	865
7:30 AM	72	216	27	0	0	315	29	201	36	0	0	266	40	107	10	0	0	157	20	176	62	0	0	258	996
7:45 AM	68	257	26	0	0	351	26	192	57	0	0	275	52	143	18	0	0	213	19	166	48	0	0	233	1072
8:00 AM	70	231	24	0	0	325	23	155	34	0	0	212	39	131	12	0	0	182	23	149	71	0	2	243	962
Total	263	923	105	0	1	1291	96	705	149	0	0	950	176	497	45	0	0	718	79	629	228	0	3	936	3895
Approach %	20.4	71.5	8.1	0.0	-	-	10.1	74.2	15.7	0.0	-	-	24.5	69.2	6.3	0.0	-	-	8.4	67.2	24.4	0.0	-	-	-
Total %	6.8	23.7	2.7	0.0	-	33.1	2.5	18.1	3.8	0.0	-	24.4	4.5	12.8	1.2	0.0	-	18.4	2.0	16.1	5.9	0.0	-	24.0	-
PHF	0.913	0.898	0.938	0.000	-	0.920	0.828	0.877	0.654	0.000	-	0.864	0.846	0.869	0.625	0.000	-	0.843	0.859	0.893	0.803	0.000	-	0.907	0.908
Lights	262	912	101	0	-	1275	95	677	146	0	-	918	175	490	45	0	-	710	77	601	223	0	-	901	3804
% Lights	99.6	98.8	96.2	-	-	98.8	99.0	96.0	98.0	-	-	96.6	99.4	98.6	100.0	-	-	98.9	97.5	95.5	97.8	-	-	96.3	97.7
Mediums	0	5	3	0	-	8	1	19	3	0	-	23	0	7	0	0	-	7	1	19	4	0	-	24	62
% Mediums	0.0	0.5	2.9	-	-	0.6	1.0	2.7	2.0	-	-	2.4	0.0	1.4	0.0	-	-	1.0	1.3	3.0	1.8	-	-	2.6	1.6
Articulated Trucks	1	6	1	0	-	8	0	9	0	0	-	9	1	0	0	0	-	1	1	9	1	0	-	11	29
% Articulated Trucks	0.4	0.7	1.0	-	-	0.6	0.0	1.3	0.0	-	-	0.9	0.6	0.0	0.0	-	-	0.1	1.3	1.4	0.4	-	-	1.2	0.7
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 7 - BECKHAM
AVE @ FRONT ST
Site Code:
Start Date: 10/05/2022
Page No: 4



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

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 7 - BECKHAM
AVE @ FRONT ST
Site Code:
Start Date: 10/05/2022
Page No: 5

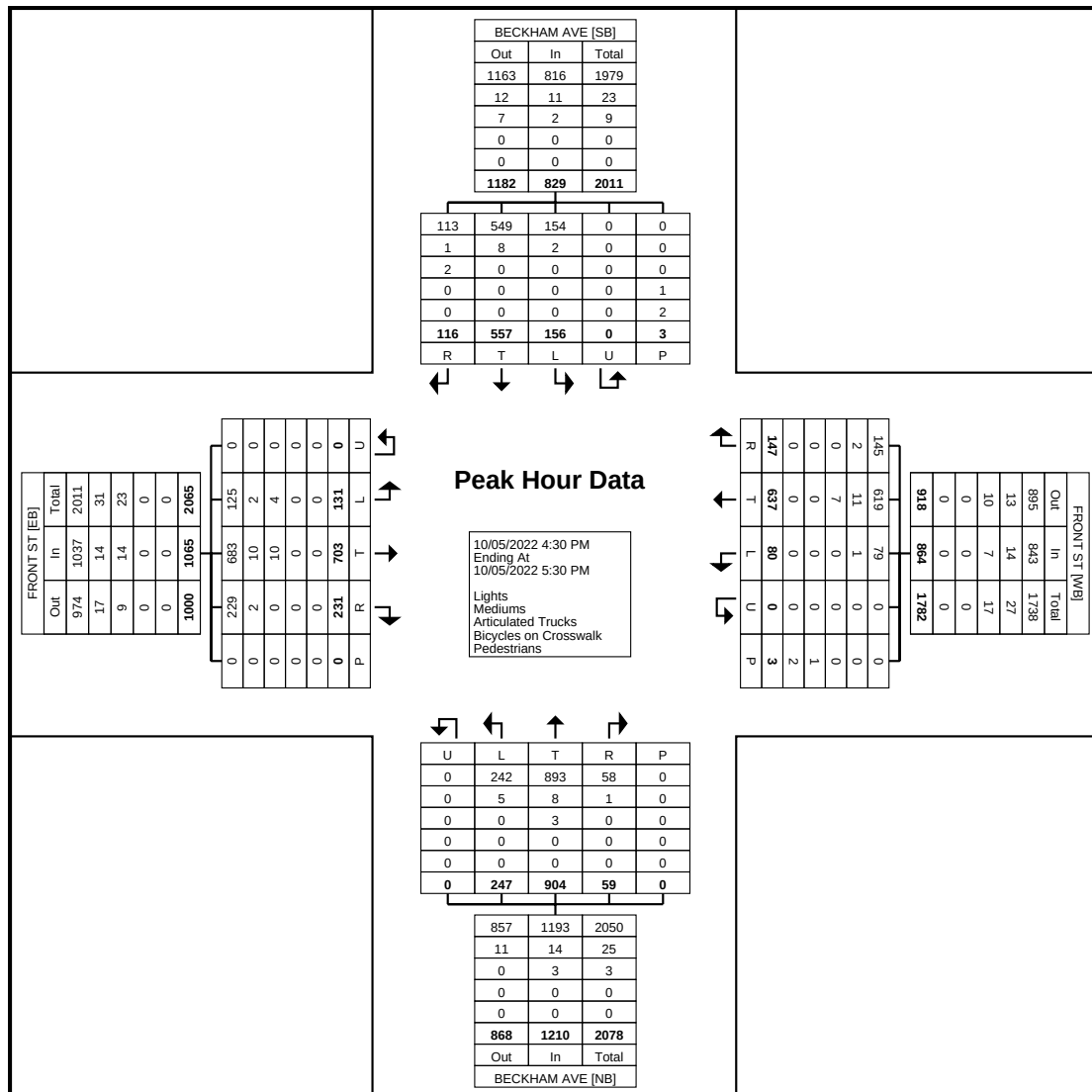
Turning Movement Peak Hour Data (4:30 PM)

[illegible]

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 7 - BECKHAM
AVE @ FRONT ST
Site Code:
Start Date: 10/05/2022
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Turning Movement Peak Hour Data Plot (4:30 PM)

Count Name: 7 - COLLEGE AVE @
FERGUSON ST
Site Code:
Start Date: 10/05/2022
Page No: 1

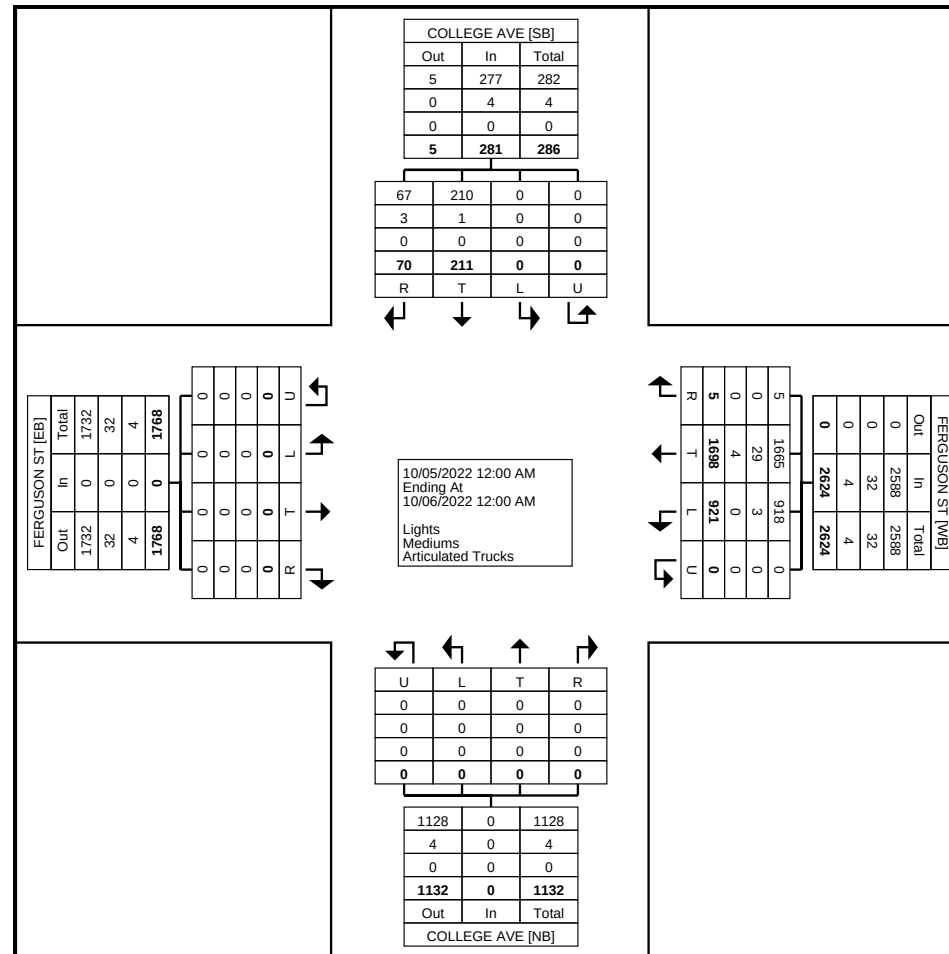
[illegible]

Hourly Total	0	5	5	0	10	31	109	1	0	141	0	0	0	0	0	0	0	0	0	151
8:00 AM	0	1	1	0	2	10	42	0	0	52	0	0	0	0	0	0	0	0	0	54
8:15 AM	0	1	0	0	1	14	55	0	0	69	0	0	0	0	0	0	0	0	0	70
8:30 AM	0	2	2	0	4	17	55	0	0	72	0	0	0	0	0	0	0	0	0	76
8:45 AM	0	0	1	0	1	12	68	0	0	80	0	0	0	0	0	0	0	0	0	81
Hourly Total	0	4	4	0	8	53	220	0	0	273	0	0	0	0	0	0	0	0	0	281
9:00 AM	0	3	2	0	5	17	54	0	0	71	0	0	0	0	0	0	0	0	0	76
9:15 AM	0	3	1	0	4	17	36	0	0	53	0	0	0	0	0	0	0	0	0	57
9:30 AM	0	2	2	0	4	19	20	0	0	39	0	0	0	0	0	0	0	0	0	43
9:45 AM	0	4	0	0	4	19	34	0	0	53	0	0	0	0	0	0	0	0	0	57
Hourly Total	0	12	5	0	17	72	144	0	0	216	0	0	0	0	0	0	0	0	0	233
10:00 AM	0	3	3	0	6	13	21	0	0	34	0	0	0	0	0	0	0	0	0	40
10:15 AM	0	2	0	0	2	11	17	0	0	28	0	0	0	0	0	0	0	0	0	30
10:30 AM	0	4	1	0	5	12	14	0	0	26	0	0	0	0	0	0	0	0	0	31
10:45 AM	0	3	2	0	5	15	17	0	0	32	0	0	0	0	0	0	0	0	0	37
Hourly Total	0	12	6	0	18	51	69	0	0	120	0	0	0	0	0	0	0	0	0	138
11:00 AM	0	4	0	0	4	17	20	0	0	37	0	0	0	0	0	0	0	0	0	41
11:15 AM	0	3	2	0	5	25	22	0	0	47	0	0	0	0	0	0	0	0	0	52
11:30 AM	0	2	1	0	3	30	21	0	0	51	0	0	0	0	0	0	0	0	0	54
11:45 AM	0	7	1	0	8	19	23	0	0	42	0	0	0	0	0	0	0	0	0	50
Hourly Total	0	16	4	0	20	91	86	0	0	177	0	0	0	0	0	0	0	0	0	197
12:00 PM	0	12	4	0	16	27	25	0	0	52	0	0	0	0	0	0	0	0	0	68
12:15 PM	0	3	3	0	6	17	32	0	0	49	0	0	0	0	0	0	0	0	0	55
12:30 PM	0	5	0	0	5	29	32	0	0	61	0	0	0	0	0	0	0	0	0	66
12:45 PM	0	4	0	0	4	18	27	0	0	45	0	0	0	0	0	0	0	0	0	49
Hourly Total	0	24	7	0	31	91	116	0	0	207	0	0	0	0	0	0	0	0	0	238
1:00 PM	0	6	3	0	9	27	30	1	0	58	0	0	0	0	0	0	0	0	0	67
1:15 PM	0	2	4	0	6	22	30	0	0	52	0	0	0	0	0	0	0	0	0	58
1:30 PM	0	1	1	0	2	25	31	0	0	56	0	0	0	0	0	0	0	0	0	58
1:45 PM	0	3	0	0	3	10	25	0	0	35	0	0	0	0	0	0	0	0	0	38
Hourly Total	0	12	8	0	20	84	116	1	0	201	0	0	0	0	0	0	0	0	0	221
2:00 PM	0	3	1	0	4	19	24	0	0	43	0	0	0	0	0	0	0	0	0	47
2:15 PM	0	2	1	0	3	17	20	0	0	37	0	0	0	0	0	0	0	0	0	40
2:30 PM	0	4	1	0	5	15	36	0	0	51	0	0	0	0	0	0	0	0	0	56
2:45 PM	0	7	0	0	7	17	27	0	0	44	0	0	0	0	0	0	0	0	0	51
Hourly Total	0	16	3	0	19	68	107	0	0	175	0	0	0	0	0	0	0	0	0	194
3:00 PM	0	5	2	0	7	9	27	0	0	36	0	0	0	0	0	0	0	0	0	43
3:15 PM	0	6	3	0	9	14	36	0	0	50	0	0	0	0	0	0	0	0	0	59
3:30 PM	0	2	0	0	2	14	46	0	0	60	0	0	0	0	0	0	0	0	0	62
3:45 PM	0	6	0	0	6	16	54	0	0	70	0	0	0	0	0	0	0	0	0	76
Hourly Total	0	19	5	0	24	53	163	0	0	216	0	0	0	0	0	0	0	0	0	240
4:00 PM	0	5	4	0	9	25	61	2	0	88	0	0	0	0	0	0	0	0	0	97
4:15 PM	0	5	1	0	6	9	46	1	0	56	0	0	0	0	0	0	0	0	0	62
4:30 PM	0	5	3	0	8	16	29	0	0	45	0	0	0	0	0	0	0	0	0	53
4:45 PM	0	9	1	0	10	11	38	0	0	49	0	0	0	0	0	0	0	0	0	59
Hourly Total	0	24	9	0	33	61	174	3	0	238	0	0	0	0	0	0	0	0	0	271
5:00 PM	0	20	3	0	23	11	46	0	0	57	0	0	0	0	0	0	0	0	0	80
5:15 PM	0	7	1	0	8	10	50	0	0	60	0	0	0	0	0	0	0	0	0	68
5:30 PM	0	6	2	0	8	19	25	0	0	44	0	0	0	0	0	0	0	0	0	52
5:45 PM	0	1	1	0	2	17	21	0	0	38	0	0	0	0	0	0	0	0	0	40
Hourly Total	0	34	7	0	41	57	142	0	0	199	0	0	0	0	0	0	0	0	0	240
6:00 PM	0	2	0	0	2	14	31	0	0	45	0	0	0	0	0	0	0	0	0	47

6:15 PM	0	0	2	0	2	13	20	0	0	33	0	0	0	0	0	0	0	0	0	0	35
6:30 PM	0	4	0	0	4	6	7	0	0	13	0	0	0	0	0	0	0	0	0	0	17
6:45 PM	0	5	0	0	5	15	9	0	0	24	0	0	0	0	0	0	0	0	0	0	29
Hourly Total	0	11	2	0	13	48	67	0	0	115	0	0	0	0	0	0	0	0	0	0	128
7:00 PM	0	1	1	0	2	12	10	0	0	22	0	0	0	0	0	0	0	0	0	0	24
7:15 PM	0	1	2	0	3	14	15	0	0	29	0	0	0	0	0	0	0	0	0	0	32
7:30 PM	0	2	1	0	3	12	15	0	0	27	0	0	0	0	0	0	0	0	0	0	30
7:45 PM	0	0	0	0	0	17	12	0	0	29	0	0	0	0	0	0	0	0	0	0	29
Hourly Total	0	4	4	0	8	55	52	0	0	107	0	0	0	0	0	0	0	0	0	0	115
8:00 PM	0	3	0	0	3	15	14	0	0	29	0	0	0	0	0	0	0	0	0	0	32
8:15 PM	0	1	1	0	2	19	12	0	0	31	0	0	0	0	0	0	0	0	0	0	33
8:30 PM	0	4	0	0	4	11	10	0	0	21	0	0	0	0	0	0	0	0	0	0	25
8:45 PM	0	1	0	0	1	10	2	0	0	12	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	0	9	1	0	10	55	38	0	0	93	0	0	0	0	0	0	0	0	0	0	103
9:00 PM	0	1	0	0	1	6	6	0	0	12	0	0	0	0	0	0	0	0	0	0	13
9:15 PM	0	1	0	0	1	6	7	0	0	13	0	0	0	0	0	0	0	0	0	0	14
9:30 PM	0	0	0	0	0	5	6	0	0	11	0	0	0	0	0	0	0	0	0	0	11
9:45 PM	0	0	0	0	0	8	3	0	0	11	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	0	2	0	0	2	25	22	0	0	47	0	0	0	0	0	0	0	0	0	0	49
10:00 PM	0	1	0	0	1	7	4	0	0	11	0	0	0	0	0	0	0	0	0	0	12
10:15 PM	0	1	0	0	1	3	6	0	0	9	0	0	0	0	0	0	0	0	0	0	10
10:30 PM	0	0	0	0	0	3	5	0	0	8	0	0	0	0	0	0	0	0	0	0	8
10:45 PM	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	2	0	0	2	15	19	0	0	34	0	0	0	0	0	0	0	0	0	0	36
11:00 PM	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
11:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
11:30 PM	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0	5
11:45 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	2	0	0	2	4	8	0	0	12	0	0	0	0	0	0	0	0	0	0	14
Grand Total	0	211	70	0	281	921	1698	5	0	2624	0	0	0	0	0	0	0	0	0	0	2905
Approach %	0.0	75.1	24.9	0.0	-	35.1	64.7	0.2	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-
Total %	0.0	7.3	2.4	0.0	9.7	31.7	58.5	0.2	0.0	90.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
Lights	0	210	67	0	277	918	1665	5	0	2588	0	0	0	0	0	0	0	0	0	0	2865
% Lights	-	99.5	95.7	-	98.6	99.7	98.1	100.0	-	98.6	-	-	-	-	-	-	-	-	-	-	98.6
Mediums	0	1	3	0	4	3	29	0	0	32	0	0	0	0	0	0	0	0	0	0	36
% Mediums	-	0.5	4.3	-	1.4	0.3	1.7	0.0	-	1.2	-	-	-	-	-	-	-	-	-	-	1.2
Articulated Trucks	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.2	0.0	-	0.2	-	-	-	-	-	-	-	-	-	-	0.1

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
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Count Name: 7 - COLLEGE AVE @
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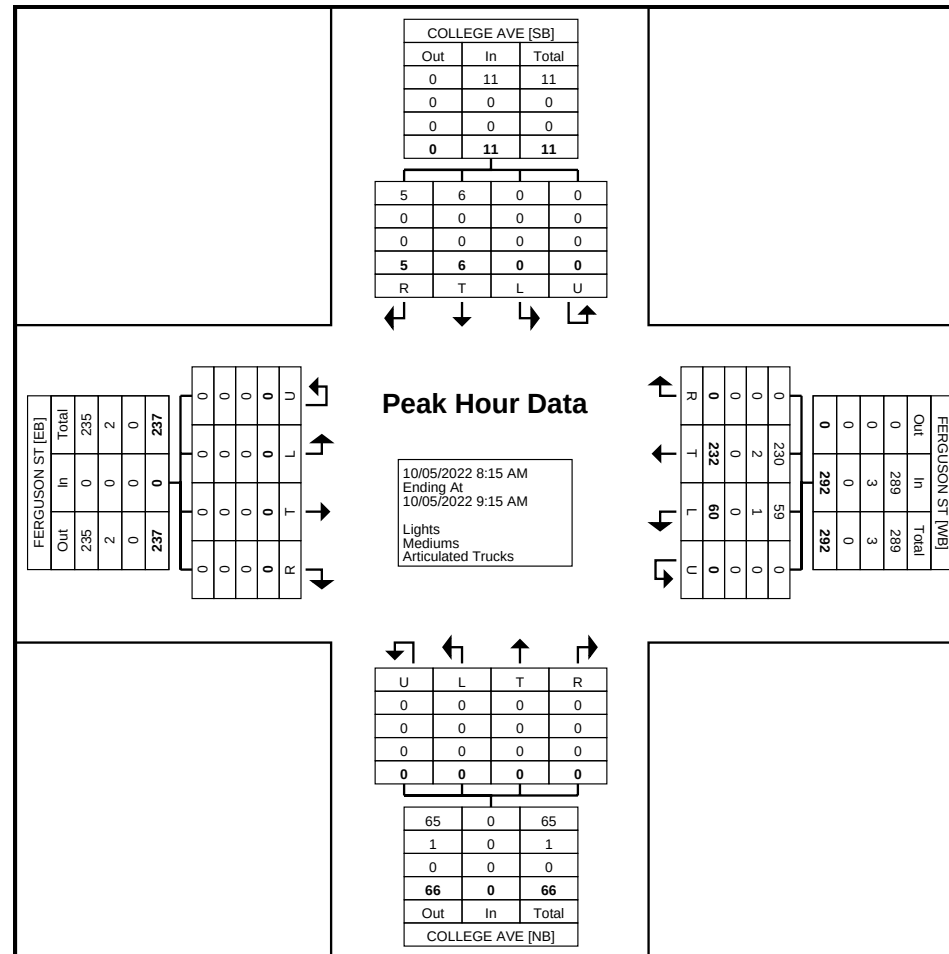
Turning Movement Data Plot

Count Name: 7 - COLLEGE AVE @
FERGUSON ST
Site Code:
Start Date: 10/05/2022
Page No: 5

[illegible]

GRAM Traffic NTX Inc.
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Count Name: 7 - COLLEGE AVE @
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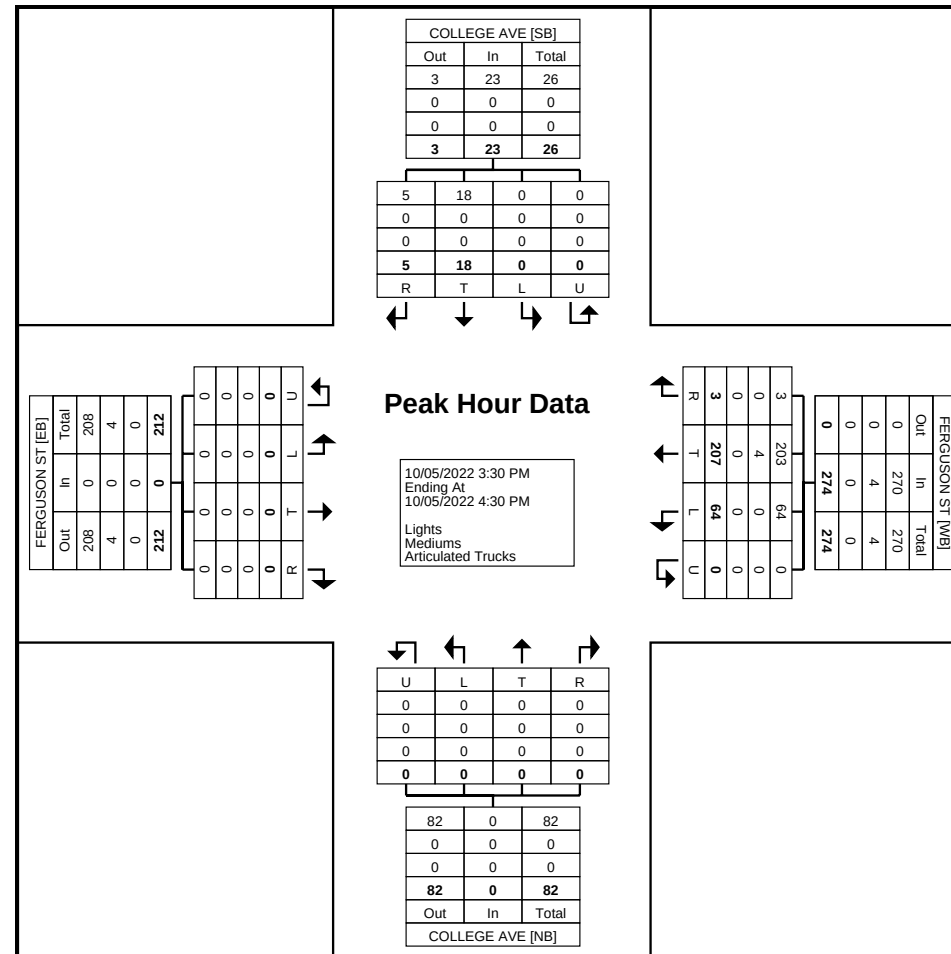
Turning Movement Peak Hour Data Plot (8:15 AM)

Count Name: 7 - COLLEGE AVE @
FERGUSON ST
Site Code:
Start Date: 10/05/2022
Page No: 7

Start Time	COLLEGE AVE Southbound					FERGUSON ST Westbound					COLLEGE AVE Northbound					FERGUSON ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
3:30 PM	0	2	0	0	2	14	46	0	0	60	0	0	0	0	0	0	0	0	0	0	62
3:45 PM	0	6	0	0	6	16	54	0	0	70	0	0	0	0	0	0	0	0	0	0	76
4:00 PM	0	5	4	0	9	25	61	2	0	88	0	0	0	0	0	0	0	0	0	0	97
4:15 PM	0	5	1	0	6	9	46	1	0	56	0	0	0	0	0	0	0	0	0	0	62
Total	0	18	5	0	23	64	207	3	0	274	0	0	0	0	0	0	0	0	0	0	297
Approach %	0.0	78.3	21.7	0.0	-	23.4	75.5	1.1	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-
Total %	0.0	6.1	1.7	0.0	7.7	21.5	69.7	1.0	0.0	92.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
PHF	0.000	0.750	0.313	0.000	0.639	0.640	0.848	0.375	0.000	0.778	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.765
Lights	0	18	5	0	23	64	203	3	0	270	0	0	0	0	0	0	0	0	0	0	293
% Lights	-	100.0	100.0	-	100.0	100.0	98.1	100.0	-	98.5	-	-	-	-	-	-	-	-	-	-	98.7
Mediums	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
% Mediums	-	0.0	0.0	-	0.0	0.0	1.9	0.0	-	1.5	-	-	-	-	-	-	-	-	-	-	1.3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	-	-	-	-	0.0

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: 7 - COLLEGE AVE @
FERGUSON ST
Site Code:
Start Date: 10/05/2022
Page No: 8



Turning Movement Peak Hour Data Plot (3:30 PM)

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: 8 - COLLEGE AVE @ ERWIN ST
Site Code:
Start Date: 10/05/2022
Page No: 1

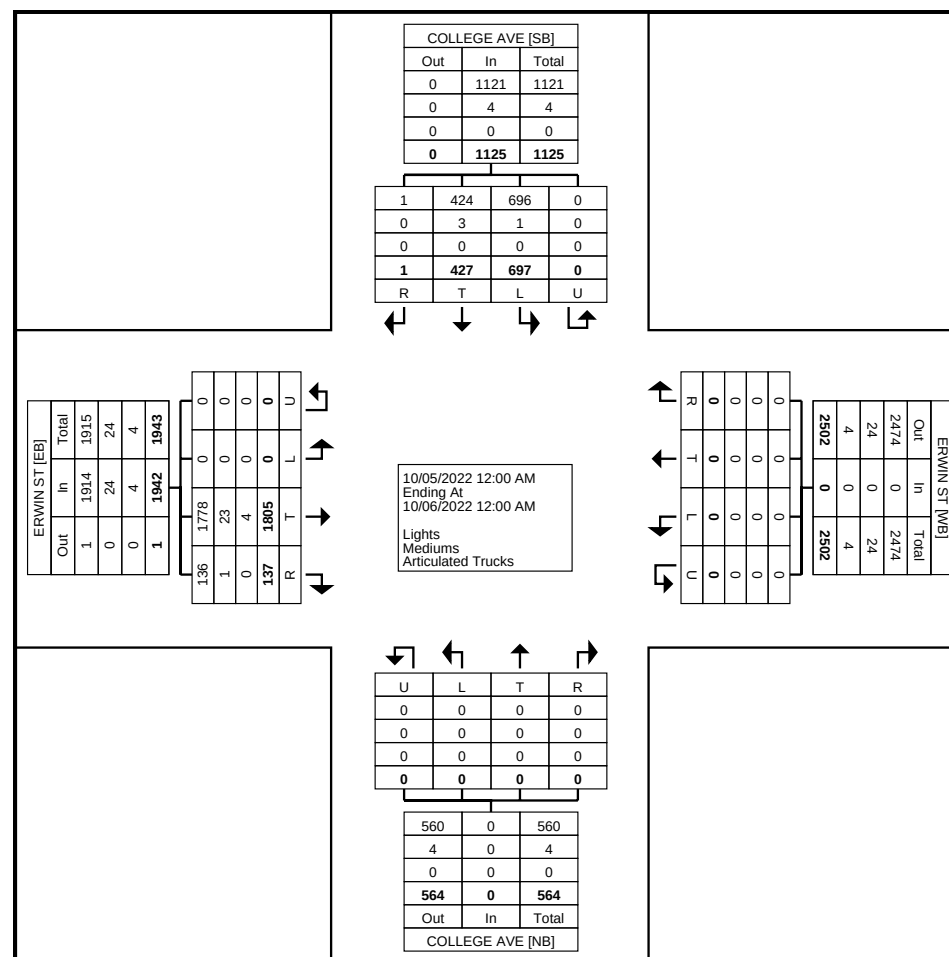
Turning Movement Data

Start Time	COLLEGE AVE Southbound					ERWIN ST Westbound					COLLEGE AVE Northbound					ERWIN ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
12:00 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	10
12:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
12:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	12	1	0	13	18
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	4
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
5:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	9
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	8
Hourly Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22	0	0	22	23
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	5
6:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	9
6:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	11
6:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	21	0	0	21	23
Hourly Total	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	42	1	0	43	48
7:00 AM	1	6	0	0	7	0	0	0	0	0	0	0	0	0	0	0	18	3	0	21	28
7:15 AM	2	5	0	0	7	0	0	0	0	0	0	0	0	0	0	0	21	3	0	24	31
7:30 AM	3	7	0	0	10	0	0	0	0	0	0	0	0	0	0	0	31	5	0	36	46
7:45 AM	1	9	0	0	10	0	0	0	0	0	0	0	0	0	0	0	50	5	0	55	65

Hourly Total	7	27	0	0	34	0	0	0	0	0	0	0	0	0	0	0	120	16	0	136	170
8:00 AM	5	3	0	0	8	0	0	0	0	0	0	0	0	0	0	0	39	3	0	42	50
8:15 AM	6	6	0	0	12	0	0	0	0	0	0	0	0	0	0	0	28	0	0	28	40
8:30 AM	7	6	0	0	13	0	0	0	0	0	0	0	0	0	0	0	21	0	0	21	34
8:45 AM	7	2	0	0	9	0	0	0	0	0	0	0	0	0	0	0	25	2	0	27	36
Hourly Total	25	17	0	0	42	0	0	0	0	0	0	0	0	0	0	0	113	5	0	118	160
9:00 AM	9	3	0	0	12	0	0	0	0	0	0	0	0	0	0	0	13	2	0	15	27
9:15 AM	10	11	0	0	21	0	0	0	0	0	0	0	0	0	0	0	24	0	0	24	45
9:30 AM	14	3	0	0	17	0	0	0	0	0	0	0	0	0	0	0	19	1	0	20	37
9:45 AM	11	12	0	0	23	0	0	0	0	0	0	0	0	0	0	0	36	3	0	39	62
Hourly Total	44	29	0	0	73	0	0	0	0	0	0	0	0	0	0	0	92	6	0	98	171
10:00 AM	11	7	0	0	18	0	0	0	0	0	0	0	0	0	0	0	24	4	0	28	46
10:15 AM	9	5	0	0	14	0	0	0	0	0	0	0	0	0	0	0	21	1	0	22	36
10:30 AM	8	8	0	0	16	0	0	0	0	0	0	0	0	0	0	0	24	1	0	25	41
10:45 AM	11	8	0	0	19	0	0	0	0	0	0	0	0	0	0	0	36	1	0	37	56
Hourly Total	39	28	0	0	67	0	0	0	0	0	0	0	0	0	0	0	105	7	0	112	179
11:00 AM	12	7	0	0	19	0	0	0	0	0	0	0	0	0	0	0	61	3	0	64	83
11:15 AM	16	12	0	0	28	0	0	0	0	0	0	0	0	0	0	0	40	6	0	46	74
11:30 AM	19	12	0	0	31	0	0	0	0	0	0	0	0	0	0	0	30	8	0	38	69
11:45 AM	19	11	0	0	30	0	0	0	0	0	0	0	0	0	0	0	36	2	0	38	68
Hourly Total	66	42	0	0	108	0	0	0	0	0	0	0	0	0	0	0	167	19	0	186	294
12:00 PM	22	16	0	0	38	0	0	0	0	0	0	0	0	0	0	0	28	4	0	32	70
12:15 PM	13	7	0	0	20	0	0	0	0	0	0	0	0	0	0	0	36	4	0	40	60
12:30 PM	20	12	0	0	32	0	0	0	0	0	0	0	0	0	0	0	41	3	0	44	76
12:45 PM	22	3	0	0	25	0	0	0	0	0	0	0	0	0	0	0	32	4	0	36	61
Hourly Total	77	38	0	0	115	0	0	0	0	0	0	0	0	0	0	0	137	15	0	152	267
1:00 PM	24	8	0	0	32	0	0	0	0	0	0	0	0	0	0	0	30	4	0	34	66
1:15 PM	20	6	0	0	26	0	0	0	0	0	0	0	0	0	0	0	32	2	0	34	60
1:30 PM	15	9	0	0	24	0	0	0	0	0	0	0	0	0	0	0	41	3	0	44	68
1:45 PM	12	5	0	0	17	0	0	0	0	0	0	0	0	0	0	0	22	2	0	24	41
Hourly Total	71	28	0	0	99	0	0	0	0	0	0	0	0	0	0	0	125	11	0	136	235
2:00 PM	9	11	0	0	20	0	0	0	0	0	0	0	0	0	0	0	24	1	0	25	45
2:15 PM	12	8	0	0	20	0	0	0	0	0	0	0	0	0	0	0	30	5	0	35	55
2:30 PM	12	5	0	0	17	0	0	0	0	0	0	0	0	0	0	0	27	3	0	30	47
2:45 PM	14	10	0	0	24	0	0	0	0	0	0	0	0	0	0	0	33	1	0	34	58
Hourly Total	47	34	0	0	81	0	0	0	0	0	0	0	0	0	0	0	114	10	0	124	205
3:00 PM	12	7	0	0	19	0	0	0	0	0	0	0	0	0	0	0	28	4	0	32	51
3:15 PM	6	11	0	0	17	0	0	0	0	0	0	0	0	0	0	0	35	4	0	39	56
3:30 PM	11	6	0	0	17	0	0	0	0	0	0	0	0	0	0	0	32	3	0	35	52
3:45 PM	6	13	0	0	19	0	0	0	0	0	0	0	0	0	0	0	36	4	0	40	59
Hourly Total	35	37	0	0	72	0	0	0	0	0	0	0	0	0	0	0	131	15	0	146	218
4:00 PM	11	15	0	0	26	0	0	0	0	0	0	0	0	0	0	0	57	5	0	62	88
4:15 PM	9	9	0	0	18	0	0	0	0	0	0	0	0	0	0	0	42	2	0	44	62
4:30 PM	10	8	0	0	18	0	0	0	0	0	0	0	0	0	0	0	43	3	0	46	64
4:45 PM	11	9	0	0	20	0	0	0	0	0	0	0	0	0	0	0	32	0	0	32	52
Hourly Total	41	41	0	0	82	0	0	0	0	0	0	0	0	0	0	0	174	10	0	184	266
5:00 PM	17	14	0	0	31	0	0	0	0	0	0	0	0	0	0	0	44	7	0	51	82
5:15 PM	14	6	0	0	20	0	0	0	0	0	0	0	0	0	0	0	33	0	0	33	53
5:30 PM	11	10	0	0	21	0	0	0	0	0	0	0	0	0	0	0	32	1	0	33	54
5:45 PM	14	8	0	0	22	0	0	0	0	0	0	0	0	0	0	0	31	3	0	34	56
Hourly Total	56	38	0	0	94	0	0	0	0	0	0	0	0	0	0	0	140	11	0	151	245
6:00 PM	7	3	0	0	10	0	0	0	0	0	0	0	0	0	0	0	26	0	0	26	36

6:15 PM	10	3	0	0	13	0	0	0	0	0	0	0	0	0	0	0	30	0	0	30	43
6:30 PM	9	3	0	0	12	0	0	0	0	0	0	0	0	0	0	0	21	1	0	22	34
6:45 PM	11	8	0	0	19	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	36
Hourly Total	37	17	0	0	54	0	0	0	0	0	0	0	0	0	0	0	94	1	0	95	149
7:00 PM	6	5	0	0	11	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	28
7:15 PM	12	3	0	0	15	0	0	0	0	0	0	0	0	0	0	0	22	1	0	23	38
7:30 PM	14	2	0	0	16	0	0	0	0	0	0	0	0	0	0	0	26	1	0	27	43
7:45 PM	12	3	0	0	15	0	0	0	0	0	0	0	0	0	0	0	27	1	0	28	43
Hourly Total	44	13	0	0	57	0	0	0	0	0	0	0	0	0	0	0	92	3	0	95	152
8:00 PM	16	5	0	0	21	0	0	0	0	0	0	0	0	0	0	0	14	1	0	15	36
8:15 PM	18	3	0	0	21	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	35
8:30 PM	9	4	0	0	13	0	0	0	0	0	0	0	0	0	0	0	23	1	0	24	37
8:45 PM	11	5	0	0	16	0	0	0	0	0	0	0	0	0	0	0	9	1	0	10	26
Hourly Total	54	17	0	0	71	0	0	0	0	0	0	0	0	0	0	0	60	3	0	63	134
9:00 PM	6	5	0	0	11	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	14
9:15 PM	6	2	1	0	9	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	14
9:30 PM	6	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	16
9:45 PM	5	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	13
Hourly Total	23	10	1	0	34	0	0	0	0	0	0	0	0	0	0	0	22	1	0	23	57
10:00 PM	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	9
10:15 PM	5	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	18
10:30 PM	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	6
10:45 PM	5	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	7	1	0	8	15
Hourly Total	16	8	0	0	24	0	0	0	0	0	0	0	0	0	0	0	23	1	0	24	48
11:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	7
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
11:30 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	7
11:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
Hourly Total	6	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	19
Grand Total	697	427	1	0	1125	0	0	0	0	0	0	0	0	0	0	0	1805	137	0	1942	3067
Approach %	62.0	38.0	0.1	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	92.9	7.1	0.0	-	-
Total %	22.7	13.9	0.0	0.0	36.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	58.9	4.5	0.0	63.3	-
Lights	696	424	1	0	1121	0	0	0	0	0	0	0	0	0	0	0	1778	136	0	1914	3035
% Lights	99.9	99.3	100.0	-	99.6	-	-	-	-	-	-	-	-	-	-	-	98.5	99.3	-	98.6	99.0
Mediums	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	23	1	0	24	28
% Mediums	0.1	0.7	0.0	-	0.4	-	-	-	-	-	-	-	-	-	-	-	1.3	0.7	-	1.2	0.9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
% Articulated Trucks	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.2	0.0	-	0.2	0.1

Count Name: 8 - COLLEGE AVE @ ERWIN ST
Site Code:
Start Date: 10/05/2022
Page No: 4



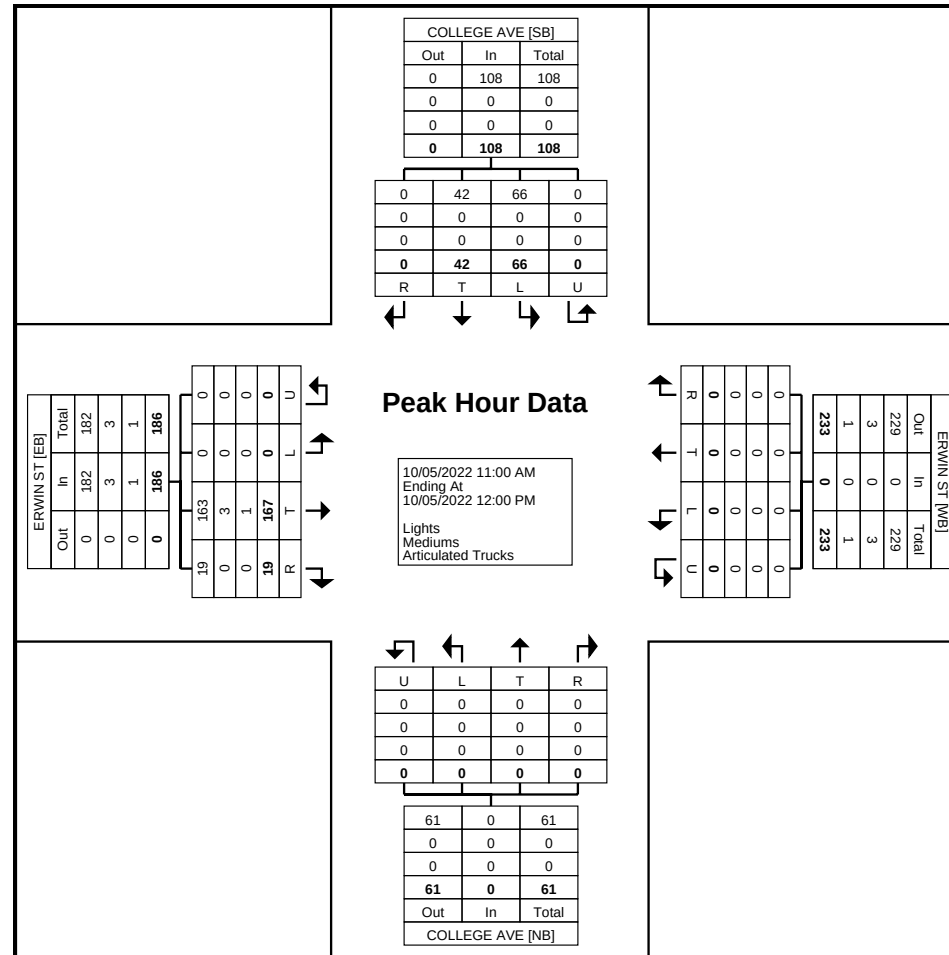
Turning Movement Data Plot

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: 8 - COLLEGE AVE @ ERWIN ST
Site Code:
Start Date: 10/05/2022
Page No: 5

Turning Movement Peak Hour Data (11:00 AM)

Start Time	COLLEGE AVE Southbound					ERWIN ST Westbound					COLLEGE AVE Northbound					ERWIN ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	12	7	0	0	19	0	0	0	0	0	0	0	0	0	0	0	61	3	0	64	83
11:15 AM	16	12	0	0	28	0	0	0	0	0	0	0	0	0	0	0	40	6	0	46	74
11:30 AM	19	12	0	0	31	0	0	0	0	0	0	0	0	0	0	0	30	8	0	38	69
11:45 AM	19	11	0	0	30	0	0	0	0	0	0	0	0	0	0	0	36	2	0	38	68
Total	66	42	0	0	108	0	0	0	0	0	0	0	0	0	0	0	167	19	0	186	294
Approach %	61.1	38.9	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	89.8	10.2	0.0	-	-
Total %	22.4	14.3	0.0	0.0	36.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	56.8	6.5	0.0	63.3	-
PHF	0.868	0.875	0.000	0.000	0.871	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.684	0.594	0.000	0.727	0.886
Lights	66	42	0	0	108	0	0	0	0	0	0	0	0	0	0	0	163	19	0	182	290
% Lights	100.0	100.0	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	97.6	100.0	-	97.8	98.6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
% Mediums	0.0	0.0	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	1.8	0.0	-	1.6	1.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Articulated Trucks	0.0	0.0	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.6	0.0	-	0.5	0.3



Turning Movement Peak Hour Data Plot (11:00 AM)

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

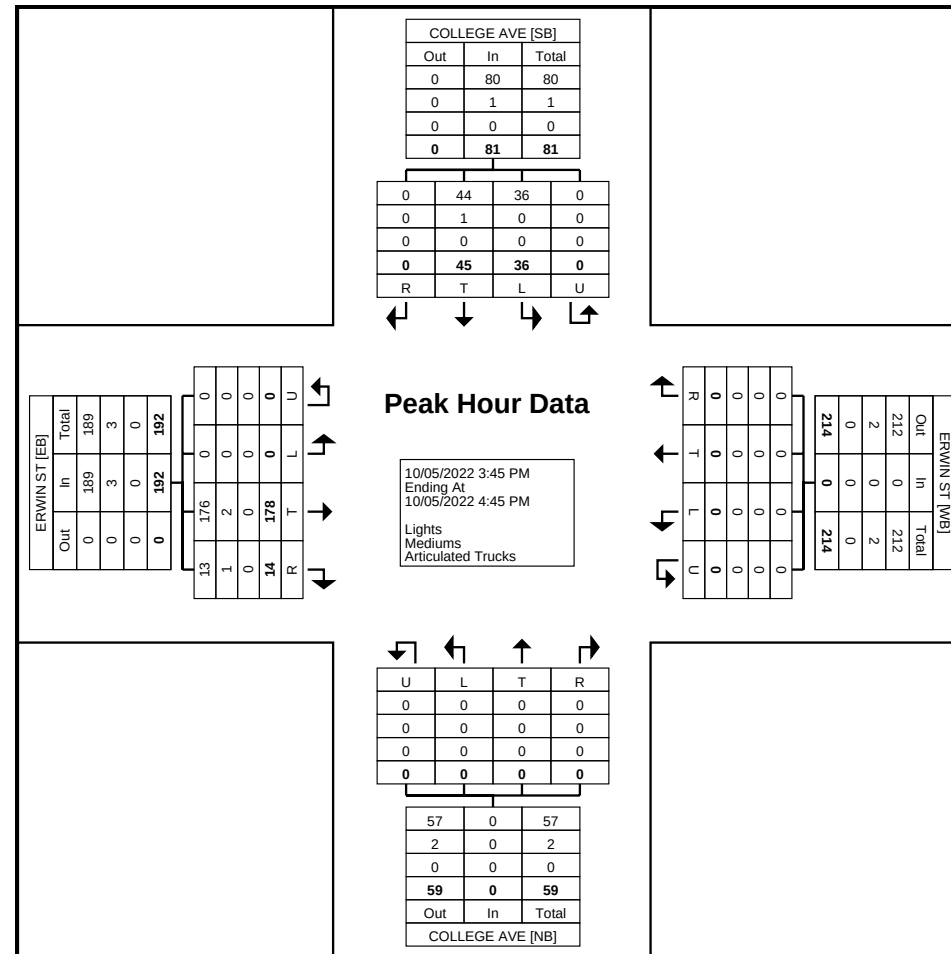
Count Name: 8 - COLLEGE AVE @ ERWIN ST
Site Code:
Start Date: 10/05/2022
Page No: 7

Turning Movement Peak Hour Data (3:45 PM)

Start Time	COLLEGE AVE Southbound					ERWIN ST Westbound					COLLEGE AVE Northbound					ERWIN ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
3:45 PM	6	13	0	0	19	0	0	0	0	0	0	0	0	0	0	0	36	4	0	40	59
4:00 PM	11	15	0	0	26	0	0	0	0	0	0	0	0	0	0	0	57	5	0	62	88
4:15 PM	9	9	0	0	18	0	0	0	0	0	0	0	0	0	0	0	42	2	0	44	62
4:30 PM	10	8	0	0	18	0	0	0	0	0	0	0	0	0	0	0	43	3	0	46	64
Total	36	45	0	0	81	0	0	0	0	0	0	0	0	0	0	0	178	14	0	192	273
Approach %	44.4	55.6	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	92.7	7.3	0.0	-	-
Total %	13.2	16.5	0.0	0.0	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	65.2	5.1	0.0	70.3	-
PHF	0.818	0.750	0.000	0.000	0.779	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.781	0.700	0.000	0.774	0.776
Lights	36	44	0	0	80	0	0	0	0	0	0	0	0	0	0	0	176	13	0	189	269
% Lights	100.0	97.8	-	-	98.8	-	-	-	-	-	-	-	-	-	-	-	98.9	92.9	-	98.4	98.5
Mediums	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	4
% Mediums	0.0	2.2	-	-	1.2	-	-	-	-	-	-	-	-	-	-	-	1.1	7.1	-	1.6	1.5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	0.0	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	-	0.0	0.0

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: 8 - COLLEGE AVE @ ERWIN ST
Site Code:
Start Date: 10/05/2022
Page No: 8



Turning Movement Peak Hour Data Plot (3:45 PM)

Turning Movement Data

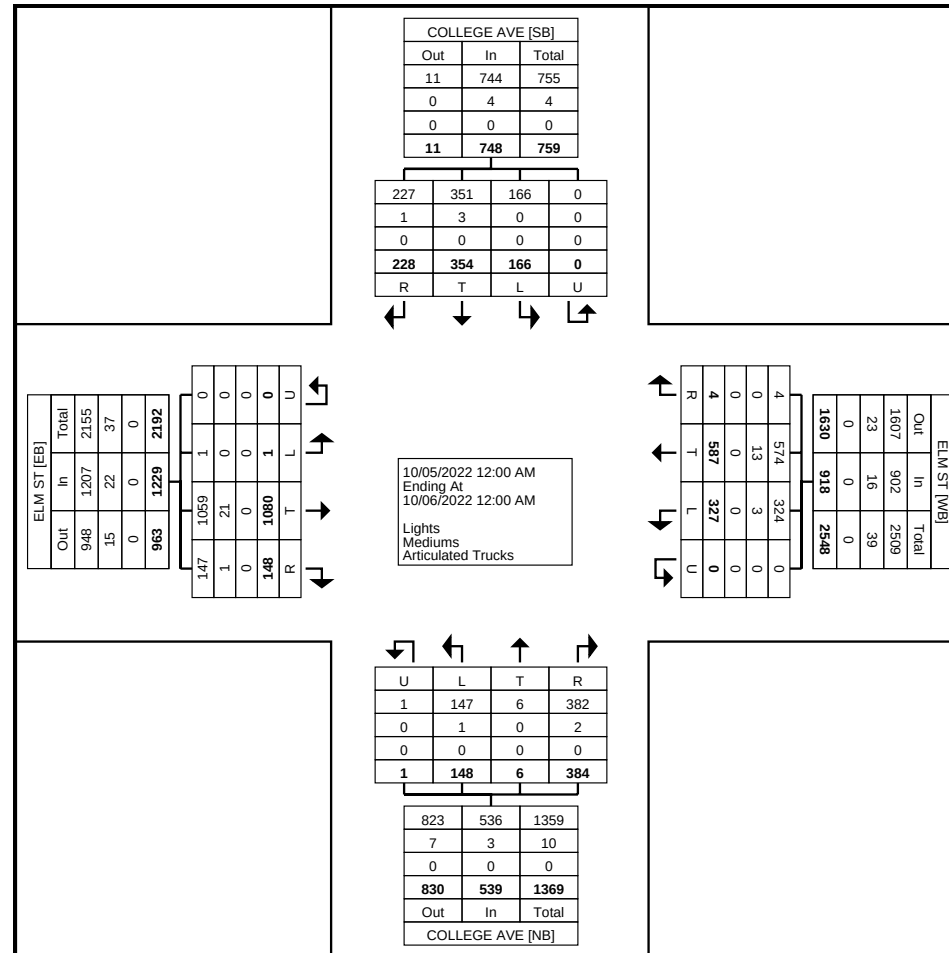
Start Time	COLLEGE AVE Southbound					ELM ST Westbound					COLLEGE AVE Northbound					ELM ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	3
12:45 AM	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	0	1	0	0	1	4
Hourly Total	0	0	0	0	0	3	1	0	0	4	1	0	0	0	1	0	2	0	0	2	7
1:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	1	0	0	1	3
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	3
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	5
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
4:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	4
Hourly Total	0	1	1	0	2	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	7
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Hourly Total	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	5
6:00 AM	1	0	0	0	1	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	3
6:15 AM	1	1	0	0	2	1	5	0	0	6	0	0	0	0	0	0	7	0	0	7	15
6:30 AM	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	0	4	1	0	5	10
6:45 AM	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	13
Hourly Total	2	1	3	0	6	3	14	0	0	17	0	0	1	0	1	0	16	1	0	17	41
7:00 AM	2	4	1	0	7	3	8	0	0	11	0	0	0	0	0	0	7	2	0	9	27
7:15 AM	0	7	0	0	7	16	5	0	0	21	0	0	1	0	1	0	26	10	0	36	65
7:30 AM	0	13	0	0	13	19	7	0	0	26	1	0	4	0	5	0	30	23	0	53	97
7:45 AM	6	9	4	0	19	21	15	0	0	36	0	0	5	0	5	0	55	19	0	74	134

Hourly Total	8	33	5	0	46	59	35	0	0	94	1	0	10	0	11	0	118	54	0	172	323
8:00 AM	0	5	4	0	9	9	14	0	0	23	2	0	2	0	4	0	17	1	0	18	54
8:15 AM	2	2	2	0	6	10	15	0	0	25	2	0	2	0	4	0	14	2	0	16	51
8:30 AM	4	3	1	0	8	12	9	0	0	21	4	0	3	0	7	0	10	1	0	11	47
8:45 AM	0	2	3	0	5	5	18	1	0	24	4	0	4	0	8	0	15	3	0	18	55
Hourly Total	6	12	10	0	28	36	56	1	0	93	12	0	11	0	23	0	56	7	0	63	207
9:00 AM	0	3	0	0	3	5	17	0	0	22	4	0	0	0	4	0	8	2	0	10	39
9:15 AM	1	9	2	0	12	3	9	0	0	12	2	0	2	0	4	0	12	0	0	12	40
9:30 AM	2	3	2	0	7	2	10	0	0	12	2	0	3	0	5	0	8	1	0	9	33
9:45 AM	3	9	5	0	17	5	11	0	0	16	1	0	2	0	3	0	6	4	0	10	46
Hourly Total	6	24	9	0	39	15	47	0	0	62	9	0	7	0	16	0	34	7	0	41	158
10:00 AM	2	7	4	0	13	3	9	0	0	12	0	1	3	0	4	0	8	1	0	9	38
10:15 AM	4	5	1	0	10	3	9	0	0	12	5	1	4	0	10	0	13	1	0	14	46
10:30 AM	3	5	4	0	12	5	6	0	0	11	3	0	3	0	6	0	14	1	0	15	44
10:45 AM	5	4	4	0	13	5	9	0	0	14	0	0	4	0	4	0	20	3	0	23	54
Hourly Total	14	21	13	0	48	16	33	0	0	49	8	2	14	0	24	0	55	6	0	61	182
11:00 AM	4	5	8	0	17	3	11	0	0	14	2	0	6	0	8	0	24	1	0	25	64
11:15 AM	4	11	5	0	20	2	11	0	0	13	5	0	5	0	10	0	23	1	0	24	67
11:30 AM	4	6	11	0	21	7	14	0	0	21	3	0	15	0	18	0	26	4	0	30	90
11:45 AM	2	9	4	0	15	7	11	0	0	18	5	0	8	0	13	0	17	1	0	18	64
Hourly Total	14	31	28	0	73	19	47	0	0	66	15	0	34	0	49	0	90	7	0	97	285
12:00 PM	4	10	8	0	22	6	9	0	0	15	2	0	13	0	15	0	20	4	0	24	76
12:15 PM	3	10	5	0	18	3	13	0	0	16	5	0	12	0	17	0	19	0	0	19	70
12:30 PM	4	12	8	0	24	4	10	0	0	14	5	0	10	0	15	0	27	0	0	27	80
12:45 PM	1	5	3	0	9	4	11	0	0	15	1	0	8	0	9	0	12	2	0	14	47
Hourly Total	12	37	24	0	73	17	43	0	0	60	13	0	43	0	56	0	78	6	0	84	273
1:00 PM	2	7	5	0	14	3	9	0	0	12	8	0	6	0	14	0	18	1	0	19	59
1:15 PM	3	8	3	0	14	5	7	1	0	13	4	0	5	0	9	0	20	1	0	21	57
1:30 PM	6	8	4	0	18	1	8	0	0	9	1	0	6	0	7	0	12	2	0	14	48
1:45 PM	4	3	2	0	9	7	5	0	0	12	1	0	8	0	9	0	16	1	0	17	47
Hourly Total	15	26	14	0	55	16	29	1	0	46	14	0	25	0	39	0	66	5	0	71	211
2:00 PM	3	9	1	0	13	2	5	0	0	7	1	0	6	0	7	0	11	2	0	13	40
2:15 PM	3	8	7	0	18	6	15	0	0	21	4	0	5	0	9	0	9	0	0	9	57
2:30 PM	4	5	4	0	13	2	8	0	0	10	0	0	7	0	7	0	22	2	0	24	54
2:45 PM	3	3	5	0	11	3	5	0	0	8	2	0	6	0	8	0	11	0	0	11	38
Hourly Total	13	25	17	0	55	13	33	0	0	46	7	0	24	0	31	0	53	4	0	57	189
3:00 PM	7	9	2	0	18	8	7	0	0	15	3	0	7	0	10	0	20	4	0	24	67
3:15 PM	2	9	6	0	17	10	9	0	0	19	3	0	7	0	10	0	10	5	0	15	61
3:30 PM	5	4	6	0	15	16	16	0	0	32	3	0	13	0	16	0	15	8	0	23	86
3:45 PM	2	8	11	0	21	14	21	0	0	35	9	0	26	0	35	0	49	13	0	62	153
Hourly Total	16	30	25	0	71	48	53	0	0	101	18	0	53	0	71	0	94	30	0	124	367
4:00 PM	5	11	9	0	25	8	17	0	0	25	7	0	13	0	20	0	35	4	0	39	109
4:15 PM	3	8	2	0	13	3	10	0	0	13	4	0	12	0	16	0	17	5	0	22	64
4:30 PM	4	6	6	0	16	1	11	0	0	12	2	0	14	0	16	0	19	0	0	19	63
4:45 PM	2	7	6	0	15	8	11	0	0	19	2	0	11	0	13	0	29	4	0	33	80
Hourly Total	14	32	23	0	69	20	49	0	0	69	15	0	50	0	65	0	100	13	0	113	316
5:00 PM	12	11	13	0	36	3	21	1	0	25	5	0	17	0	22	0	31	1	0	32	115
5:15 PM	3	5	3	0	11	4	9	0	0	13	3	0	14	0	17	0	26	0	0	26	67
5:30 PM	6	9	4	0	19	1	14	0	0	15	4	0	3	0	7	0	20	0	0	20	61
5:45 PM	2	8	2	0	12	4	17	0	0	21	2	0	4	0	6	0	17	1	0	18	57
Hourly Total	23	33	22	0	78	12	61	1	0	74	14	0	38	0	52	0	94	2	0	96	300
6:00 PM	2	1	4	0	7	0	4	0	0	4	1	0	8	1	10	1	15	0	0	16	37

6:15 PM	0	3	0	0	3	10	16	0	0	26	2	0	7	0	9	0	11	1	0	12	50
6:30 PM	4	3	2	0	9	6	10	0	0	16	1	0	1	0	2	0	10	0	0	10	37
6:45 PM	4	3	4	0	11	7	10	0	0	17	5	0	2	0	7	0	10	1	0	11	46
Hourly Total	10	10	10	0	30	23	40	0	0	63	9	0	18	1	28	1	46	2	0	49	170
7:00 PM	2	3	2	0	7	2	5	0	0	7	0	0	5	0	5	0	31	2	0	33	52
7:15 PM	2	1	2	0	5	2	4	0	0	6	0	1	4	0	5	0	18	0	0	18	34
7:30 PM	1	3	0	0	4	3	5	1	0	9	1	0	1	0	2	0	30	1	0	31	46
7:45 PM	1	1	3	0	5	3	3	0	0	6	0	1	2	0	3	0	13	0	0	13	27
Hourly Total	6	8	7	0	21	10	17	1	0	28	1	2	12	0	15	0	92	3	0	95	159
8:00 PM	0	4	0	0	4	2	4	0	0	6	0	1	6	0	7	0	11	0	0	11	28
8:15 PM	3	1	1	0	5	2	5	0	0	7	0	0	3	0	3	0	15	0	0	15	30
8:30 PM	1	4	3	0	8	5	1	0	0	6	1	0	7	0	8	0	8	0	0	8	30
8:45 PM	0	5	2	0	7	0	2	0	0	2	2	0	3	0	5	0	2	0	0	2	16
Hourly Total	4	14	6	0	24	9	12	0	0	21	3	1	19	0	23	0	36	0	0	36	104
9:00 PM	0	5	0	0	5	0	1	0	0	1	2	0	4	0	6	0	15	0	0	15	27
9:15 PM	0	1	2	0	3	0	3	0	0	3	0	1	4	0	5	0	10	1	0	11	22
9:30 PM	0	1	1	0	2	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	9
9:45 PM	0	0	1	0	1	2	1	0	0	3	0	0	1	0	1	0	2	0	0	2	7
Hourly Total	0	7	4	0	11	3	7	0	0	10	2	1	9	0	12	0	31	1	0	32	65
10:00 PM	0	0	2	0	2	0	2	0	0	2	0	0	2	0	2	0	1	0	0	1	7
10:15 PM	0	2	1	0	3	0	0	0	0	0	0	0	3	0	3	0	1	0	0	1	7
10:30 PM	1	4	0	0	5	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	8
10:45 PM	1	1	2	0	4	1	2	0	0	3	1	0	2	0	3	0	1	0	0	1	11
Hourly Total	2	7	5	0	14	1	5	0	0	6	1	0	9	0	10	0	3	0	0	3	33
11:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	6
11:15 PM	0	1	0	0	1	2	1	0	0	3	0	0	1	0	1	0	1	0	0	1	6
11:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	4	0	1	0	0	1	5
11:45 PM	0	0	0	0	0	1	2	0	0	3	0	0	2	0	2	0	1	0	0	1	6
Hourly Total	0	1	1	0	2	3	3	0	0	6	2	0	6	0	8	0	7	0	0	7	23
Grand Total	166	354	228	0	748	327	587	4	0	918	148	6	384	1	539	1	1080	148	0	1229	3434
Approach %	22.2	47.3	30.5	0.0	-	35.6	63.9	0.4	0.0	-	27.5	1.1	71.2	0.2	-	0.1	87.9	12.0	0.0	-	-
Total %	4.8	10.3	6.6	0.0	21.8	9.5	17.1	0.1	0.0	26.7	4.3	0.2	11.2	0.0	15.7	0.0	31.5	4.3	0.0	35.8	-
Lights	166	351	227	0	744	324	574	4	0	902	147	6	382	1	536	1	1059	147	0	1207	3389
% Lights	100.0	99.2	99.6	-	99.5	99.1	97.8	100.0	-	98.3	99.3	100.0	99.5	100.0	99.4	100.0	98.1	99.3	-	98.2	98.7
Mediums	0	3	1	0	4	3	13	0	0	16	1	0	2	0	3	0	21	1	0	22	45
% Mediums	0.0	0.8	0.4	-	0.5	0.9	2.2	0.0	-	1.7	0.7	0.0	0.5	0.0	0.6	0.0	1.9	0.7	-	1.8	1.3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: 9 - COLLEGE AVE @ ELM ST
Site Code:
Start Date: 10/05/2022
Page No: 4



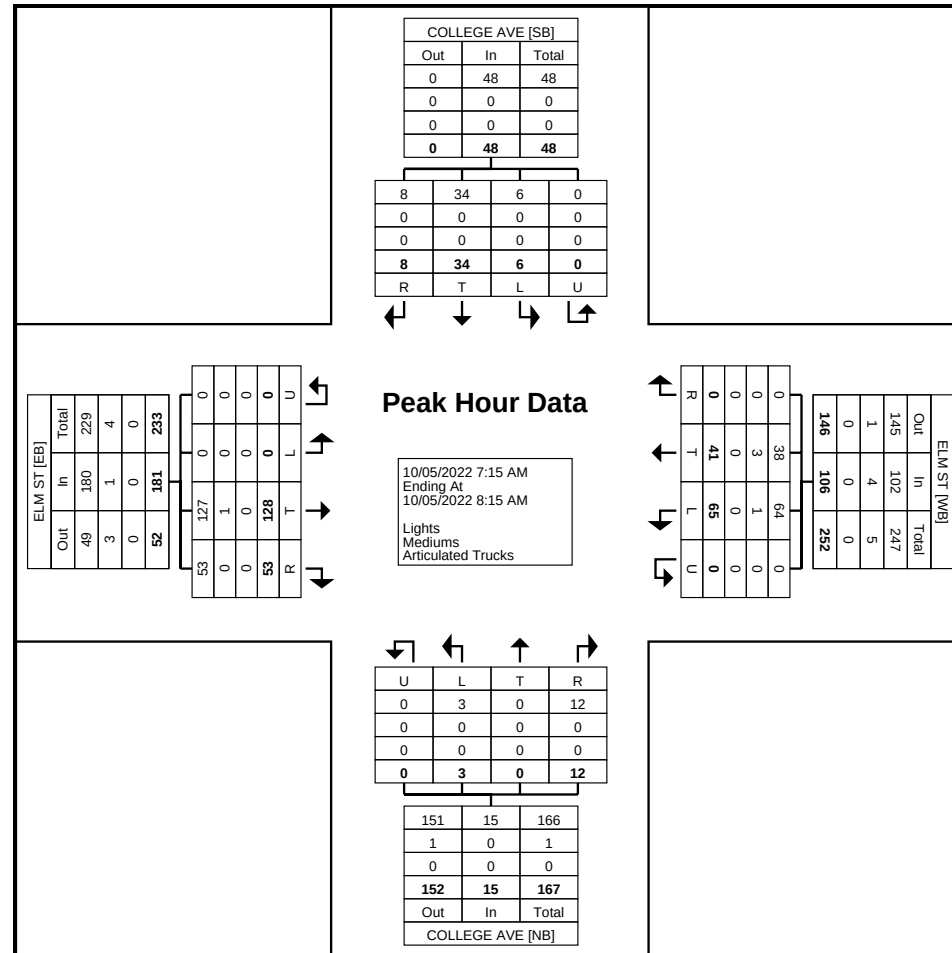
Turning Movement Data Plot

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: 9 - COLLEGE AVE @ ELM ST
Site Code:
Start Date: 10/05/2022
Page No: 5

Turning Movement Peak Hour Data (7:15 AM)

Start Time	COLLEGE AVE Southbound					ELM ST Westbound					COLLEGE AVE Northbound					ELM ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
7:15 AM	0	7	0	0	7	16	5	0	0	21	0	0	1	0	1	0	26	10	0	36	65
7:30 AM	0	13	0	0	13	19	7	0	0	26	1	0	4	0	5	0	30	23	0	53	97
7:45 AM	6	9	4	0	19	21	15	0	0	36	0	0	5	0	5	0	55	19	0	74	134
8:00 AM	0	5	4	0	9	9	14	0	0	23	2	0	2	0	4	0	17	1	0	18	54
Total	6	34	8	0	48	65	41	0	0	106	3	0	12	0	15	0	128	53	0	181	350
Approach %	12.5	70.8	16.7	0.0	-	61.3	38.7	0.0	0.0	-	20.0	0.0	80.0	0.0	-	0.0	70.7	29.3	0.0	-	-
Total %	1.7	9.7	2.3	0.0	13.7	18.6	11.7	0.0	0.0	30.3	0.9	0.0	3.4	0.0	4.3	0.0	36.6	15.1	0.0	51.7	-
PHF	0.250	0.654	0.500	0.000	0.632	0.774	0.683	0.000	0.000	0.736	0.375	0.000	0.600	0.000	0.750	0.000	0.582	0.576	0.000	0.611	0.653
Lights	6	34	8	0	48	64	38	0	0	102	3	0	12	0	15	0	127	53	0	180	345
% Lights	100.0	100.0	100.0	-	100.0	98.5	92.7	-	-	96.2	100.0	-	100.0	-	100.0	-	99.2	100.0	-	99.4	98.6
Mediums	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	5
% Mediums	0.0	0.0	0.0	-	0.0	1.5	7.3	-	-	3.8	0.0	-	0.0	-	0.0	-	0.8	0.0	-	0.6	1.4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0



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

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

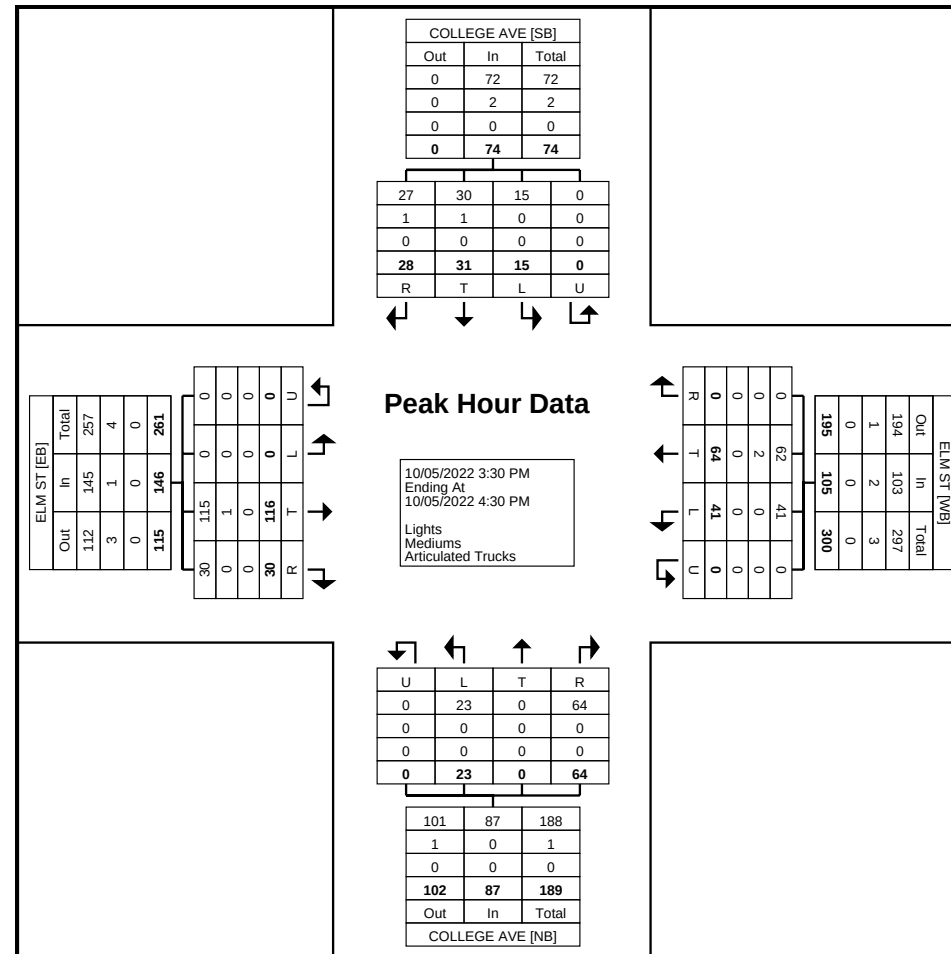
Count Name: 9 - COLLEGE AVE @ ELM ST
Site Code:
Start Date: 10/05/2022
Page No: 7

Turning Movement Peak Hour Data (3:30 PM)

Start Time	COLLEGE AVE Southbound					ELM ST Westbound					COLLEGE AVE Northbound					ELM ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
3:30 PM	5	4	6	0	15	16	16	0	0	32	3	0	13	0	16	0	15	8	0	23	86
3:45 PM	2	8	11	0	21	14	21	0	0	35	9	0	26	0	35	0	49	13	0	62	153
4:00 PM	5	11	9	0	25	8	17	0	0	25	7	0	13	0	20	0	35	4	0	39	109
4:15 PM	3	8	2	0	13	3	10	0	0	13	4	0	12	0	16	0	17	5	0	22	64
Total	15	31	28	0	74	41	64	0	0	105	23	0	64	0	87	0	116	30	0	146	412
Approach %	20.3	41.9	37.8	0.0	-	39.0	61.0	0.0	0.0	-	26.4	0.0	73.6	0.0	-	0.0	79.5	20.5	0.0	-	-
Total %	3.6	7.5	6.8	0.0	18.0	10.0	15.5	0.0	0.0	25.5	5.6	0.0	15.5	0.0	21.1	0.0	28.2	7.3	0.0	35.4	-
PHF	0.750	0.705	0.636	0.000	0.740	0.641	0.762	0.000	0.000	0.750	0.639	0.000	0.615	0.000	0.621	0.000	0.592	0.577	0.000	0.589	0.673
Lights	15	30	27	0	72	41	62	0	0	103	23	0	64	0	87	0	115	30	0	145	407
% Lights	100.0	96.8	96.4	-	97.3	100.0	96.9	-	-	98.1	100.0	-	100.0	-	100.0	-	99.1	100.0	-	99.3	98.8
Mediums	0	1	1	0	2	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	5
% Mediums	0.0	3.2	3.6	-	2.7	0.0	3.1	-	-	1.9	0.0	-	0.0	-	0.0	-	0.9	0.0	-	0.7	1.2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: 9 - COLLEGE AVE @ ELM ST
Site Code:
Start Date: 10/05/2022
Page No: 8



Turning Movement Peak Hour Data Plot (3:30 PM)

BECKHAM AVE N OF FRONT ST

Start Date: 10/5/2022

Start Time: 12:00:00 AM

Site Code: 925 918

Date	Time	NB	SB	TOTAL
10/5/2022	12:00 AM	22	19	41
10/5/2022	12:15 AM	28	20	48
10/5/2022	12:30 AM	16	20	36
10/5/2022	12:45 AM	10	24	34
10/5/2022	01:00 AM	7	22	29
10/5/2022	01:15 AM	18	18	36
10/5/2022	01:30 AM	13	13	26
10/5/2022	01:45 AM	8	17	25
10/5/2022	02:00 AM	20	10	30
10/5/2022	02:15 AM	50	16	66
10/5/2022	02:30 AM	18	22	40
10/5/2022	02:45 AM	12	18	30
10/5/2022	03:00 AM	14	14	28
10/5/2022	03:15 AM	14	18	32
10/5/2022	03:30 AM	10	22	32
10/5/2022	03:45 AM	12	23	35
10/5/2022	04:00 AM	10	42	52
10/5/2022	04:15 AM	18	24	42
10/5/2022	04:30 AM	32	34	66
10/5/2022	04:45 AM	38	50	88
10/5/2022	05:00 AM	28	36	64
10/5/2022	05:15 AM	52	68	120
10/5/2022	05:30 AM	56	90	146
10/5/2022	05:45 AM	69	120	189
10/5/2022	06:00 AM	67	157	224
10/5/2022	06:15 AM	87	176	263
10/5/2022	06:30 AM	126	243	369
10/5/2022	06:45 AM	134	228	362
10/5/2022	07:00 AM	153	266	419
10/5/2022	07:15 AM	169	370	539
10/5/2022	07:30 AM	209	430	639
10/5/2022	07:45 AM	196	421	617
10/5/2022	08:00 AM	200	368	568
10/5/2022	08:15 AM	212	312	524
10/5/2022	08:30 AM	168	278	446
10/5/2022	08:45 AM	146	272	418
10/5/2022	09:00 AM	170	221	391
10/5/2022	09:15 AM	174	226	400
10/5/2022	09:30 AM	183	272	455
10/5/2022	09:45 AM	153	273	426
10/5/2022	10:00 AM	186	218	404
10/5/2022	10:15 AM	166	208	374
10/5/2022	10:30 AM	147	176	323
10/5/2022	10:45 AM	174	208	382
10/5/2022	11:00 AM	164	195	359
10/5/2022	11:15 AM	196	216	412
10/5/2022	11:30 AM	193	233	426
10/5/2022	11:45 AM	214	234	448
10/5/2022	12:00 PM	228	240	468
10/5/2022	12:15 PM	221	240	461
10/5/2022	12:30 PM	236	222	458
10/5/2022	12:45 PM	184	220	404
10/5/2022	01:00 PM	184	246	430
10/5/2022	01:15 PM	246	216	462

10/5/2022 01:30 PM	192	230	422
10/5/2022 01:45 PM	213	240	453
10/5/2022 02:00 PM	218	184	402
10/5/2022 02:15 PM	248	238	486
10/5/2022 02:30 PM	256	222	478
10/5/2022 02:45 PM	274	237	511
10/5/2022 03:00 PM	278	242	520
10/5/2022 03:15 PM	289	244	533
10/5/2022 03:30 PM	307	268	575
10/5/2022 03:45 PM	288	236	524
10/5/2022 04:00 PM	338	214	552
10/5/2022 04:15 PM	264	236	500
10/5/2022 04:30 PM	294	232	526
10/5/2022 04:45 PM	316	226	542
10/5/2022 05:00 PM	320	234	554
10/5/2022 05:15 PM	314	200	514
10/5/2022 05:30 PM	287	193	480
10/5/2022 05:45 PM	246	188	434
10/5/2022 06:00 PM	248	174	422
10/5/2022 06:15 PM	198	170	368
10/5/2022 06:30 PM	212	192	404
10/5/2022 06:45 PM	170	174	344
10/5/2022 07:00 PM	203	144	347
10/5/2022 07:15 PM	173	157	330
10/5/2022 07:30 PM	184	137	321
10/5/2022 07:45 PM	156	136	292
10/5/2022 08:00 PM	148	114	262
10/5/2022 08:15 PM	127	116	243
10/5/2022 08:30 PM	126	100	226
10/5/2022 08:45 PM	94	96	190
10/5/2022 09:00 PM	84	96	180
10/5/2022 09:15 PM	88	90	178
10/5/2022 09:30 PM	86	82	168
10/5/2022 09:45 PM	69	72	141
10/5/2022 10:00 PM	72	54	126
10/5/2022 10:15 PM	72	43	115
10/5/2022 10:30 PM	66	53	119
10/5/2022 10:45 PM	44	43	87
10/5/2022 11:00 PM	38	40	78
10/5/2022 11:15 PM	26	40	66
10/5/2022 11:30 PM	40	18	58
10/5/2022 11:45 PM	38	25	63
	13565	14775	28340

BROADWAY AVE S OF ELM ST

Start Date: 10/5/2022

Start Time: 12:00:00 AM

Site Code: 706 701

Date	Time	NB	SB	TOTAL
10/5/2022	12:00 AM	8	8	16
10/5/2022	12:15 AM	13	12	25
10/5/2022	12:30 AM	6	12	18
10/5/2022	12:45 AM	6	7	13
10/5/2022	01:00 AM	8	4	12
10/5/2022	01:15 AM	6	3	9
10/5/2022	01:30 AM	3	3	6
10/5/2022	01:45 AM	2	4	6
10/5/2022	02:00 AM	3	2	5
10/5/2022	02:15 AM	6	5	11
10/5/2022	02:30 AM	6	6	12
10/5/2022	02:45 AM	3	2	5
10/5/2022	03:00 AM	2	1	3
10/5/2022	03:15 AM	3	2	5
10/5/2022	03:30 AM	3	5	8
10/5/2022	03:45 AM	5	12	17
10/5/2022	04:00 AM	5	9	14
10/5/2022	04:15 AM	7	4	11
10/5/2022	04:30 AM	8	13	21
10/5/2022	04:45 AM	14	22	36
10/5/2022	05:00 AM	13	21	34
10/5/2022	05:15 AM	16	23	39
10/5/2022	05:30 AM	14	22	36
10/5/2022	05:45 AM	14	41	55
10/5/2022	06:00 AM	30	22	52
10/5/2022	06:15 AM	60	56	116
10/5/2022	06:30 AM	58	62	120
10/5/2022	06:45 AM	68	101	169
10/5/2022	07:00 AM	80	98	178
10/5/2022	07:15 AM	110	158	268
10/5/2022	07:30 AM	138	217	355
10/5/2022	07:45 AM	178	208	386
10/5/2022	08:00 AM	162	160	322
10/5/2022	08:15 AM	168	119	287
10/5/2022	08:30 AM	163	112	275
10/5/2022	08:45 AM	174	132	306
10/5/2022	09:00 AM	132	110	242
10/5/2022	09:15 AM	124	132	256
10/5/2022	09:30 AM	102	110	212
10/5/2022	09:45 AM	132	172	304
10/5/2022	10:00 AM	105	112	217
10/5/2022	10:15 AM	95	122	217
10/5/2022	10:30 AM	119	134	253
10/5/2022	10:45 AM	128	152	280
10/5/2022	11:00 AM	124	179	303
10/5/2022	11:15 AM	140	166	306
10/5/2022	11:30 AM	131	178	309
10/5/2022	11:45 AM	150	160	310
10/5/2022	12:00 PM	152	188	340
10/5/2022	12:15 PM	136	154	290
10/5/2022	12:30 PM	148	137	285
10/5/2022	12:45 PM	144	140	284
10/5/2022	01:00 PM	164	135	299
10/5/2022	01:15 PM	180	140	320

10/5/2022 01:30 PM	138	149	287
10/5/2022 01:45 PM	146	134	280
10/5/2022 02:00 PM	148	130	278
10/5/2022 02:15 PM	130	128	258
10/5/2022 02:30 PM	135	122	257
10/5/2022 02:45 PM	152	146	298
10/5/2022 03:00 PM	153	159	312
10/5/2022 03:15 PM	182	134	316
10/5/2022 03:30 PM	131	148	279
10/5/2022 03:45 PM	172	182	354
10/5/2022 04:00 PM	163	181	344
10/5/2022 04:15 PM	152	155	307
10/5/2022 04:30 PM	176	182	358
10/5/2022 04:45 PM	184	170	354
10/5/2022 05:00 PM	157	222	379
10/5/2022 05:15 PM	212	162	374
10/5/2022 05:30 PM	180	165	345
10/5/2022 05:45 PM	172	154	326
10/5/2022 06:00 PM	142	152	294
10/5/2022 06:15 PM	122	136	258
10/5/2022 06:30 PM	140	121	261
10/5/2022 06:45 PM	124	99	223
10/5/2022 07:00 PM	109	114	223
10/5/2022 07:15 PM	92	116	208
10/5/2022 07:30 PM	104	116	220
10/5/2022 07:45 PM	97	108	205
10/5/2022 08:00 PM	102	94	196
10/5/2022 08:15 PM	96	74	170
10/5/2022 08:30 PM	67	66	133
10/5/2022 08:45 PM	67	77	144
10/5/2022 09:00 PM	64	66	130
10/5/2022 09:15 PM	52	56	108
10/5/2022 09:30 PM	48	43	91
10/5/2022 09:45 PM	54	23	77
10/5/2022 10:00 PM	42	34	76
10/5/2022 10:15 PM	28	27	55
10/5/2022 10:30 PM	30	24	54
10/5/2022 10:45 PM	24	20	44
10/5/2022 11:00 PM	23	24	47
10/5/2022 11:15 PM	25	12	37
10/5/2022 11:30 PM	19	12	31
10/5/2022 11:45 PM	7	17	24
	8530	8763	17293

BROADWAY AVE S OF ERWIN ST

Start Date: 10/5/2022

Start Time: 12:00:00 AM

Site Code: 869 712

Date	Time	NB	SB	TOTAL
10/5/2022	12:00 AM	6	6	12
10/5/2022	12:15 AM	13	15	28
10/5/2022	12:30 AM	5	10	15
10/5/2022	12:45 AM	5	8	13
10/5/2022	01:00 AM	6	4	10
10/5/2022	01:15 AM	5	2	7
10/5/2022	01:30 AM	4	4	8
10/5/2022	01:45 AM	1	4	5
10/5/2022	02:00 AM	3	3	6
10/5/2022	02:15 AM	4	4	8
10/5/2022	02:30 AM	8	6	14
10/5/2022	02:45 AM	3	2	5
10/5/2022	03:00 AM	1	2	3
10/5/2022	03:15 AM	1	0	1
10/5/2022	03:30 AM	4	7	11
10/5/2022	03:45 AM	3	11	14
10/5/2022	04:00 AM	6	7	13
10/5/2022	04:15 AM	6	4	10
10/5/2022	04:30 AM	7	14	21
10/5/2022	04:45 AM	12	24	36
10/5/2022	05:00 AM	14	24	38
10/5/2022	05:15 AM	14	24	38
10/5/2022	05:30 AM	18	20	38
10/5/2022	05:45 AM	10	45	55
10/5/2022	06:00 AM	26	26	52
10/5/2022	06:15 AM	49	54	103
10/5/2022	06:30 AM	48	66	114
10/5/2022	06:45 AM	64	106	170
10/5/2022	07:00 AM	64	104	168
10/5/2022	07:15 AM	96	163	259
10/5/2022	07:30 AM	114	200	314
10/5/2022	07:45 AM	137	168	305
10/5/2022	08:00 AM	146	173	319
10/5/2022	08:15 AM	137	120	257
10/5/2022	08:30 AM	148	116	264
10/5/2022	08:45 AM	144	124	268
10/5/2022	09:00 AM	117	110	227
10/5/2022	09:15 AM	120	126	246
10/5/2022	09:30 AM	89	118	207
10/5/2022	09:45 AM	114	177	291
10/5/2022	10:00 AM	88	114	202
10/5/2022	10:15 AM	88	124	212
10/5/2022	10:30 AM	109	122	231
10/5/2022	10:45 AM	102	153	255
10/5/2022	11:00 AM	113	164	277
10/5/2022	11:15 AM	138	144	282
10/5/2022	11:30 AM	124	160	284
10/5/2022	11:45 AM	118	152	270
10/5/2022	12:00 PM	150	174	324
10/5/2022	12:15 PM	130	135	265
10/5/2022	12:30 PM	138	134	272
10/5/2022	12:45 PM	130	134	264
10/5/2022	01:00 PM	141	142	283
10/5/2022	01:15 PM	160	134	294

10/5/2022 01:30 PM	155	136	291
10/5/2022 01:45 PM	132	134	266
10/5/2022 02:00 PM	132	113	245
10/5/2022 02:15 PM	130	130	260
10/5/2022 02:30 PM	136	119	255
10/5/2022 02:45 PM	122	127	249
10/5/2022 03:00 PM	166	148	314
10/5/2022 03:15 PM	170	122	292
10/5/2022 03:30 PM	112	144	256
10/5/2022 03:45 PM	148	161	309
10/5/2022 04:00 PM	154	158	312
10/5/2022 04:15 PM	139	142	281
10/5/2022 04:30 PM	156	171	327
10/5/2022 04:45 PM	158	156	314
10/5/2022 05:00 PM	147	194	341
10/5/2022 05:15 PM	198	133	331
10/5/2022 05:30 PM	180	152	332
10/5/2022 05:45 PM	152	137	289
10/5/2022 06:00 PM	124	146	270
10/5/2022 06:15 PM	120	126	246
10/5/2022 06:30 PM	116	113	229
10/5/2022 06:45 PM	118	86	204
10/5/2022 07:00 PM	97	89	186
10/5/2022 07:15 PM	94	101	195
10/5/2022 07:30 PM	94	98	192
10/5/2022 07:45 PM	86	94	180
10/5/2022 08:00 PM	106	84	190
10/5/2022 08:15 PM	92	54	146
10/5/2022 08:30 PM	72	62	134
10/5/2022 08:45 PM	62	66	128
10/5/2022 09:00 PM	64	49	113
10/5/2022 09:15 PM	46	43	89
10/5/2022 09:30 PM	50	41	91
10/5/2022 09:45 PM	52	22	74
10/5/2022 10:00 PM	42	34	76
10/5/2022 10:15 PM	31	31	62
10/5/2022 10:30 PM	30	20	50
10/5/2022 10:45 PM	27	20	47
10/5/2022 11:00 PM	18	19	37
10/5/2022 11:15 PM	28	9	37
10/5/2022 11:30 PM	18	13	31
10/5/2022 11:45 PM	11	18	29
	7786	8202	15988

BROADWAY AVE N OF FERGUSON ST

Start Date: 10/5/2022

Start Time: 12:00:00 AM

Site Code: 911

Date	Time	NB	SB	TOTAL
10/5/2022	12:00 AM	9	6	15
10/5/2022	12:15 AM	13	12	25
10/5/2022	12:30 AM	4	6	10
10/5/2022	12:45 AM	5	5	10
10/5/2022	01:00 AM	5	5	10
10/5/2022	01:15 AM	5	1	6
10/5/2022	01:30 AM	4	5	9
10/5/2022	01:45 AM	2	4	6
10/5/2022	02:00 AM	3	3	6
10/5/2022	02:15 AM	5	5	10
10/5/2022	02:30 AM	8	6	14
10/5/2022	02:45 AM	3	1	4
10/5/2022	03:00 AM	0	3	3
10/5/2022	03:15 AM	1	0	1
10/5/2022	03:30 AM	4	9	13
10/5/2022	03:45 AM	3	10	13
10/5/2022	04:00 AM	6	6	12
10/5/2022	04:15 AM	5	4	9
10/5/2022	04:30 AM	7	18	25
10/5/2022	04:45 AM	12	22	34
10/5/2022	05:00 AM	14	22	36
10/5/2022	05:15 AM	14	23	37
10/5/2022	05:30 AM	20	21	41
10/5/2022	05:45 AM	14	40	54
10/5/2022	06:00 AM	24	30	54
10/5/2022	06:15 AM	48	55	103
10/5/2022	06:30 AM	55	60	115
10/5/2022	06:45 AM	66	107	173
10/5/2022	07:00 AM	64	106	170
10/5/2022	07:15 AM	80	156	236
10/5/2022	07:30 AM	101	221	322
10/5/2022	07:45 AM	113	186	299
10/5/2022	08:00 AM	116	164	280
10/5/2022	08:15 AM	106	136	242
10/5/2022	08:30 AM	90	132	222
10/5/2022	08:45 AM	111	131	242
10/5/2022	09:00 AM	84	122	206
10/5/2022	09:15 AM	98	112	210
10/5/2022	09:30 AM	94	126	220
10/5/2022	09:45 AM	114	144	258
10/5/2022	10:00 AM	96	118	214
10/5/2022	10:15 AM	90	120	210
10/5/2022	10:30 AM	89	120	209
10/5/2022	10:45 AM	92	133	225
10/5/2022	11:00 AM	94	141	235
10/5/2022	11:15 AM	118	134	252
10/5/2022	11:30 AM	116	131	247
10/5/2022	11:45 AM	98	156	254
10/5/2022	12:00 PM	130	140	270
10/5/2022	12:15 PM	114	126	240
10/5/2022	12:30 PM	98	141	239
10/5/2022	12:45 PM	122	120	242
10/5/2022	01:00 PM	128	124	252
10/5/2022	01:15 PM	144	130	274

10/5/2022 01:30 PM	129	128	257
10/5/2022 01:45 PM	128	118	246
10/5/2022 02:00 PM	124	102	226
10/5/2022 02:15 PM	128	114	242
10/5/2022 02:30 PM	117	112	229
10/5/2022 02:45 PM	126	132	258
10/5/2022 03:00 PM	166	141	307
10/5/2022 03:15 PM	158	134	292
10/5/2022 03:30 PM	117	128	245
10/5/2022 03:45 PM	154	134	288
10/5/2022 04:00 PM	175	130	305
10/5/2022 04:15 PM	156	126	282
10/5/2022 04:30 PM	150	144	294
10/5/2022 04:45 PM	159	128	287
10/5/2022 05:00 PM	172	162	334
10/5/2022 05:15 PM	190	111	301
10/5/2022 05:30 PM	172	122	294
10/5/2022 05:45 PM	128	122	250
10/5/2022 06:00 PM	101	152	253
10/5/2022 06:15 PM	107	104	211
10/5/2022 06:30 PM	101	92	193
10/5/2022 06:45 PM	104	78	182
10/5/2022 07:00 PM	94	62	156
10/5/2022 07:15 PM	74	82	156
10/5/2022 07:30 PM	90	78	168
10/5/2022 07:45 PM	78	74	152
10/5/2022 08:00 PM	91	60	151
10/5/2022 08:15 PM	90	46	136
10/5/2022 08:30 PM	70	38	108
10/5/2022 08:45 PM	61	35	96
10/5/2022 09:00 PM	61	50	111
10/5/2022 09:15 PM	48	30	78
10/5/2022 09:30 PM	45	34	79
10/5/2022 09:45 PM	48	16	64
10/5/2022 10:00 PM	34	29	63
10/5/2022 10:15 PM	28	20	48
10/5/2022 10:30 PM	30	21	51
10/5/2022 10:45 PM	28	13	41
10/5/2022 11:00 PM	19	11	30
10/5/2022 11:15 PM	25	11	36
10/5/2022 11:30 PM	15	5	20
10/5/2022 11:45 PM	11	16	27
	7161	7504	14665

ERWIN ST W OF CENTER AVE

Start Date: 10/5/2022

Start Time: 12:00:00 AM

Site Code: 752

Date	Time	EB
10/5/2022	12:00 AM	6
10/5/2022	12:15 AM	7
10/5/2022	12:30 AM	1
10/5/2022	12:45 AM	1
10/5/2022	01:00 AM	1
10/5/2022	01:15 AM	0
10/5/2022	01:30 AM	1
10/5/2022	01:45 AM	0
10/5/2022	02:00 AM	0
10/5/2022	02:15 AM	1
10/5/2022	02:30 AM	1
10/5/2022	02:45 AM	0
10/5/2022	03:00 AM	1
10/5/2022	03:15 AM	0
10/5/2022	03:30 AM	1
10/5/2022	03:45 AM	0
10/5/2022	04:00 AM	0
10/5/2022	04:15 AM	1
10/5/2022	04:30 AM	1
10/5/2022	04:45 AM	0
10/5/2022	05:00 AM	4
10/5/2022	05:15 AM	7
10/5/2022	05:30 AM	3
10/5/2022	05:45 AM	3
10/5/2022	06:00 AM	4
10/5/2022	06:15 AM	8
10/5/2022	06:30 AM	5
10/5/2022	06:45 AM	8
10/5/2022	07:00 AM	15
10/5/2022	07:15 AM	15
10/5/2022	07:30 AM	28
10/5/2022	07:45 AM	43
10/5/2022	08:00 AM	57
10/5/2022	08:15 AM	28
10/5/2022	08:30 AM	28
10/5/2022	08:45 AM	16
10/5/2022	09:00 AM	16
10/5/2022	09:15 AM	17
10/5/2022	09:30 AM	12
10/5/2022	09:45 AM	18
10/5/2022	10:00 AM	14
10/5/2022	10:15 AM	17
10/5/2022	10:30 AM	13
10/5/2022	10:45 AM	22
10/5/2022	11:00 AM	19
10/5/2022	11:15 AM	21
10/5/2022	11:30 AM	14
10/5/2022	11:45 AM	22
10/5/2022	12:00 PM	28
10/5/2022	12:15 PM	16
10/5/2022	12:30 PM	23
10/5/2022	12:45 PM	16
10/5/2022	01:00 PM	20
10/5/2022	01:15 PM	16

10/5/2022 01:30 PM	16
10/5/2022 01:45 PM	17
10/5/2022 02:00 PM	24
10/5/2022 02:15 PM	9
10/5/2022 02:30 PM	15
10/5/2022 02:45 PM	23
10/5/2022 03:00 PM	20
10/5/2022 03:15 PM	32
10/5/2022 03:30 PM	24
10/5/2022 03:45 PM	32
10/5/2022 04:00 PM	30
10/5/2022 04:15 PM	32
10/5/2022 04:30 PM	42
10/5/2022 04:45 PM	22
10/5/2022 05:00 PM	52
10/5/2022 05:15 PM	32
10/5/2022 05:30 PM	32
10/5/2022 05:45 PM	30
10/5/2022 06:00 PM	28
10/5/2022 06:15 PM	28
10/5/2022 06:30 PM	10
10/5/2022 06:45 PM	10
10/5/2022 07:00 PM	16
10/5/2022 07:15 PM	11
10/5/2022 07:30 PM	13
10/5/2022 07:45 PM	13
10/5/2022 08:00 PM	11
10/5/2022 08:15 PM	17
10/5/2022 08:30 PM	15
10/5/2022 08:45 PM	6
10/5/2022 09:00 PM	4
10/5/2022 09:15 PM	7
10/5/2022 09:30 PM	6
10/5/2022 09:45 PM	6
10/5/2022 10:00 PM	2
10/5/2022 10:15 PM	8
10/5/2022 10:30 PM	3
10/5/2022 10:45 PM	3
10/5/2022 11:00 PM	3
10/5/2022 11:15 PM	1
10/5/2022 11:30 PM	5
10/5/2022 11:45 PM	1

1330

GENTRY PKWY E OF BROADWAY AVE

Start Date: 10/5/2022

Start Time: 12:00:00 AM

Site Code: 811

Date	Time	EB	WB	TOTAL
10/5/2022	12:00 AM	20	12	32
10/5/2022	12:15 AM	12	20	32
10/5/2022	12:30 AM	13	14	27
10/5/2022	12:45 AM	9	14	23
10/5/2022	01:00 AM	14	10	24
10/5/2022	01:15 AM	6	14	20
10/5/2022	01:30 AM	9	8	17
10/5/2022	01:45 AM	12	5	17
10/5/2022	02:00 AM	5	13	18
10/5/2022	02:15 AM	16	31	47
10/5/2022	02:30 AM	16	12	28
10/5/2022	02:45 AM	11	7	18
10/5/2022	03:00 AM	13	10	23
10/5/2022	03:15 AM	15	13	28
10/5/2022	03:30 AM	22	16	38
10/5/2022	03:45 AM	18	16	34
10/5/2022	04:00 AM	28	9	37
10/5/2022	04:15 AM	16	15	31
10/5/2022	04:30 AM	27	27	54
10/5/2022	04:45 AM	36	24	60
10/5/2022	05:00 AM	46	36	82
10/5/2022	05:15 AM	66	49	115
10/5/2022	05:30 AM	70	50	120
10/5/2022	05:45 AM	108	35	143
10/5/2022	06:00 AM	114	56	170
10/5/2022	06:15 AM	149	89	238
10/5/2022	06:30 AM	140	110	250
10/5/2022	06:45 AM	179	132	311
10/5/2022	07:00 AM	208	105	313
10/5/2022	07:15 AM	228	174	402
10/5/2022	07:30 AM	280	200	480
10/5/2022	07:45 AM	290	186	476
10/5/2022	08:00 AM	250	197	447
10/5/2022	08:15 AM	222	150	372
10/5/2022	08:30 AM	160	144	304
10/5/2022	08:45 AM	186	137	323
10/5/2022	09:00 AM	155	127	282
10/5/2022	09:15 AM	160	128	288
10/5/2022	09:30 AM	185	143	328
10/5/2022	09:45 AM	183	108	291
10/5/2022	10:00 AM	148	112	260
10/5/2022	10:15 AM	146	127	273
10/5/2022	10:30 AM	136	124	260
10/5/2022	10:45 AM	158	118	276
10/5/2022	11:00 AM	144	120	264
10/5/2022	11:15 AM	161	126	287
10/5/2022	11:30 AM	158	148	306
10/5/2022	11:45 AM	152	170	322
10/5/2022	12:00 PM	160	174	334
10/5/2022	12:15 PM	192	152	344
10/5/2022	12:30 PM	156	162	318
10/5/2022	12:45 PM	150	132	282
10/5/2022	01:00 PM	194	150	344
10/5/2022	01:15 PM	181	165	346

10/5/2022 01:30 PM	150	140	290
10/5/2022 01:45 PM	186	146	332
10/5/2022 02:00 PM	160	140	300
10/5/2022 02:15 PM	188	176	364
10/5/2022 02:30 PM	164	200	364
10/5/2022 02:45 PM	192	175	367
10/5/2022 03:00 PM	172	218	390
10/5/2022 03:15 PM	164	216	380
10/5/2022 03:30 PM	171	207	378
10/5/2022 03:45 PM	201	240	441
10/5/2022 04:00 PM	190	236	426
10/5/2022 04:15 PM	220	244	464
10/5/2022 04:30 PM	194	238	432
10/5/2022 04:45 PM	210	228	438
10/5/2022 05:00 PM	236	242	478
10/5/2022 05:15 PM	170	240	410
10/5/2022 05:30 PM	138	246	384
10/5/2022 05:45 PM	89	194	283
10/5/2022 06:00 PM	86	215	301
10/5/2022 06:15 PM	164	197	361
10/5/2022 06:30 PM	184	189	373
10/5/2022 06:45 PM	152	144	296
10/5/2022 07:00 PM	133	154	287
10/5/2022 07:15 PM	134	147	281
10/5/2022 07:30 PM	128	111	239
10/5/2022 07:45 PM	105	113	218
10/5/2022 08:00 PM	118	114	232
10/5/2022 08:15 PM	90	99	189
10/5/2022 08:30 PM	85	86	171
10/5/2022 08:45 PM	88	74	162
10/5/2022 09:00 PM	96	60	156
10/5/2022 09:15 PM	70	69	139
10/5/2022 09:30 PM	60	85	145
10/5/2022 09:45 PM	74	48	122
10/5/2022 10:00 PM	48	60	108
10/5/2022 10:15 PM	46	62	108
10/5/2022 10:30 PM	32	42	74
10/5/2022 10:45 PM	36	33	69
10/5/2022 11:00 PM	32	50	82
10/5/2022 11:15 PM	33	24	57
10/5/2022 11:30 PM	16	30	46
10/5/2022 11:45 PM	22	22	44
	11160	10580	21740

GENTRY PKWY E OF PALACE AVE

Start Date: 10/5/2022

Start Time: 12:00:00 AM

Site Code: 937 856

Date	Time	EB	WB	TOTAL
10/5/2022	12:00 AM	21	12	33
10/5/2022	12:15 AM	10	22	32
10/5/2022	12:30 AM	13	13	26
10/5/2022	12:45 AM	14	15	29
10/5/2022	01:00 AM	8	10	18
10/5/2022	01:15 AM	10	13	23
10/5/2022	01:30 AM	7	7	14
10/5/2022	01:45 AM	10	8	18
10/5/2022	02:00 AM	6	12	18
10/5/2022	02:15 AM	16	26	42
10/5/2022	02:30 AM	17	14	31
10/5/2022	02:45 AM	13	12	25
10/5/2022	03:00 AM	9	8	17
10/5/2022	03:15 AM	11	7	18
10/5/2022	03:30 AM	18	11	29
10/5/2022	03:45 AM	18	16	34
10/5/2022	04:00 AM	23	11	34
10/5/2022	04:15 AM	12	16	28
10/5/2022	04:30 AM	26	26	52
10/5/2022	04:45 AM	34	16	50
10/5/2022	05:00 AM	35	32	67
10/5/2022	05:15 AM	63	50	113
10/5/2022	05:30 AM	60	48	108
10/5/2022	05:45 AM	91	48	139
10/5/2022	06:00 AM	106	57	163
10/5/2022	06:15 AM	148	91	239
10/5/2022	06:30 AM	140	104	244
10/5/2022	06:45 AM	154	128	282
10/5/2022	07:00 AM	192	120	312
10/5/2022	07:15 AM	248	166	414
10/5/2022	07:30 AM	300	200	500
10/5/2022	07:45 AM	332	182	514
10/5/2022	08:00 AM	246	188	434
10/5/2022	08:15 AM	235	173	408
10/5/2022	08:30 AM	195	116	311
10/5/2022	08:45 AM	175	134	309
10/5/2022	09:00 AM	185	138	323
10/5/2022	09:15 AM	136	142	278
10/5/2022	09:30 AM	201	140	341
10/5/2022	09:45 AM	204	137	341
10/5/2022	10:00 AM	144	122	266
10/5/2022	10:15 AM	146	126	272
10/5/2022	10:30 AM	154	130	284
10/5/2022	10:45 AM	158	136	294
10/5/2022	11:00 AM	139	140	279
10/5/2022	11:15 AM	154	169	323
10/5/2022	11:30 AM	151	144	295
10/5/2022	11:45 AM	161	184	345
10/5/2022	12:00 PM	144	188	332
10/5/2022	12:15 PM	178	170	348
10/5/2022	12:30 PM	182	172	354
10/5/2022	12:45 PM	154	136	290
10/5/2022	01:00 PM	195	164	359
10/5/2022	01:15 PM	171	187	358

10/5/2022 01:30 PM	158	164	322
10/5/2022 01:45 PM	168	146	314
10/5/2022 02:00 PM	162	166	328
10/5/2022 02:15 PM	174	180	354
10/5/2022 02:30 PM	152	206	358
10/5/2022 02:45 PM	186	204	390
10/5/2022 03:00 PM	176	228	404
10/5/2022 03:15 PM	153	262	415
10/5/2022 03:30 PM	187	240	427
10/5/2022 03:45 PM	187	276	463
10/5/2022 04:00 PM	204	246	450
10/5/2022 04:15 PM	214	277	491
10/5/2022 04:30 PM	202	258	460
10/5/2022 04:45 PM	221	259	480
10/5/2022 05:00 PM	206	276	482
10/5/2022 05:15 PM	202	236	438
10/5/2022 05:30 PM	198	232	430
10/5/2022 05:45 PM	173	199	372
10/5/2022 06:00 PM	207	190	397
10/5/2022 06:15 PM	168	190	358
10/5/2022 06:30 PM	162	190	352
10/5/2022 06:45 PM	149	144	293
10/5/2022 07:00 PM	117	150	267
10/5/2022 07:15 PM	134	144	278
10/5/2022 07:30 PM	118	136	254
10/5/2022 07:45 PM	97	118	215
10/5/2022 08:00 PM	106	138	244
10/5/2022 08:15 PM	88	130	218
10/5/2022 08:30 PM	60	88	148
10/5/2022 08:45 PM	68	74	142
10/5/2022 09:00 PM	65	85	150
10/5/2022 09:15 PM	75	89	164
10/5/2022 09:30 PM	71	87	158
10/5/2022 09:45 PM	59	52	111
10/5/2022 10:00 PM	52	60	112
10/5/2022 10:15 PM	39	57	96
10/5/2022 10:30 PM	40	40	80
10/5/2022 10:45 PM	34	35	69
10/5/2022 11:00 PM	28	38	66
10/5/2022 11:15 PM	27	36	63
10/5/2022 11:30 PM	12	28	40
10/5/2022 11:45 PM	30	22	52
	11302	11213	22515

LOCUST ST E OF SPRING AVE

Start Date: 10/5/2022

Start Time: 12:00:00 AM

Site Code: 815

Date	Time	EB
10/5/2022	12:00 AM	0
10/5/2022	12:15 AM	0
10/5/2022	12:30 AM	0
10/5/2022	12:45 AM	1
10/5/2022	01:00 AM	0
10/5/2022	01:15 AM	0
10/5/2022	01:30 AM	0
10/5/2022	01:45 AM	0
10/5/2022	02:00 AM	0
10/5/2022	02:15 AM	0
10/5/2022	02:30 AM	0
10/5/2022	02:45 AM	0
10/5/2022	03:00 AM	0
10/5/2022	03:15 AM	0
10/5/2022	03:30 AM	0
10/5/2022	03:45 AM	0
10/5/2022	04:00 AM	0
10/5/2022	04:15 AM	0
10/5/2022	04:30 AM	0
10/5/2022	04:45 AM	1
10/5/2022	05:00 AM	0
10/5/2022	05:15 AM	1
10/5/2022	05:30 AM	4
10/5/2022	05:45 AM	2
10/5/2022	06:00 AM	7
10/5/2022	06:15 AM	5
10/5/2022	06:30 AM	5
10/5/2022	06:45 AM	10
10/5/2022	07:00 AM	9
10/5/2022	07:15 AM	8
10/5/2022	07:30 AM	16
10/5/2022	07:45 AM	22
10/5/2022	08:00 AM	12
10/5/2022	08:15 AM	15
10/5/2022	08:30 AM	11
10/5/2022	08:45 AM	8
10/5/2022	09:00 AM	11
10/5/2022	09:15 AM	8
10/5/2022	09:30 AM	10
10/5/2022	09:45 AM	22
10/5/2022	10:00 AM	14
10/5/2022	10:15 AM	11
10/5/2022	10:30 AM	10
10/5/2022	10:45 AM	17
10/5/2022	11:00 AM	22
10/5/2022	11:15 AM	14
10/5/2022	11:30 AM	17
10/5/2022	11:45 AM	13
10/5/2022	12:00 PM	23
10/5/2022	12:15 PM	14
10/5/2022	12:30 PM	18
10/5/2022	12:45 PM	13
10/5/2022	01:00 PM	14
10/5/2022	01:15 PM	20

10/5/2022 01:30 PM	24
10/5/2022 01:45 PM	16
10/5/2022 02:00 PM	13
10/5/2022 02:15 PM	15
10/5/2022 02:30 PM	22
10/5/2022 02:45 PM	13
10/5/2022 03:00 PM	22
10/5/2022 03:15 PM	16
10/5/2022 03:30 PM	16
10/5/2022 03:45 PM	12
10/5/2022 04:00 PM	22
10/5/2022 04:15 PM	12
10/5/2022 04:30 PM	18
10/5/2022 04:45 PM	14
10/5/2022 05:00 PM	24
10/5/2022 05:15 PM	19
10/5/2022 05:30 PM	13
10/5/2022 05:45 PM	14
10/5/2022 06:00 PM	16
10/5/2022 06:15 PM	5
10/5/2022 06:30 PM	5
10/5/2022 06:45 PM	3
10/5/2022 07:00 PM	1
10/5/2022 07:15 PM	3
10/5/2022 07:30 PM	6
10/5/2022 07:45 PM	4
10/5/2022 08:00 PM	0
10/5/2022 08:15 PM	3
10/5/2022 08:30 PM	3
10/5/2022 08:45 PM	3
10/5/2022 09:00 PM	3
10/5/2022 09:15 PM	2
10/5/2022 09:30 PM	0
10/5/2022 09:45 PM	2
10/5/2022 10:00 PM	0
10/5/2022 10:15 PM	0
10/5/2022 10:30 PM	2
10/5/2022 10:45 PM	0
10/5/2022 11:00 PM	1
10/5/2022 11:15 PM	0
10/5/2022 11:30 PM	1
10/5/2022 11:45 PM	1

PALACE AVE S OF GENTRY AVE

Start Date: 10/5/2022

Start Time: 12:00:00 AM

Site Code: 926 713

Date	Time	NB	SB	TOTAL
10/5/2022	12:00 AM	6	8	14
10/5/2022	12:15 AM	12	12	24
10/5/2022	12:30 AM	9	5	14
10/5/2022	12:45 AM	10	13	23
10/5/2022	01:00 AM	5	6	11
10/5/2022	01:15 AM	2	4	6
10/5/2022	01:30 AM	1	5	6
10/5/2022	01:45 AM	4	4	8
10/5/2022	02:00 AM	8	6	14
10/5/2022	02:15 AM	7	8	15
10/5/2022	02:30 AM	4	10	14
10/5/2022	02:45 AM	3	8	11
10/5/2022	03:00 AM	2	6	8
10/5/2022	03:15 AM	7	3	10
10/5/2022	03:30 AM	6	12	18
10/5/2022	03:45 AM	7	6	13
10/5/2022	04:00 AM	9	3	12
10/5/2022	04:15 AM	4	11	15
10/5/2022	04:30 AM	16	13	29
10/5/2022	04:45 AM	10	12	22
10/5/2022	05:00 AM	10	19	29
10/5/2022	05:15 AM	15	14	29
10/5/2022	05:30 AM	20	31	51
10/5/2022	05:45 AM	24	38	62
10/5/2022	06:00 AM	30	37	67
10/5/2022	06:15 AM	42	70	112
10/5/2022	06:30 AM	28	74	102
10/5/2022	06:45 AM	60	78	138
10/5/2022	07:00 AM	62	99	161
10/5/2022	07:15 AM	64	112	176
10/5/2022	07:30 AM	108	162	270
10/5/2022	07:45 AM	95	152	247
10/5/2022	08:00 AM	99	120	219
10/5/2022	08:15 AM	74	111	185
10/5/2022	08:30 AM	72	92	164
10/5/2022	08:45 AM	76	77	153
10/5/2022	09:00 AM	36	83	119
10/5/2022	09:15 AM	40	30	70
10/5/2022	09:30 AM	67	72	139
10/5/2022	09:45 AM	60	80	140
10/5/2022	10:00 AM	72	61	133
10/5/2022	10:15 AM	76	76	152
10/5/2022	10:30 AM	77	72	149
10/5/2022	10:45 AM	60	68	128
10/5/2022	11:00 AM	70	59	129
10/5/2022	11:15 AM	72	74	146
10/5/2022	11:30 AM	62	66	128
10/5/2022	11:45 AM	104	93	197
10/5/2022	12:00 PM	100	89	189
10/5/2022	12:15 PM	66	82	148
10/5/2022	12:30 PM	96	80	176
10/5/2022	12:45 PM	93	80	173
10/5/2022	01:00 PM	101	77	178
10/5/2022	01:15 PM	76	72	148

10/5/2022 01:30 PM	86	76	162
10/5/2022 01:45 PM	82	88	170
10/5/2022 02:00 PM	88	71	159
10/5/2022 02:15 PM	112	104	216
10/5/2022 02:30 PM	108	94	202
10/5/2022 02:45 PM	113	88	201
10/5/2022 03:00 PM	106	104	210
10/5/2022 03:15 PM	108	118	226
10/5/2022 03:30 PM	118	106	224
10/5/2022 03:45 PM	146	113	259
10/5/2022 04:00 PM	144	100	244
10/5/2022 04:15 PM	113	112	225
10/5/2022 04:30 PM	129	112	241
10/5/2022 04:45 PM	138	120	258
10/5/2022 05:00 PM	162	123	285
10/5/2022 05:15 PM	191	122	313
10/5/2022 05:30 PM	128	114	242
10/5/2022 05:45 PM	116	114	230
10/5/2022 06:00 PM	132	100	232
10/5/2022 06:15 PM	104	93	197
10/5/2022 06:30 PM	102	82	184
10/5/2022 06:45 PM	86	65	151
10/5/2022 07:00 PM	95	60	155
10/5/2022 07:15 PM	98	75	173
10/5/2022 07:30 PM	54	71	125
10/5/2022 07:45 PM	69	56	125
10/5/2022 08:00 PM	72	62	134
10/5/2022 08:15 PM	41	61	102
10/5/2022 08:30 PM	48	34	82
10/5/2022 08:45 PM	41	40	81
10/5/2022 09:00 PM	44	54	98
10/5/2022 09:15 PM	38	40	78
10/5/2022 09:30 PM	38	40	78
10/5/2022 09:45 PM	33	24	57
10/5/2022 10:00 PM	38	25	63
10/5/2022 10:15 PM	23	22	45
10/5/2022 10:30 PM	31	15	46
10/5/2022 10:45 PM	13	6	19
10/5/2022 11:00 PM	25	16	41
10/5/2022 11:15 PM	12	16	28
10/5/2022 11:30 PM	17	11	28
10/5/2022 11:45 PM	14	14	28
	5795	5716	11511

Study Name SPRING AVE N OF ERWIN ST
Start Date 10/05/2022
Start Time 12:00 AM
Site Code

Channel	Direction
Direction	Northbound
12:00 AM	3
12:15 AM	3
12:30 AM	0
12:45 AM	2
1:00 AM	0
1:15 AM	1
1:30 AM	0
1:45 AM	0
2:00 AM	0
2:15 AM	0
2:30 AM	0
2:45 AM	0
3:00 AM	0
3:15 AM	0
3:30 AM	0
3:45 AM	0
4:00 AM	0
4:15 AM	0
4:30 AM	2
4:45 AM	0
5:00 AM	3
5:15 AM	2
5:30 AM	0
5:45 AM	0
6:00 AM	1
6:15 AM	2
6:30 AM	4
6:45 AM	6
7:00 AM	8
7:15 AM	10
7:30 AM	7
7:45 AM	26
8:00 AM	29
8:15 AM	31
8:30 AM	17
8:45 AM	13
9:00 AM	12
9:15 AM	15
9:30 AM	20
9:45 AM	20
10:00 AM	16
10:15 AM	21
10:30 AM	19
10:45 AM	8
11:00 AM	22
11:15 AM	18
11:30 AM	19

11:45 AM	28
12:00 PM	31
12:15 PM	25
12:30 PM	36
12:45 PM	27
1:00 PM	41
1:15 PM	37
1:30 PM	31
1:45 PM	24
2:00 PM	17
2:15 PM	26
2:30 PM	23
2:45 PM	28
3:00 PM	13
3:15 PM	24
3:30 PM	37
3:45 PM	53
4:00 PM	38
4:15 PM	38
4:30 PM	21
4:45 PM	26
5:00 PM	26
5:15 PM	28
5:30 PM	14
5:45 PM	19
6:00 PM	20
6:15 PM	19
6:30 PM	19
6:45 PM	16
7:00 PM	9
7:15 PM	14
7:30 PM	11
7:45 PM	12
8:00 PM	18
8:15 PM	11
8:30 PM	3
8:45 PM	4
9:00 PM	5
9:15 PM	6
9:30 PM	3
9:45 PM	5
10:00 PM	0
10:15 PM	2
10:30 PM	3
10:45 PM	5
11:00 PM	3
11:15 PM	2
11:30 PM	4
11:45 PM	3
	1268

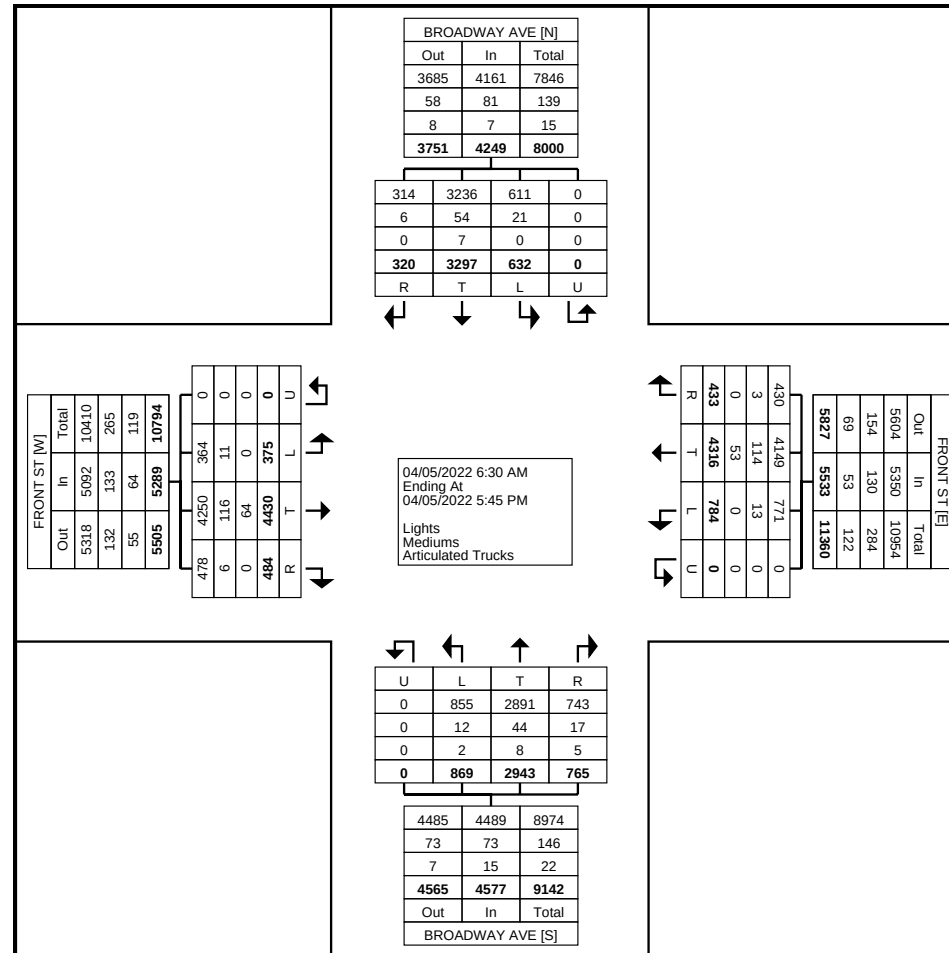
Turning Movement Data

Start Time	BROADWAY AVE Southbound					FRONT ST Westbound					BROADWAY AVE Northbound					FRONT ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
6:30 AM	10	43	3	0	56	22	108	1	0	131	13	52	0	0	65	3	151	12	0	166	418
6:45 AM	6	79	9	0	94	24	136	7	0	167	19	60	9	0	88	8	156	10	0	174	523
Hourly Total	16	122	12	0	150	46	244	8	0	298	32	112	9	0	153	11	307	22	0	340	941
7:00 AM	9	90	1	0	100	18	146	10	0	174	27	73	21	0	121	8	161	10	0	179	574
7:15 AM	25	140	7	0	172	31	137	10	0	178	50	104	32	0	186	14	187	18	0	219	755
7:30 AM	39	163	6	0	208	34	233	16	0	283	39	91	28	0	158	11	285	12	0	308	957
7:45 AM	38	240	9	0	287	43	197	19	0	259	48	188	33	0	269	11	190	11	0	212	1027
Hourly Total	111	633	23	0	767	126	713	55	0	894	164	456	114	0	734	44	823	51	0	918	3313
8:00 AM	29	107	8	0	144	32	204	21	0	257	38	128	29	0	195	20	219	10	0	249	845
8:15 AM	18	127	5	0	150	35	167	19	0	221	38	139	25	0	202	20	200	13	0	233	806
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	47	234	13	0	294	67	371	40	0	478	76	267	54	0	397	40	419	23	0	482	1651
11:15 AM	28	115	15	0	158	32	144	23	0	199	34	102	26	0	162	12	173	27	0	212	731
11:30 AM	30	141	18	0	189	35	170	16	0	221	41	111	34	0	186	11	141	25	0	177	773
11:45 AM	27	146	14	0	187	27	148	22	0	197	30	107	31	0	168	17	163	34	0	214	766
Hourly Total	85	402	47	0	534	94	462	61	0	617	105	320	91	0	516	40	477	86	0	603	2270
12:00 PM	35	154	25	0	214	33	165	17	0	215	37	119	53	0	209	15	141	17	0	173	811
12:15 PM	27	120	17	0	164	28	170	20	0	218	39	112	30	0	181	20	181	29	0	230	793
12:30 PM	27	111	15	0	153	39	146	27	0	212	43	122	46	0	211	21	165	18	0	204	780
12:45 PM	17	127	13	0	157	30	168	36	0	234	37	138	46	0	221	25	173	24	0	222	834
Hourly Total	106	512	70	0	688	130	649	100	0	879	156	491	175	0	822	81	660	88	0	829	3218
1:00 PM	19	140	16	0	175	40	150	31	0	221	45	144	37	0	226	18	154	24	0	196	818
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	19	140	16	0	175	40	150	31	0	221	45	144	37	0	226	18	154	24	0	196	818
3:45 PM	31	162	19	0	212	39	181	24	0	244	32	141	39	0	212	14	182	27	0	223	891
Hourly Total	31	162	19	0	212	39	181	24	0	244	32	141	39	0	212	14	182	27	0	223	891
4:00 PM	37	131	14	0	182	41	213	17	0	271	36	138	43	0	217	20	181	22	0	223	893
4:15 PM	30	142	12	0	184	35	199	14	0	248	37	136	41	0	214	23	178	27	0	228	874
4:30 PM	34	175	20	0	229	29	211	11	0	251	37	142	35	0	214	14	236	17	0	267	961
4:45 PM	27	166	19	0	212	29	229	22	0	280	27	110	26	0	163	20	220	31	0	271	926
Hourly Total	128	614	65	0	807	134	852	64	0	1050	137	526	145	0	808	77	815	97	0	989	3654
5:00 PM	38	182	22	0	242	40	264	12	0	316	39	139	27	0	205	19	219	20	0	258	1021
5:15 PM	25	168	20	0	213	37	245	15	0	297	32	181	30	0	243	20	197	17	0	234	987
5:30 PM	26	128	13	0	167	31	185	23	0	239	51	166	44	0	261	11	177	29	0	217	884
Grand Total	632	3297	320	0	4249	784	4316	433	0	5533	869	2943	765	0	4577	375	4430	484	0	5289	19648
Approach %	14.9	77.6	7.5	0.0	-	14.2	78.0	7.8	0.0	-	19.0	64.3	16.7	0.0	-	7.1	83.8	9.2	0.0	-	-
Total %	3.2	16.8	1.6	0.0	21.6	4.0	22.0	2.2	0.0	28.2	4.4	15.0	3.9	0.0	23.3	1.9	22.5	2.5	0.0	26.9	-

Lights	611	3236	314	0	4161	771	4149	430	0	5350	855	2891	743	0	4489	364	4250	478	0	5092	19092
% Lights	96.7	98.1	98.1	-	97.9	98.3	96.1	99.3	-	96.7	98.4	98.2	97.1	-	98.1	97.1	95.9	98.8	-	96.3	97.2
Mediums	21	54	6	0	81	13	114	3	0	130	12	44	17	0	73	11	116	6	0	133	417
% Mediums	3.3	1.6	1.9	-	1.9	1.7	2.6	0.7	-	2.3	1.4	1.5	2.2	-	1.6	2.9	2.6	1.2	-	2.5	2.1
Articulated Trucks	0	7	0	0	7	0	53	0	0	53	2	8	5	0	15	0	64	0	0	64	139
% Articulated Trucks	0.0	0.2	0.0	-	0.2	0.0	1.2	0.0	-	1.0	0.2	0.3	0.7	-	0.3	0.0	1.4	0.0	-	1.2	0.7

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: BROADWAY AVE @ FRONT ST -
TUES
Site Code:
Start Date: 04/05/2022
Page No: 3



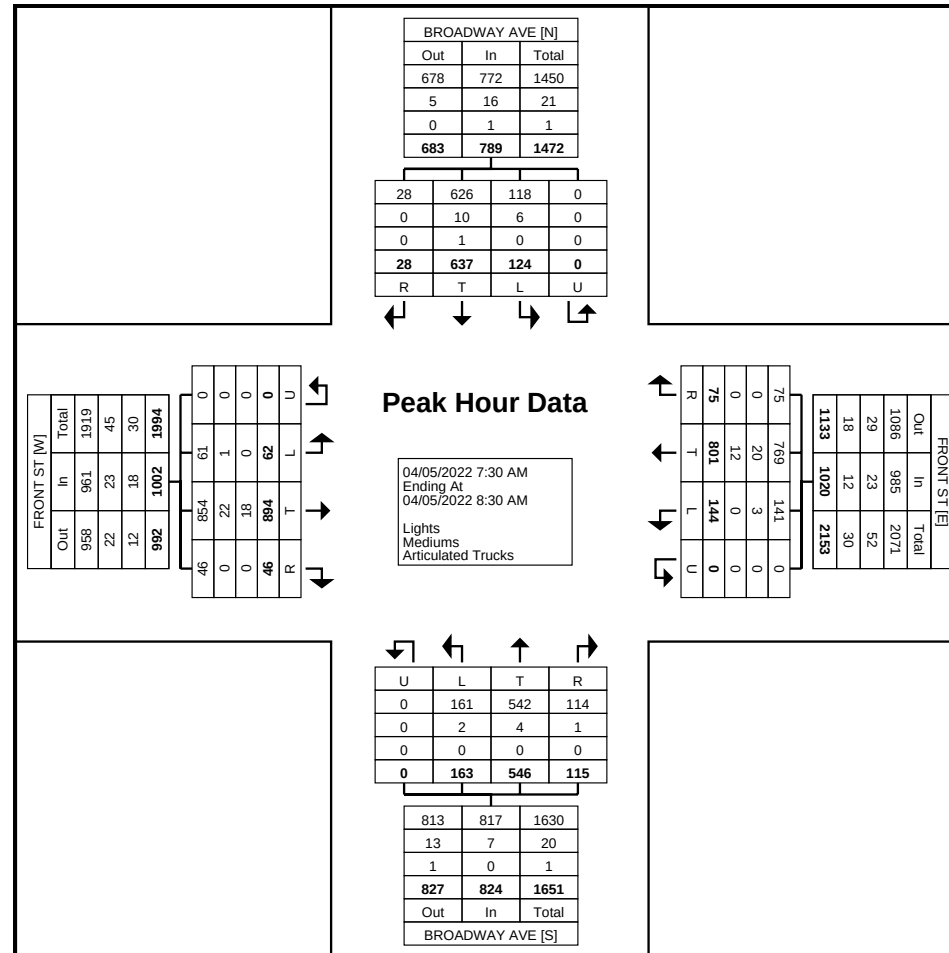
Turning Movement Data Plot

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: BROADWAY AVE @ FRONT ST -
TUES
Site Code:
Start Date: 04/05/2022
Page No: 4

Turning Movement Peak Hour Data (7:30 AM)

Start Time	BROADWAY AVE Southbound					FRONT ST Westbound					BROADWAY AVE Northbound					FRONT ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
7:30 AM	39	163	6	0	208	34	233	16	0	283	39	91	28	0	158	11	285	12	0	308	957
7:45 AM	38	240	9	0	287	43	197	19	0	259	48	188	33	0	269	11	190	11	0	212	1027
8:00 AM	29	107	8	0	144	32	204	21	0	257	38	128	29	0	195	20	219	10	0	249	845
8:15 AM	18	127	5	0	150	35	167	19	0	221	38	139	25	0	202	20	200	13	0	233	806
Total	124	637	28	0	789	144	801	75	0	1020	163	546	115	0	824	62	894	46	0	1002	3635
Approach %	15.7	80.7	3.5	0.0	-	14.1	78.5	7.4	0.0	-	19.8	66.3	14.0	0.0	-	6.2	89.2	4.6	0.0	-	-
Total %	3.4	17.5	0.8	0.0	21.7	4.0	22.0	2.1	0.0	28.1	4.5	15.0	3.2	0.0	22.7	1.7	24.6	1.3	0.0	27.6	-
PHF	0.795	0.664	0.778	0.000	0.687	0.837	0.859	0.893	0.000	0.901	0.849	0.726	0.871	0.000	0.766	0.775	0.784	0.885	0.000	0.813	0.885
Lights	118	626	28	0	772	141	769	75	0	985	161	542	114	0	817	61	854	46	0	961	3535
% Lights	95.2	98.3	100.0	-	97.8	97.9	96.0	100.0	-	96.6	98.8	99.3	99.1	-	99.2	98.4	95.5	100.0	-	95.9	97.2
Mediums	6	10	0	0	16	3	20	0	0	23	2	4	1	0	7	1	22	0	0	23	69
% Mediums	4.8	1.6	0.0	-	2.0	2.1	2.5	0.0	-	2.3	1.2	0.7	0.9	-	0.8	1.6	2.5	0.0	-	2.3	1.9
Articulated Trucks	0	1	0	0	1	0	12	0	0	12	0	0	0	0	0	0	18	0	0	18	31
% Articulated Trucks	0.0	0.2	0.0	-	0.1	0.0	1.5	0.0	-	1.2	0.0	0.0	0.0	-	0.0	0.0	2.0	0.0	-	1.8	0.9



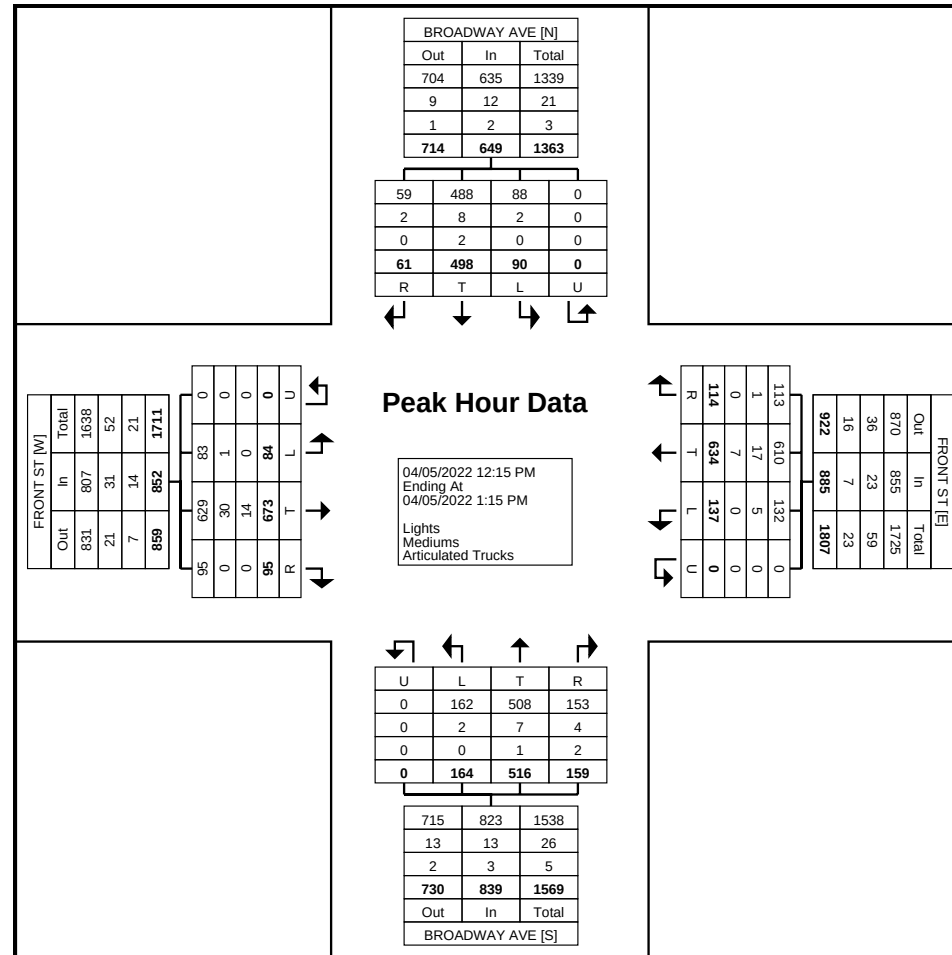
Turning Movement Peak Hour Data Plot (7:30 AM)

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: BROADWAY AVE @ FRONT ST -
TUES
Site Code:
Start Date: 04/05/2022
Page No: 6

Turning Movement Peak Hour Data (12:15 PM)

Start Time	BROADWAY AVE Southbound					FRONT ST Westbound					BROADWAY AVE Northbound					FRONT ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
12:15 PM	27	120	17	0	164	28	170	20	0	218	39	112	30	0	181	20	181	29	0	230	793
12:30 PM	27	111	15	0	153	39	146	27	0	212	43	122	46	0	211	21	165	18	0	204	780
12:45 PM	17	127	13	0	157	30	168	36	0	234	37	138	46	0	221	25	173	24	0	222	834
1:00 PM	19	140	16	0	175	40	150	31	0	221	45	144	37	0	226	18	154	24	0	196	818
Total	90	498	61	0	649	137	634	114	0	885	164	516	159	0	839	84	673	95	0	852	3225
Approach %	13.9	76.7	9.4	0.0	-	15.5	71.6	12.9	0.0	-	19.5	61.5	19.0	0.0	-	9.9	79.0	11.2	0.0	-	-
Total %	2.8	15.4	1.9	0.0	20.1	4.2	19.7	3.5	0.0	27.4	5.1	16.0	4.9	0.0	26.0	2.6	20.9	2.9	0.0	26.4	-
PHF	0.833	0.889	0.897	0.000	0.927	0.856	0.932	0.792	0.000	0.946	0.911	0.896	0.864	0.000	0.928	0.840	0.930	0.819	0.000	0.926	0.967
Lights	88	488	59	0	635	132	610	113	0	855	162	508	153	0	823	83	629	95	0	807	3120
% Lights	97.8	98.0	96.7	-	97.8	96.4	96.2	99.1	-	96.6	98.8	98.4	96.2	-	98.1	98.8	93.5	100.0	-	94.7	96.7
Mediums	2	8	2	0	12	5	17	1	0	23	2	7	4	0	13	1	30	0	0	31	79
% Mediums	2.2	1.6	3.3	-	1.8	3.6	2.7	0.9	-	2.6	1.2	1.4	2.5	-	1.5	1.2	4.5	0.0	-	3.6	2.4
Articulated Trucks	0	2	0	0	2	0	7	0	0	7	0	1	2	0	3	0	14	0	0	14	26
% Articulated Trucks	0.0	0.4	0.0	-	0.3	0.0	1.1	0.0	-	0.8	0.0	0.2	1.3	-	0.4	0.0	2.1	0.0	-	1.6	0.8



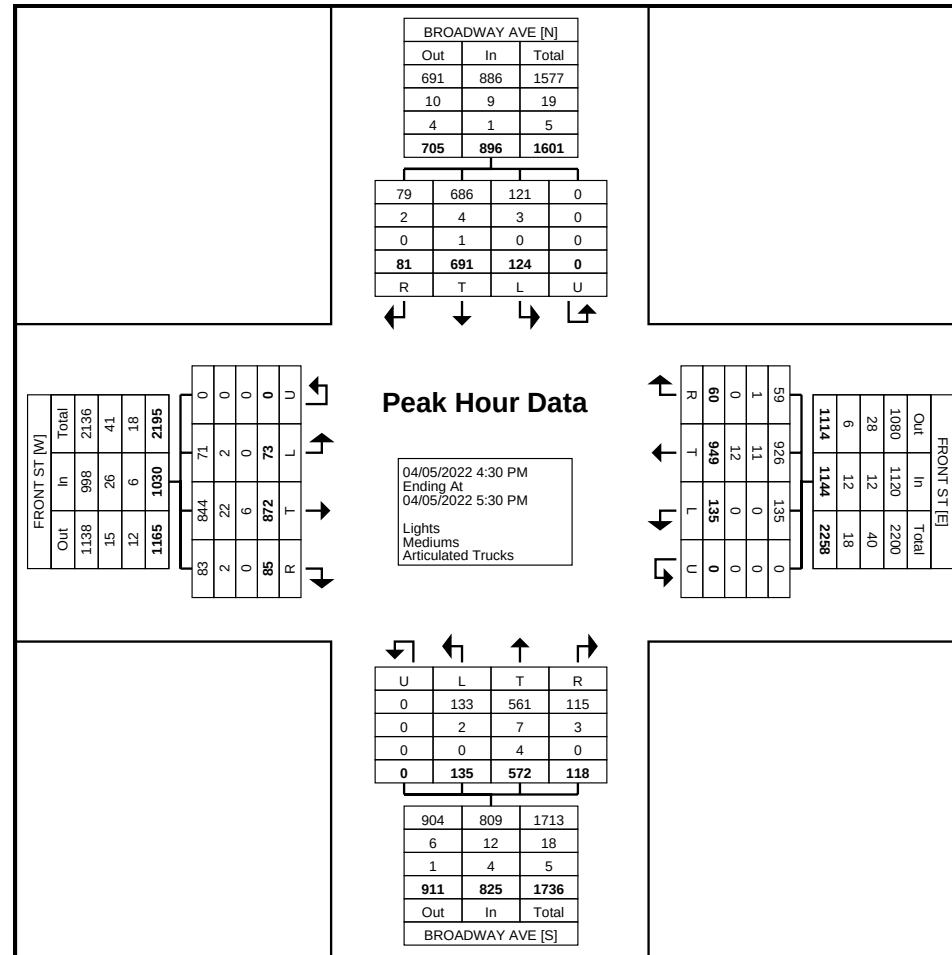
Turning Movement Peak Hour Data Plot (12:15 PM)

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: BROADWAY AVE @ FRONT ST -
TUES
Site Code:
Start Date: 04/05/2022
Page No: 8

Turning Movement Peak Hour Data (4:30 PM)

Start Time	BROADWAY AVE Southbound					FRONT ST Westbound					BROADWAY AVE Northbound					FRONT ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
4:30 PM	34	175	20	0	229	29	211	11	0	251	37	142	35	0	214	14	236	17	0	267	961
4:45 PM	27	166	19	0	212	29	229	22	0	280	27	110	26	0	163	20	220	31	0	271	926
5:00 PM	38	182	22	0	242	40	264	12	0	316	39	139	27	0	205	19	219	20	0	258	1021
5:15 PM	25	168	20	0	213	37	245	15	0	297	32	181	30	0	243	20	197	17	0	234	987
Total	124	691	81	0	896	135	949	60	0	1144	135	572	118	0	825	73	872	85	0	1030	3895
Approach %	13.8	77.1	9.0	0.0	-	11.8	83.0	5.2	0.0	-	16.4	69.3	14.3	0.0	-	7.1	84.7	8.3	0.0	-	-
Total %	3.2	17.7	2.1	0.0	23.0	3.5	24.4	1.5	0.0	29.4	3.5	14.7	3.0	0.0	21.2	1.9	22.4	2.2	0.0	26.4	-
PHF	0.816	0.949	0.920	0.000	0.926	0.844	0.899	0.682	0.000	0.905	0.865	0.790	0.843	0.000	0.849	0.913	0.924	0.685	0.000	0.950	0.954
Lights	121	686	79	0	886	135	926	59	0	1120	133	561	115	0	809	71	844	83	0	998	3813
% Lights	97.6	99.3	97.5	-	98.9	100.0	97.6	98.3	-	97.9	98.5	98.1	97.5	-	98.1	97.3	96.8	97.6	-	96.9	97.9
Mediums	3	4	2	0	9	0	11	1	0	12	2	7	3	0	12	2	22	2	0	26	59
% Mediums	2.4	0.6	2.5	-	1.0	0.0	1.2	1.7	-	1.0	1.5	1.2	2.5	-	1.5	2.7	2.5	2.4	-	2.5	1.5
Articulated Trucks	0	1	0	0	1	0	12	0	0	12	0	4	0	0	4	0	6	0	0	6	23
% Articulated Trucks	0.0	0.1	0.0	-	0.1	0.0	1.3	0.0	-	1.0	0.0	0.7	0.0	-	0.5	0.0	0.7	0.0	-	0.6	0.6



Turning Movement Peak Hour Data Plot (4:30 PM)

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: FRONT ST @ PALACE AVE -
TUES
Site Code:
Start Date: 04/05/2022
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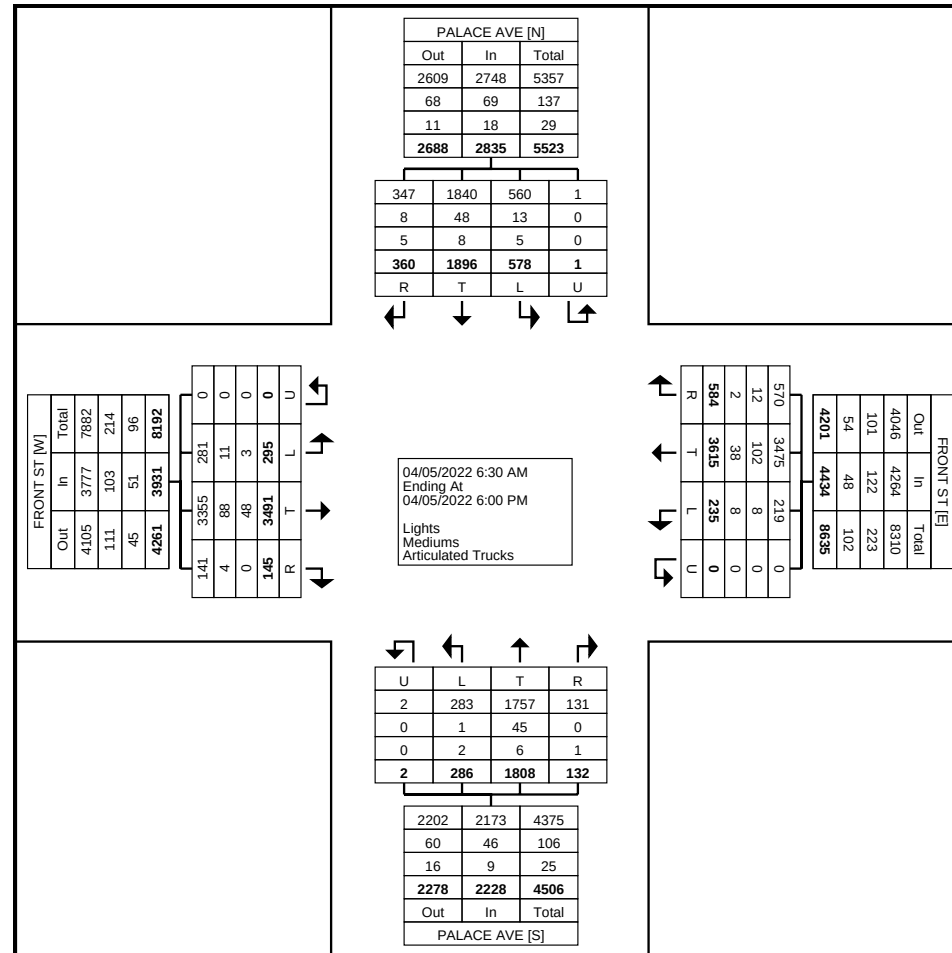
Turning Movement Data

Start Time	PALACE AVE Southbound					FRONT ST Westbound					PALACE AVE Northbound					FRONT ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
6:30 AM	6	63	2	0	71	8	64	6	0	78	5	34	3	0	42	5	111	2	0	118	309
6:45 AM	11	61	13	0	85	7	104	17	0	128	6	53	7	0	66	8	120	3	0	131	410
Hourly Total	17	124	15	0	156	15	168	23	0	206	11	87	10	0	108	13	231	5	0	249	719
7:00 AM	15	55	8	0	78	9	76	17	0	102	6	54	2	0	62	10	127	8	0	145	387
7:15 AM	20	99	12	0	131	4	100	21	0	125	10	64	2	0	76	12	222	7	0	241	573
7:30 AM	38	108	16	0	162	8	144	24	0	176	9	99	8	0	116	8	199	3	0	210	664
7:45 AM	36	98	24	0	158	12	160	27	0	199	13	61	6	0	80	17	197	9	0	223	660
Hourly Total	109	360	60	0	529	33	480	89	0	602	38	278	18	0	334	47	745	27	0	819	2284
8:00 AM	26	90	16	0	132	11	150	23	0	184	5	74	5	0	84	18	184	10	0	212	612
8:15 AM	21	69	15	0	105	8	125	19	0	152	9	63	3	0	75	8	182	7	0	197	529
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	47	159	31	0	237	19	275	42	0	336	14	137	8	0	159	26	366	17	0	409	1141
11:15 AM	18	60	12	0	90	9	137	12	0	158	9	57	4	0	70	11	140	7	0	158	476
11:30 AM	16	59	17	0	92	5	152	29	0	186	7	72	6	0	85	11	125	5	0	141	504
11:45 AM	31	54	18	0	103	5	129	19	0	153	19	66	4	0	89	10	137	3	0	150	495
Hourly Total	65	173	47	0	285	19	418	60	0	497	35	195	14	0	244	32	402	15	0	449	1475
12:00 PM	18	53	11	0	82	7	155	28	0	190	15	77	9	0	101	9	113	3	0	125	498
12:15 PM	30	55	10	0	95	8	135	31	0	174	10	58	12	0	80	13	132	5	0	150	499
12:30 PM	19	68	10	0	97	7	123	22	0	152	13	55	6	0	74	6	112	2	0	120	443
12:45 PM	27	53	16	0	96	10	131	21	0	162	9	52	5	0	66	11	157	7	0	175	499
Hourly Total	94	229	47	0	370	32	544	102	0	678	47	242	32	0	321	39	514	17	0	570	1939
1:00 PM	28	56	19	0	103	10	147	31	0	188	7	68	9	0	84	9	137	7	0	153	528
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	28	56	19	0	103	10	147	31	0	188	7	68	9	0	84	9	137	7	0	153	528
3:45 PM	25	85	23	1	134	8	164	21	0	193	21	107	3	0	131	19	103	5	0	127	585
Hourly Total	25	85	23	1	134	8	164	21	0	193	21	107	3	0	131	19	103	5	0	127	585
4:00 PM	31	101	12	0	144	13	221	37	0	271	20	107	5	0	132	29	123	3	0	155	702
4:15 PM	28	108	14	0	150	12	178	25	0	215	14	95	4	0	113	22	152	7	0	181	659
4:30 PM	37	80	20	0	137	14	206	37	0	257	13	88	4	1	106	8	156	8	0	172	672
4:45 PM	26	111	13	0	150	14	177	37	0	228	13	94	6	0	113	14	143	5	0	162	653
Hourly Total	122	400	59	0	581	53	782	136	0	971	60	384	19	1	464	73	574	23	0	670	2686
5:00 PM	23	133	27	0	183	17	217	25	0	259	18	116	6	0	140	19	147	9	0	175	757
5:15 PM	29	95	16	0	140	14	225	31	0	270	17	103	6	1	127	12	137	10	0	159	696
5:30 PM	19	82	16	0	117	15	195	24	0	234	18	91	7	0	116	6	135	10	0	151	618
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	71	310	59	0	440	46	637	80	0	763	53	310	19	1	383	37	419	29	0	485	2071
Grand Total	578	1896	360	1	2835	235	3615	584	0	4434	286	1808	132	2	2228	295	3491	145	0	3931	13428

Approach %	20.4	66.9	12.7	0.0	-	5.3	81.5	13.2	0.0	-	12.8	81.1	5.9	0.1	-	7.5	88.8	3.7	0.0	-	-
Total %	4.3	14.1	2.7	0.0	21.1	1.8	26.9	4.3	0.0	33.0	2.1	13.5	1.0	0.0	16.6	2.2	26.0	1.1	0.0	29.3	-
Lights	560	1840	347	1	2748	219	3475	570	0	4264	283	1757	131	2	2173	281	3355	141	0	3777	12962
% Lights	96.9	97.0	96.4	100.0	96.9	93.2	96.1	97.6	-	96.2	99.0	97.2	99.2	100.0	97.5	95.3	96.1	97.2	-	96.1	96.5
Mediums	13	48	8	0	69	8	102	12	0	122	1	45	0	0	46	11	88	4	0	103	340
% Mediums	2.2	2.5	2.2	0.0	2.4	3.4	2.8	2.1	-	2.8	0.3	2.5	0.0	0.0	2.1	3.7	2.5	2.8	-	2.6	2.5
Articulated Trucks	5	8	5	0	18	8	38	2	0	48	2	6	1	0	9	3	48	0	0	51	126
% Articulated Trucks	0.9	0.4	1.4	0.0	0.6	3.4	1.1	0.3	-	1.1	0.7	0.3	0.8	0.0	0.4	1.0	1.4	0.0	-	1.3	0.9

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Count Name: FRONT ST @ PALACE AVE -
TUES
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Turning Movement Data Plot

GRAM Traffic NTX Inc.
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817.265.8968

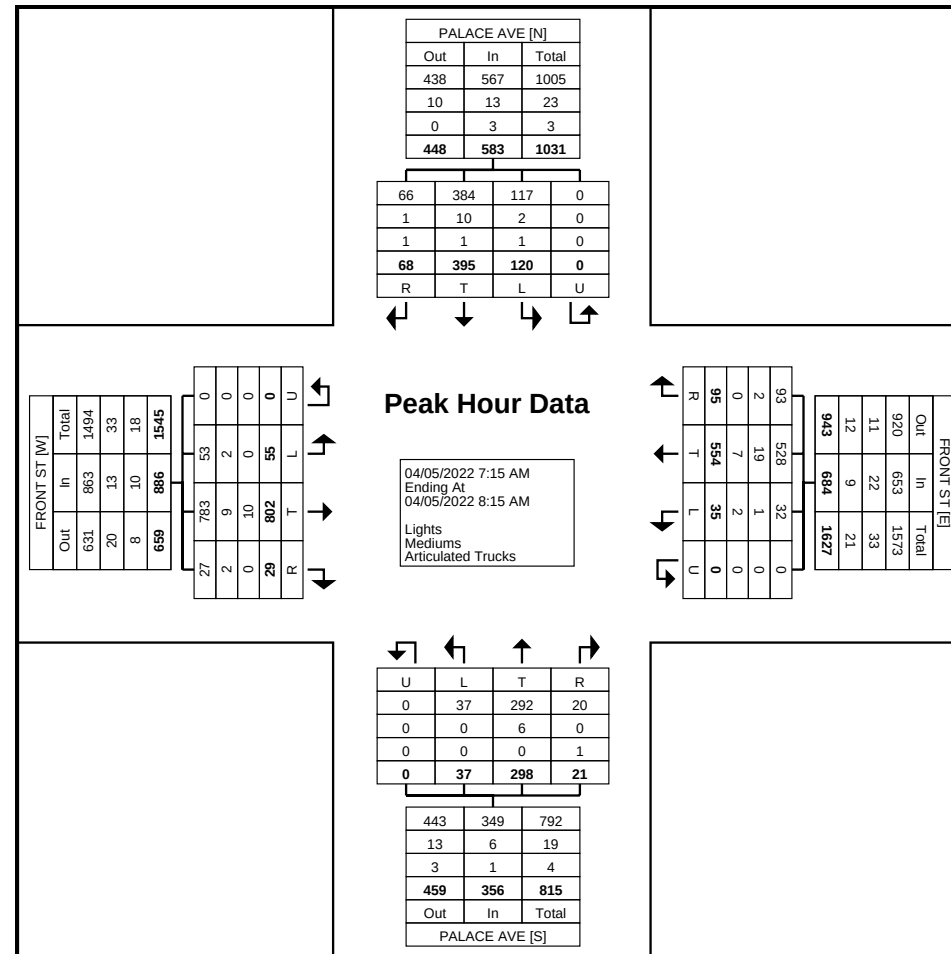
Count Name: FRONT ST @ PALACE AVE -
TUES
Site Code:
Start Date: 04/05/2022
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Turning Movement Peak Hour Data (7:15 AM)

Start Time	PALACE AVE Southbound					FRONT ST Westbound					PALACE AVE Northbound					FRONT ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
7:15 AM	20	99	12	0	131	4	100	21	0	125	10	64	2	0	76	12	222	7	0	241	573
7:30 AM	38	108	16	0	162	8	144	24	0	176	9	99	8	0	116	8	199	3	0	210	664
7:45 AM	36	98	24	0	158	12	160	27	0	199	13	61	6	0	80	17	197	9	0	223	660
8:00 AM	26	90	16	0	132	11	150	23	0	184	5	74	5	0	84	18	184	10	0	212	612
Total	120	395	68	0	583	35	554	95	0	684	37	298	21	0	356	55	802	29	0	886	2509
Approach %	20.6	67.8	11.7	0.0	-	5.1	81.0	13.9	0.0	-	10.4	83.7	5.9	0.0	-	6.2	90.5	3.3	0.0	-	-
Total %	4.8	15.7	2.7	0.0	23.2	1.4	22.1	3.8	0.0	27.3	1.5	11.9	0.8	0.0	14.2	2.2	32.0	1.2	0.0	35.3	-
PHF	0.789	0.914	0.708	0.000	0.900	0.729	0.866	0.880	0.000	0.859	0.712	0.753	0.656	0.000	0.767	0.764	0.903	0.725	0.000	0.919	0.945
Lights	117	384	66	0	567	32	528	93	0	653	37	292	20	0	349	53	783	27	0	863	2432
% Lights	97.5	97.2	97.1	-	97.3	91.4	95.3	97.9	-	95.5	100.0	98.0	95.2	-	98.0	96.4	97.6	93.1	-	97.4	96.9
Mediums	2	10	1	0	13	1	19	2	0	22	0	6	0	0	6	2	9	2	0	13	54
% Mediums	1.7	2.5	1.5	-	2.2	2.9	3.4	2.1	-	3.2	0.0	2.0	0.0	-	1.7	3.6	1.1	6.9	-	1.5	2.2
Articulated Trucks	1	1	1	0	3	2	7	0	0	9	0	0	1	0	1	0	10	0	0	10	23
% Articulated Trucks	0.8	0.3	1.5	-	0.5	5.7	1.3	0.0	-	1.3	0.0	0.0	4.8	-	0.3	0.0	1.2	0.0	-	1.1	0.9

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Count Name: FRONT ST @ PALACE AVE -
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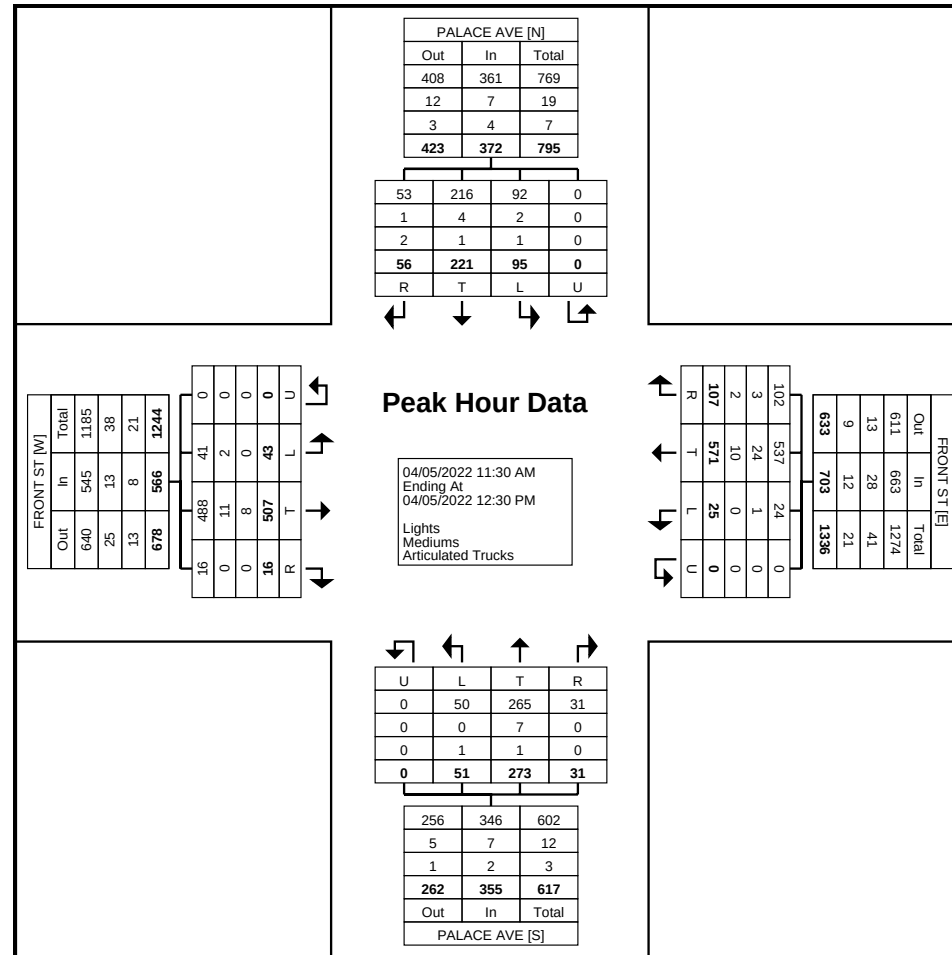
Turning Movement Peak Hour Data Plot (7:15 AM)

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Count Name: FRONT ST @ PALACE AVE -
TUES
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Turning Movement Peak Hour Data (11:30 AM)

Start Time	PALACE AVE Southbound					FRONT ST Westbound					PALACE AVE Northbound					FRONT ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:30 AM	16	59	17	0	92	5	152	29	0	186	7	72	6	0	85	11	125	5	0	141	504
11:45 AM	31	54	18	0	103	5	129	19	0	153	19	66	4	0	89	10	137	3	0	150	495
12:00 PM	18	53	11	0	82	7	155	28	0	190	15	77	9	0	101	9	113	3	0	125	498
12:15 PM	30	55	10	0	95	8	135	31	0	174	10	58	12	0	80	13	132	5	0	150	499
Total	95	221	56	0	372	25	571	107	0	703	51	273	31	0	355	43	507	16	0	566	1996
Approach %	25.5	59.4	15.1	0.0	-	3.6	81.2	15.2	0.0	-	14.4	76.9	8.7	0.0	-	7.6	89.6	2.8	0.0	-	-
Total %	4.8	11.1	2.8	0.0	18.6	1.3	28.6	5.4	0.0	35.2	2.6	13.7	1.6	0.0	17.8	2.2	25.4	0.8	0.0	28.4	-
PHF	0.766	0.936	0.778	0.000	0.903	0.781	0.921	0.863	0.000	0.925	0.671	0.886	0.646	0.000	0.879	0.827	0.925	0.800	0.000	0.943	0.990
Lights	92	216	53	0	361	24	537	102	0	663	50	265	31	0	346	41	488	16	0	545	1915
% Lights	96.8	97.7	94.6	-	97.0	96.0	94.0	95.3	-	94.3	98.0	97.1	100.0	-	97.5	95.3	96.3	100.0	-	96.3	95.9
Mediums	2	4	1	0	7	1	24	3	0	28	0	7	0	0	7	2	11	0	0	13	55
% Mediums	2.1	1.8	1.8	-	1.9	4.0	4.2	2.8	-	4.0	0.0	2.6	0.0	-	2.0	4.7	2.2	0.0	-	2.3	2.8
Articulated Trucks	1	1	2	0	4	0	10	2	0	12	1	1	0	0	2	0	8	0	0	8	26
% Articulated Trucks	1.1	0.5	3.6	-	1.1	0.0	1.8	1.9	-	1.7	2.0	0.4	0.0	-	0.6	0.0	1.6	0.0	-	1.4	1.3



Turning Movement Peak Hour Data Plot (11:30 AM)

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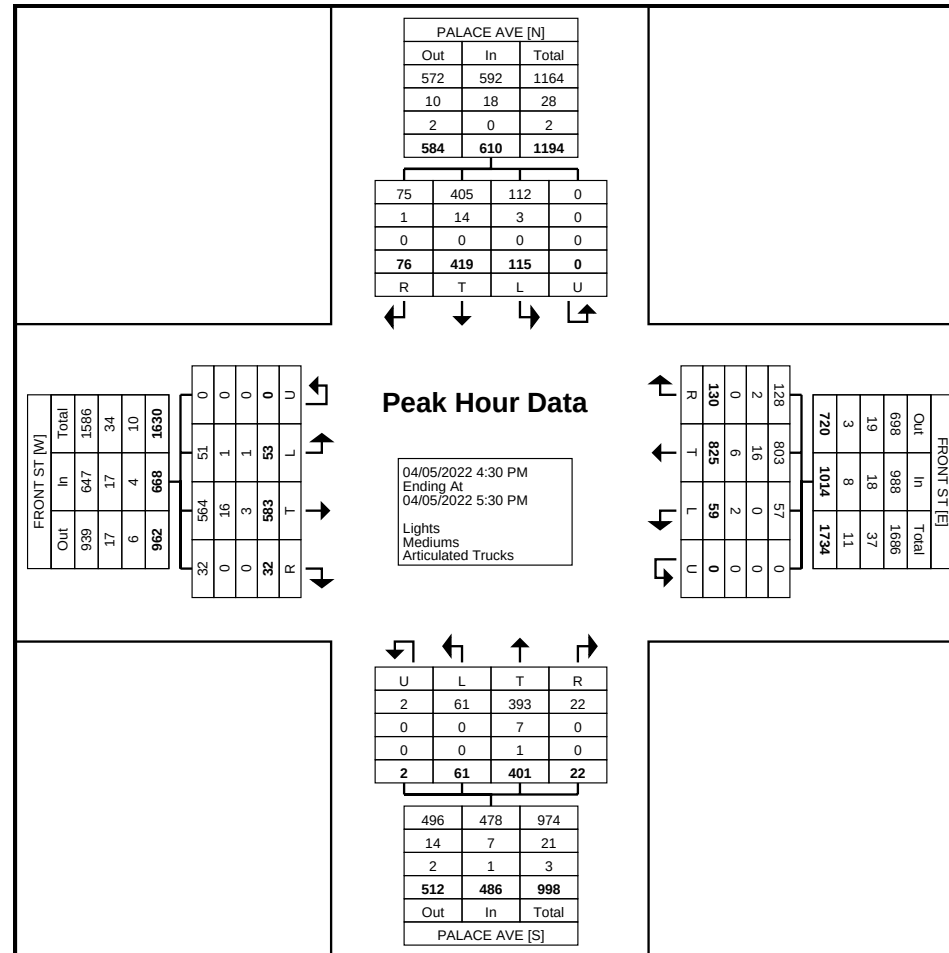
Count Name: FRONT ST @ PALACE AVE -
TUES
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Turning Movement Peak Hour Data (4:30 PM)

Start Time	PALACE AVE Southbound					FRONT ST Westbound					PALACE AVE Northbound					FRONT ST Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
4:30 PM	37	80	20	0	137	14	206	37	0	257	13	88	4	1	106	8	156	8	0	172	672
4:45 PM	26	111	13	0	150	14	177	37	0	228	13	94	6	0	113	14	143	5	0	162	653
5:00 PM	23	133	27	0	183	17	217	25	0	259	18	116	6	0	140	19	147	9	0	175	757
5:15 PM	29	95	16	0	140	14	225	31	0	270	17	103	6	1	127	12	137	10	0	159	696
Total	115	419	76	0	610	59	825	130	0	1014	61	401	22	2	486	53	583	32	0	668	2778
Approach %	18.9	68.7	12.5	0.0	-	5.8	81.4	12.8	0.0	-	12.6	82.5	4.5	0.4	-	7.9	87.3	4.8	0.0	-	-
Total %	4.1	15.1	2.7	0.0	22.0	2.1	29.7	4.7	0.0	36.5	2.2	14.4	0.8	0.1	17.5	1.9	21.0	1.2	0.0	24.0	-
PHF	0.777	0.788	0.704	0.000	0.833	0.868	0.917	0.878	0.000	0.939	0.847	0.864	0.917	0.500	0.868	0.697	0.934	0.800	0.000	0.954	0.917
Lights	112	405	75	0	592	57	803	128	0	988	61	393	22	2	478	51	564	32	0	647	2705
% Lights	97.4	96.7	98.7	-	97.0	96.6	97.3	98.5	-	97.4	100.0	98.0	100.0	100.0	98.4	96.2	96.7	100.0	-	96.9	97.4
Mediums	3	14	1	0	18	0	16	2	0	18	0	7	0	0	7	1	16	0	0	17	60
% Mediums	2.6	3.3	1.3	-	3.0	0.0	1.9	1.5	-	1.8	0.0	1.7	0.0	0.0	1.4	1.9	2.7	0.0	-	2.5	2.2
Articulated Trucks	0	0	0	0	0	2	6	0	0	8	0	1	0	0	1	1	3	0	0	4	13
% Articulated Trucks	0.0	0.0	0.0	-	0.0	3.4	0.7	0.0	-	0.8	0.0	0.2	0.0	0.0	0.2	1.9	0.5	0.0	-	0.6	0.5

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Count Name: FRONT ST @ PALACE AVE -
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Turning Movement Peak Hour Data Plot (4:30 PM)

2) Traffic Signal Warrant Analysis Worksheets (2032 No Mitigations)

Ferguson St at Bonner Ave

Signal Warrant Volumes
No Mitigations (2032)

Scenario:	No Mitigations
Existing Year:	2022
Study Year:	2032
Growth %	1%
City:	Tyler

Major:	Ferguson St
Direction:	EB WB
# of Lanes:	1

Minor:	Bonner Ave
Direction:	NB SB
# of Lanes:	1

N	ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):
N	85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

Input

Hour Start	Eastbound					Westbound					Northbound					Southbound				
	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Eastbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Westbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Northbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Southbound Volumes
6:00 - 7:00 AM	10	11	0	0	11	9	10	1	0	11	32	35	0	0	35	34	38	0	0	38
7:00 - 8:00 AM	40	44	0	0	44	52	57	6	0	64	58	64	0	0	64	83	92	0	0	92
8:00 - 9:00 AM	43	47	0	0	47	70	77	14	0	91	78	86	0	0	86	79	87	0	0	87
9:00 - 10:00 AM	63	70	0	0	70	93	103	16	0	119	81	89	0	0	89	125	138	0	0	138
10:00 - 11:00 AM	25	28	0	0	28	112	124	23	0	146	62	68	0	0	68	132	146	0	0	146
11:00 - 12:00 PM	32	35	0	0	35	148	163	33	0	196	52	57	0	0	57	167	184	0	0	184
12:00 - 1:00 PM	44	49	0	0	49	101	112	25	0	136	64	71	0	0	71	121	134	0	0	134
1:00 - 2:00 PM	37	41	0	0	41	80	88	17	0	105	66	73	0	0	73	118	130	0	0	130
2:00 - 3:00 PM	27	30	0	0	30	96	106	19	0	125	60	66	0	0	66	102	113	0	0	113
3:00 - 4:00 PM	44	49	0	0	49	127	140	19	0	159	45	50	0	0	50	119	131	0	0	131
4:00 - 5:00 PM	52	57	0	0	57	156	172	17	0	189	58	64	0	0	64	159	176	0	0	176
5:00 - 6:00 PM	39	43	0	0	43	111	123	21	0	144	64	71	0	0	71	141	156	0	0	156
6:00 - 7:00 PM	15	17	0	0	17	51	56	0	0	56	43	47	0	0	47	58	64	0	0	64
7:00 - 8:00 PM	4	4	0	0	4	104	115	0	0	115	40	44	0	0	44	111	123	0	0	123
8:00 - 9:00 PM	6	7	0	0	7	77	85	0	0	85	20	22	0	0	22	74	82	0	0	82
9:00 - 10:00 PM	3	3	0	0	3	18	20	0	0	20	10	11	0	0	11	18	20	0	0	20

Hourly variation from ITE Trip Generation, 11th Edition

Code	822			730		
Land Use	Strip Retail Plaza			Government Office Building		
Time	Total	Entering	Exiting	Total	Entering	Exiting
6:00 - 7:00 AM	0.5%	0.5%	0.5%	0.2%	0.0%	0.3%
7:00 - 8:00 AM	2.2%	2.2%	2.2%	7.1%	11.1%	3.0%
8:00 - 9:00 AM	4.5%	4.5%	4.5%	12.4%	18.3%	6.5%
9:00 - 10:00 AM	5.8%	5.8%	5.8%	8.5%	9.3%	7.7%
10:00 - 11:00 AM	6.5%	6.5%	6.5%	10.1%	9.4%	10.7%
11:00 - 12:00 PM	6.3%	6.3%	6.3%	13.4%	11.3%	15.5%
12:00 - 1:00 PM	6.1%	6.1%	6.1%	9.8%	7.8%	11.7%
1:00 - 2:00 PM	6.9%	6.9%	6.9%	8.8%	9.5%	8.0%
2:00 - 3:00 PM	6.1%	6.1%	6.1%	9.8%	10.5%	9.2%
3:00 - 4:00 PM	7.4%	7.4%	7.4%	8.2%	7.4%	9.1%
4:00 - 5:00 PM	8.0%	8.0%	8.0%	6.3%	4.5%	8.0%
5:00 - 6:00 PM	8.0%	8.0%	8.0%	5.5%	0.8%	10.2%
6:00 - 7:00 PM	8.0%	8.0%	8.0%	0.0%	0.0%	0.0%
7:00 - 8:00 PM	8.5%	8.5%	8.5%	0.0%	0.0%	0.0%
8:00 - 9:00 PM	8.5%	8.5%	8.5%	0.0%	0.0%	0.0%
9:00 - 10:00 PM	6.7%	6.7%	6.7%	0.0%	0.0%	0.0%

Background Traffic				Eastbound				Westbound				Northbound				Southbound			
New Land Use?	Input	Land-Use	Daily Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips
1	822	Strip Retail Plaza	3146			0	0			0	0			0	0			0	0
2	730	Government Office Building	4204			0	0		10%	0	210			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						30	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET: Ferguson St EB WB # OF APPROACH LANES: 1

MINOR STREET: Bonner Ave NB SB # OF APPROACH LANES: 1

CITY, STATE: Tyler, TX

COMMENTS: No Mitigations (2032)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	Ferguson St		Total	Bonner Ave		Minor Street Heavy Leg
	EB	WB		NB	SB	
	Approach	Approach		Approach	Approach	
6:00 - 7:00 AM	11	11	22	35	38	38
7:00 - 8:00 AM	44	64	108	64	92	92
8:00 - 9:00 AM	47	91	138	86	87	87
9:00 - 10:00 AM	70	119	189	89	138	138
10:00 - 11:00 AM	28	146	174	68	146	146
11:00 - 12:00 PM	35	196	231	57	184	184
12:00 - 1:00 PM	49	136	185	71	134	134
1:00 - 2:00 PM	41	105	146	73	130	130
2:00 - 3:00 PM	30	125	155	66	113	113
3:00 - 4:00 PM	49	159	208	50	131	131
4:00 - 5:00 PM	57	189	246	64	176	176
5:00 - 6:00 PM	43	144	187	71	156	156
6:00 - 7:00 PM	17	56	73	47	64	64
7:00 - 8:00 PM	4	115	119	44	123	123
8:00 - 9:00 PM	7	85	92	22	82	82
9:00 - 10:00 PM	3	20	23	11	20	20

Warrant	Description	Warrant Met?
1	Eight-Hour Volume	Warrant NOT Met
2	Four-Hour Volume	Warrant NOT Met
3	Peak Hour Volume	Warrant NOT Met
4	Pedestrian Volume	N/A
5	School Crossing	N/A
6	Coordinated Signal System	N/A
7	Crash Experience	N/A
8	Roadway Network	N/A
9	Intersection Near a Grade Crossing	N/A

05/23/23

Kimley-Horn and Associates, Inc.

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET: Ferguson St EB WB # OF APPROACH LANES: 1

MINOR STREET: Bonner Ave NB SB # OF APPROACH LANES: 1

CITY, STATE: Tyler, TX

COMMENTS: No Mitigations (2032)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N
 85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

			WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET
THRESHOLD VALUES					500	150		750	75		400	120		600	60	
06:00 AM	TO	07:00 AM	22	38					Y						Y	
07:00 AM	TO	08:00 AM	108	92					Y						Y	
08:00 AM	TO	09:00 AM	138	87					Y						Y	
09:00 AM	TO	10:00 AM	189	138					Y			Y			Y	
10:00 AM	TO	11:00 AM	174	146					Y			Y			Y	
11:00 AM	TO	12:00 PM	231	184		Y			Y			Y			Y	
12:00 PM	TO	01:00 PM	185	134					Y			Y			Y	
01:00 PM	TO	02:00 PM	146	130					Y			Y			Y	
02:00 PM	TO	03:00 PM	155	113					Y						Y	
03:00 PM	TO	04:00 PM	208	131					Y			Y			Y	
04:00 PM	TO	05:00 PM	246	176		Y			Y			Y			Y	
05:00 PM	TO	06:00 PM	187	156		Y			Y			Y			Y	
06:00 PM	TO	07:00 PM	73	64											Y	
07:00 PM	TO	08:00 PM	119	123					Y			Y			Y	
08:00 PM	TO	09:00 PM	92	82					Y						Y	
09:00 PM	TO	10:00 PM	23	20												
			2,296	1,814	0	3	0	0	13	0	0	9	0	0	14	0
			8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B			4 HRS NEEDED			1 HR NEEDED	
			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED	

Erwin St at Bonner Ave

Signal Warrant Volumes
^No Mitigations (2032)

Scenario:	^No Mitigations
Existing Year:	2022
Study Year:	2032
Growth %	1%
City:	Tyler

Major:	Erwin St	Minor:	Bonner Ave
Direction:	EB WB	Direction:	NB SB
# of Lanes:	1	# of Lanes:	2

N	ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):	Input
N	85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):	

Hour Start	Eastbound					Westbound					Northbound					Southbound				
	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Eastbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Westbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Northbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Southbound Volumes
6:00 - 7:00 AM	56	62	1	0	63	2	2	0	0	2	28	31	0	0	31	30	33	1	0	34
7:00 - 8:00 AM	141	156	27	0	183	14	15	0	0	15	59	65	0	0	65	73	81	6	0	87
8:00 - 9:00 AM	159	176	46	0	221	12	13	0	0	13	85	94	0	0	94	68	75	14	0	89
9:00 - 10:00 AM	109	120	29	0	149	10	11	0	0	11	80	88	0	0	88	97	107	16	0	123
10:00 - 11:00 AM	75	83	30	0	113	17	19	0	0	19	61	67	0	0	67	125	138	23	0	161
11:00 - 12:00 PM	100	110	34	0	144	17	19	0	0	19	56	62	0	0	62	188	208	33	0	240
12:00 - 1:00 PM	114	126	26	0	152	16	18	0	0	18	75	83	0	0	83	115	127	25	0	152
1:00 - 2:00 PM	115	127	31	0	158	23	25	0	0	25	75	83	0	0	83	105	116	17	0	133
2:00 - 3:00 PM	99	109	32	0	141	10	11	0	0	11	61	67	0	0	67	96	106	19	0	125
3:00 - 4:00 PM	118	130	27	0	158	26	29	0	0	29	55	61	0	0	61	124	137	19	0	156
4:00 - 5:00 PM	131	145	22	0	167	31	34	0	0	34	67	74	0	0	74	153	169	17	0	186
5:00 - 6:00 PM	101	112	14	0	126	38	42	0	0	42	83	92	0	0	92	144	159	21	0	180
6:00 - 7:00 PM	89	98	13	0	111	13	14	0	0	14	58	64	0	0	64	54	60	0	0	60
7:00 - 8:00 PM	56	62	13	0	75	13	14	0	0	14	45	50	0	0	50	84	93	0	0	93
8:00 - 9:00 PM	33	36	13	0	50	6	7	0	0	7	23	25	0	0	25	52	57	0	0	57
9:00 - 10:00 PM	20	22	11	0	33	5	6	0	0	6	17	19	0	0	19	18	20	0	0	20

Hourly variation from ITE Trip Generation, 11th Edition

Code	822			730		
Land Use	Strip Retail Plaza			Government Office Building		
Time	Total	Entering	Exiting	Total	Entering	Exiting
6:00 - 7:00 AM	0.5%	0.5%	0.5%	0.2%	0.0%	0.3%
7:00 - 8:00 AM	2.2%	2.2%	2.2%	7.1%	11.1%	3.0%
8:00 - 9:00 AM	4.5%	4.5%	4.5%	12.4%	18.3%	6.5%
9:00 - 10:00 AM	5.8%	5.8%	5.8%	8.5%	9.3%	7.7%
10:00 - 11:00 AM	6.5%	6.5%	6.5%	10.1%	9.4%	10.7%
11:00 - 12:00 PM	6.3%	6.3%	6.3%	13.4%	11.3%	15.5%
12:00 - 1:00 PM	6.1%	6.1%	6.1%	9.8%	7.8%	11.7%
1:00 - 2:00 PM	6.9%	6.9%	6.9%	8.8%	9.5%	8.0%
2:00 - 3:00 PM	6.1%	6.1%	6.1%	9.8%	10.5%	9.2%
3:00 - 4:00 PM	7.4%	7.4%	7.4%	8.2%	7.4%	9.1%
4:00 - 5:00 PM	8.0%	8.0%	8.0%	6.3%	4.5%	8.0%
5:00 - 6:00 PM	8.0%	8.0%	8.0%	5.5%	0.8%	10.2%
6:00 - 7:00 PM	8.0%	8.0%	8.0%	0.0%	0.0%	0.0%
7:00 - 8:00 PM	8.5%	8.5%	8.5%	0.0%	0.0%	0.0%
8:00 - 9:00 PM	8.5%	8.5%	8.5%	0.0%	0.0%	0.0%
9:00 - 10:00 PM	6.7%	6.7%	6.7%	0.0%	0.0%	0.0%

Background Traffic				Eastbound				Westbound				Northbound				Southbound			
New Land Use?	Input	Land-Use	Daily Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips
1	822	Strip Retail Plaza	3146	10%		157	0			0	0			0	0			0	0
2	730	Government Office Building	4204	10%		210	0			0	0			0	0		10%	0	210
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						30	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET: Erwin St EB WB # OF APPROACH LANES: 1

MINOR STREET: Bonner Ave NB SB # OF APPROACH LANES: 2

CITY, STATE: Tyler, TX

COMMENTS: ^No Mitigations (2032)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	Erwin St		Total	Bonner Ave		Minor Street Heavy Leg
	EB Approach	WB Approach		NB Approach	SB Approach	
6:00 - 7:00 AM	63	2	65	31	34	34
7:00 - 8:00 AM	183	15	198	65	87	87
8:00 - 9:00 AM	221	13	234	94	89	94
9:00 - 10:00 AM	149	11	160	88	123	123
10:00 - 11:00 AM	113	19	132	67	161	161
11:00 - 12:00 PM	144	19	163	62	240	240
12:00 - 1:00 PM	152	18	170	83	152	152
1:00 - 2:00 PM	158	25	183	83	133	133
2:00 - 3:00 PM	141	11	152	67	125	125
3:00 - 4:00 PM	158	29	187	61	156	156
4:00 - 5:00 PM	167	34	201	74	186	186
5:00 - 6:00 PM	126	42	168	92	180	180
6:00 - 7:00 PM	111	14	125	64	60	64
7:00 - 8:00 PM	75	14	89	50	93	93
8:00 - 9:00 PM	50	7	57	25	57	57
9:00 - 10:00 PM	33	6	39	19	20	20

Warrant	Description	Warrant Met?
1	Eight-Hour Volume	Warrant NOT Met
2	Four-Hour Volume	Warrant NOT Met
3	Peak Hour Volume	Warrant NOT Met
4	Pedestrian Volume	N/A
5	School Crossing	N/A
6	Coordinated Signal System	N/A
7	Crash Experience	N/A
8	Roadway Network	N/A
9	Intersection Near a Grade Crossing	N/A

05/23/23

Kimley-Horn and Associates, Inc.

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET: Erwin StEBWB# OF APPROACH LANES: 1

MINOR STREET: Bonner AveNBSB# OF APPROACH LANES: 2

CITY, STATE: Tyler, TX

COMMENTS: ^No Mitigations (2032)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
					MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES					500	200		750	100		400	160		600	80			
06:00 AM	TO	07:00 AM	65	34											Y			
07:00 AM	TO	08:00 AM	198	87											Y			
08:00 AM	TO	09:00 AM	234	94											Y			
09:00 AM	TO	10:00 AM	160	123					Y						Y			
10:00 AM	TO	11:00 AM	132	161					Y			Y			Y			
11:00 AM	TO	12:00 PM	163	240		Y			Y			Y			Y			
12:00 PM	TO	01:00 PM	170	152					Y						Y			
01:00 PM	TO	02:00 PM	183	133					Y						Y			
02:00 PM	TO	03:00 PM	152	125					Y						Y			
03:00 PM	TO	04:00 PM	187	156					Y						Y			
04:00 PM	TO	05:00 PM	201	186					Y			Y			Y			
05:00 PM	TO	06:00 PM	168	180					Y			Y			Y			
06:00 PM	TO	07:00 PM	125	64														
07:00 PM	TO	08:00 PM	89	93											Y			
08:00 PM	TO	09:00 PM	57	57														
09:00 PM	TO	10:00 PM	39	20														
			2,323	1,905	0	1	0	0	9	0	0	4	0	0	12	0	0	
					8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
					NOT SATISFIED			NOT SATISFIED			NOT SATISFIED						NOT SATISFIED	NOT SATISFIED

Elm St at Bonner Ave

Signal Warrant Volumes
No Mitigations (2032)

Scenario:	No Mitigations
Existing Year:	2022
Study Year:	2032
Growth %	1%
City:	Tyler

Major:	Bonner Ave
Direction:	NB SB
# of Lanes:	2

Minor:	Elm St
Direction:	EB WB
# of Lanes:	1

N	ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):
N	85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

Input

Hour Start	Eastbound					Westbound					Northbound					Southbound				
	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Eastbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Westbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Northbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Southbound Volumes
6:00 - 7:00 AM	17	19	0	0	19	10	11	1	0	12	32	35	1	0	37	17	19	2	0	20
7:00 - 8:00 AM	95	105	0	0	105	49	54	4	0	58	56	62	48	0	110	50	55	59	0	114
8:00 - 9:00 AM	58	64	0	0	64	23	25	7	0	33	86	95	82	0	177	61	67	100	0	168
9:00 - 10:00 AM	43	47	0	0	47	30	33	9	0	42	61	67	52	0	119	68	75	63	0	138
10:00 - 11:00 AM	44	49	0	0	49	30	33	10	0	43	58	64	54	0	118	97	107	66	0	173
11:00 - 12:00 PM	48	53	0	0	53	57	63	10	0	73	54	60	61	0	120	148	163	74	0	238
12:00 - 1:00 PM	60	66	0	0	66	53	59	10	0	68	76	84	47	0	131	76	84	58	0	142
1:00 - 2:00 PM	54	60	0	0	60	41	45	11	0	56	68	75	56	0	131	73	81	68	0	149
2:00 - 3:00 PM	33	36	0	0	36	38	42	10	0	52	52	57	57	0	115	66	73	70	0	143
3:00 - 4:00 PM	65	72	0	0	72	96	106	12	0	118	52	57	49	0	106	85	94	60	0	154
4:00 - 5:00 PM	64	71	0	0	71	82	91	13	0	103	75	83	40	0	122	86	95	48	0	143
5:00 - 6:00 PM	36	40	0	0	40	52	57	13	0	70	77	85	26	0	111	94	104	31	0	135
6:00 - 7:00 PM	36	40	0	0	40	28	31	13	0	44	58	64	23	0	87	38	42	28	0	70
7:00 - 8:00 PM	23	25	0	0	25	53	59	13	0	72	30	33	24	0	57	73	81	29	0	110
8:00 - 9:00 PM	8	9	0	0	9	22	24	13	0	38	21	23	24	0	47	36	40	29	0	69
9:00 - 10:00 PM	7	8	0	0	8	20	22	11	0	33	19	21	19	0	40	13	14	23	0	38

Hourly variation from ITE Trip Generation, 11th Edition

Code	822			730		
Land Use	Strip Retail Plaza			Government Office Building		
Time	Total	Entering	Exiting	Total	Entering	Exiting
6:00 - 7:00 AM	0.5%	0.5%	0.5%	0.2%	0.0%	0.3%
7:00 - 8:00 AM	2.2%	2.2%	2.2%	7.1%	11.1%	3.0%
8:00 - 9:00 AM	4.5%	4.5%	4.5%	12.4%	18.3%	6.5%
9:00 - 10:00 AM	5.8%	5.8%	5.8%	8.5%	9.3%	7.7%
10:00 - 11:00 AM	6.5%	6.5%	6.5%	10.1%	9.4%	10.7%
11:00 - 12:00 PM	6.3%	6.3%	6.3%	13.4%	11.3%	15.5%
12:00 - 1:00 PM	6.1%	6.1%	6.1%	9.8%	7.8%	11.7%
1:00 - 2:00 PM	6.9%	6.9%	6.9%	8.8%	9.5%	8.0%
2:00 - 3:00 PM	6.1%	6.1%	6.1%	9.8%	10.5%	9.2%
3:00 - 4:00 PM	7.4%	7.4%	7.4%	8.2%	7.4%	9.1%
4:00 - 5:00 PM	8.0%	8.0%	8.0%	6.3%	4.5%	8.0%
5:00 - 6:00 PM	8.0%	8.0%	8.0%	5.5%	0.8%	10.2%
6:00 - 7:00 PM	8.0%	8.0%	8.0%	0.0%	0.0%	0.0%
7:00 - 8:00 PM	8.5%	8.5%	8.5%	0.0%	0.0%	0.0%
8:00 - 9:00 PM	8.5%	8.5%	8.5%	0.0%	0.0%	0.0%
9:00 - 10:00 PM	6.7%	6.7%	6.7%	0.0%	0.0%	0.0%

Background Traffic				Eastbound				Westbound				Northbound				Southbound			
New Land Use?	Input	Land-Use	Daily Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips
1	822	Strip Retail Plaza	3146			0	0		10%	0	157	18%	0%	283	0	22%	0%	346	0
2	730	Government Office Building	4204			0	0			0	0	18%	0%	378	0	22%	0%	462	0
						0	0			0	0	18%	0%	0	0	22%	0%	0	0
						0	0			0	0	18%	0%	0	0	22%	0%	0	0
						0	0			0	0	18%	0%	0	0	22%	0%	0	0
						0	0			0	0	20%	0%	0	0	25%	0%	0	0
						30	0			0	0	30%	0%	0	0	25%	0%	0	0
						0	0			0	0			0	0			0	0

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET: Bonner Ave NB SB # OF APPROACH LANES: 2

MINOR STREET: Elm St EB WB # OF APPROACH LANES: 1

CITY, STATE: Tyler, TX

COMMENTS: No Mitigations (2032)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	Bonner Ave		Total	Elm St		Minor Street Heavy Leg
	NB Approach	SB Approach		EB Approach	WB Approach	
6:00 - 7:00 AM	37	20	57	19	12	19
7:00 - 8:00 AM	110	114	224	105	58	105
8:00 - 9:00 AM	177	168	345	64	33	64
9:00 - 10:00 AM	119	138	257	47	42	47
10:00 - 11:00 AM	118	173	291	49	43	49
11:00 - 12:00 PM	120	238	358	53	73	73
12:00 - 1:00 PM	131	142	273	66	68	68
1:00 - 2:00 PM	131	149	280	60	56	60
2:00 - 3:00 PM	115	143	258	36	52	52
3:00 - 4:00 PM	106	154	260	72	118	118
4:00 - 5:00 PM	122	143	265	71	103	103
5:00 - 6:00 PM	111	135	246	40	70	70
6:00 - 7:00 PM	87	70	157	40	44	44
7:00 - 8:00 PM	57	110	167	25	72	72
8:00 - 9:00 PM	47	69	116	9	38	38
9:00 - 10:00 PM	40	38	78	8	33	33

Warrant	Description	Warrant Met?
1	Eight-Hour Volume	Warrant NOT Met
2	Four-Hour Volume	Warrant NOT Met
3	Peak Hour Volume	Warrant NOT Met
4	Pedestrian Volume	N/A
5	School Crossing	N/A
6	Coordinated Signal System	N/A
7	Crash Experience	N/A
8	Roadway Network	N/A
9	Intersection Near a Grade Crossing	N/A

05/23/23

Kimley-Horn and Associates, Inc.

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET:

Bonner Ave

NB

SB

 # OF APPROACH LANES:

2

MINOR STREET:

Elm St

EB

WB

 # OF APPROACH LANES:

1

CITY, STATE:

Tyler, TX

COMMENTS:

No Mitigations (2032)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

N

			WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
			MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES			600	150		900	75		480	120		720	60			
06:00 AM	TO	07:00 AM	57	19												
07:00 AM	TO	08:00 AM	224	105			Y						Y			
08:00 AM	TO	09:00 AM	345	64									Y			
09:00 AM	TO	10:00 AM	257	47												
10:00 AM	TO	11:00 AM	291	49												
11:00 AM	TO	12:00 PM	358	73									Y			
12:00 PM	TO	01:00 PM	273	68									Y			
01:00 PM	TO	02:00 PM	280	60									Y			
02:00 PM	TO	03:00 PM	258	52												
03:00 PM	TO	04:00 PM	260	118			Y						Y			
04:00 PM	TO	05:00 PM	265	103			Y						Y			
05:00 PM	TO	06:00 PM	246	70									Y			
06:00 PM	TO	07:00 PM	157	44												
07:00 PM	TO	08:00 PM	167	72									Y			
08:00 PM	TO	09:00 PM	116	38												
09:00 PM	TO	10:00 PM	78	33												
			3,632	1,015	0	0	0	0	0	0	0	0	9	0	0	0
			8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED						NOT SATISFIED	NOT SATISFIED

Ferguson St at Bois D'Arc Ave

Signal Warrant Volumes
No Mitigations (2032)

Scenario:	No Mitigations
Existing Year:	2022
Study Year:	2032
Growth %	1%
City:	Tyler

Major:	Ferguson St
Direction:	EB WB
# of Lanes:	2

Minor:	Bois D'Arc Ave
Direction:	NB SB
# of Lanes:	1

N	ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):
N	85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

Input

Hour Start	Eastbound					Westbound					Northbound					Southbound				
	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Eastbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Westbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Northbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Southbound Volumes
6:00 - 7:00 AM	0	0	0	0	0	24	27	1	0	27	22	24	0	0	24	11	12	0	0	12
7:00 - 8:00 AM	0	0	0	0	0	104	115	6	0	121	69	76	0	0	76	67	74	0	0	74
8:00 - 9:00 AM	0	0	0	0	0	207	229	14	0	242	122	135	0	0	135	58	64	0	0	64
9:00 - 10:00 AM	0	0	0	0	0	144	159	16	0	175	72	80	0	0	80	59	65	0	0	65
10:00 - 11:00 AM	0	0	0	0	0	73	81	23	0	103	51	56	0	0	56	73	81	0	0	81
11:00 - 12:00 PM	0	0	0	0	0	87	96	33	0	129	51	56	0	0	56	73	81	0	0	81
12:00 - 1:00 PM	0	0	0	0	0	115	127	25	0	152	60	66	0	0	66	72	80	0	0	80
1:00 - 2:00 PM	0	0	0	0	0	117	129	17	0	146	65	72	0	0	72	65	72	0	0	72
2:00 - 3:00 PM	0	0	0	0	0	106	117	19	0	136	49	54	0	0	54	69	76	0	0	76
3:00 - 4:00 PM	0	0	0	0	0	161	178	19	0	197	62	68	0	0	68	93	103	0	0	103
4:00 - 5:00 PM	0	0	0	0	0	180	199	17	0	216	62	68	0	0	68	79	87	0	0	87
5:00 - 6:00 PM	0	0	0	0	0	148	163	21	0	185	75	83	0	0	83	93	103	0	0	103
6:00 - 7:00 PM	0	0	0	0	0	69	76	0	0	76	47	52	0	0	52	46	51	0	0	51
7:00 - 8:00 PM	0	0	0	0	0	56	62	0	0	62	29	32	0	0	32	28	31	0	0	31
8:00 - 9:00 PM	0	0	0	0	0	42	46	0	0	46	15	17	0	0	17	17	19	0	0	19
9:00 - 10:00 PM	0	0	0	0	0	22	24	0	0	24	16	18	0	0	18	17	19	0	0	19

Hourly variation from ITE Trip Generation, 11th Edition

Code	822			730		
Land Use	Strip Retail Plaza			Government Office Building		
Time	Total	Entering	Exiting	Total	Entering	Exiting
6:00 - 7:00 AM	0.5%	0.5%	0.5%	0.2%	0.0%	0.3%
7:00 - 8:00 AM	2.2%	2.2%	2.2%	7.1%	11.1%	3.0%
8:00 - 9:00 AM	4.5%	4.5%	4.5%	12.4%	18.3%	6.5%
9:00 - 10:00 AM	5.8%	5.8%	5.8%	8.5%	9.3%	7.7%
10:00 - 11:00 AM	6.5%	6.5%	6.5%	10.1%	9.4%	10.7%
11:00 - 12:00 PM	6.3%	6.3%	6.3%	13.4%	11.3%	15.5%
12:00 - 1:00 PM	6.1%	6.1%	6.1%	9.8%	7.8%	11.7%
1:00 - 2:00 PM	6.9%	6.9%	6.9%	8.8%	9.5%	8.0%
2:00 - 3:00 PM	6.1%	6.1%	6.1%	9.8%	10.5%	9.2%
3:00 - 4:00 PM	7.4%	7.4%	7.4%	8.2%	7.4%	9.1%
4:00 - 5:00 PM	8.0%	8.0%	8.0%	6.3%	4.5%	8.0%
5:00 - 6:00 PM	8.0%	8.0%	8.0%	5.5%	0.8%	10.2%
6:00 - 7:00 PM	8.0%	8.0%	8.0%	0.0%	0.0%	0.0%
7:00 - 8:00 PM	8.5%	8.5%	8.5%	0.0%	0.0%	0.0%
8:00 - 9:00 PM	8.5%	8.5%	8.5%	0.0%	0.0%	0.0%
9:00 - 10:00 PM	6.7%	6.7%	6.7%	0.0%	0.0%	0.0%

Background Traffic				Eastbound				Westbound				Northbound				Southbound			
New Land Use?	Input	Land-Use	Daily Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips
1	822	Strip Retail Plaza	3146			0	0			0	0			0	0			0	0
2	730	Government Office Building	4204			0	0		10%	0	210			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						30	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET:	<u>Ferguson St</u>	EB	WB	# OF APPROACH LANES:	2
MINOR STREET:	<u>Bois D'Arc Ave</u>	NB	SB	# OF APPROACH LANES:	1
CITY, STATE:	<u>Tyler, TX</u>				
COMMENTS:	<u>No Mitigations (2032)</u>				

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

N

	Ferguson St		Total	Bois D'Arc Ave		Minor Street Heavy Leg
	EB	WB		NB	SB	
	Approach	Approach		Approach	Approach	
6:00 - 7:00 AM	0	27	27	24	12	24
7:00 - 8:00 AM	0	121	121	76	74	76
8:00 - 9:00 AM	0	242	242	135	64	135
9:00 - 10:00 AM	0	175	175	80	65	80
10:00 - 11:00 AM	0	103	103	56	81	81
11:00 - 12:00 PM	0	129	129	56	81	81
12:00 - 1:00 PM	0	152	152	66	80	80
1:00 - 2:00 PM	0	146	146	72	72	72
2:00 - 3:00 PM	0	136	136	54	76	76
3:00 - 4:00 PM	0	197	197	68	103	103
4:00 - 5:00 PM	0	216	216	68	87	87
5:00 - 6:00 PM	0	185	185	83	103	103
6:00 - 7:00 PM	0	76	76	52	51	52
7:00 - 8:00 PM	0	62	62	32	31	32
8:00 - 9:00 PM	0	46	46	17	19	19
9:00 - 10:00 PM	0	24	24	18	19	19

Warrant	Description	Warrant Met?
1	Eight-Hour Volume	Warrant NOT Met
2	Four-Hour Volume	Warrant NOT Met
3	Peak Hour Volume	Warrant NOT Met
4	Pedestrian Volume	N/A
5	School Crossing	N/A
6	Coordinated Signal System	N/A
7	Crash Experience	N/A
8	Roadway Network	N/A
9	Intersection Near a Grade Crossing	N/A

05/23/23

Kimley-Horn and Associates, Inc.

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET: Ferguson St EB WB # OF APPROACH LANES:

2

MINOR STREET: Bois D'Arc Ave NB SB # OF APPROACH LANES:

1

CITY, STATE: Tyler, TX

COMMENTS: No Mitigations (2032)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

N

			WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET
THRESHOLD VALUES					600	150		900	75		480	120		720	60	
06:00 AM	TO	07:00 AM	27	24					Y						Y	
07:00 AM	TO	08:00 AM	121	76					Y			Y			Y	
08:00 AM	TO	09:00 AM	242	135					Y			Y			Y	
09:00 AM	TO	10:00 AM	175	80					Y			Y			Y	
10:00 AM	TO	11:00 AM	103	81					Y			Y			Y	
11:00 AM	TO	12:00 PM	129	81					Y			Y			Y	
12:00 PM	TO	01:00 PM	152	80					Y			Y			Y	
01:00 PM	TO	02:00 PM	146	72					Y			Y			Y	
02:00 PM	TO	03:00 PM	136	76					Y			Y			Y	
03:00 PM	TO	04:00 PM	197	103					Y			Y			Y	
04:00 PM	TO	05:00 PM	216	87					Y			Y			Y	
05:00 PM	TO	06:00 PM	185	103					Y			Y			Y	
06:00 PM	TO	07:00 PM	76	52												
07:00 PM	TO	08:00 PM	62	32												
08:00 PM	TO	09:00 PM	46	19												
09:00 PM	TO	10:00 PM	24	19												
			2,037	1,120	0	0	0	0	10	0	0	1	0	0	11	0
					8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B			4 HRS NEEDED		
					NOT SATISFIED			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED		
														1 HR NEEDED		
														NOT SATISFIED		

Erwin St at Bois D'Arc Ave

Signal Warrant Volumes
No Mitigations (2032)

Scenario:	No Mitigations
Existing Year:	2022
Study Year:	2032
Growth %	1%
City:	Tyler

Major:	Erwin St
Direction:	EB WB
# of Lanes:	1

Minor:	Bois D'Arc Ave
Direction:	NB SB
# of Lanes:	1

N	ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):
N	85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

Input

Hour Start	Eastbound					Westbound					Northbound					Southbound				
	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Eastbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Westbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Northbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Southbound Volumes
6:00 - 7:00 AM	50	55	1	0	56	0	0	0	0	0	28	31	0	0	31	11	12	0	0	12
7:00 - 8:00 AM	137	151	27	0	178	0	0	0	0	0	95	105	0	0	105	48	53	0	0	53
8:00 - 9:00 AM	135	149	46	0	195	0	0	0	0	0	176	194	0	0	194	38	42	0	0	42
9:00 - 10:00 AM	93	103	29	0	131	1	1	0	0	1	102	113	0	0	113	40	44	0	0	44
10:00 - 11:00 AM	95	105	30	0	135	0	0	0	0	0	63	70	0	0	70	53	59	0	0	59
11:00 - 12:00 PM	177	196	34	0	229	0	0	0	0	0	90	99	0	0	99	67	74	0	0	74
12:00 - 1:00 PM	138	152	26	0	179	0	0	0	0	0	87	96	0	0	96	69	76	0	0	76
1:00 - 2:00 PM	129	142	31	0	173	1	1	0	0	1	89	98	0	0	98	52	57	0	0	57
2:00 - 3:00 PM	111	123	32	0	154	0	0	0	0	0	52	57	0	0	57	59	65	0	0	65
3:00 - 4:00 PM	135	149	27	0	176	0	0	0	0	0	62	68	0	0	68	82	91	0	0	91
4:00 - 5:00 PM	173	191	22	0	213	0	0	0	0	0	76	84	0	0	84	85	94	0	0	94
5:00 - 6:00 PM	147	162	14	0	177	0	0	0	0	0	89	98	0	0	98	109	120	0	0	120
6:00 - 7:00 PM	91	101	13	0	113	0	0	0	0	0	61	67	0	0	67	48	53	0	0	53
7:00 - 8:00 PM	91	101	13	0	114	0	0	0	0	0	37	41	0	0	41	24	27	0	0	27
8:00 - 9:00 PM	57	63	13	0	76	0	0	0	0	0	15	17	0	0	17	15	17	0	0	17
9:00 - 10:00 PM	23	25	11	0	36	1	1	0	0	1	19	21	0	0	21	13	14	0	0	14

Hourly variation from ITE Trip Generation, 11th Edition

Code	822			730		
Land Use	Strip Retail Plaza			Government Office Building		
Time	Total	Entering	Exiting	Total	Entering	Exiting
6:00 - 7:00 AM	0.5%	0.5%	0.5%	0.2%	0.0%	0.3%
7:00 - 8:00 AM	2.2%	2.2%	2.2%	7.1%	11.1%	3.0%
8:00 - 9:00 AM	4.5%	4.5%	4.5%	12.4%	18.3%	6.5%
9:00 - 10:00 AM	5.8%	5.8%	5.8%	8.5%	9.3%	7.7%
10:00 - 11:00 AM	6.5%	6.5%	6.5%	10.1%	9.4%	10.7%
11:00 - 12:00 PM	6.3%	6.3%	6.3%	13.4%	11.3%	15.5%
12:00 - 1:00 PM	6.1%	6.1%	6.1%	9.8%	7.8%	11.7%
1:00 - 2:00 PM	6.9%	6.9%	6.9%	8.8%	9.5%	8.0%
2:00 - 3:00 PM	6.1%	6.1%	6.1%	9.8%	10.5%	9.2%
3:00 - 4:00 PM	7.4%	7.4%	7.4%	8.2%	7.4%	9.1%
4:00 - 5:00 PM	8.0%	8.0%	8.0%	6.3%	4.5%	8.0%
5:00 - 6:00 PM	8.0%	8.0%	8.0%	5.5%	0.8%	10.2%
6:00 - 7:00 PM	8.0%	8.0%	8.0%	0.0%	0.0%	0.0%
7:00 - 8:00 PM	8.5%	8.5%	8.5%	0.0%	0.0%	0.0%
8:00 - 9:00 PM	8.5%	8.5%	8.5%	0.0%	0.0%	0.0%
9:00 - 10:00 PM	6.7%	6.7%	6.7%	0.0%	0.0%	0.0%

Background Traffic				Eastbound				Westbound				Northbound				Southbound			
New Land Use?	Input	Land-Use	Daily Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips
1	822	Strip Retail Plaza	3146	10%		157	0			0	0			0	0			0	0
2	730	Government Office Building	4204	10%		210	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						30	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET:	<u>Erwin St</u>	EB	WB	# OF APPROACH LANES:	1
MINOR STREET:	<u>Bois D'Arc Ave</u>	NB	SB	# OF APPROACH LANES:	1
CITY, STATE:	<u>Tyler, TX</u>				
COMMENTS:	<u>No Mitigations (2032)</u>				

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

N

	Erwin St		Total	Bois D'Arc Ave		Minor Street Heavy Leg
	EB Approach	WB Approach		NB Approach	SB Approach	
6:00 - 7:00 AM	56	0	56	31	12	31
7:00 - 8:00 AM	178	0	178	105	53	105
8:00 - 9:00 AM	195	0	195	194	42	194
9:00 - 10:00 AM	131	1	132	113	44	113
10:00 - 11:00 AM	135	0	135	70	59	70
11:00 - 12:00 PM	229	0	229	99	74	99
12:00 - 1:00 PM	179	0	179	96	76	96
1:00 - 2:00 PM	173	1	174	98	57	98
2:00 - 3:00 PM	154	0	154	57	65	65
3:00 - 4:00 PM	176	0	176	68	91	91
4:00 - 5:00 PM	213	0	213	84	94	94
5:00 - 6:00 PM	177	0	177	98	120	120
6:00 - 7:00 PM	113	0	113	67	53	67
7:00 - 8:00 PM	114	0	114	41	27	41
8:00 - 9:00 PM	76	0	76	17	17	17
9:00 - 10:00 PM	36	1	37	21	14	21

Warrant	Description	Warrant Met?
1	Eight-Hour Volume	Warrant NOT Met
2	Four-Hour Volume	Warrant NOT Met
3	Peak Hour Volume	Warrant NOT Met
4	Pedestrian Volume	N/A
5	School Crossing	N/A
6	Coordinated Signal System	N/A
7	Crash Experience	N/A
8	Roadway Network	N/A
9	Intersection Near a Grade Crossing	N/A

05/23/23

Kimley-Horn and Associates, Inc.

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET: Erwin StEBWB# OF APPROACH LANES: 1

MINOR STREET: Bois D'Arc AveNBSB# OF APPROACH LANES: 1

CITY, STATE: Tyler, TX

COMMENTS: No Mitigations (2032)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
					MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES					500	150		750	75		400	120		600	60			
06:00 AM	TO	07:00 AM	56	31					Y					Y				
07:00 AM	TO	08:00 AM	178	105					Y			Y		Y				
08:00 AM	TO	09:00 AM	195	194		Y			Y					Y				
09:00 AM	TO	10:00 AM	132	113					Y					Y				
10:00 AM	TO	11:00 AM	135	70										Y				
11:00 AM	TO	12:00 PM	229	99					Y					Y				
12:00 PM	TO	01:00 PM	179	96					Y					Y				
01:00 PM	TO	02:00 PM	174	98					Y					Y				
02:00 PM	TO	03:00 PM	154	65										Y				
03:00 PM	TO	04:00 PM	176	91					Y					Y				
04:00 PM	TO	05:00 PM	213	94					Y					Y				
05:00 PM	TO	06:00 PM	177	120					Y			Y		Y				
06:00 PM	TO	07:00 PM	113	67										Y				
07:00 PM	TO	08:00 PM	114	41														
08:00 PM	TO	09:00 PM	76	17														
09:00 PM	TO	10:00 PM	37	21														
			2,338	1,322	0	1	0	0	9	0	0	2	0	0	12	0	0	
					8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
					NOT SATISFIED			NOT SATISFIED			NOT SATISFIED						NOT SATISFIED	NOT SATISFIED

Elm St at Bois D'Arc Ave

Signal Warrant Volumes
No Mitigations (2032)

Scenario:	No Mitigations
Existing Year:	2022
Study Year:	2032
Growth %	1%
City:	Tyler

Major:	Elm St
Direction:	EB WB
# of Lanes:	2

Minor:	Bois D'Arc Ave
Direction:	NB SB
# of Lanes:	1

N	ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):
N	85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

Input

Hour Start	Eastbound					Westbound					Northbound					Southbound				
	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Eastbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Westbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Northbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Southbound Volumes
6:00 - 7:00 AM	18	20	0	0	20	15	17	1	0	17	24	27	0	0	27	11	12	0	0	12
7:00 - 8:00 AM	102	113	0	0	113	39	43	4	0	47	179	198	0	0	198	35	39	0	0	39
8:00 - 9:00 AM	68	75	0	0	75	77	85	7	0	92	141	156	0	0	156	25	28	0	0	28
9:00 - 10:00 AM	38	42	0	0	42	66	73	9	0	82	82	91	0	0	91	32	35	0	0	35
10:00 - 11:00 AM	50	55	0	0	55	51	56	10	0	67	66	73	0	0	73	35	39	0	0	39
11:00 - 12:00 PM	92	102	0	0	102	93	103	10	0	113	62	68	0	0	68	56	62	0	0	62
12:00 - 1:00 PM	80	88	0	0	88	80	88	10	0	98	73	81	0	0	81	58	64	0	0	64
1:00 - 2:00 PM	68	75	0	0	75	57	63	11	0	74	85	94	0	0	94	35	39	0	0	39
2:00 - 3:00 PM	48	53	0	0	53	55	61	10	0	70	46	51	0	0	51	50	55	0	0	55
3:00 - 4:00 PM	79	87	0	0	87	91	101	12	0	112	108	119	0	0	119	66	73	0	0	73
4:00 - 5:00 PM	79	87	0	0	87	90	99	13	0	112	128	141	0	0	141	62	68	0	0	68
5:00 - 6:00 PM	57	63	0	0	63	93	103	13	0	115	108	119	0	0	119	79	87	0	0	87
6:00 - 7:00 PM	46	51	0	0	51	61	67	13	0	80	81	89	0	0	89	30	33	0	0	33
7:00 - 8:00 PM	114	126	0	0	126	26	29	13	0	42	41	45	0	0	45	25	28	0	0	28
8:00 - 9:00 PM	37	41	0	0	41	20	22	13	0	35	12	13	0	0	13	10	11	0	0	11
9:00 - 10:00 PM	39	43	0	0	43	16	18	11	0	28	14	15	0	0	15	11	12	0	0	12

Hourly variation from ITE Trip Generation, 11th Edition

Code	822			730		
Land Use	Strip Retail Plaza			Government Office Building		
Time	Total	Entering	Exiting	Total	Entering	Exiting
6:00 - 7:00 AM	0.5%	0.5%	0.5%	0.2%	0.0%	0.3%
7:00 - 8:00 AM	2.2%	2.2%	2.2%	7.1%	11.1%	3.0%
8:00 - 9:00 AM	4.5%	4.5%	4.5%	12.4%	18.3%	6.5%
9:00 - 10:00 AM	5.8%	5.8%	5.8%	8.5%	9.3%	7.7%
10:00 - 11:00 AM	6.5%	6.5%	6.5%	10.1%	9.4%	10.7%
11:00 - 12:00 PM	6.3%	6.3%	6.3%	13.4%	11.3%	15.5%
12:00 - 1:00 PM	6.1%	6.1%	6.1%	9.8%	7.8%	11.7%
1:00 - 2:00 PM	6.9%	6.9%	6.9%	8.8%	9.5%	8.0%
2:00 - 3:00 PM	6.1%	6.1%	6.1%	9.8%	10.5%	9.2%
3:00 - 4:00 PM	7.4%	7.4%	7.4%	8.2%	7.4%	9.1%
4:00 - 5:00 PM	8.0%	8.0%	8.0%	6.3%	4.5%	8.0%
5:00 - 6:00 PM	8.0%	8.0%	8.0%	5.5%	0.8%	10.2%
6:00 - 7:00 PM	8.0%	8.0%	8.0%	0.0%	0.0%	0.0%
7:00 - 8:00 PM	8.5%	8.5%	8.5%	0.0%	0.0%	0.0%
8:00 - 9:00 PM	8.5%	8.5%	8.5%	0.0%	0.0%	0.0%
9:00 - 10:00 PM	6.7%	6.7%	6.7%	0.0%	0.0%	0.0%

Background Traffic				Eastbound				Westbound				Northbound				Southbound			
New Land Use?	Input	Land-Use	Daily Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips
1	822	Strip Retail Plaza	3146			0	0		10%	0	157			0	0			0	0
2	730	Government Office Building	4204			0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						30	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET: Elm St EB WB # OF APPROACH LANES: 2

MINOR STREET: Bois D'Arc Ave NB SB # OF APPROACH LANES: 1

CITY, STATE: Tyler, TX

COMMENTS: No Mitigations (2032)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	Elm St		Total	Bois D'Arc Ave		Minor Street Heavy Leg
	EB Approach	WB Approach		NB Approach	SB Approach	
6:00 - 7:00 AM	20	17	37	27	12	27
7:00 - 8:00 AM	113	47	160	198	39	198
8:00 - 9:00 AM	75	92	167	156	28	156
9:00 - 10:00 AM	42	82	124	91	35	91
10:00 - 11:00 AM	55	67	122	73	39	73
11:00 - 12:00 PM	102	113	215	68	62	68
12:00 - 1:00 PM	88	98	186	81	64	81
1:00 - 2:00 PM	75	74	149	94	39	94
2:00 - 3:00 PM	53	70	123	51	55	55
3:00 - 4:00 PM	87	112	199	119	73	119
4:00 - 5:00 PM	87	112	199	141	68	141
5:00 - 6:00 PM	63	115	178	119	87	119
6:00 - 7:00 PM	51	80	131	89	33	89
7:00 - 8:00 PM	126	42	168	45	28	45
8:00 - 9:00 PM	41	35	76	13	11	13
9:00 - 10:00 PM	43	28	71	15	12	15

Warrant	Description	Warrant Met?
1	Eight-Hour Volume	Warrant NOT Met
2	Four-Hour Volume	Warrant NOT Met
3	Peak Hour Volume	Warrant NOT Met
4	Pedestrian Volume	N/A
5	School Crossing	N/A
6	Coordinated Signal System	N/A
7	Crash Experience	N/A
8	Roadway Network	N/A
9	Intersection Near a Grade Crossing	N/A

05/23/23

Kimley-Horn and Associates, Inc.

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET:

Elm St

EB

WB

 # OF APPROACH LANES:

2

MINOR STREET:

Bois D'Arc Ave

NB

SB

 # OF APPROACH LANES:

1

CITY, STATE:

Tyler, TX

COMMENTS:

No Mitigations (2032)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

N

			WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET
THRESHOLD VALUES					600	150		900	75		480	120		720	60	
06:00 AM	TO	07:00 AM	37	27												
07:00 AM	TO	08:00 AM	160	198		Y			Y			Y			Y	
08:00 AM	TO	09:00 AM	167	156		Y			Y			Y			Y	
09:00 AM	TO	10:00 AM	124	91					Y						Y	
10:00 AM	TO	11:00 AM	122	73											Y	
11:00 AM	TO	12:00 PM	215	68											Y	
12:00 PM	TO	01:00 PM	186	81					Y						Y	
01:00 PM	TO	02:00 PM	149	94					Y						Y	
02:00 PM	TO	03:00 PM	123	55												
03:00 PM	TO	04:00 PM	199	119					Y						Y	
04:00 PM	TO	05:00 PM	199	141					Y			Y			Y	
05:00 PM	TO	06:00 PM	178	119					Y						Y	
06:00 PM	TO	07:00 PM	131	89					Y						Y	
07:00 PM	TO	08:00 PM	168	45												
08:00 PM	TO	09:00 PM	76	13												
09:00 PM	TO	10:00 PM	71	15												
			2,305	1,384	0	2	0	0	9	0	0	3	0	0	11	0
			8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B			4 HRS NEEDED			1 HR NEEDED	
			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED	

Ferguson St at College Ave

Signal Warrant Volumes
No Mitigations (2032)

Scenario:	No Mitigations
Existing Year:	2022
Study Year:	2032
Growth %	1%
City:	Tyler

Major:	Ferguson St
Direction:	EB WB
# of Lanes:	2

Minor:	College Ave
Direction:	NB SB
# of Lanes:	2

N	ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):
N	85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

Input

Hour Start	Eastbound					Westbound					Northbound					Southbound				
	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Eastbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Westbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Northbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Southbound Volumes
6:00 - 7:00 AM	0	0	0	0	0	27	30	1	0	31	0	0	0	0	0	6	7	0	0	7
7:00 - 8:00 AM	0	0	0	0	0	141	156	6	0	162	0	0	0	0	0	41	45	0	0	45
8:00 - 9:00 AM	0	0	0	0	0	273	302	14	0	315	0	0	0	0	0	61	67	0	0	67
9:00 - 10:00 AM	0	0	0	0	0	216	239	16	0	255	0	0	0	0	0	89	98	0	0	98
10:00 - 11:00 AM	0	0	0	0	0	120	133	23	0	155	0	0	0	0	0	69	76	0	0	76
11:00 - 12:00 PM	0	0	0	0	0	177	196	33	0	228	0	0	0	0	0	111	123	0	0	123
12:00 - 1:00 PM	0	0	0	0	0	207	229	25	0	253	0	0	0	0	0	122	135	0	0	135
1:00 - 2:00 PM	0	0	0	0	0	201	222	17	0	239	0	0	0	0	0	104	115	0	0	115
2:00 - 3:00 PM	0	0	0	0	0	175	193	19	0	213	0	0	0	0	0	87	96	0	0	96
3:00 - 4:00 PM	0	0	0	0	0	216	239	19	0	258	0	0	0	0	0	77	85	0	0	85
4:00 - 5:00 PM	0	0	0	0	0	238	263	17	0	280	0	0	0	0	0	94	104	0	0	104
5:00 - 6:00 PM	0	0	0	0	0	199	220	21	0	241	0	0	0	0	0	98	108	0	0	108
6:00 - 7:00 PM	0	0	0	0	0	115	127	0	0	127	0	0	0	0	0	61	67	0	0	67
7:00 - 8:00 PM	0	0	0	0	0	107	118	0	0	118	0	0	0	0	0	63	70	0	0	70
8:00 - 9:00 PM	0	0	0	0	0	93	103	0	0	103	0	0	0	0	0	65	72	0	0	72
9:00 - 10:00 PM	0	0	0	0	0	47	52	0	0	52	0	0	0	0	0	27	30	0	0	30

Hourly variation from ITE Trip Generation, 11th Edition

Code	822			730		
Land Use	Strip Retail Plaza			Government Office Building		
Time	Total	Entering	Exiting	Total	Entering	Exiting
6:00 - 7:00 AM	0.5%	0.5%	0.5%	0.2%	0.0%	0.3%
7:00 - 8:00 AM	2.2%	2.2%	2.2%	7.1%	11.1%	3.0%
8:00 - 9:00 AM	4.5%	4.5%	4.5%	12.4%	18.3%	6.5%
9:00 - 10:00 AM	5.8%	5.8%	5.8%	8.5%	9.3%	7.7%
10:00 - 11:00 AM	6.5%	6.5%	6.5%	10.1%	9.4%	10.7%
11:00 - 12:00 PM	6.3%	6.3%	6.3%	13.4%	11.3%	15.5%
12:00 - 1:00 PM	6.1%	6.1%	6.1%	9.8%	7.8%	11.7%
1:00 - 2:00 PM	6.9%	6.9%	6.9%	8.8%	9.5%	8.0%
2:00 - 3:00 PM	6.1%	6.1%	6.1%	9.8%	10.5%	9.2%
3:00 - 4:00 PM	7.4%	7.4%	7.4%	8.2%	7.4%	9.1%
4:00 - 5:00 PM	8.0%	8.0%	8.0%	6.3%	4.5%	8.0%
5:00 - 6:00 PM	8.0%	8.0%	8.0%	5.5%	0.8%	10.2%
6:00 - 7:00 PM	8.0%	8.0%	8.0%	0.0%	0.0%	0.0%
7:00 - 8:00 PM	8.5%	8.5%	8.5%	0.0%	0.0%	0.0%
8:00 - 9:00 PM	8.5%	8.5%	8.5%	0.0%	0.0%	0.0%
9:00 - 10:00 PM	6.7%	6.7%	6.7%	0.0%	0.0%	0.0%

Background Traffic				Eastbound				Westbound				Northbound				Southbound			
New Land Use?	Input	Land-Use	Daily Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips
1	822	Strip Retail Plaza	3146			0	0			0	0			0	0			0	0
2	730	Government Office Building	4204			0	0		10%	0	210			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						30	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET:	<u>Ferguson St</u>	EB	WB	# OF APPROACH LANES:	2
MINOR STREET:	<u>College Ave</u>	NB	SB	# OF APPROACH LANES:	2
CITY, STATE:	<u>Tyler, TX</u>				
COMMENTS:	<u>No Mitigations (2032)</u>				

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

N

	Ferguson St		Total	College Ave		Minor Street Heavy Leg
	EB	WB		NB	SB	
	Approach	Approach		Approach	Approach	
6:00 - 7:00 AM	0	31	31	0	7	7
7:00 - 8:00 AM	0	162	162	0	45	45
8:00 - 9:00 AM	0	315	315	0	67	67
9:00 - 10:00 AM	0	255	255	0	98	98
10:00 - 11:00 AM	0	155	155	0	76	76
11:00 - 12:00 PM	0	228	228	0	123	123
12:00 - 1:00 PM	0	253	253	0	135	135
1:00 - 2:00 PM	0	239	239	0	115	115
2:00 - 3:00 PM	0	213	213	0	96	96
3:00 - 4:00 PM	0	258	258	0	85	85
4:00 - 5:00 PM	0	280	280	0	104	104
5:00 - 6:00 PM	0	241	241	0	108	108
6:00 - 7:00 PM	0	127	127	0	67	67
7:00 - 8:00 PM	0	118	118	0	70	70
8:00 - 9:00 PM	0	103	103	0	72	72
9:00 - 10:00 PM	0	52	52	0	30	30

Warrant	Description	Warrant Met?
1	Eight-Hour Volume	Warrant NOT Met
2	Four-Hour Volume	Warrant NOT Met
3	Peak Hour Volume	Warrant NOT Met
4	Pedestrian Volume	N/A
5	School Crossing	N/A
6	Coordinated Signal System	N/A
7	Crash Experience	N/A
8	Roadway Network	N/A
9	Intersection Near a Grade Crossing	N/A

05/23/23

Kimley-Horn and Associates, Inc.

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET:

Ferguson St

EB

WB

 # OF APPROACH LANES:

2

MINOR STREET:

College Ave

NB

SB

 # OF APPROACH LANES:

2

CITY, STATE:

Tyler, TX

COMMENTS:

No Mitigations (2032)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

N

			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
					MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES					600	200		900	100		480	160		720	80			
06:00 AM	TO	07:00 AM	31	7														
07:00 AM	TO	08:00 AM	162	45														
08:00 AM	TO	09:00 AM	315	67														
09:00 AM	TO	10:00 AM	255	98											Y			
10:00 AM	TO	11:00 AM	155	76											Y			
11:00 AM	TO	12:00 PM	228	123					Y						Y			
12:00 PM	TO	01:00 PM	253	135					Y						Y			
01:00 PM	TO	02:00 PM	239	115					Y						Y			
02:00 PM	TO	03:00 PM	213	96											Y			
03:00 PM	TO	04:00 PM	258	85											Y			
04:00 PM	TO	05:00 PM	280	104					Y						Y			
05:00 PM	TO	06:00 PM	241	108					Y						Y			
06:00 PM	TO	07:00 PM	127	67														
07:00 PM	TO	08:00 PM	118	70														
08:00 PM	TO	09:00 PM	103	72														
09:00 PM	TO	10:00 PM	52	30														
			3,030	1,298	0	0	0	0	5	0	0	0	0	0	8	0	0	0
					8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
					NOT SATISFIED			NOT SATISFIED			NOT SATISFIED						NOT SATISFIED	NOT SATISFIED

Erwin St at College Ave

Signal Warrant Volumes
No Mitigations (2032)

Scenario:	No Mitigations
Existing Year:	2022
Study Year:	2032
Growth %	1%
City:	Tyler

Major:	Erwin St
Direction:	EB WB
# of Lanes:	2

Minor:	College Ave
Direction:	NB SB
# of Lanes:	2

N	ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):
N	85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

Input

Hour Start	Eastbound					Westbound					Northbound					Southbound				
	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Eastbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Westbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Northbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Southbound Volumes
6:00 - 7:00 AM	43	47	1	0	48	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1
7:00 - 8:00 AM	136	150	27	0	177	0	0	0	0	0	0	0	0	0	0	27	30	0	0	30
8:00 - 9:00 AM	118	130	46	0	176	0	0	0	0	0	0	0	0	0	0	17	19	0	0	19
9:00 - 10:00 AM	98	108	29	0	137	0	0	0	0	0	0	0	0	0	0	29	32	0	0	32
10:00 - 11:00 AM	112	124	30	0	154	0	0	0	0	0	0	0	0	0	0	28	31	0	0	31
11:00 - 12:00 PM	186	205	34	0	239	0	0	0	0	0	0	0	0	0	0	42	46	0	0	46
12:00 - 1:00 PM	152	168	26	0	194	0	0	0	0	0	0	0	0	0	0	38	42	0	0	42
1:00 - 2:00 PM	136	150	31	0	181	0	0	0	0	0	0	0	0	0	0	28	31	0	0	31
2:00 - 3:00 PM	124	137	32	0	169	0	0	0	0	0	0	0	0	0	0	34	38	0	0	38
3:00 - 4:00 PM	146	161	27	0	188	0	0	0	0	0	0	0	0	0	0	37	41	0	0	41
4:00 - 5:00 PM	184	203	22	0	225	0	0	0	0	0	0	0	0	0	0	41	45	0	0	45
5:00 - 6:00 PM	151	167	14	0	181	0	0	0	0	0	0	0	0	0	0	38	42	0	0	42
6:00 - 7:00 PM	95	105	13	0	118	0	0	0	0	0	0	0	0	0	0	17	19	0	0	19
7:00 - 8:00 PM	95	105	13	0	118	0	0	0	0	0	0	0	0	0	0	13	14	0	0	14
8:00 - 9:00 PM	63	70	13	0	83	0	0	0	0	0	0	0	0	0	0	17	19	0	0	19
9:00 - 10:00 PM	23	25	11	0	36	0	0	0	0	0	0	0	0	0	0	11	12	0	0	12

Hourly variation from ITE Trip Generation, 11th Edition

Code	822			730		
Land Use	Strip Retail Plaza			Government Office Building		
Time	Total	Entering	Exiting	Total	Entering	Exiting
6:00 - 7:00 AM	0.5%	0.5%	0.5%	0.2%	0.0%	0.3%
7:00 - 8:00 AM	2.2%	2.2%	2.2%	7.1%	11.1%	3.0%
8:00 - 9:00 AM	4.5%	4.5%	4.5%	12.4%	18.3%	6.5%
9:00 - 10:00 AM	5.8%	5.8%	5.8%	8.5%	9.3%	7.7%
10:00 - 11:00 AM	6.5%	6.5%	6.5%	10.1%	9.4%	10.7%
11:00 - 12:00 PM	6.3%	6.3%	6.3%	13.4%	11.3%	15.5%
12:00 - 1:00 PM	6.1%	6.1%	6.1%	9.8%	7.8%	11.7%
1:00 - 2:00 PM	6.9%	6.9%	6.9%	8.8%	9.5%	8.0%
2:00 - 3:00 PM	6.1%	6.1%	6.1%	9.8%	10.5%	9.2%
3:00 - 4:00 PM	7.4%	7.4%	7.4%	8.2%	7.4%	9.1%
4:00 - 5:00 PM	8.0%	8.0%	8.0%	6.3%	4.5%	8.0%
5:00 - 6:00 PM	8.0%	8.0%	8.0%	5.5%	0.8%	10.2%
6:00 - 7:00 PM	8.0%	8.0%	8.0%	0.0%	0.0%	0.0%
7:00 - 8:00 PM	8.5%	8.5%	8.5%	0.0%	0.0%	0.0%
8:00 - 9:00 PM	8.5%	8.5%	8.5%	0.0%	0.0%	0.0%
9:00 - 10:00 PM	6.7%	6.7%	6.7%	0.0%	0.0%	0.0%

Background Traffic				Eastbound				Westbound				Northbound				Southbound			
New Land Use?	Input	Land-Use	Daily Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips
1	822	Strip Retail Plaza	3146	10%		157	0			0	0			0	0			0	0
2	730	Government Office Building	4204	10%		210	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						30	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET:	<u>Erwin St</u>	EB	WB	# OF APPROACH LANES:	2
MINOR STREET:	<u>College Ave</u>	NB	SB	# OF APPROACH LANES:	2
CITY, STATE:	<u>Tyler, TX</u>				
COMMENTS:	<u>No Mitigations (2032)</u>				

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

N

	Erwin St		Total	College Ave		Minor Street Heavy Leg
	EB	WB		NB	SB	
	Approach	Approach		Approach	Approach	
6:00 - 7:00 AM	48	0	48	0	1	1
7:00 - 8:00 AM	177	0	177	0	30	30
8:00 - 9:00 AM	176	0	176	0	19	19
9:00 - 10:00 AM	137	0	137	0	32	32
10:00 - 11:00 AM	154	0	154	0	31	31
11:00 - 12:00 PM	239	0	239	0	46	46
12:00 - 1:00 PM	194	0	194	0	42	42
1:00 - 2:00 PM	181	0	181	0	31	31
2:00 - 3:00 PM	169	0	169	0	38	38
3:00 - 4:00 PM	188	0	188	0	41	41
4:00 - 5:00 PM	225	0	225	0	45	45
5:00 - 6:00 PM	181	0	181	0	42	42
6:00 - 7:00 PM	118	0	118	0	19	19
7:00 - 8:00 PM	118	0	118	0	14	14
8:00 - 9:00 PM	83	0	83	0	19	19
9:00 - 10:00 PM	36	0	36	0	12	12

Warrant	Description	Warrant Met?
1	Eight-Hour Volume	Warrant NOT Met
2	Four-Hour Volume	Warrant NOT Met
3	Peak Hour Volume	Warrant NOT Met
4	Pedestrian Volume	N/A
5	School Crossing	N/A
6	Coordinated Signal System	N/A
7	Crash Experience	N/A
8	Roadway Network	N/A
9	Intersection Near a Grade Crossing	N/A

05/23/23

Kimley-Horn and Associates, Inc.

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET: Erwin StEBWB# OF APPROACH LANES: 2

MINOR STREET: College AveNBSB# OF APPROACH LANES: 2

CITY, STATE: Tyler, TX

COMMENTS: No Mitigations (2032)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

			WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
			MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES			600	200		900	100		480	160		720	80			
06:00 AM	TO	07:00 AM	48	1												
07:00 AM	TO	08:00 AM	177	30												
08:00 AM	TO	09:00 AM	176	19												
09:00 AM	TO	10:00 AM	137	32												
10:00 AM	TO	11:00 AM	154	31												
11:00 AM	TO	12:00 PM	239	46												
12:00 PM	TO	01:00 PM	194	42												
01:00 PM	TO	02:00 PM	181	31												
02:00 PM	TO	03:00 PM	169	38												
03:00 PM	TO	04:00 PM	188	41												
04:00 PM	TO	05:00 PM	225	45												
05:00 PM	TO	06:00 PM	181	42												
06:00 PM	TO	07:00 PM	118	19												
07:00 PM	TO	08:00 PM	118	14												
08:00 PM	TO	09:00 PM	83	19												
09:00 PM	TO	10:00 PM	36	12												
2,424			462		0	0	0	0	0	0	0	0	0	0	0	0
			8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED						NOT SATISFIED	NOT SATISFIED

Elm St at College Ave

Signal Warrant Volumes
No Mitigations (2032)

Scenario:	No Mitigations
Existing Year:	2022
Study Year:	2032
Growth %	1%
City:	Tyler

Major:	Elm St
Direction:	EB WB
# of Lanes:	1

Minor:	College Ave
Direction:	NB SB
# of Lanes:	1

N	ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):
N	85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

Input

Hour Start	Eastbound					Westbound					Northbound					Southbound				
	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Eastbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Westbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Northbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Southbound Volumes
6:00 - 7:00 AM	17	19	0	0	19	17	19	1	0	20	1	1	0	0	1	7	8	0	0	8
7:00 - 8:00 AM	172	190	0	0	190	94	104	4	0	107	11	12	0	0	12	97	107	0	0	107
8:00 - 9:00 AM	63	70	0	0	70	93	103	7	0	110	23	25	0	0	25	58	64	0	0	64
9:00 - 10:00 AM	41	45	0	0	45	62	68	9	0	78	16	18	0	0	18	48	53	0	0	53
10:00 - 11:00 AM	61	67	0	0	67	49	54	10	0	64	24	27	0	0	27	50	55	0	0	55
11:00 - 12:00 PM	97	107	0	0	107	66	73	10	0	83	49	54	0	0	54	78	86	0	0	86
12:00 - 1:00 PM	84	93	0	0	93	60	66	10	0	76	56	62	0	0	62	78	86	0	0	86
1:00 - 2:00 PM	71	78	0	0	78	46	51	11	0	62	39	43	0	0	43	56	62	0	0	62
2:00 - 3:00 PM	57	63	0	0	63	46	51	10	0	60	31	34	0	0	34	55	61	0	0	61
3:00 - 4:00 PM	124	137	0	0	137	101	112	12	0	123	71	78	0	0	78	103	114	0	0	114
4:00 - 5:00 PM	113	125	0	0	125	69	76	13	0	89	65	72	0	0	72	75	83	0	0	83
5:00 - 6:00 PM	96	106	0	0	106	74	82	13	0	94	52	57	0	0	57	67	74	0	0	74
6:00 - 7:00 PM	49	54	0	0	54	63	70	13	0	82	28	31	0	0	31	43	47	0	0	47
7:00 - 8:00 PM	95	105	0	0	105	28	31	13	0	44	15	17	0	0	17	25	28	0	0	28
8:00 - 9:00 PM	36	40	0	0	40	21	23	13	0	36	23	25	0	0	25	29	32	0	0	32
9:00 - 10:00 PM	32	35	0	0	35	10	11	11	0	22	12	13	0	0	13	14	15	0	0	15

Hourly variation from ITE Trip Generation, 11th Edition

Code	822			730		
Land Use	Strip Retail Plaza			Government Office Building		
Time	Total	Entering	Exiting	Total	Entering	Exiting
6:00 - 7:00 AM	0.5%	0.5%	0.5%	0.2%	0.0%	0.3%
7:00 - 8:00 AM	2.2%	2.2%	2.2%	7.1%	11.1%	3.0%
8:00 - 9:00 AM	4.5%	4.5%	4.5%	12.4%	18.3%	6.5%
9:00 - 10:00 AM	5.8%	5.8%	5.8%	8.5%	9.3%	7.7%
10:00 - 11:00 AM	6.5%	6.5%	6.5%	10.1%	9.4%	10.7%
11:00 - 12:00 PM	6.3%	6.3%	6.3%	13.4%	11.3%	15.5%
12:00 - 1:00 PM	6.1%	6.1%	6.1%	9.8%	7.8%	11.7%
1:00 - 2:00 PM	6.9%	6.9%	6.9%	8.8%	9.5%	8.0%
2:00 - 3:00 PM	6.1%	6.1%	6.1%	9.8%	10.5%	9.2%
3:00 - 4:00 PM	7.4%	7.4%	7.4%	8.2%	7.4%	9.1%
4:00 - 5:00 PM	8.0%	8.0%	8.0%	6.3%	4.5%	8.0%
5:00 - 6:00 PM	8.0%	8.0%	8.0%	5.5%	0.8%	10.2%
6:00 - 7:00 PM	8.0%	8.0%	8.0%	0.0%	0.0%	0.0%
7:00 - 8:00 PM	8.5%	8.5%	8.5%	0.0%	0.0%	0.0%
8:00 - 9:00 PM	8.5%	8.5%	8.5%	0.0%	0.0%	0.0%
9:00 - 10:00 PM	6.7%	6.7%	6.7%	0.0%	0.0%	0.0%

Background Traffic				Eastbound				Westbound				Northbound				Southbound			
New Land Use?	Input	Land-Use	Daily Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips
1	822	Strip Retail Plaza	3146			0	0		10%	0	157			0	0			0	0
2	730	Government Office Building	4204			0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						30	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET:	<u>Elm St</u>	EB	WB	# OF APPROACH LANES:	1
MINOR STREET:	<u>College Ave</u>	NB	SB	# OF APPROACH LANES:	1
CITY, STATE:	<u>Tyler, TX</u>				
COMMENTS:	<u>No Mitigations (2032)</u>				

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

N

	Elm St		Total	College Ave		Minor Street Heavy Leg
	EB	WB		NB	SB	
	Approach	Approach		Approach	Approach	
6:00 - 7:00 AM	19	20	39	1	8	8
7:00 - 8:00 AM	190	107	297	12	107	107
8:00 - 9:00 AM	70	110	180	25	64	64
9:00 - 10:00 AM	45	78	123	18	53	53
10:00 - 11:00 AM	67	64	131	27	55	55
11:00 - 12:00 PM	107	83	190	54	86	86
12:00 - 1:00 PM	93	76	169	62	86	86
1:00 - 2:00 PM	78	62	140	43	62	62
2:00 - 3:00 PM	63	60	123	34	61	61
3:00 - 4:00 PM	137	123	260	78	114	114
4:00 - 5:00 PM	125	89	214	72	83	83
5:00 - 6:00 PM	106	94	200	57	74	74
6:00 - 7:00 PM	54	82	136	31	47	47
7:00 - 8:00 PM	105	44	149	17	28	28
8:00 - 9:00 PM	40	36	76	25	32	32
9:00 - 10:00 PM	35	22	57	13	15	15

Warrant	Description	Warrant Met?
1	Eight-Hour Volume	Warrant NOT Met
2	Four-Hour Volume	Warrant NOT Met
3	Peak Hour Volume	Warrant NOT Met
4	Pedestrian Volume	N/A
5	School Crossing	N/A
6	Coordinated Signal System	N/A
7	Crash Experience	N/A
8	Roadway Network	N/A
9	Intersection Near a Grade Crossing	N/A

05/23/23

Kimley-Horn and Associates, Inc.

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET:

Elm St

EB

WB

 # OF APPROACH LANES:

1

MINOR STREET:

College Ave

NB

SB

 # OF APPROACH LANES:

1

CITY, STATE:

Tyler, TX

COMMENTS:

No Mitigations (2032)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

N

			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
					MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES					500	150		750	75		400	120		600	60			
06:00 AM	TO	07:00 AM	39	8					Y						Y			
07:00 AM	TO	08:00 AM	297	107											Y			
08:00 AM	TO	09:00 AM	180	64											Y			
09:00 AM	TO	10:00 AM	123	53														
10:00 AM	TO	11:00 AM	131	55														
11:00 AM	TO	12:00 PM	190	86					Y						Y			
12:00 PM	TO	01:00 PM	169	86					Y						Y			
01:00 PM	TO	02:00 PM	140	62											Y			
02:00 PM	TO	03:00 PM	123	61											Y			
03:00 PM	TO	04:00 PM	260	114					Y						Y			
04:00 PM	TO	05:00 PM	214	83					Y						Y			
05:00 PM	TO	06:00 PM	200	74											Y			
06:00 PM	TO	07:00 PM	136	47														
07:00 PM	TO	08:00 PM	149	28														
08:00 PM	TO	09:00 PM	76	32														
09:00 PM	TO	10:00 PM	57	15														
			2,484	975	0	0	0	0	5	0	0	0	0	0	9	0	0	0
					8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
					NOT SATISFIED			NOT SATISFIED			NOT SATISFIED						NOT SATISFIED	NOT SATISFIED

**3) Traffic Signal Warrant Analysis Worksheets (2032
Broadway Ave Road Diet & Two-Way Conversion)**

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET: Ferguson St EB WB # OF APPROACH LANES: 1

MINOR STREET: Bonner Ave NB SB # OF APPROACH LANES: 1

CITY, STATE: Tyler, TX

COMMENTS: Bdwy Lane Diet + Two-Way Conversion (2032)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	Ferguson St		Total	Bonner Ave		Minor Street Heavy Leg
	EB Approach	WB Approach		NB Approach	SB Approach	
6:00 - 7:00 AM	23	10	33	20	33	33
7:00 - 8:00 AM	60	57	117	50	83	83
8:00 - 9:00 AM	66	77	143	55	91	91
9:00 - 10:00 AM	89	103	192	74	123	123
10:00 - 11:00 AM	75	124	199	62	103	103
11:00 - 12:00 PM	85	163	248	71	117	117
12:00 - 1:00 PM	78	112	190	65	107	107
1:00 - 2:00 PM	73	88	161	61	101	101
2:00 - 3:00 PM	67	106	173	56	93	93
3:00 - 4:00 PM	80	140	220	66	109	109
4:00 - 5:00 PM	94	172	266	78	129	129
5:00 - 6:00 PM	82	123	205	68	113	113
6:00 - 7:00 PM	41	56	97	33	55	55
7:00 - 8:00 PM	51	115	166	42	70	70
8:00 - 9:00 PM	34	85	119	29	47	47
9:00 - 10:00 PM	13	20	33	11	18	18

Warrant	Description	Warrant Met?
1	Eight-Hour Volume	Warrant NOT Met
2	Four-Hour Volume	Warrant NOT Met
3	Peak Hour Volume	Warrant NOT Met
4	Pedestrian Volume	N/A
5	School Crossing	N/A
6	Coordinated Signal System	N/A
7	Crash Experience	N/A
8	Roadway Network	N/A
9	Intersection Near a Grade Crossing	N/A

05/23/23

Kimley-Horn and Associates, Inc.

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET: Ferguson St EB WB # OF APPROACH LANES:

1

MINOR STREET: Bonner Ave NB SB # OF APPROACH LANES:

1

CITY, STATE: Tyler, TX

COMMENTS: Bdwy Lane Diet + Two-Way Conversion (2032)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

N

			WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
			MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES			500	150		750	75		400	120		600	60			
06:00 AM	TO	07:00 AM	33													
07:00 AM	TO	08:00 AM	117				Y						Y			
08:00 AM	TO	09:00 AM	143				Y						Y			
09:00 AM	TO	10:00 AM	192				Y			Y			Y			
10:00 AM	TO	11:00 AM	199				Y						Y			
11:00 AM	TO	12:00 PM	248				Y						Y			
12:00 PM	TO	01:00 PM	190				Y						Y			
01:00 PM	TO	02:00 PM	161				Y						Y			
02:00 PM	TO	03:00 PM	173				Y						Y			
03:00 PM	TO	04:00 PM	220				Y						Y			
04:00 PM	TO	05:00 PM	266				Y			Y			Y			
05:00 PM	TO	06:00 PM	205				Y						Y			
06:00 PM	TO	07:00 PM	97													
07:00 PM	TO	08:00 PM	166										Y			
08:00 PM	TO	09:00 PM	119													
09:00 PM	TO	10:00 PM	33													
			2,562			1,392										
				0	0	0		0	11	0		0	2	0	0	0
				8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B					4 HRS NEEDED	1 HR NEEDED
				NOT SATISFIED			NOT SATISFIED			NOT SATISFIED					NOT SATISFIED	NOT SATISFIED

Erwin St at Bonner Ave

Signal Warrant Volumes
Bdwy Lane Diet + Two-Way Conversion (2032)

Scenario: Diet + Two-Way
Existing Year: 2022
Study Year: 2032
Growth %: 1%
City: Tyler

Major: Bonner Ave
Direction: NB SB
of Lanes: 2

Minor: Erwin St
Direction: EB WB
of Lanes: 1

N ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):
N 85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

Input

Hour Start	Eastbound					Westbound					Northbound					Southbound				
	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Eastbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Westbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Northbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Southbound Volumes
6:00 - 7:00 AM	56	62	1	0	63	2	2	1	0	3	28	31	0	0	31	30	33	1	0	34
7:00 - 8:00 AM	141	156	27	0	183	14	15	8	0	24	59	65	0	0	65	73	81	6	0	87
8:00 - 9:00 AM	159	176	46	0	221	12	13	17	0	30	85	94	0	0	94	68	75	14	0	89
9:00 - 10:00 AM	109	120	29	0	149	10	11	21	0	32	80	88	0	0	88	97	107	16	0	123
10:00 - 11:00 AM	75	83	30	0	113	17	19	28	0	46	61	67	0	0	67	125	138	23	0	161
11:00 - 12:00 PM	100	110	34	0	144	17	19	38	0	56	56	62	0	0	62	188	208	33	0	240
12:00 - 1:00 PM	114	126	26	0	152	16	18	29	0	47	75	83	0	0	83	115	127	25	0	152
1:00 - 2:00 PM	115	127	31	0	158	23	25	22	0	48	75	83	0	0	83	105	116	17	0	133
2:00 - 3:00 PM	99	109	32	0	141	10	11	24	0	35	61	67	0	0	67	96	106	19	0	125
3:00 - 4:00 PM	118	130	27	0	158	26	29	25	0	54	55	61	0	0	61	124	137	19	0	156
4:00 - 5:00 PM	131	145	22	0	167	31	34	23	0	57	67	74	0	0	74	153	169	17	0	186
5:00 - 6:00 PM	101	112	14	0	126	38	42	28	0	70	83	92	0	0	92	144	159	21	0	180
6:00 - 7:00 PM	89	98	13	0	111	13	14	6	0	21	58	64	0	0	64	54	60	0	0	60
7:00 - 8:00 PM	56	62	13	0	75	13	14	7	0	21	45	50	0	0	50	84	93	0	0	93
8:00 - 9:00 PM	33	36	13	0	50	6	7	7	0	13	23	25	0	0	25	52	57	0	0	57
9:00 - 10:00 PM	20	22	11	0	33	5	6	5	0	11	17	19	0	0	19	18	20	0	0	20

Hourly variation from ITE Trip Generation, 11th Edition

Code	822			730		
Land Use	Strip Retail Plaza			Government Office Building		
Time	Total	Entering	Exiting	Total	Entering	Exiting
6:00 - 7:00 AM	0.5%	0.5%	0.5%	0.2%	0.0%	0.3%
7:00 - 8:00 AM	2.2%	2.2%	2.2%	7.1%	11.1%	3.0%
8:00 - 9:00 AM	4.5%	4.5%	4.5%	12.4%	18.3%	6.5%
9:00 - 10:00 AM	5.8%	5.8%	5.8%	8.5%	9.3%	7.7%
10:00 - 11:00 AM	6.5%	6.5%	6.5%	10.1%	9.4%	10.7%
11:00 - 12:00 PM	6.3%	6.3%	6.3%	13.4%	11.3%	15.5%
12:00 - 1:00 PM	6.1%	6.1%	6.1%	9.8%	7.8%	11.7%
1:00 - 2:00 PM	6.9%	6.9%	6.9%	8.8%	9.5%	8.0%
2:00 - 3:00 PM	6.1%	6.1%	6.1%	9.8%	10.5%	9.2%
3:00 - 4:00 PM	7.4%	7.4%	7.4%	8.2%	7.4%	9.1%
4:00 - 5:00 PM	8.0%	8.0%	8.0%	6.3%	4.5%	8.0%
5:00 - 6:00 PM	8.0%	8.0%	8.0%	5.5%	0.8%	10.2%
6:00 - 7:00 PM	8.0%	8.0%	8.0%	0.0%	0.0%	0.0%
7:00 - 8:00 PM	8.5%	8.5%	8.5%	0.0%	0.0%	0.0%
8:00 - 9:00 PM	8.5%	8.5%	8.5%	0.0%	0.0%	0.0%
9:00 - 10:00 PM	6.7%	6.7%	6.7%	0.0%	0.0%	0.0%

Background Traffic				Eastbound				Westbound				Northbound				Southbound			
New Land Use?	Input	Land-Use	Daily Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips
1	822	Strip Retail Plaza	3146	10%		157	0		5%	0	79			0	0			0	0
2	730	Government Office Building	4204	10%		210	0		10%	0	210			0	0		10%	0	210
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						30	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET: Bonner Ave NB SB # OF APPROACH LANES: 2

MINOR STREET: Erwin St EB WB # OF APPROACH LANES: 1

CITY, STATE: Tyler, TX

COMMENTS: Bdwy Lane Diet + Two-Way Conversion (2032)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	Bonner Ave		Total	Erwin St		Minor Street Heavy Leg
	NB Approach	SB Approach		EB Approach	WB Approach	
6:00 - 7:00 AM	31	34	65	63	3	63
7:00 - 8:00 AM	65	87	152	183	24	183
8:00 - 9:00 AM	94	89	183	221	30	221
9:00 - 10:00 AM	88	123	211	149	32	149
10:00 - 11:00 AM	67	161	228	113	46	113
11:00 - 12:00 PM	62	240	302	144	56	144
12:00 - 1:00 PM	83	152	235	152	47	152
1:00 - 2:00 PM	83	133	216	158	48	158
2:00 - 3:00 PM	67	125	192	141	35	141
3:00 - 4:00 PM	61	156	217	158	54	158
4:00 - 5:00 PM	74	186	260	167	57	167
5:00 - 6:00 PM	92	180	272	126	70	126
6:00 - 7:00 PM	64	60	124	111	21	111
7:00 - 8:00 PM	50	93	143	75	21	75
8:00 - 9:00 PM	25	57	82	50	13	50
9:00 - 10:00 PM	19	20	39	33	11	33

Warrant	Description	Warrant Met?
1	Eight-Hour Volume	Warrant NOT Met
2	Four-Hour Volume	Warrant NOT Met
3	Peak Hour Volume	Warrant NOT Met
4	Pedestrian Volume	N/A
5	School Crossing	N/A
6	Coordinated Signal System	N/A
7	Crash Experience	N/A
8	Roadway Network	N/A
9	Intersection Near a Grade Crossing	N/A

05/23/23

Kimley-Horn and Associates, Inc.

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET:

Bonner Ave

NB

SB

 # OF APPROACH LANES:

2

MINOR STREET:

Erwin St

EB

WB

 # OF APPROACH LANES:

1

CITY, STATE:

Tyler, TX

COMMENTS:

Bdwy Lane Diet + Two-Way Conversion (2032)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

N

			WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET
THRESHOLD VALUES					600	150		900	75		480	120		720	60	
06:00 AM	TO	07:00 AM	65	63											Y	
07:00 AM	TO	08:00 AM	152	183		Y			Y			Y			Y	
08:00 AM	TO	09:00 AM	183	221		Y			Y			Y			Y	
09:00 AM	TO	10:00 AM	211	149					Y			Y			Y	
10:00 AM	TO	11:00 AM	228	113					Y						Y	
11:00 AM	TO	12:00 PM	302	144					Y			Y			Y	
12:00 PM	TO	01:00 PM	235	152		Y			Y			Y			Y	
01:00 PM	TO	02:00 PM	216	158		Y			Y			Y			Y	
02:00 PM	TO	03:00 PM	192	141					Y			Y			Y	
03:00 PM	TO	04:00 PM	217	158		Y			Y			Y			Y	
04:00 PM	TO	05:00 PM	260	167		Y			Y			Y			Y	
05:00 PM	TO	06:00 PM	272	126					Y			Y			Y	
06:00 PM	TO	07:00 PM	124	111					Y						Y	
07:00 PM	TO	08:00 PM	143	75					Y						Y	
08:00 PM	TO	09:00 PM	82	50												
09:00 PM	TO	10:00 PM	39	33												
			2,921	2,044	0	6	0	0	13	0	0	10	0	0	14	0
			8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B			4 HRS NEEDED			1 HR NEEDED	
			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED	

Bonner Ave at Elm St

Signal Warrant Volumes
Bdwy Lane Diet + Two-Way Conversion (2032)

Scenario:	Diet + Two-Way
Existing Year:	2022
Study Year:	2032
Growth %	1%
City:	Tyler

Major:	Bonner Ave
Direction:	NB SB
# of Lanes:	2

Minor:	Elm St
Direction:	EB WB
# of Lanes:	1

N	ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):
N	85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

Input

Hour Start	Eastbound					Westbound					Northbound					Southbound				
	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Eastbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Westbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Northbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Southbound Volumes
6:00 - 7:00 AM	17	19	0	0	19	10	11	0	0	11	32	35	0	0	35	17	19	0	0	19
7:00 - 8:00 AM	95	105	0	0	105	49	54	2	0	56	56	62	0	0	62	50	55	0	0	55
8:00 - 9:00 AM	58	64	0	0	64	23	25	4	0	29	86	95	0	0	95	61	67	0	0	67
9:00 - 10:00 AM	43	47	0	0	47	30	33	5	0	38	61	67	0	0	67	68	75	0	0	75
10:00 - 11:00 AM	44	49	0	0	49	30	33	5	0	38	58	64	0	0	64	97	107	0	0	107
11:00 - 12:00 PM	48	53	0	0	53	57	63	5	0	68	54	60	0	0	60	148	163	0	0	163
12:00 - 1:00 PM	60	66	0	0	66	53	59	5	0	63	76	84	0	0	84	76	84	0	0	84
1:00 - 2:00 PM	54	60	0	0	60	41	45	5	0	51	68	75	0	0	75	73	81	0	0	81
2:00 - 3:00 PM	33	36	0	0	36	38	42	5	0	47	52	57	0	0	57	66	73	0	0	73
3:00 - 4:00 PM	65	72	0	0	72	96	106	6	0	112	52	57	0	0	57	85	94	0	0	94
4:00 - 5:00 PM	64	71	0	0	71	82	91	6	0	97	75	83	0	0	83	86	95	0	0	95
5:00 - 6:00 PM	36	40	0	0	40	52	57	6	0	64	77	85	0	0	85	94	104	0	0	104
6:00 - 7:00 PM	36	40	0	0	40	28	31	6	0	37	58	64	0	0	64	38	42	0	0	42
7:00 - 8:00 PM	23	25	0	0	25	53	59	7	0	65	30	33	0	0	33	73	81	0	0	81
8:00 - 9:00 PM	8	9	0	0	9	22	24	7	0	31	21	23	0	0	23	36	40	0	0	40
9:00 - 10:00 PM	7	8	0	0	8	20	22	5	0	27	19	21	0	0	21	13	14	0	0	14

Hourly variation from ITE Trip Generation, 11th Edition

Code	822			730		
Land Use	Strip Retail Plaza			Government Office Building		
Time	Total	Entering	Exiting	Total	Entering	Exiting
6:00 - 7:00 AM	0.5%	0.5%	0.5%	0.2%	0.0%	0.3%
7:00 - 8:00 AM	2.2%	2.2%	2.2%	7.1%	11.1%	3.0%
8:00 - 9:00 AM	4.5%	4.5%	4.5%	12.4%	18.3%	6.5%
9:00 - 10:00 AM	5.8%	5.8%	5.8%	8.5%	9.3%	7.7%
10:00 - 11:00 AM	6.5%	6.5%	6.5%	10.1%	9.4%	10.7%
11:00 - 12:00 PM	6.3%	6.3%	6.3%	13.4%	11.3%	15.5%
12:00 - 1:00 PM	6.1%	6.1%	6.1%	9.8%	7.8%	11.7%
1:00 - 2:00 PM	6.9%	6.9%	6.9%	8.8%	9.5%	8.0%
2:00 - 3:00 PM	6.1%	6.1%	6.1%	9.8%	10.5%	9.2%
3:00 - 4:00 PM	7.4%	7.4%	7.4%	8.2%	7.4%	9.1%
4:00 - 5:00 PM	8.0%	8.0%	8.0%	6.3%	4.5%	8.0%
5:00 - 6:00 PM	8.0%	8.0%	8.0%	5.5%	0.8%	10.2%
6:00 - 7:00 PM	8.0%	8.0%	8.0%	0.0%	0.0%	0.0%
7:00 - 8:00 PM	8.5%	8.5%	8.5%	0.0%	0.0%	0.0%
8:00 - 9:00 PM	8.5%	8.5%	8.5%	0.0%	0.0%	0.0%
9:00 - 10:00 PM	6.7%	6.7%	6.7%	0.0%	0.0%	0.0%

Background Traffic				Eastbound				Westbound				Northbound				Southbound			
New Land Use?	Input	Land-Use	Daily Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips
1	822	Strip Retail Plaza	3146			0	0		5%	0	79			0	0			0	0
2	730	Government Office Building	4204			0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						30	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET: Bonner Ave NB SB # OF APPROACH LANES: 2

MINOR STREET: Elm St EB WB # OF APPROACH LANES: 1

CITY, STATE: Tyler, TX

COMMENTS: Bdwy Lane Diet + Two-Way Conversion (2032)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	Bonner Ave		Total	Elm St		Minor Street Heavy Leg
	NB	SB		EB	WB	
	Approach	Approach		Approach	Approach	
6:00 - 7:00 AM	35	19	54	19	11	19
7:00 - 8:00 AM	62	55	117	105	56	105
8:00 - 9:00 AM	95	67	162	64	29	64
9:00 - 10:00 AM	67	75	142	47	38	47
10:00 - 11:00 AM	64	107	171	49	38	49
11:00 - 12:00 PM	60	163	223	53	68	68
12:00 - 1:00 PM	84	84	168	66	63	66
1:00 - 2:00 PM	75	81	156	60	51	60
2:00 - 3:00 PM	57	73	130	36	47	47
3:00 - 4:00 PM	57	94	151	72	112	112
4:00 - 5:00 PM	83	95	178	71	97	97
5:00 - 6:00 PM	85	104	189	40	64	64
6:00 - 7:00 PM	64	42	106	40	37	40
7:00 - 8:00 PM	33	81	114	25	65	65
8:00 - 9:00 PM	23	40	63	9	31	31
9:00 - 10:00 PM	21	14	35	8	27	27

Warrant	Description	Warrant Met?
1	Eight-Hour Volume	Warrant NOT Met
2	Four-Hour Volume	Warrant NOT Met
3	Peak Hour Volume	Warrant NOT Met
4	Pedestrian Volume	N/A
5	School Crossing	N/A
6	Coordinated Signal System	N/A
7	Crash Experience	N/A
8	Roadway Network	N/A
9	Intersection Near a Grade Crossing	N/A

05/23/23

Kimley-Horn and Associates, Inc.

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET:

Bonner Ave

NB

SB

 # OF APPROACH LANES:

2

MINOR STREET:

Elm St

EB

WB

 # OF APPROACH LANES:

1

CITY, STATE:

Tyler, TX

COMMENTS:

Bdwy Lane Diet + Two-Way Conversion (2032)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

N

			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
					MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES					600	150		900	75		480	120		720	60			
06:00 AM	TO	07:00 AM	54	19					Y						Y			
07:00 AM	TO	08:00 AM	117	105											Y			
08:00 AM	TO	09:00 AM	162	64											Y			
09:00 AM	TO	10:00 AM	142	47														
10:00 AM	TO	11:00 AM	171	49														
11:00 AM	TO	12:00 PM	223	68											Y			
12:00 PM	TO	01:00 PM	168	66											Y			
01:00 PM	TO	02:00 PM	156	60											Y			
02:00 PM	TO	03:00 PM	130	47														
03:00 PM	TO	04:00 PM	151	112					Y						Y			
04:00 PM	TO	05:00 PM	178	97					Y						Y			
05:00 PM	TO	06:00 PM	189	64											Y			
06:00 PM	TO	07:00 PM	106	40														
07:00 PM	TO	08:00 PM	114	65											Y			
08:00 PM	TO	09:00 PM	63	31														
09:00 PM	TO	10:00 PM	35	27														
			2,159	961	0	0	0	0	3	0	0	0	0	0	9	0	0	
					8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
					NOT SATISFIED			NOT SATISFIED			NOT SATISFIED						NOT SATISFIED	NOT SATISFIED

Ferguson St at Bois D'Arc Ave

Signal Warrant Volumes
Bdwy Lane Diet + Two-Way Conversion (2032)

Scenario:

Diet + Two-Way

Existing Year:

2022

Study Year:

2032

Growth %:

1%

City:

Tyler

Major:

Ferguson St

Direction:

EB WB

of Lanes:

2

Minor:

Bois D'Arc Ave

Direction:

NB SB

of Lanes:

1

N

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

Input

Hour Start	Eastbound					Westbound					Northbound					Southbound				
	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Eastbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Westbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Northbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Southbound Volumes
6:00 - 7:00 AM	18	20	0	0	20	18	20	0	0	20	20	22	0	0	22	10	11	0	0	11
7:00 - 8:00 AM	74	82	0	0	82	75	83	0	0	83	81	89	0	0	89	40	44	0	0	44
8:00 - 9:00 AM	106	117	0	0	117	113	125	0	0	125	149	165	0	0	165	43	47	0	0	47
9:00 - 10:00 AM	84	93	0	0	93	86	95	0	0	95	93	103	0	0	103	46	51	0	0	51
10:00 - 11:00 AM	60	66	0	0	66	61	67	0	0	67	66	73	0	0	73	33	36	0	0	36
11:00 - 12:00 PM	64	71	0	0	71	65	72	0	0	72	70	77	0	0	77	35	39	0	0	39
12:00 - 1:00 PM	75	83	0	0	83	77	85	0	0	85	83	92	0	0	92	41	45	0	0	45
1:00 - 2:00 PM	74	82	0	0	82	76	84	0	0	84	82	91	0	0	91	41	45	0	0	45
2:00 - 3:00 PM	68	75	0	0	75	69	76	0	0	76	75	83	0	0	83	37	41	0	0	41
3:00 - 4:00 PM	91	101	0	0	101	93	103	0	0	103	100	110	0	0	110	50	55	0	0	55
4:00 - 5:00 PM	96	106	0	0	106	99	109	0	0	109	106	117	0	0	117	52	57	0	0	57
5:00 - 6:00 PM	108	119	0	0	119	107	118	0	0	118	93	103	0	0	103	71	78	0	0	78
6:00 - 7:00 PM	50	55	0	0	55	51	56	0	0	56	55	61	0	0	61	27	30	0	0	30
7:00 - 8:00 PM	34	38	0	0	38	35	39	0	0	39	38	42	0	0	42	19	21	0	0	21
8:00 - 9:00 PM	21	23	0	0	23	21	23	0	0	23	23	25	0	0	25	11	12	0	0	12
9:00 - 10:00 PM	17	19	0	0	19	17	19	0	0	19	19	21	0	0	21	9	10	0	0	10

Hourly variation from ITE Trip Generation, 11th Edition						
Code	822			730		
Land Use	Strip Retail Plaza			Government Office Building		
Time	Total	Entering	Exiting	Total	Entering	Exiting
6:00 - 7:00 AM	0.5%	0.5%	0.5%	0.2%	0.0%	0.3%
7:00 - 8:00 AM	2.2%	2.2%	2.2%	7.1%	11.1%	3.0%
8:00 - 9:00 AM	4.5%	4.5%	4.5%	12.4%	18.3%	6.5%
9:00 - 10:00 AM	5.8%	5.8%	5.8%	8.5%	9.3%	7.7%
10:00 - 11:00 AM	6.5%	6.5%	6.5%	10.1%	9.4%	10.7%
11:00 - 12:00 PM	6.3%	6.3%	6.3%	13.4%	11.3%	15.5%
12:00 - 1:00 PM	6.1%	6.1%	6.1%	9.8%	7.8%	11.7%
1:00 - 2:00 PM	6.9%	6.9%	6.9%	8.8%	9.5%	8.0%
2:00 - 3:00 PM	6.1%	6.1%	6.1%	9.8%	10.5%	9.2%
3:00 - 4:00 PM	7.4%	7.4%	7.4%	8.2%	7.4%	9.1%
4:00 - 5:00 PM	8.0%	8.0%	8.0%	6.3%	4.5%	8.0%
5:00 - 6:00 PM	8.0%	8.0%	8.0%	5.5%	0.8%	10.2%
6:00 - 7:00 PM	8.0%	8.0%	8.0%	0.0%	0.0%	0.0%
7:00 - 8:00 PM	8.5%	8.5%	8.5%	0.0%	0.0%	0.0%
8:00 - 9:00 PM	8.5%	8.5%	8.5%	0.0%	0.0%	0.0%
9:00 - 10:00 PM	6.7%	6.7%	6.7%	0.0%	0.0%	0.0%

Background Traffic				Eastbound				Westbound				Northbound				Southbound			
New Land Use?	Input	Land-Use	Daily Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips
1	822	Strip Retail Plaza	3146			0	0			0	0			0	0			0	0
2	730	Government Office Building	4204			0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						30	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0

Ferguson St at Bois D'Arc Ave

MAJOR STREET:	<u>Ferguson St</u>	EB	WB	# OF APPROACH LANES:	2
MINOR STREET:	<u>Bois D'Arc Ave</u>	NB	SB	# OF APPROACH LANES:	1
CITY, STATE:	<u>Tyler, TX</u>				
COMMENTS:	<u>Bdwy Lane Diet + Two-Way Conversion (2032)</u>				

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

N

	Ferguson St		Total	Bois D'Arc Ave		Minor Street Heavy Leg
	EB	WB		NB	SB	
	Approach	Approach		Approach	Approach	
6:00 - 7:00 AM	20	20	40	22	11	22
7:00 - 8:00 AM	82	83	165	89	44	89
8:00 - 9:00 AM	117	125	242	165	47	165
9:00 - 10:00 AM	93	95	188	103	51	103
10:00 - 11:00 AM	66	67	133	73	36	73
11:00 - 12:00 PM	71	72	143	77	39	77
12:00 - 1:00 PM	83	85	168	92	45	92
1:00 - 2:00 PM	82	84	166	91	45	91
2:00 - 3:00 PM	75	76	151	83	41	83
3:00 - 4:00 PM	101	103	204	110	55	110
4:00 - 5:00 PM	106	109	215	117	57	117
5:00 - 6:00 PM	119	118	237	103	78	103
6:00 - 7:00 PM	55	56	111	61	30	61
7:00 - 8:00 PM	38	39	77	42	21	42
8:00 - 9:00 PM	23	23	46	25	12	25
9:00 - 10:00 PM	19	19	38	21	10	21

Warrant	Description	Warrant Met?
1	Eight-Hour Volume	Warrant NOT Met
2	Four-Hour Volume	Warrant NOT Met
3	Peak Hour Volume	Warrant NOT Met
4	Pedestrian Volume	N/A
5	School Crossing	N/A
6	Coordinated Signal System	N/A
7	Crash Experience	N/A
8	Roadway Network	N/A
9	Intersection Near a Grade Crossing	N/A

05/23/23

Kimley-Horn and Associates, Inc.

Ferguson St at Bois D'Arc Ave

MAJOR STREET:

Ferguson St

EB

WB

OF APPROACH LANES:

2

MINOR STREET:

Bois D'Arc Ave

NB

SB

OF APPROACH LANES:

1

CITY, STATE:

Tyler, TX

COMMENTS:

Bdwy Lane Diet + Two-Way Conversion (2032)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

N

			WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET
THRESHOLD VALUES					600	150		900	75		480	120		720	60	
06:00 AM	TO	07:00 AM	40	22					Y						Y	
07:00 AM	TO	08:00 AM	165	89					Y						Y	
08:00 AM	TO	09:00 AM	242	165		Y			Y			Y			Y	
09:00 AM	TO	10:00 AM	188	103					Y						Y	
10:00 AM	TO	11:00 AM	133	73					Y						Y	
11:00 AM	TO	12:00 PM	143	77					Y						Y	
12:00 PM	TO	01:00 PM	168	92					Y						Y	
01:00 PM	TO	02:00 PM	166	91					Y						Y	
02:00 PM	TO	03:00 PM	151	83					Y						Y	
03:00 PM	TO	04:00 PM	204	110					Y						Y	
04:00 PM	TO	05:00 PM	215	117					Y						Y	
05:00 PM	TO	06:00 PM	237	103					Y						Y	
06:00 PM	TO	07:00 PM	111	61											Y	
07:00 PM	TO	08:00 PM	77	42												
08:00 PM	TO	09:00 PM	46	25												
09:00 PM	TO	10:00 PM	38	21												
			2,324	1,274	0	1	0	0	10	0	0	1	0	0	12	0
			8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED						NOT SATISFIED	NOT SATISFIED

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET: Erwin St EB WB # OF APPROACH LANES: 1

MINOR STREET: Bois D'Arc Ave NB SB # OF APPROACH LANES: 1

CITY, STATE: Tyler, TX

COMMENTS: Bdwy Lane Diet + Two-Way Conversion (2032)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	Erwin St		Total	Bois D'Arc Ave		Minor Street Heavy Leg
	EB Approach	WB Approach		NB Approach	SB Approach	
6:00 - 7:00 AM	17	23	40	31	12	31
7:00 - 8:00 AM	76	78	154	105	53	105
8:00 - 9:00 AM	105	108	213	194	42	194
9:00 - 10:00 AM	65	81	146	113	44	113
10:00 - 11:00 AM	62	83	145	70	59	70
11:00 - 12:00 PM	90	125	215	99	74	99
12:00 - 1:00 PM	73	105	178	96	76	96
1:00 - 2:00 PM	73	92	165	98	57	98
2:00 - 3:00 PM	66	83	149	57	65	65
3:00 - 4:00 PM	72	99	171	68	91	91
4:00 - 5:00 PM	75	108	183	84	94	94
5:00 - 6:00 PM	69	113	182	98	120	120
6:00 - 7:00 PM	39	56	95	67	53	67
7:00 - 8:00 PM	30	45	75	41	27	41
8:00 - 9:00 PM	18	30	48	17	17	17
9:00 - 10:00 PM	11	20	31	21	14	21

Warrant	Description	Warrant Met?
1	Eight-Hour Volume	Warrant NOT Met
2	Four-Hour Volume	Warrant NOT Met
3	Peak Hour Volume	Warrant NOT Met
4	Pedestrian Volume	N/A
5	School Crossing	N/A
6	Coordinated Signal System	N/A
7	Crash Experience	N/A
8	Roadway Network	N/A
9	Intersection Near a Grade Crossing	N/A

05/23/23

Kimley-Horn and Associates, Inc.

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET: Erwin StEBWB# OF APPROACH LANES: 1

MINOR STREET: Bois D'Arc AveNBSB# OF APPROACH LANES: 1

CITY, STATE: Tyler, TX

COMMENTS: Bdwy Lane Diet + Two-Way Conversion (2032)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
					MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES					500	150		750	75		400	120		600	60			
06:00 AM	TO	07:00 AM	40	31														
07:00 AM	TO	08:00 AM	154	105					Y						Y			
08:00 AM	TO	09:00 AM	213	194		Y			Y			Y			Y			
09:00 AM	TO	10:00 AM	146	113					Y						Y			
10:00 AM	TO	11:00 AM	145	70											Y			
11:00 AM	TO	12:00 PM	215	99					Y						Y			
12:00 PM	TO	01:00 PM	178	96					Y						Y			
01:00 PM	TO	02:00 PM	165	98					Y						Y			
02:00 PM	TO	03:00 PM	149	65											Y			
03:00 PM	TO	04:00 PM	171	91					Y						Y			
04:00 PM	TO	05:00 PM	183	94					Y						Y			
05:00 PM	TO	06:00 PM	182	120					Y			Y			Y			
06:00 PM	TO	07:00 PM	95	67											Y			
07:00 PM	TO	08:00 PM	75	41														
08:00 PM	TO	09:00 PM	48	17														
09:00 PM	TO	10:00 PM	31	21														
			2,190	1,322		0	1	0	0	9	0	0	2	0	0	12	0	0
					8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
					NOT SATISFIED			NOT SATISFIED			NOT SATISFIED						NOT SATISFIED	NOT SATISFIED

Elm St at Bois D'Arc Ave

Signal Warrant Volumes
Bdwy Lane Diet + Two-Way Conversion (2032)

Scenario:

Diet + Two-Way

Existing Year:

2022

Study Year:

2032

Growth %:

1%

City:

Tyler

Major:

Elm St

Direction:

EB WB

of Lanes:

2

Minor:

Bois D'Arc Ave

Direction:

NB SB

of Lanes:

1

N

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

Input

Hour Start	Eastbound					Westbound					Northbound					Southbound				
	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Eastbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Westbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Northbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Southbound Volumes
6:00 - 7:00 AM	18	20	0	0	20	15	17	0	0	17	24	27	0	0	27	11	12	0	0	12
7:00 - 8:00 AM	102	113	0	0	113	39	43	2	0	45	179	198	0	0	198	35	39	0	0	39
8:00 - 9:00 AM	68	75	0	0	75	77	85	4	0	89	141	156	0	0	156	25	28	0	0	28
9:00 - 10:00 AM	38	42	0	0	42	66	73	5	0	77	82	91	0	0	91	32	35	0	0	35
10:00 - 11:00 AM	50	55	0	0	55	51	56	5	0	61	66	73	0	0	73	35	39	0	0	39
11:00 - 12:00 PM	92	102	0	0	102	93	103	5	0	108	62	68	0	0	68	56	62	0	0	62
12:00 - 1:00 PM	80	88	0	0	88	80	88	5	0	93	73	81	0	0	81	58	64	0	0	64
1:00 - 2:00 PM	68	75	0	0	75	57	63	5	0	68	85	94	0	0	94	35	39	0	0	39
2:00 - 3:00 PM	48	53	0	0	53	55	61	5	0	66	46	51	0	0	51	50	55	0	0	55
3:00 - 4:00 PM	79	87	0	0	87	91	101	6	0	106	108	119	0	0	119	66	73	0	0	73
4:00 - 5:00 PM	79	87	0	0	87	90	99	6	0	106	128	141	0	0	141	62	68	0	0	68
5:00 - 6:00 PM	57	63	0	0	63	93	103	6	0	109	108	119	0	0	119	79	87	0	0	87
6:00 - 7:00 PM	46	51	0	0	51	61	67	6	0	74	81	89	0	0	89	30	33	0	0	33
7:00 - 8:00 PM	114	126	0	0	126	26	29	7	0	35	41	45	0	0	45	25	28	0	0	28
8:00 - 9:00 PM	37	41	0	0	41	20	22	7	0	29	12	13	0	0	13	10	11	0	0	11
9:00 - 10:00 PM	39	43	0	0	43	16	18	5	0	23	14	15	0	0	15	11	12	0	0	12

Hourly variation from ITE Trip Generation, 11th Edition						
Code	822			730		
Land Use	Strip Retail Plaza			Government Office Building		
Time	Total	Entering	Exiting	Total	Entering	Exiting
6:00 - 7:00 AM	0.5%	0.5%	0.5%	0.2%	0.0%	0.3%
7:00 - 8:00 AM	2.2%	2.2%	2.2%	7.1%	11.1%	3.0%
8:00 - 9:00 AM	4.5%	4.5%	4.5%	12.4%	18.3%	6.5%
9:00 - 10:00 AM	5.8%	5.8%	5.8%	8.5%	9.3%	7.7%
10:00 - 11:00 AM	6.5%	6.5%	6.5%	10.1%	9.4%	10.7%
11:00 - 12:00 PM	6.3%	6.3%	6.3%	13.4%	11.3%	15.5%
12:00 - 1:00 PM	6.1%	6.1%	6.1%	9.8%	7.8%	11.7%
1:00 - 2:00 PM	6.9%	6.9%	6.9%	8.8%	9.5%	8.0%
2:00 - 3:00 PM	6.1%	6.1%	6.1%	9.8%	10.5%	9.2%
3:00 - 4:00 PM	7.4%	7.4%	7.4%	8.2%	7.4%	9.1%
4:00 - 5:00 PM	8.0%	8.0%	8.0%	6.3%	4.5%	8.0%
5:00 - 6:00 PM	8.0%	8.0%	8.0%	5.5%	0.8%	10.2%
6:00 - 7:00 PM	8.0%	8.0%	8.0%	0.0%	0.0%	0.0%
7:00 - 8:00 PM	8.5%	8.5%	8.5%	0.0%	0.0%	0.0%
8:00 - 9:00 PM	8.5%	8.5%	8.5%	0.0%	0.0%	0.0%
9:00 - 10:00 PM	6.7%	6.7%	6.7%	0.0%	0.0%	0.0%

Background Traffic				Eastbound				Westbound				Northbound				Southbound			
New Land Use?	Input	Land-Use	Daily Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips
1	822	Strip Retail Plaza	3146			0	0		5%	0	79			0	0			0	0
2	730	Government Office Building	4204			0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						30	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET: Elm St EB WB # OF APPROACH LANES: 2

MINOR STREET: Bois D'Arc Ave NB SB # OF APPROACH LANES: 1

CITY, STATE: Tyler, TX

COMMENTS: Bdwy Lane Diet + Two-Way Conversion (2032)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	Elm St		Total	Bois D'Arc Ave		Minor Street Heavy Leg
	EB Approach	WB Approach		NB Approach	SB Approach	
6:00 - 7:00 AM	20	17	37	27	12	27
7:00 - 8:00 AM	113	45	158	198	39	198
8:00 - 9:00 AM	75	89	164	156	28	156
9:00 - 10:00 AM	42	77	119	91	35	91
10:00 - 11:00 AM	55	61	116	73	39	73
11:00 - 12:00 PM	102	108	210	68	62	68
12:00 - 1:00 PM	88	93	181	81	64	81
1:00 - 2:00 PM	75	68	143	94	39	94
2:00 - 3:00 PM	53	66	119	51	55	55
3:00 - 4:00 PM	87	106	193	119	73	119
4:00 - 5:00 PM	87	106	193	141	68	141
5:00 - 6:00 PM	63	109	172	119	87	119
6:00 - 7:00 PM	51	74	125	89	33	89
7:00 - 8:00 PM	126	35	161	45	28	45
8:00 - 9:00 PM	41	29	70	13	11	13
9:00 - 10:00 PM	43	23	66	15	12	15

Warrant	Description	Warrant Met?
1	Eight-Hour Volume	Warrant NOT Met
2	Four-Hour Volume	Warrant NOT Met
3	Peak Hour Volume	Warrant NOT Met
4	Pedestrian Volume	N/A
5	School Crossing	N/A
6	Coordinated Signal System	N/A
7	Crash Experience	N/A
8	Roadway Network	N/A
9	Intersection Near a Grade Crossing	N/A

05/23/23

Kimley-Horn and Associates, Inc.

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET:

Elm St

EB

WB

 # OF APPROACH LANES:

2

MINOR STREET:

Bois D'Arc Ave

NB

SB

 # OF APPROACH LANES:

1

CITY, STATE:

Tyler, TX

COMMENTS:

Bdwy Lane Diet + Two-Way Conversion (2032)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

N

			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
					MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES					600	150		900	75		480	120		720	60			
06:00 AM	TO	07:00 AM	37	27														
07:00 AM	TO	08:00 AM	158	198		Y			Y			Y			Y			
08:00 AM	TO	09:00 AM	164	156		Y			Y			Y			Y			
09:00 AM	TO	10:00 AM	119	91					Y						Y			
10:00 AM	TO	11:00 AM	116	73											Y			
11:00 AM	TO	12:00 PM	210	68											Y			
12:00 PM	TO	01:00 PM	181	81					Y						Y			
01:00 PM	TO	02:00 PM	143	94					Y						Y			
02:00 PM	TO	03:00 PM	119	55														
03:00 PM	TO	04:00 PM	193	119					Y						Y			
04:00 PM	TO	05:00 PM	193	141					Y			Y			Y			
05:00 PM	TO	06:00 PM	172	119					Y						Y			
06:00 PM	TO	07:00 PM	125	89					Y						Y			
07:00 PM	TO	08:00 PM	161	45														
08:00 PM	TO	09:00 PM	70	13														
09:00 PM	TO	10:00 PM	66	15														
			2,227	1,384	0	2	0	0	9	0	0	3	0	0	11	0	0	
					8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
					NOT SATISFIED			NOT SATISFIED			NOT SATISFIED						NOT SATISFIED	NOT SATISFIED

Ferguson St at College Ave

Signal Warrant Volumes
Bdwy Lane Diet + Two-Way Conversion (2032)

Scenario:

Diet + Two-Way

Existing Year:

2022

Study Year:

2032

Growth %:

1%

City:

Tyler

Major:

Ferguson St

Direction:

EB WB

of Lanes:

2

Minor:

College Ave

Direction:

NB SB

of Lanes:

2

N

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

Input

Hour Start	Eastbound					Westbound					Northbound					Southbound				
	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Eastbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Westbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Northbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Southbound Volumes
6:00 - 7:00 AM	18	20	0	0	20	16	18	0	0	18	6	7	0	0	7	4	4	0	0	4
7:00 - 8:00 AM	91	101	0	0	101	80	88	0	0	88	30	33	0	0	33	21	23	0	0	23
8:00 - 9:00 AM	169	187	0	0	187	150	166	0	0	166	61	67	0	0	67	45	50	0	0	50
9:00 - 10:00 AM	140	155	0	0	155	123	136	0	0	136	46	51	0	0	51	32	35	0	0	35
10:00 - 11:00 AM	83	92	0	0	92	73	81	0	0	81	27	30	0	0	30	19	21	0	0	21
11:00 - 12:00 PM	118	130	0	0	130	104	115	0	0	115	39	43	0	0	43	27	30	0	0	30
12:00 - 1:00 PM	143	158	0	0	158	125	138	0	0	138	47	52	0	0	52	33	36	0	0	36
1:00 - 2:00 PM	133	147	0	0	147	116	128	0	0	128	44	49	0	0	49	31	34	0	0	34
2:00 - 3:00 PM	117	129	0	0	129	102	113	0	0	113	38	42	0	0	42	27	30	0	0	30
3:00 - 4:00 PM	144	159	0	0	159	126	139	0	0	139	47	52	0	0	52	33	36	0	0	36
4:00 - 5:00 PM	163	180	0	0	180	141	156	0	0	156	48	53	0	0	53	32	35	0	0	35
5:00 - 6:00 PM	144	159	0	0	159	126	139	0	0	139	47	52	0	0	52	33	36	0	0	36
6:00 - 7:00 PM	77	85	0	0	85	67	74	0	0	74	25	28	0	0	28	18	20	0	0	20
7:00 - 8:00 PM	69	76	0	0	76	61	67	0	0	67	23	25	0	0	25	16	18	0	0	18
8:00 - 9:00 PM	62	68	0	0	68	54	60	0	0	60	20	22	0	0	22	14	15	0	0	15
9:00 - 10:00 PM	29	32	0	0	32	26	29	0	0	29	10	11	0	0	11	7	8	0	0	8

Hourly variation from ITE Trip Generation, 11th Edition						
Code	822			730		
Land Use	Strip Retail Plaza			Government Office Building		
Time	Total	Entering	Exiting	Total	Entering	Exiting
6:00 - 7:00 AM	0.5%	0.5%	0.5%	0.2%	0.0%	0.3%
7:00 - 8:00 AM	2.2%	2.2%	2.2%	7.1%	11.1%	3.0%
8:00 - 9:00 AM	4.5%	4.5%	4.5%	12.4%	18.3%	6.5%
9:00 - 10:00 AM	5.8%	5.8%	5.8%	8.5%	9.3%	7.7%
10:00 - 11:00 AM	6.5%	6.5%	6.5%	10.1%	9.4%	10.7%
11:00 - 12:00 PM	6.3%	6.3%	6.3%	13.4%	11.3%	15.5%
12:00 - 1:00 PM	6.1%	6.1%	6.1%	9.8%	7.8%	11.7%
1:00 - 2:00 PM	6.9%	6.9%	6.9%	8.8%	9.5%	8.0%
2:00 - 3:00 PM	6.1%	6.1%	6.1%	9.8%	10.5%	9.2%
3:00 - 4:00 PM	7.4%	7.4%	7.4%	8.2%	7.4%	9.1%
4:00 - 5:00 PM	8.0%	8.0%	8.0%	6.3%	4.5%	8.0%
5:00 - 6:00 PM	8.0%	8.0%	8.0%	5.5%	0.8%	10.2%
6:00 - 7:00 PM	8.0%	8.0%	8.0%	0.0%	0.0%	0.0%
7:00 - 8:00 PM	8.5%	8.5%	8.5%	0.0%	0.0%	0.0%
8:00 - 9:00 PM	8.5%	8.5%	8.5%	0.0%	0.0%	0.0%
9:00 - 10:00 PM	6.7%	6.7%	6.7%	0.0%	0.0%	0.0%

Background Traffic				Eastbound				Westbound				Northbound				Southbound			
New Land Use?	Input	Land-Use	Daily Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips
1	822	Strip Retail Plaza	3146			0	0			0	0			0	0			0	0
2	730	Government Office Building	4204			0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						30	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET: Ferguson St EB WB # OF APPROACH LANES: 2

MINOR STREET: College Ave NB SB # OF APPROACH LANES: 2

CITY, STATE: Tyler, TX

COMMENTS: Bdwy Lane Diet + Two-Way Conversion (2032)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	Ferguson St		Total	College Ave		Minor Street Heavy Leg
	EB Approach	WB Approach		NB Approach	SB Approach	
6:00 - 7:00 AM	20	18	38	7	4	7
7:00 - 8:00 AM	101	88	189	33	23	33
8:00 - 9:00 AM	187	166	353	67	50	67
9:00 - 10:00 AM	155	136	291	51	35	51
10:00 - 11:00 AM	92	81	173	30	21	30
11:00 - 12:00 PM	130	115	245	43	30	43
12:00 - 1:00 PM	158	138	296	52	36	52
1:00 - 2:00 PM	147	128	275	49	34	49
2:00 - 3:00 PM	129	113	242	42	30	42
3:00 - 4:00 PM	159	139	298	52	36	52
4:00 - 5:00 PM	180	156	336	53	35	53
5:00 - 6:00 PM	159	139	298	52	36	52
6:00 - 7:00 PM	85	74	159	28	20	28
7:00 - 8:00 PM	76	67	143	25	18	25
8:00 - 9:00 PM	68	60	128	22	15	22
9:00 - 10:00 PM	32	29	61	11	8	11

Warrant	Description	Warrant Met?
1	Eight-Hour Volume	Warrant NOT Met
2	Four-Hour Volume	Warrant NOT Met
3	Peak Hour Volume	Warrant NOT Met
4	Pedestrian Volume	N/A
5	School Crossing	N/A
6	Coordinated Signal System	N/A
7	Crash Experience	N/A
8	Roadway Network	N/A
9	Intersection Near a Grade Crossing	N/A

05/23/23

Kimley-Horn and Associates, Inc.

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET: Ferguson St EB WB # OF APPROACH LANES:

2

MINOR STREET: College Ave NB SB # OF APPROACH LANES:

2

CITY, STATE: Tyler, TX

COMMENTS: Bdwy Lane Diet + Two-Way Conversion (2032)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

N

			WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
			MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES			600	200		900	100		480	160		720	80			
06:00 AM	TO	07:00 AM	38	7												
07:00 AM	TO	08:00 AM	189	33												
08:00 AM	TO	09:00 AM	353	67												
09:00 AM	TO	10:00 AM	291	51												
10:00 AM	TO	11:00 AM	173	30												
11:00 AM	TO	12:00 PM	245	43												
12:00 PM	TO	01:00 PM	296	52												
01:00 PM	TO	02:00 PM	275	49												
02:00 PM	TO	03:00 PM	242	42												
03:00 PM	TO	04:00 PM	298	52												
04:00 PM	TO	05:00 PM	336	53												
05:00 PM	TO	06:00 PM	298	52												
06:00 PM	TO	07:00 PM	159	28												
07:00 PM	TO	08:00 PM	143	25												
08:00 PM	TO	09:00 PM	128	22												
09:00 PM	TO	10:00 PM	61	11												
			3,525	617	0	0	0	0	0	0	0	0	0	0	0	0
			8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED						NOT SATISFIED	NOT SATISFIED

Erwin St at College Ave

Signal Warrant Volumes
Bdwy Lane Diet + Two-Way Conversion (2032)

Scenario:

Diet + Two-Way

Existing Year:

2022

Study Year:

2032

Growth %:

1%

City:

Tyler

Major:

Erwin St

Direction:

EB WB

of Lanes:

1

Minor:

College Ave

Direction:

NB SB

of Lanes:

1

N

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

Input

Hour Start	Eastbound					Westbound					Northbound					Southbound				
	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Eastbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Westbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Northbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Southbound Volumes
6:00 - 7:00 AM	20	22	1	0	23	20	22	1	0	23	10	11	0	0	11	7	8	0	0	8
7:00 - 8:00 AM	71	78	27	0	105	70	77	8	0	85	37	41	0	0	41	25	28	0	0	28
8:00 - 9:00 AM	67	74	46	0	120	66	73	17	0	90	34	38	0	0	38	24	27	0	0	27
9:00 - 10:00 AM	72	80	29	0	108	71	78	21	0	99	37	41	0	0	41	25	28	0	0	28
10:00 - 11:00 AM	75	83	30	0	113	74	82	28	0	109	39	43	0	0	43	26	29	0	0	29
11:00 - 12:00 PM	122	135	34	0	168	120	133	38	0	170	68	75	0	0	75	47	52	0	0	52
12:00 - 1:00 PM	112	124	26	0	150	111	123	29	0	152	57	63	0	0	63	39	43	0	0	43
1:00 - 2:00 PM	99	109	31	0	140	97	107	22	0	129	51	56	0	0	56	35	39	0	0	39
2:00 - 3:00 PM	86	95	32	0	127	85	94	24	0	118	44	49	0	0	49	30	33	0	0	33
3:00 - 4:00 PM	92	102	27	0	129	90	99	25	0	124	47	52	0	0	52	32	35	0	0	35
4:00 - 5:00 PM	113	125	22	0	147	112	124	23	0	147	53	59	0	0	59	36	40	0	0	40
5:00 - 6:00 PM	103	114	14	0	128	102	113	28	0	140	53	59	0	0	59	36	40	0	0	40
6:00 - 7:00 PM	63	70	13	0	82	62	68	6	0	75	32	35	0	0	35	22	24	0	0	24
7:00 - 8:00 PM	64	71	13	0	84	63	70	7	0	76	33	36	0	0	36	22	24	0	0	24
8:00 - 9:00 PM	56	62	13	0	75	56	62	7	0	69	29	32	0	0	32	20	22	0	0	22
9:00 - 10:00 PM	24	27	11	0	37	24	27	5	0	32	12	13	0	0	13	8	9	0	0	9

Hourly variation from ITE Trip Generation, 11th Edition						
Code	822			730		
Land Use	Strip Retail Plaza			Government Office Building		
Time	Total	Entering	Exiting	Total	Entering	Exiting
6:00 - 7:00 AM	0.5%	0.5%	0.5%	0.2%	0.0%	0.3%
7:00 - 8:00 AM	2.2%	2.2%	2.2%	7.1%	11.1%	3.0%
8:00 - 9:00 AM	4.5%	4.5%	4.5%	12.4%	18.3%	6.5%
9:00 - 10:00 AM	5.8%	5.8%	5.8%	8.5%	9.3%	7.7%
10:00 - 11:00 AM	6.5%	6.5%	6.5%	10.1%	9.4%	10.7%
11:00 - 12:00 PM	6.3%	6.3%	6.3%	13.4%	11.3%	15.5%
12:00 - 1:00 PM	6.1%	6.1%	6.1%	9.8%	7.8%	11.7%
1:00 - 2:00 PM	6.9%	6.9%	6.9%	8.8%	9.5%	8.0%
2:00 - 3:00 PM	6.1%	6.1%	6.1%	9.8%	10.5%	9.2%
3:00 - 4:00 PM	7.4%	7.4%	7.4%	8.2%	7.4%	9.1%
4:00 - 5:00 PM	8.0%	8.0%	8.0%	6.3%	4.5%	8.0%
5:00 - 6:00 PM	8.0%	8.0%	8.0%	5.5%	0.8%	10.2%
6:00 - 7:00 PM	8.0%	8.0%	8.0%	0.0%	0.0%	0.0%
7:00 - 8:00 PM	8.5%	8.5%	8.5%	0.0%	0.0%	0.0%
8:00 - 9:00 PM	8.5%	8.5%	8.5%	0.0%	0.0%	0.0%
9:00 - 10:00 PM	6.7%	6.7%	6.7%	0.0%	0.0%	0.0%

Background Traffic				Eastbound				Westbound				Northbound				Southbound			
New Land Use?	Input	Land-Use	Daily Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips
1	822	Strip Retail Plaza	3146	10%		157	0		5%	0	79			0	0			0	0
2	730	Government Office Building	4204	10%		210	0		10%	0	210			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						30	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET: Erwin St EB WB # OF APPROACH LANES: 1

MINOR STREET: College Ave NB SB # OF APPROACH LANES: 1

CITY, STATE: Tyler, TX

COMMENTS: Bdwy Lane Diet + Two-Way Conversion (2032)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	Erwin St		Total	College Ave		Minor Street Heavy Leg
	EB	WB		NB	SB	
	Approach	Approach		Approach	Approach	
6:00 - 7:00 AM	23	23	46	11	8	11
7:00 - 8:00 AM	105	85	190	41	28	41
8:00 - 9:00 AM	120	90	210	38	27	38
9:00 - 10:00 AM	108	99	207	41	28	41
10:00 - 11:00 AM	113	109	222	43	29	43
11:00 - 12:00 PM	168	170	338	75	52	75
12:00 - 1:00 PM	150	152	302	63	43	63
1:00 - 2:00 PM	140	129	269	56	39	56
2:00 - 3:00 PM	127	118	245	49	33	49
3:00 - 4:00 PM	129	124	253	52	35	52
4:00 - 5:00 PM	147	147	294	59	40	59
5:00 - 6:00 PM	128	140	268	59	40	59
6:00 - 7:00 PM	82	75	157	35	24	35
7:00 - 8:00 PM	84	76	160	36	24	36
8:00 - 9:00 PM	75	69	144	32	22	32
9:00 - 10:00 PM	37	32	69	13	9	13

Warrant	Description	Warrant Met?
1	Eight-Hour Volume	Warrant NOT Met
2	Four-Hour Volume	Warrant NOT Met
3	Peak Hour Volume	Warrant NOT Met
4	Pedestrian Volume	N/A
5	School Crossing	N/A
6	Coordinated Signal System	N/A
7	Crash Experience	N/A
8	Roadway Network	N/A
9	Intersection Near a Grade Crossing	N/A

05/23/23

Kimley-Horn and Associates, Inc.

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET: Erwin StEBWB# OF APPROACH LANES: 1

MINOR STREET: College AveNBSB# OF APPROACH LANES: 1

CITY, STATE: Tyler, TX

COMMENTS: Bdwy Lane Diet + Two-Way Conversion (2032)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

			WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET
THRESHOLD VALUES						500	150		750	75		400	120		600	60
06:00 AM	TO	07:00 AM	46	11												
07:00 AM	TO	08:00 AM	190	41												
08:00 AM	TO	09:00 AM	210	38												
09:00 AM	TO	10:00 AM	207	41												
10:00 AM	TO	11:00 AM	222	43												
11:00 AM	TO	12:00 PM	338	75				Y						Y		
12:00 PM	TO	01:00 PM	302	63										Y		
01:00 PM	TO	02:00 PM	269	56												
02:00 PM	TO	03:00 PM	245	49												
03:00 PM	TO	04:00 PM	253	52												
04:00 PM	TO	05:00 PM	294	59												
05:00 PM	TO	06:00 PM	268	59												
06:00 PM	TO	07:00 PM	157	35												
07:00 PM	TO	08:00 PM	160	36												
08:00 PM	TO	09:00 PM	144	32												
09:00 PM	TO	10:00 PM	69	13												
			3,374	703	0	0	0	0	1	0	0	0	0	0	2	0
			8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B			4 HRS NEEDED			1 HR NEEDED	
			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED	

Elm St at College Ave

Signal Warrant Volumes
Bdwy Lane Diet + Two-Way Conversion (2032)

Scenario:

Diet + Two-Way

Existing Year:

2022

Study Year:

2032

Growth %:

1%

City:

Tyler

Major:

Elm St

Direction:

EB WB

of Lanes:

1

Minor:

College Ave

Direction:

NB SB

of Lanes:

1

N

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

Input

Hour Start	Eastbound					Westbound					Northbound					Southbound				
	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Eastbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Westbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Northbound Volumes	Existing Volumes	2032 Grown Volumes	Background Site Traffic	Site Traffic	Total Southbound Volumes
6:00 - 7:00 AM	21	23	0	0	23	14	15	0	0	16	9	10	0	0	10	7	8	0	0	8
7:00 - 8:00 AM	198	219	0	0	219	123	136	2	0	138	49	54	0	0	54	97	107	0	0	107
8:00 - 9:00 AM	108	119	0	0	119	73	81	4	0	84	48	53	0	0	53	58	64	0	0	64
9:00 - 10:00 AM	83	92	0	0	92	55	61	5	0	65	36	40	0	0	40	48	53	0	0	53
10:00 - 11:00 AM	95	105	0	0	105	64	71	5	0	76	42	46	0	0	46	50	55	0	0	55
11:00 - 12:00 PM	149	165	0	0	165	100	110	5	0	115	65	72	0	0	72	78	86	0	0	86
12:00 - 1:00 PM	143	158	0	0	158	96	106	5	0	111	63	70	0	0	70	78	86	0	0	86
1:00 - 2:00 PM	110	122	0	0	122	74	82	5	0	87	48	53	0	0	53	56	62	0	0	62
2:00 - 3:00 PM	99	109	0	0	109	66	73	5	0	78	43	47	0	0	47	55	61	0	0	61
3:00 - 4:00 PM	159	176	0	0	176	118	130	6	0	136	113	125	0	0	125	103	114	0	0	114
4:00 - 5:00 PM	165	182	0	0	182	111	123	6	0	129	73	81	0	0	81	75	83	0	0	83
5:00 - 6:00 PM	157	173	0	0	173	105	116	6	0	122	69	76	0	0	76	67	74	0	0	74
6:00 - 7:00 PM	89	98	0	0	98	60	66	6	0	73	39	43	0	0	43	43	47	0	0	47
7:00 - 8:00 PM	83	92	0	0	92	56	62	7	0	69	37	41	0	0	41	25	28	0	0	28
8:00 - 9:00 PM	54	60	0	0	60	37	41	7	0	48	24	27	0	0	27	29	32	0	0	32
9:00 - 10:00 PM	34	38	0	0	38	23	25	5	0	31	15	17	0	0	17	14	15	0	0	15

Hourly variation from ITE Trip Generation, 11th Edition						
Code	822			730		
Land Use	Strip Retail Plaza			Government Office Building		
Time	Total	Entering	Exiting	Total	Entering	Exiting
6:00 - 7:00 AM	0.5%	0.5%	0.5%	0.2%	0.0%	0.3%
7:00 - 8:00 AM	2.2%	2.2%	2.2%	7.1%	11.1%	3.0%
8:00 - 9:00 AM	4.5%	4.5%	4.5%	12.4%	18.3%	6.5%
9:00 - 10:00 AM	5.8%	5.8%	5.8%	8.5%	9.3%	7.7%
10:00 - 11:00 AM	6.5%	6.5%	6.5%	10.1%	9.4%	10.7%
11:00 - 12:00 PM	6.3%	6.3%	6.3%	13.4%	11.3%	15.5%
12:00 - 1:00 PM	6.1%	6.1%	6.1%	9.8%	7.8%	11.7%
1:00 - 2:00 PM	6.9%	6.9%	6.9%	8.8%	9.5%	8.0%
2:00 - 3:00 PM	6.1%	6.1%	6.1%	9.8%	10.5%	9.2%
3:00 - 4:00 PM	7.4%	7.4%	7.4%	8.2%	7.4%	9.1%
4:00 - 5:00 PM	8.0%	8.0%	8.0%	6.3%	4.5%	8.0%
5:00 - 6:00 PM	8.0%	8.0%	8.0%	5.5%	0.8%	10.2%
6:00 - 7:00 PM	8.0%	8.0%	8.0%	0.0%	0.0%	0.0%
7:00 - 8:00 PM	8.5%	8.5%	8.5%	0.0%	0.0%	0.0%
8:00 - 9:00 PM	8.5%	8.5%	8.5%	0.0%	0.0%	0.0%
9:00 - 10:00 PM	6.7%	6.7%	6.7%	0.0%	0.0%	0.0%

Background Traffic				Eastbound				Westbound				Northbound				Southbound			
New Land Use?	Input	Land-Use	Daily Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips
1	822	Strip Retail Plaza	3146			0	0		5%	0	79			0	0			0	0
2	730	Government Office Building	4204			0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						30	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET: Elm St EB WB # OF APPROACH LANES: 1

MINOR STREET: College Ave NB SB # OF APPROACH LANES: 1

CITY, STATE: Tyler, TX

COMMENTS: Bdwy Lane Diet + Two-Way Conversion (2032)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	Elm St		Total	College Ave		Minor Street Heavy Leg
	EB	WB		NB	SB	
	Approach	Approach		Approach	Approach	
6:00 - 7:00 AM	23	16	39	10	8	10
7:00 - 8:00 AM	219	138	357	54	107	107
8:00 - 9:00 AM	119	84	203	53	64	64
9:00 - 10:00 AM	92	65	157	40	53	53
10:00 - 11:00 AM	105	76	181	46	55	55
11:00 - 12:00 PM	165	115	280	72	86	86
12:00 - 1:00 PM	158	111	269	70	86	86
1:00 - 2:00 PM	122	87	209	53	62	62
2:00 - 3:00 PM	109	78	187	47	61	61
3:00 - 4:00 PM	176	136	312	125	114	125
4:00 - 5:00 PM	182	129	311	81	83	83
5:00 - 6:00 PM	173	122	295	76	74	76
6:00 - 7:00 PM	98	73	171	43	47	47
7:00 - 8:00 PM	92	69	161	41	28	41
8:00 - 9:00 PM	60	48	108	27	32	32
9:00 - 10:00 PM	38	31	69	17	15	17

Warrant	Description	Warrant Met?
1	Eight-Hour Volume	Warrant NOT Met
2	Four-Hour Volume	Warrant NOT Met
3	Peak Hour Volume	Warrant NOT Met
4	Pedestrian Volume	N/A
5	School Crossing	N/A
6	Coordinated Signal System	N/A
7	Crash Experience	N/A
8	Roadway Network	N/A
9	Intersection Near a Grade Crossing	N/A

05/23/23

Kimley-Horn and Associates, Inc.

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET:

Elm St

EB

WB

 # OF APPROACH LANES:

1

MINOR STREET:

College Ave

NB

SB

 # OF APPROACH LANES:

1

CITY, STATE:

Tyler, TX

COMMENTS:

Bdwy Lane Diet + Two-Way Conversion (2032)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

N

			WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET
THRESHOLD VALUES					500	150		750	75		400	120		600	60	
06:00 AM	TO	07:00 AM	39	10					Y						Y	
07:00 AM	TO	08:00 AM	357	107											Y	
08:00 AM	TO	09:00 AM	203	64												
09:00 AM	TO	10:00 AM	157	53												
10:00 AM	TO	11:00 AM	181	55												
11:00 AM	TO	12:00 PM	280	86					Y						Y	
12:00 PM	TO	01:00 PM	269	86					Y						Y	
01:00 PM	TO	02:00 PM	209	62											Y	
02:00 PM	TO	03:00 PM	187	61											Y	
03:00 PM	TO	04:00 PM	312	125					Y			Y			Y	
04:00 PM	TO	05:00 PM	311	83					Y						Y	
05:00 PM	TO	06:00 PM	295	76					Y						Y	
06:00 PM	TO	07:00 PM	171	47												
07:00 PM	TO	08:00 PM	161	41												
08:00 PM	TO	09:00 PM	108	32												
09:00 PM	TO	10:00 PM	69	17												
			3,309	1,005	0	0	0	0	6	0	0	1	0	0	9	0
8 HOURS NEEDED					8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B							4 HRS NEEDED	1 HR NEEDED
NOT SATISFIED					NOT SATISFIED			NOT SATISFIED							NOT SATISFIED	NOT SATISFIED

4) All-Way Stop Control Warrant Analysis Worksheets (2032 No Mitigations)

MULTI-WAY STOP SIGN WARRANT ANALYSIS

City/County:	Tyler	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	N
State:	Texas	Year	2032
Date:	5/23/2023		
Major Street:	Ferguson St	Scenario:	No Mitigations
Minor Street:	Bonner Ave	Analyzed by:	Kimley-Horn & Associates

24-Hour Volume Summary			Major Street	Minor Street	Bicycle	Pedestrian	Warrant 1		Warrant 1 Hourly Rank	
			Total of Both Approaches	Total of Both Approaches	Total of All Approaches	Total of All Approaches	Major Street	Minor Street	Major Street	Minor Street
6:00 AM	06:00 AM	TO 07:00 AM	22	73			7%	37%	16	15
7:00 AM	07:00 AM	TO 08:00 AM	108	156			36%	78%	12	12
8:00 AM	08:00 AM	TO 09:00 AM	138	173			46%	87%	10	10
9:00 AM	09:00 AM	TO 10:00 AM	189	227			63%	114%	4	3
10:00 AM	10:00 AM	TO 11:00 AM	174	214			58%	107%	7	5
11:00 AM	11:00 AM	TO 12:00 PM	231	241			77%	121%	2	1
12:00 PM	12:00 PM	TO 01:00 PM	185	205			62%	103%	5	6
1:00 PM	01:00 PM	TO 02:00 PM	146	203			49%	102%	9	7
2:00 PM	02:00 PM	TO 03:00 PM	155	179			52%	90%	8	9
3:00 PM	03:00 PM	TO 04:00 PM	208	181			69%	91%	3	8
4:00 PM	04:00 PM	TO 05:00 PM	246	240			82%	120%	1	2
5:00 PM	05:00 PM	TO 06:00 PM	187	227			62%	114%	5	3
6:00 PM	06:00 PM	TO 07:00 PM	73	111			24%	56%	14	13
7:00 PM	07:00 PM	TO 08:00 PM	119	167			40%	84%	11	11
8:00 PM	08:00 PM	TO 09:00 PM	92	104			31%	52%	13	14
9:00 PM	09:00 PM	TO 10:00 PM	23	31			8%	16%	15	16
Source:			TMUTCD, 2011 Edition							
Created By:			Kimley-Horn and Associates, Inc.							
			Threshold Values		Average of Top 8 Hours Of Minor Street					
			300 200		196 217					
			Summary Met? NO							

COMMENTS/NOTES:

MULTI-WAY STOP SIGN WARRANT ANALYSIS

City/County:	Tyler	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	N
State:	Texas	Year	2032
Date:	5/23/2023		
Major Street:	Erwin St	Scenario:	^No Mitigations
Minor Street:	Bonner Ave	Analyzed by:	Kimley-Horn & Associates

24-Hour Volume Summary			Major Street	Minor Street	Bicycle	Pedestrian	Warrant 1		Warrant 1	
			Total of Both Approaches	Total of Both Approaches	Total of All Approaches	Total of All Approaches	Major Street	Minor Street	Major Street	Minor Street
6:00 AM	06:00 AM	TO 07:00 AM	65	65			22%	33%	14	15
7:00 AM	07:00 AM	TO 08:00 AM	198	152			66%	76%	3	11
8:00 AM	08:00 AM	TO 09:00 AM	234	183			78%	92%	1	10
9:00 AM	09:00 AM	TO 10:00 AM	160	211			53%	106%	9	8
10:00 AM	10:00 AM	TO 11:00 AM	132	228			44%	114%	11	5
11:00 AM	11:00 AM	TO 12:00 PM	163	302			54%	151%	8	1
12:00 PM	12:00 PM	TO 01:00 PM	170	235			57%	118%	6	4
1:00 PM	01:00 PM	TO 02:00 PM	183	216			61%	108%	5	7
2:00 PM	02:00 PM	TO 03:00 PM	152	192			51%	96%	10	9
3:00 PM	03:00 PM	TO 04:00 PM	187	217			62%	109%	4	6
4:00 PM	04:00 PM	TO 05:00 PM	201	260			67%	130%	2	3
5:00 PM	05:00 PM	TO 06:00 PM	168	272			56%	136%	7	2
6:00 PM	06:00 PM	TO 07:00 PM	125	124			42%	62%	12	13
7:00 PM	07:00 PM	TO 08:00 PM	89	143			30%	72%	13	12
8:00 PM	08:00 PM	TO 09:00 PM	57	82			19%	41%	15	14
9:00 PM	09:00 PM	TO 10:00 PM	39	39			13%	20%	16	16
Source:			TMUTCD, 2011 Edition							
Created By:			Kimley-Horn and Associates, Inc.							
							Threshold Values	Average of Top 8 Hours Of Minor Street		
							300 200	171 243		
							Summary			
							Met? NO			

COMMENTS/NOTES:

MULTI-WAY STOP SIGN WARRANT ANALYSIS

City/County:	Tyler	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	N
State:	Texas	Year	2032
Date:	5/23/2023		
Major Street:	Erwin St	Scenario:	No Mitigations
Minor Street:	Bois D'Arc Ave	Analyzed by:	Kimley-Horn & Associates

24-Hour Volume Summary			Major Street Total of Both Approaches	Minor Street Total of Both Approaches	Bicycle Total of All Approaches	Pedestrian Total of All Approaches
6:00 AM	06:00 AM	TO 07:00 AM	56	43		
7:00 AM	07:00 AM	TO 08:00 AM	178	158		
8:00 AM	08:00 AM	TO 09:00 AM	195	236		
9:00 AM	09:00 AM	TO 10:00 AM	132	157		
10:00 AM	10:00 AM	TO 11:00 AM	135	129		
11:00 AM	11:00 AM	TO 12:00 PM	229	173		
12:00 PM	12:00 PM	TO 01:00 PM	179	172		
1:00 PM	01:00 PM	TO 02:00 PM	174	155		
2:00 PM	02:00 PM	TO 03:00 PM	154	122		
3:00 PM	03:00 PM	TO 04:00 PM	176	159		
4:00 PM	04:00 PM	TO 05:00 PM	213	178		
5:00 PM	05:00 PM	TO 06:00 PM	177	218		
6:00 PM	06:00 PM	TO 07:00 PM	113	120		
7:00 PM	07:00 PM	TO 08:00 PM	114	68		
8:00 PM	08:00 PM	TO 09:00 PM	76	34		
9:00 PM	09:00 PM	TO 10:00 PM	37	35		
Source:			TMUTCD, 2011 Edition			
Created By:			Kimley-Horn and Associates, Inc.			

Warrant 1		Warrant 1 Hourly Rank	
Major Street	Minor Street	Major Street	Minor Street
19%	22%	15	14
59%	79%	5	7
65%	118%	3	1
44%	79%	11	7
45%	65%	10	10
76%	87%	1	4
60%	86%	4	5
58%	78%	8	9
51%	61%	9	11
59%	80%	5	6
71%	89%	2	3
59%	109%	5	2
38%	60%	12	12
38%	34%	12	13
25%	17%	14	16
12%	18%	16	15
Threshold Values		Average of Top 8 Hours Of Minor Street	
300	200	191	182
Summary Met? NO			

COMMENTS/NOTES:

MULTI-WAY STOP SIGN WARRANT ANALYSIS

City/County:	Tyler	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	N
State:	Texas	Year	2032
Date:	5/23/2023		
Major Street:	Ferguson St	Scenario:	No Mitigations
Minor Street:	Bois D'Arc Ave	Analyzed by:	Kimley-Horn & Associates

24-Hour Volume Summary			Major Street Total of Both Approaches	Minor Street Total of Both Approaches	Bicycle Total of All Approaches	Pedestrian Total of All Approaches
6:00 AM	06:00 AM	TO 07:00 AM	27	36		
7:00 AM	07:00 AM	TO 08:00 AM	121	150		
8:00 AM	08:00 AM	TO 09:00 AM	242	199		
9:00 AM	09:00 AM	TO 10:00 AM	175	145		
10:00 AM	10:00 AM	TO 11:00 AM	103	137		
11:00 AM	11:00 AM	TO 12:00 PM	129	137		
12:00 PM	12:00 PM	TO 01:00 PM	152	146		
1:00 PM	01:00 PM	TO 02:00 PM	146	144		
2:00 PM	02:00 PM	TO 03:00 PM	136	130		
3:00 PM	03:00 PM	TO 04:00 PM	197	171		
4:00 PM	04:00 PM	TO 05:00 PM	216	155		
5:00 PM	05:00 PM	TO 06:00 PM	185	186		
6:00 PM	06:00 PM	TO 07:00 PM	76	103		
7:00 PM	07:00 PM	TO 08:00 PM	62	63		
8:00 PM	08:00 PM	TO 09:00 PM	46	36		
9:00 PM	09:00 PM	TO 10:00 PM	24	37		
Source:			TMUTCD, 2011 Edition			
Created By:			Kimley-Horn and Associates, Inc.			

Warrant 1		Warrant 1 Hourly Rank	
Major Street	Minor Street	Major Street	Minor Street
9%	18%	15	15
40%	75%	10	5
81%	99%	1	1
58%	73%	5	6
34%	69%	11	9
43%	69%	9	9
51%	73%	6	6
49%	72%	7	8
45%	65%	8	11
66%	86%	3	3
72%	78%	2	4
62%	93%	4	2
25%	52%	12	12
21%	32%	13	13
15%	18%	14	15
8%	19%	16	14
Threshold Values		Average of Top 8 Hours Of Minor Street	
300	200	182	162
Summary Met? NO			

COMMENTS/NOTES:

MULTI-WAY STOP SIGN WARRANT ANALYSIS

City/County:	Tyler	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	N
State:	Texas	Year	2032
Date:	5/23/2023		
Major Street:	Erwin St	Scenario:	No Mitigations
Minor Street:	Bois D'Arc Ave	Analyzed by:	Kimley-Horn & Associates

24-Hour Volume Summary			Major Street Total of Both Approaches	Minor Street Total of Both Approaches	Bicycle Total of All Approaches	Pedestrian Total of All Approaches
6:00 AM	06:00 AM	TO 07:00 AM	56	43		
7:00 AM	07:00 AM	TO 08:00 AM	178	158		
8:00 AM	08:00 AM	TO 09:00 AM	195	236		
9:00 AM	09:00 AM	TO 10:00 AM	132	157		
10:00 AM	10:00 AM	TO 11:00 AM	135	129		
11:00 AM	11:00 AM	TO 12:00 PM	229	173		
12:00 PM	12:00 PM	TO 01:00 PM	179	172		
1:00 PM	01:00 PM	TO 02:00 PM	174	155		
2:00 PM	02:00 PM	TO 03:00 PM	154	122		
3:00 PM	03:00 PM	TO 04:00 PM	176	159		
4:00 PM	04:00 PM	TO 05:00 PM	213	178		
5:00 PM	05:00 PM	TO 06:00 PM	177	218		
6:00 PM	06:00 PM	TO 07:00 PM	113	120		
7:00 PM	07:00 PM	TO 08:00 PM	114	68		
8:00 PM	08:00 PM	TO 09:00 PM	76	34		
9:00 PM	09:00 PM	TO 10:00 PM	37	35		

Warrant 1		Warrant 1 Hourly Rank	
Major Street	Minor Street	Major Street	Minor Street
19%	22%	15	14
59%	79%	5	7
65%	118%	3	1
44%	79%	11	7
45%	65%	10	10
76%	87%	1	4
60%	86%	4	5
58%	78%	8	9
51%	61%	9	11
59%	80%	5	6
71%	89%	2	3
59%	109%	5	2
38%	60%	12	12
38%	34%	12	13
25%	17%	14	16
12%	18%	16	15
Threshold Values		Average of Top 8 Hours Of Minor Street	
300	200	191	182
Summary Met? NO			

Source:	TMUTCD, 2011 Edition
Created By:	Kimley-Horn and Associates, Inc.

COMMENTS/NOTES:

MULTI-WAY STOP SIGN WARRANT ANALYSIS

City/County:	Tyler	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	N
State:	Texas	Year	2032
Date:	5/23/2023		
Major Street:	Elm St	Scenario:	No Mitigations
Minor Street:	Bois D'Arc Ave	Analyzed by:	Kimley-Horn & Associates

24-Hour Volume Summary			Major Street Total of Both Approaches	Minor Street Total of Both Approaches	Bicycle Total of All Approaches	Pedestrian Total of All Approaches	Warrant 1 Hourly Rank	
							Major Street	Minor Street
6:00 AM	06:00 AM	TO 07:00 AM	37	39			12%	20%
7:00 AM	07:00 AM	TO 08:00 AM	160	237			53%	119%
8:00 AM	08:00 AM	TO 09:00 AM	167	184			56%	92%
9:00 AM	09:00 AM	TO 10:00 AM	124	126			41%	63%
10:00 AM	10:00 AM	TO 11:00 AM	122	112			41%	56%
11:00 AM	11:00 AM	TO 12:00 PM	215	130			72%	65%
12:00 PM	12:00 PM	TO 01:00 PM	186	145			62%	73%
1:00 PM	01:00 PM	TO 02:00 PM	149	133			50%	67%
2:00 PM	02:00 PM	TO 03:00 PM	123	106			41%	53%
3:00 PM	03:00 PM	TO 04:00 PM	199	192			66%	96%
4:00 PM	04:00 PM	TO 05:00 PM	199	209			66%	105%
5:00 PM	05:00 PM	TO 06:00 PM	178	206			59%	103%
6:00 PM	06:00 PM	TO 07:00 PM	131	122			44%	61%
7:00 PM	07:00 PM	TO 08:00 PM	168	73			56%	37%
8:00 PM	08:00 PM	TO 09:00 PM	76	24			25%	12%
9:00 PM	09:00 PM	TO 10:00 PM	71	27			24%	14%
Source:			TMUTCD, 2011 Edition					
Created By:			Kimley-Horn and Associates, Inc.					
							Threshold Values	Average of Top 8 Hours Of Minor Street
							300 200	182 180
							Summary Met? NO	

COMMENTS/NOTES:

MULTI-WAY STOP SIGN WARRANT ANALYSIS

City/County:	Tyler	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	N
State:	Texas		2032
Date:	5/23/2023		
Major Street:	Ferguson St	Scenario:	No Mitigations
Minor Street:	College Ave	Analized by:	Kimley-Horn & Associates

	24-Hour Volume Summary			Major Street	Minor Street	Bicycle	Pedestrian
				Total of Both Approaches	Total of Both Approaches	Total of All Approaches	Total of All Approaches
6:00 AM	06:00 AM	TO	07:00 AM	31	7		
7:00 AM	07:00 AM	TO	08:00 AM	162	45		
8:00 AM	08:00 AM	TO	09:00 AM	315	67		
9:00 AM	09:00 AM	TO	10:00 AM	255	98		
10:00 AM	10:00 AM	TO	11:00 AM	155	76		
11:00 AM	11:00 AM	TO	12:00 PM	228	123		
12:00 PM	12:00 PM	TO	01:00 PM	253	135		
1:00 PM	01:00 PM	TO	02:00 PM	239	115		
2:00 PM	02:00 PM	TO	03:00 PM	213	96		
3:00 PM	03:00 PM	TO	04:00 PM	258	85		
4:00 PM	04:00 PM	TO	05:00 PM	280	104		
5:00 PM	05:00 PM	TO	06:00 PM	241	108		
6:00 PM	06:00 PM	TO	07:00 PM	127	67		
7:00 PM	07:00 PM	TO	08:00 PM	118	70		
8:00 PM	08:00 PM	TO	09:00 PM	103	72		
9:00 PM	09:00 PM	TO	10:00 PM	52	30		

Warrant 1		Warrant 1 Hourly Rank	
Major Street	Minor Street	Major Street	Minor Street
10%	4%	16	16
54%	23%	10	14
105%	34%	1	12
85%	49%	4	6
52%	38%	11	9
76%	62%	8	2
84%	68%	5	1
80%	58%	6	3
71%	48%	9	7
86%	43%	3	8
93%	52%	2	5
80%	54%	6	4
42%	34%	12	12
39%	35%	13	11
34%	36%	14	10
17%	15%	15	15
Threshold Values 300 200	Average of Top 8 Hours Of Minor Street 246 108		
Summary Met? NO			

COMMENTS/NOTES:

MULTI-WAY STOP SIGN WARRANT ANALYSIS

City/County:	Tyler	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	N
State:	Texas	Year	2032
Date:	5/23/2023		
Major Street:	Erwin St	Scenario:	No Mitigations
Minor Street:	College Ave	Analyzed by:	Kimley-Horn & Associates

24-Hour Volume Summary			Major Street Total of Both Approaches	Minor Street Total of Both Approaches	Bicycle Total of All Approaches	Pedestrian Total of All Approaches
6:00 AM	06:00 AM	TO 07:00 AM	48	1		
7:00 AM	07:00 AM	TO 08:00 AM	177	30		
8:00 AM	08:00 AM	TO 09:00 AM	176	19		
9:00 AM	09:00 AM	TO 10:00 AM	137	32		
10:00 AM	10:00 AM	TO 11:00 AM	154	31		
11:00 AM	11:00 AM	TO 12:00 PM	239	46		
12:00 PM	12:00 PM	TO 01:00 PM	194	42		
1:00 PM	01:00 PM	TO 02:00 PM	181	31		
2:00 PM	02:00 PM	TO 03:00 PM	169	38		
3:00 PM	03:00 PM	TO 04:00 PM	188	41		
4:00 PM	04:00 PM	TO 05:00 PM	225	45		
5:00 PM	05:00 PM	TO 06:00 PM	181	42		
6:00 PM	06:00 PM	TO 07:00 PM	118	19		
7:00 PM	07:00 PM	TO 08:00 PM	118	14		
8:00 PM	08:00 PM	TO 09:00 PM	83	19		
9:00 PM	09:00 PM	TO 10:00 PM	36	12		
Source:			TMUTCD, 2011 Edition			
Created By:			Kimley-Horn and Associates, Inc.			

Warrant 1		Warrant 1 Hourly Rank	
Major Street	Minor Street	Major Street	Minor Street
16%	1%	15	16
59%	15%	7	10
59%	10%	7	11
46%	16%	11	7
51%	16%	10	7
80%	23%	1	1
65%	21%	3	3
60%	16%	5	7
56%	19%	9	6
63%	21%	4	3
75%	23%	2	1
60%	21%	5	3
39%	10%	12	11
39%	7%	12	14
28%	10%	14	11
12%	6%	16	15
Threshold Values 300 200		Average of Top 8 Hours Of Minor Street 188 40	
Summary Met? NO			

COMMENTS/NOTES:

MULTI-WAY STOP SIGN WARRANT ANALYSIS

City/County:	Tyler	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	N
State:	Texas	Year	2032
Date:	5/23/2023		
Major Street:	Elm St	Scenario:	No Mitigations
Minor Street:	College Ave	Analyzed by:	Kimley-Horn & Associates

24-Hour Volume Summary			Major Street	Minor Street	Bicycle	Pedestrian	Warrant 1		Warrant 1 Hourly Rank	
			Total of Both Approaches	Total of Both Approaches	Total of All Approaches	Total of All Approaches	Major Street	Minor Street	Major Street	Minor Street
6:00 AM	06:00 AM	TO 07:00 AM	39	9			13%	5%	16	16
7:00 AM	07:00 AM	TO 08:00 AM	297	119			99%	60%	1	6
8:00 AM	08:00 AM	TO 09:00 AM	180	89			60%	45%	6	9
9:00 AM	09:00 AM	TO 10:00 AM	123	71			41%	36%	12	12
10:00 AM	10:00 AM	TO 11:00 AM	131	82			44%	41%	11	10
11:00 AM	11:00 AM	TO 12:00 PM	190	140			63%	70%	5	4
12:00 PM	12:00 PM	TO 01:00 PM	169	148			56%	74%	7	3
1:00 PM	01:00 PM	TO 02:00 PM	140	105			47%	53%	9	7
2:00 PM	02:00 PM	TO 03:00 PM	123	95			41%	48%	12	8
3:00 PM	03:00 PM	TO 04:00 PM	260	192			87%	96%	2	1
4:00 PM	04:00 PM	TO 05:00 PM	214	155			71%	78%	3	2
5:00 PM	05:00 PM	TO 06:00 PM	200	131			67%	66%	4	5
6:00 PM	06:00 PM	TO 07:00 PM	136	78			45%	39%	10	11
7:00 PM	07:00 PM	TO 08:00 PM	149	45			50%	23%	8	14
8:00 PM	08:00 PM	TO 09:00 PM	76	57			25%	29%	14	13
9:00 PM	09:00 PM	TO 10:00 PM	57	28			19%	14%	15	15
Source:			TMUTCD, 2011 Edition							
Created By:			Kimley-Horn and Associates, Inc.							
			Threshold Values		Average of Top 8 Hours Of Minor Street					
			300 200		199 136					
			Summary Met? NO							

COMMENTS/NOTES:

**5) All-Way Stop Control Warrant Analysis Worksheets (2032
Broadway Ave Road Diet & Two-Way Conversion)**

MULTI-WAY STOP SIGN WARRANT ANALYSIS

City/County:	Tyler	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	N
State:	Texas	Year	2032
Date:	5/23/2023		
Major Street:	Ferguson St	Scenario:	Bdwy Lane Diet + Two-Way Conversion
Minor Street:	Bonner Ave	Analyzed by:	Kimley-Horn & Associates

24-Hour Volume Summary			Major Street Total of Both Approaches	Minor Street Total of Both Approaches	Bicycle Total of All Approaches	Pedestrian Total of All Approaches
6:00 AM	06:00 AM	TO 07:00 AM	33	53		
7:00 AM	07:00 AM	TO 08:00 AM	117	133		
8:00 AM	08:00 AM	TO 09:00 AM	143	146		
9:00 AM	09:00 AM	TO 10:00 AM	192	197		
10:00 AM	10:00 AM	TO 11:00 AM	199	165		
11:00 AM	11:00 AM	TO 12:00 PM	248	188		
12:00 PM	12:00 PM	TO 01:00 PM	190	172		
1:00 PM	01:00 PM	TO 02:00 PM	161	162		
2:00 PM	02:00 PM	TO 03:00 PM	173	149		
3:00 PM	03:00 PM	TO 04:00 PM	220	175		
4:00 PM	04:00 PM	TO 05:00 PM	266	207		
5:00 PM	05:00 PM	TO 06:00 PM	205	181		
6:00 PM	06:00 PM	TO 07:00 PM	97	88		
7:00 PM	07:00 PM	TO 08:00 PM	166	112		
8:00 PM	08:00 PM	TO 09:00 PM	119	76		
9:00 PM	09:00 PM	TO 10:00 PM	33	29		

Warrant 1		Warrant 1 Hourly Rank	
Major Street	Minor Street	Major Street	Minor Street
11%	27%	15	15
39%	67%	13	11
48%	73%	11	10
64%	99%	6	2
66%	83%	5	7
83%	94%	2	3
63%	86%	7	6
54%	81%	10	8
58%	75%	8	9
73%	88%	3	5
89%	104%	1	1
68%	91%	4	4
32%	44%	14	13
55%	56%	9	12
40%	38%	12	14
11%	15%	15	16
Threshold Values		Average of Top 8 Hours Of Minor Street	
300	200	210	181
Summary Met? NO			

Source:	TMUTCD, 2011 Edition
Created By:	Kimley-Horn and Associates, Inc.

COMMENTS/NOTES:

MULTI-WAY STOP SIGN WARRANT ANALYSIS

City/County:	Tyler	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	N
State:	Texas	Year	2032
Date:	5/23/2023		
Major Street:	Bonner Ave	Scenario:	Bdwy Lane Diet + Two-Way Conversion
Minor Street:	Erwin St	Analyzed by:	Kimley-Horn & Associates

24-Hour Volume Summary			Major Street Total of Both Approaches	Minor Street Total of Both Approaches	Bicycle Total of All Approaches	Pedestrian Total of All Approaches
6:00 AM	06:00 AM	TO 07:00 AM	65	66		
7:00 AM	07:00 AM	TO 08:00 AM	152	207		
8:00 AM	08:00 AM	TO 09:00 AM	183	251		
9:00 AM	09:00 AM	TO 10:00 AM	211	181		
10:00 AM	10:00 AM	TO 11:00 AM	228	159		
11:00 AM	11:00 AM	TO 12:00 PM	302	200		
12:00 PM	12:00 PM	TO 01:00 PM	235	199		
1:00 PM	01:00 PM	TO 02:00 PM	216	206		
2:00 PM	02:00 PM	TO 03:00 PM	192	176		
3:00 PM	03:00 PM	TO 04:00 PM	217	212		
4:00 PM	04:00 PM	TO 05:00 PM	260	224		
5:00 PM	05:00 PM	TO 06:00 PM	272	196		
6:00 PM	06:00 PM	TO 07:00 PM	124	132		
7:00 PM	07:00 PM	TO 08:00 PM	143	96		
8:00 PM	08:00 PM	TO 09:00 PM	82	63		
9:00 PM	09:00 PM	TO 10:00 PM	39	44		
Source:			TMUTCD, 2011 Edition			
Created By:			Kimley-Horn and Associates, Inc.			

Warrant 1		Warrant 1 Hourly Rank	
Major Street	Minor Street	Major Street	Minor Street
22%	33%	15	14
51%	104%	11	4
61%	126%	10	1
70%	91%	8	9
76%	80%	5	11
101%	100%	1	6
78%	99%	4	7
72%	103%	6	5
64%	88%	9	10
72%	106%	6	3
87%	112%	3	2
91%	98%	2	8
41%	66%	13	12
48%	48%	12	13
27%	32%	14	15
13%	22%	16	16
Threshold Values		Average of Top 8 Hours Of Minor Street	
300	200	230	212
Summary Met? NO			

COMMENTS/NOTES:

MULTI-WAY STOP SIGN WARRANT ANALYSIS

City/County:	Tyler	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	N
State:	Texas	Year	2032
Date:	5/23/2023		
Major Street:	Bonner Ave	Scenario:	Bdwy Lane Diet + Two-Way Conversion
Minor Street:	Elm St	Analyzed by:	Kimley-Horn & Associates

24-Hour Volume Summary			Major Street Total of Both Approaches	Minor Street Total of Both Approaches	Bicycle Total of All Approaches	Pedestrian Total of All Approaches
6:00 AM	06:00 AM	TO 07:00 AM	54	30		
7:00 AM	07:00 AM	TO 08:00 AM	117	161		
8:00 AM	08:00 AM	TO 09:00 AM	162	93		
9:00 AM	09:00 AM	TO 10:00 AM	142	85		
10:00 AM	10:00 AM	TO 11:00 AM	171	87		
11:00 AM	11:00 AM	TO 12:00 PM	223	121		
12:00 PM	12:00 PM	TO 01:00 PM	168	129		
1:00 PM	01:00 PM	TO 02:00 PM	156	111		
2:00 PM	02:00 PM	TO 03:00 PM	130	83		
3:00 PM	03:00 PM	TO 04:00 PM	151	184		
4:00 PM	04:00 PM	TO 05:00 PM	178	168		
5:00 PM	05:00 PM	TO 06:00 PM	189	104		
6:00 PM	06:00 PM	TO 07:00 PM	106	77		
7:00 PM	07:00 PM	TO 08:00 PM	114	90		
8:00 PM	08:00 PM	TO 09:00 PM	63	40		
9:00 PM	09:00 PM	TO 10:00 PM	35	35		
Source:			TMUTCD, 2011 Edition			
Created By:			Kimley-Horn and Associates, Inc.			

Warrant 1		Warrant 1 Hourly Rank	
Major Street	Minor Street	Major Street	Minor Street
18%	15%	15	16
39%	81%	11	3
54%	47%	6	8
47%	43%	9	11
57%	44%	4	10
74%	61%	1	5
56%	65%	5	4
52%	56%	7	6
43%	42%	10	12
50%	92%	8	1
59%	84%	3	2
63%	52%	2	7
35%	39%	13	13
38%	45%	12	9
21%	20%	14	14
12%	18%	16	15
Threshold Values		Average of Top 8 Hours Of Minor Street	
300	200	168	134
Summary Met? NO			

COMMENTS/NOTES:

MULTI-WAY STOP SIGN WARRANT ANALYSIS

City/County:	Tyler	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	N
State:	Texas	Year	2032
Date:	5/23/2023		
Major Street:	Ferguson St	Scenario:	Bdwy Lane Diet + Two-Way Conversion
Minor Street:	Bois D'Arc Ave	Analyzed by:	Kimley-Horn & Associates

24-Hour Volume Summary			Major Street Total of Both Approaches	Minor Street Total of Both Approaches	Bicycle Total of All Approaches	Pedestrian Total of All Approaches
6:00 AM	06:00 AM	TO 07:00 AM	40	33		
7:00 AM	07:00 AM	TO 08:00 AM	165	133		
8:00 AM	08:00 AM	TO 09:00 AM	242	212		
9:00 AM	09:00 AM	TO 10:00 AM	188	154		
10:00 AM	10:00 AM	TO 11:00 AM	133	109		
11:00 AM	11:00 AM	TO 12:00 PM	143	116		
12:00 PM	12:00 PM	TO 01:00 PM	168	137		
1:00 PM	01:00 PM	TO 02:00 PM	166	136		
2:00 PM	02:00 PM	TO 03:00 PM	151	124		
3:00 PM	03:00 PM	TO 04:00 PM	204	165		
4:00 PM	04:00 PM	TO 05:00 PM	215	174		
5:00 PM	05:00 PM	TO 06:00 PM	237	181		
6:00 PM	06:00 PM	TO 07:00 PM	111	91		
7:00 PM	07:00 PM	TO 08:00 PM	77	63		
8:00 PM	08:00 PM	TO 09:00 PM	46	37		
9:00 PM	09:00 PM	TO 10:00 PM	38	31		

Source:	TMUTCD, 2011 Edition
Created By:	Kimley-Horn and Associates, Inc.

Warrant 1		Warrant 1 Hourly Rank	
Major Street	Minor Street	Major Street	Minor Street
13%	17%	15	15
55%	67%	7	8
81%	106%	1	1
63%	77%	5	5
44%	55%	11	11
48%	58%	10	10
56%	69%	6	6
55%	68%	7	7
50%	62%	9	9
68%	83%	4	4
72%	87%	3	3
79%	91%	2	2
37%	46%	12	12
26%	32%	13	13
15%	19%	14	14
13%	16%	15	16
Threshold Values		Average of Top 8 Hours Of Minor Street	
300	200	198	162
Summary Met? NO			

COMMENTS/NOTES:

MULTI-WAY STOP SIGN WARRANT ANALYSIS

City/County:	Tyler	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	N
State:	Texas	Year	2032
Date:	5/23/2023		
Major Street:	Erwin St	Scenario:	Bdwy Lane Diet + Two-Way Conversion
Minor Street:	Bois D'Arc Ave	Analyzed by:	Kimley-Horn & Associates

24-Hour Volume Summary			Major Street Total of Both Approaches	Minor Street Total of Both Approaches	Bicycle Total of All Approaches	Pedestrian Total of All Approaches	Warrant 1 Major Street		Warrant 1 Minor Street	
6:00 AM	06:00 AM	TO 07:00 AM	40	43			13%	22%	15	14
7:00 AM	07:00 AM	TO 08:00 AM	154	158			51%	79%	8	7
8:00 AM	08:00 AM	TO 09:00 AM	213	236			71%	118%	2	1
9:00 AM	09:00 AM	TO 10:00 AM	146	157			49%	79%	10	7
10:00 AM	10:00 AM	TO 11:00 AM	145	129			48%	65%	11	10
11:00 AM	11:00 AM	TO 12:00 PM	215	173			72%	87%	1	4
12:00 PM	12:00 PM	TO 01:00 PM	178	172			59%	86%	5	5
1:00 PM	01:00 PM	TO 02:00 PM	165	155			55%	78%	7	9
2:00 PM	02:00 PM	TO 03:00 PM	149	122			50%	61%	9	11
3:00 PM	03:00 PM	TO 04:00 PM	171	159			57%	80%	6	6
4:00 PM	04:00 PM	TO 05:00 PM	183	178			61%	89%	3	3
5:00 PM	05:00 PM	TO 06:00 PM	182	218			61%	109%	3	2
6:00 PM	06:00 PM	TO 07:00 PM	95	120			32%	60%	12	12
7:00 PM	07:00 PM	TO 08:00 PM	75	68			25%	34%	13	13
8:00 PM	08:00 PM	TO 09:00 PM	48	34			16%	17%	14	16
9:00 PM	09:00 PM	TO 10:00 PM	31	35			10%	18%	16	15
Source:			TMUTCD, 2011 Edition							
Created By:			Kimley-Horn and Associates, Inc.							
			Summary Met? NO							

COMMENTS/NOTES:

MULTI-WAY STOP SIGN WARRANT ANALYSIS

City/County:	Tyler	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	N
State:	Texas	Year	2032
Date:	5/23/2023		
Major Street:	Elm St	Scenario:	Bdwy Lane Diet + Two-Way Conversion
Minor Street:	Bois D'Arc Ave	Analyzed by:	Kimley-Horn & Associates

24-Hour Volume Summary			Major Street	Minor Street	Bicycle	Pedestrian	Warrant 1		Warrant 1 Hourly Rank	
			Total of Both Approaches	Total of Both Approaches	Total of All Approaches	Total of All Approaches	Major Street	Minor Street	Major Street	Minor Street
6:00 AM	06:00 AM	TO 07:00 AM	37	39			12%	20%	16	14
7:00 AM	07:00 AM	TO 08:00 AM	158	237			53%	119%	8	1
8:00 AM	08:00 AM	TO 09:00 AM	164	184			55%	92%	6	5
9:00 AM	09:00 AM	TO 10:00 AM	119	126			40%	63%	11	9
10:00 AM	10:00 AM	TO 11:00 AM	116	112			39%	56%	13	11
11:00 AM	11:00 AM	TO 12:00 PM	210	130			70%	65%	1	8
12:00 PM	12:00 PM	TO 01:00 PM	181	145			60%	73%	4	6
1:00 PM	01:00 PM	TO 02:00 PM	143	133			48%	67%	9	7
2:00 PM	02:00 PM	TO 03:00 PM	119	106			40%	53%	11	12
3:00 PM	03:00 PM	TO 04:00 PM	193	192			64%	96%	2	4
4:00 PM	04:00 PM	TO 05:00 PM	193	209			64%	105%	2	2
5:00 PM	05:00 PM	TO 06:00 PM	172	206			57%	103%	5	3
6:00 PM	06:00 PM	TO 07:00 PM	125	122			42%	61%	10	10
7:00 PM	07:00 PM	TO 08:00 PM	161	73			54%	37%	7	13
8:00 PM	08:00 PM	TO 09:00 PM	70	24			23%	12%	14	16
9:00 PM	09:00 PM	TO 10:00 PM	66	27			22%	14%	15	15
Source:			TMUTCD, 2011 Edition							
Created By:			Kimley-Horn and Associates, Inc.							
							Threshold Values		Average of Top 8 Hours Of Minor Street	
							300	200	177	180
							Summary Met? NO			

COMMENTS/NOTES:

MULTI-WAY STOP SIGN WARRANT ANALYSIS

City/County:	Tyler	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	N
State:	Texas	Year	2032
Date:	5/23/2023		
Major Street:	Ferguson St	Scenario:	Bdwy Lane Diet + Two-Way Conversion
Minor Street:	College Ave	Analyzed by:	Kimley-Horn & Associates

24-Hour Volume Summary			Major Street Total of Both Approaches	Minor Street Total of Both Approaches	Bicycle Total of All Approaches	Pedestrian Total of All Approaches
6:00 AM	06:00 AM	TO 07:00 AM	38	11		
7:00 AM	07:00 AM	TO 08:00 AM	189	56		
8:00 AM	08:00 AM	TO 09:00 AM	353	117		
9:00 AM	09:00 AM	TO 10:00 AM	291	86		
10:00 AM	10:00 AM	TO 11:00 AM	173	51		
11:00 AM	11:00 AM	TO 12:00 PM	245	73		
12:00 PM	12:00 PM	TO 01:00 PM	296	88		
1:00 PM	01:00 PM	TO 02:00 PM	275	83		
2:00 PM	02:00 PM	TO 03:00 PM	242	72		
3:00 PM	03:00 PM	TO 04:00 PM	298	88		
4:00 PM	04:00 PM	TO 05:00 PM	336	88		
5:00 PM	05:00 PM	TO 06:00 PM	298	88		
6:00 PM	06:00 PM	TO 07:00 PM	159	48		
7:00 PM	07:00 PM	TO 08:00 PM	143	43		
8:00 PM	08:00 PM	TO 09:00 PM	128	37		
9:00 PM	09:00 PM	TO 10:00 PM	61	19		
Source:			TMUTCD, 2011 Edition			
Created By:			Kimley-Horn and Associates, Inc.			

Warrant 1		Warrant 1 Hourly Rank	
Major Street	Minor Street	Major Street	Minor Street
13%	6%	16	16
63%	28%	10	10
118%	59%	1	1
97%	43%	6	6
58%	26%	11	11
82%	37%	8	8
99%	44%	3	2
92%	42%	7	7
81%	36%	9	9
99%	44%	3	2
112%	44%	2	2
99%	44%	3	2
53%	24%	12	12
48%	22%	13	13
43%	19%	14	14
20%	10%	15	15
Threshold Values 300 200		Average of Top 8 Hours Of Minor Street 294 89	
Summary Met? NO			

COMMENTS/NOTES:

MULTI-WAY STOP SIGN WARRANT ANALYSIS

City/County:	Tyler	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	N
State:	Texas	Year	2032
Date:	5/23/2023		
Major Street:	Erwin St	Scenario:	Bdwy Lane Diet + Two-Way Conversion
Minor Street:	College Ave	Analyzed by:	Kimley-Horn & Associates

24-Hour Volume Summary			Major Street Total of Both Approaches	Minor Street Total of Both Approaches	Bicycle Total of All Approaches	Pedestrian Total of All Approaches
6:00 AM	06:00 AM	TO 07:00 AM	46	19		
7:00 AM	07:00 AM	TO 08:00 AM	190	69		
8:00 AM	08:00 AM	TO 09:00 AM	210	65		
9:00 AM	09:00 AM	TO 10:00 AM	207	69		
10:00 AM	10:00 AM	TO 11:00 AM	222	72		
11:00 AM	11:00 AM	TO 12:00 PM	338	127		
12:00 PM	12:00 PM	TO 01:00 PM	302	106		
1:00 PM	01:00 PM	TO 02:00 PM	269	95		
2:00 PM	02:00 PM	TO 03:00 PM	245	82		
3:00 PM	03:00 PM	TO 04:00 PM	253	87		
4:00 PM	04:00 PM	TO 05:00 PM	294	99		
5:00 PM	05:00 PM	TO 06:00 PM	268	99		
6:00 PM	06:00 PM	TO 07:00 PM	157	59		
7:00 PM	07:00 PM	TO 08:00 PM	160	60		
8:00 PM	08:00 PM	TO 09:00 PM	144	54		
9:00 PM	09:00 PM	TO 10:00 PM	69	22		

Source:		TMUTCD, 2011 Edition	
Created By:		Kimley-Horn and Associates, Inc.	

Warrant 1		Warrant 1 Hourly Rank	
Major Street	Minor Street	Major Street	Minor Street
15%	10%	16	16
63%	35%	11	9
70%	33%	9	11
69%	35%	10	9
74%	36%	8	8
113%	64%	1	1
101%	53%	2	2
90%	48%	4	5
82%	41%	7	7
84%	44%	6	6
98%	50%	3	3
89%	50%	5	3
52%	30%	13	12
53%	30%	12	12
48%	27%	14	14
23%	11%	15	15
Threshold Values		Average of Top 8 Hours Of Minor Street	
300	200	277	96
Summary Met? NO			

COMMENTS/NOTES:

MULTI-WAY STOP SIGN WARRANT ANALYSIS

City/County:	Tyler	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	N
State:	Texas	Year	2032
Date:	5/23/2023		
Major Street:	Elm St	Scenario:	Bdwy Lane Diet + Two-Way Conversion
Minor Street:	College Ave	Analyzed by:	Kimley-Horn & Associates

24-Hour Volume Summary			Major Street Total of Both Approaches	Minor Street Total of Both Approaches	Bicycle Total of All Approaches	Pedestrian Total of All Approaches
6:00 AM	06:00 AM	TO 07:00 AM	39	18		
7:00 AM	07:00 AM	TO 08:00 AM	357	161		
8:00 AM	08:00 AM	TO 09:00 AM	203	117		
9:00 AM	09:00 AM	TO 10:00 AM	157	93		
10:00 AM	10:00 AM	TO 11:00 AM	181	101		
11:00 AM	11:00 AM	TO 12:00 PM	280	158		
12:00 PM	12:00 PM	TO 01:00 PM	269	156		
1:00 PM	01:00 PM	TO 02:00 PM	209	115		
2:00 PM	02:00 PM	TO 03:00 PM	187	108		
3:00 PM	03:00 PM	TO 04:00 PM	312	239		
4:00 PM	04:00 PM	TO 05:00 PM	311	164		
5:00 PM	05:00 PM	TO 06:00 PM	295	150		
6:00 PM	06:00 PM	TO 07:00 PM	171	90		
7:00 PM	07:00 PM	TO 08:00 PM	161	69		
8:00 PM	08:00 PM	TO 09:00 PM	108	59		
9:00 PM	09:00 PM	TO 10:00 PM	69	32		
Source:			TMUTCD, 2011 Edition			
Created By:			Kimley-Horn and Associates, Inc.			

Warrant 1		Warrant 1 Hourly Rank	
Major Street	Minor Street	Major Street	Minor Street
13%	9%	16	16
119%	81%	1	3
68%	59%	8	7
52%	47%	13	11
60%	51%	10	10
93%	79%	5	4
90%	78%	6	5
70%	58%	7	8
62%	54%	9	9
104%	120%	2	1
104%	82%	2	2
98%	75%	4	6
57%	45%	11	12
54%	35%	12	13
36%	30%	14	14
23%	16%	15	15
Threshold Values		Average of Top 8 Hours Of Minor Street	
300	200	280	158
Summary Met? NO			

COMMENTS/NOTES:

6) Proposed Development Distribution and Site-Generated Traffic

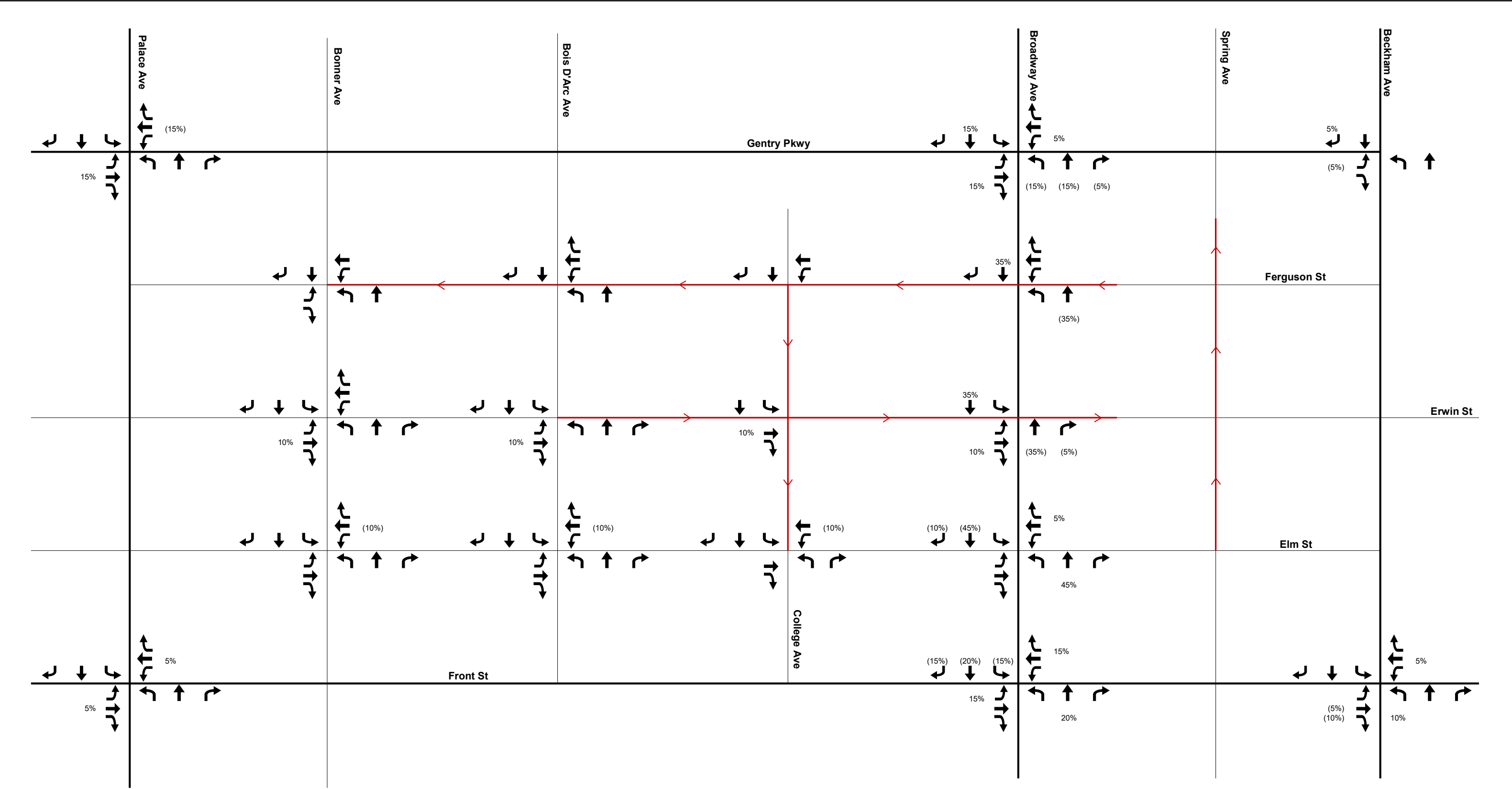


EXHIBIT A1
Trip Distribution and Traffic Assignment: Developments along Broadway Ave (Ex. One-Way Configuration)
Downtown Tyler Traffic Study - Tyler, Texas



LEGEND:
X% (Y%)
X% = Percentage of Inbound Site-Generated Traffic
(Y%) = Percentage of Outbound Site-Generated Traffic



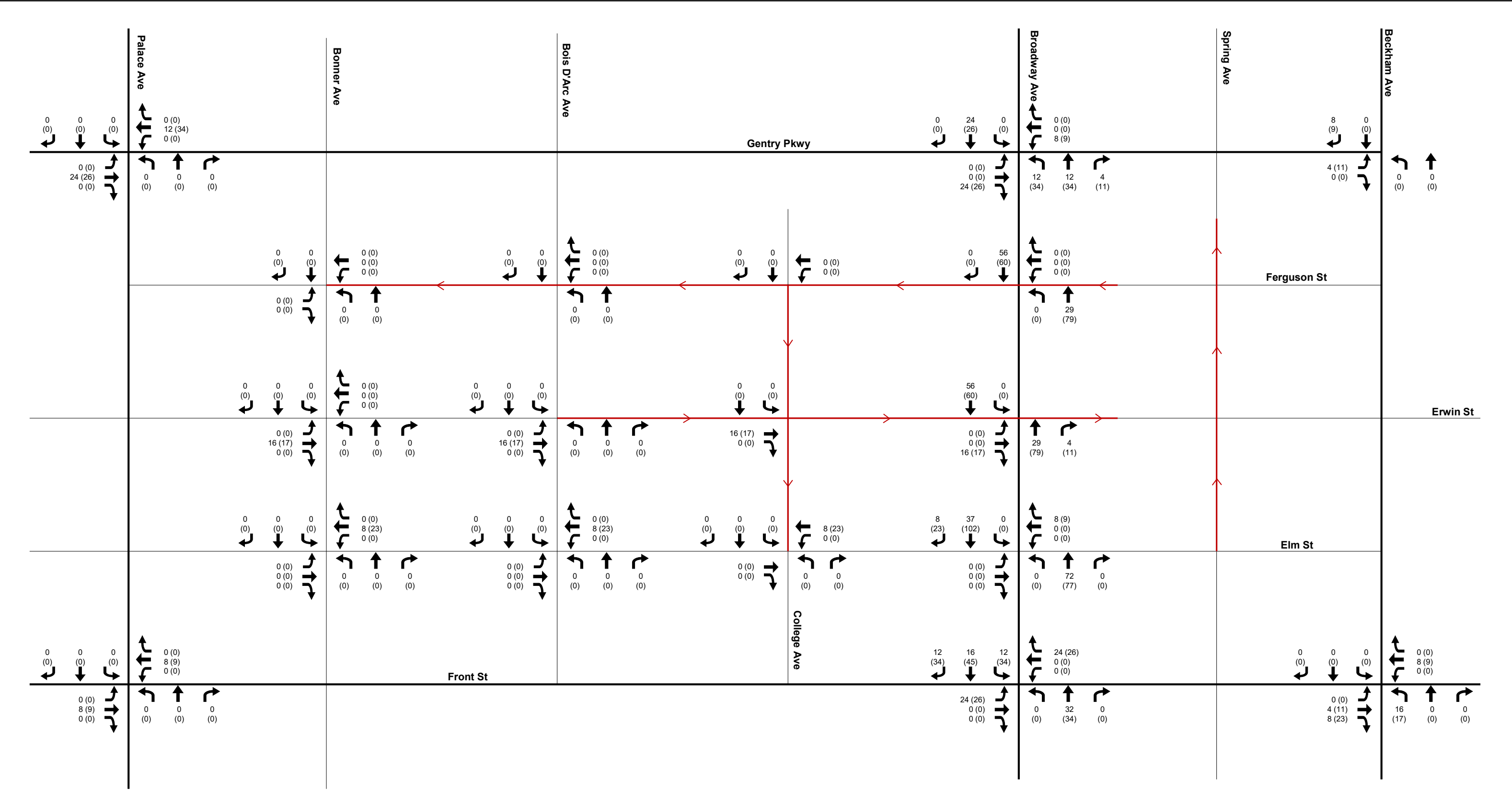


EXHIBIT A2

Site-Generated Traffic Volumes: Developments along Broadway Ave (Ex. One-Way Configuration)
Downtown Tyler Traffic Study - Tyler, Texas



LEGEND:
X (Y)
X = Weekday AM Peak Hour Turning Movements
Y = Weekday PM Peak Hour Turning Movements
Volumes may not sum from point to point due to rounding
and presence of smaller driveways not included in analysis.



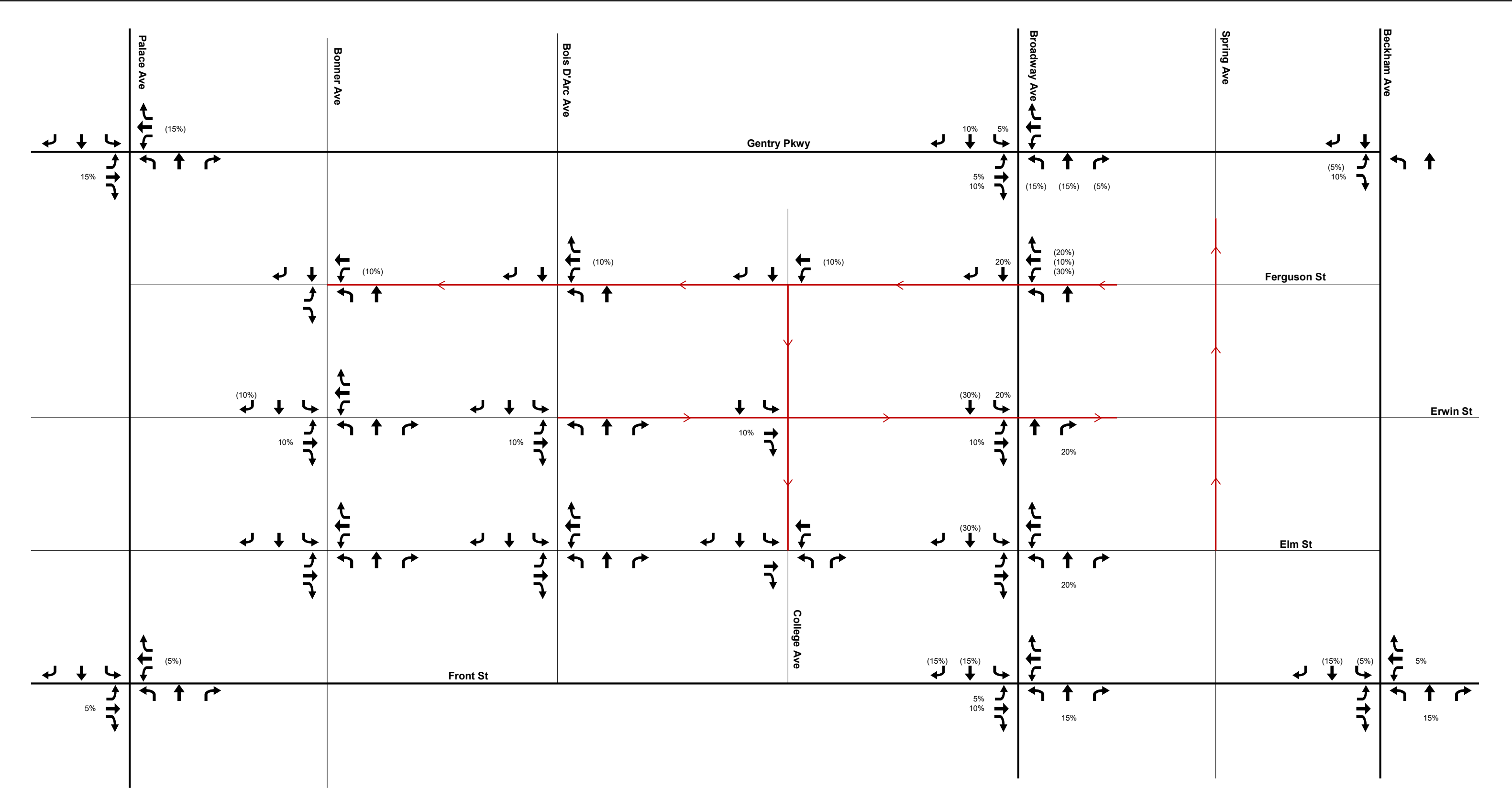


EXHIBIT A3

Trip Distribution and Traffic Assignment: Proposed Courthouse Parking Garage (Ex. One-Way Configuration)
Downtown Tyler Traffic Study - Tyler, Texas

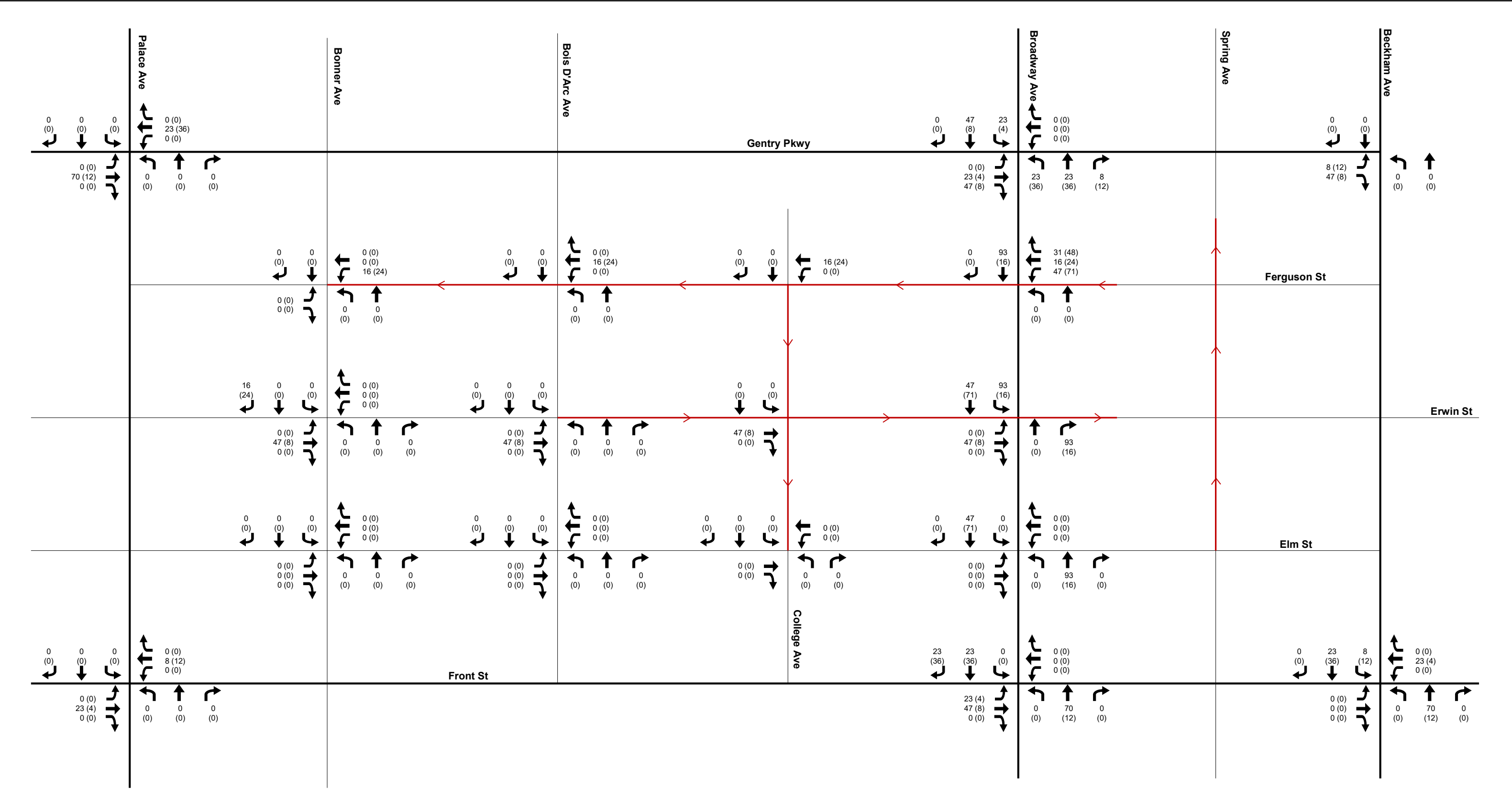


EXHIBIT A4
Site-Generated Traffic Volumes: Proposed Courthouse Parking Garage (Ex. One-Way Configuration)
Downtown Tyler Traffic Study - Tyler, Texas



LEGEND:
X (Y)
X = Weekday AM Peak Hour Turning Movements
Y = Weekday PM Peak Hour Turning Movements
Volumes may not sum from point to point due to rounding
and presence of smaller driveways not included in analysis.



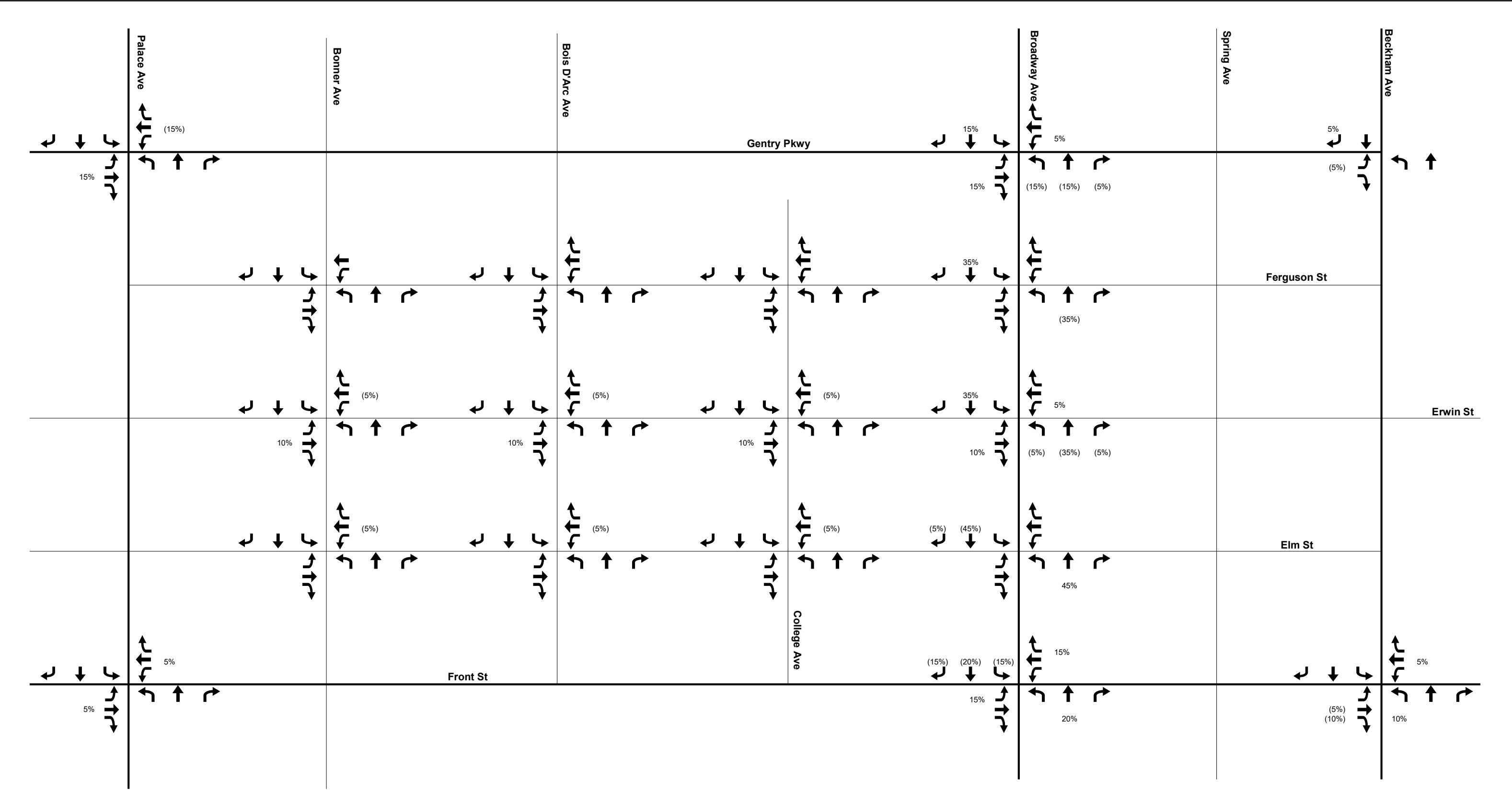


EXHIBIT A5
Trip Distribution and Traffic Assignment: Developments along Broadway Ave (Prop. Two-Way Configuration)
Downtown Tyler Traffic Study - Tyler, Texas



LEGEND:
X% (Y%)
X% = Percentage of Inbound Site-Generated Traffic
(Y%) = Percentage of Outbound Site-Generated Traffic



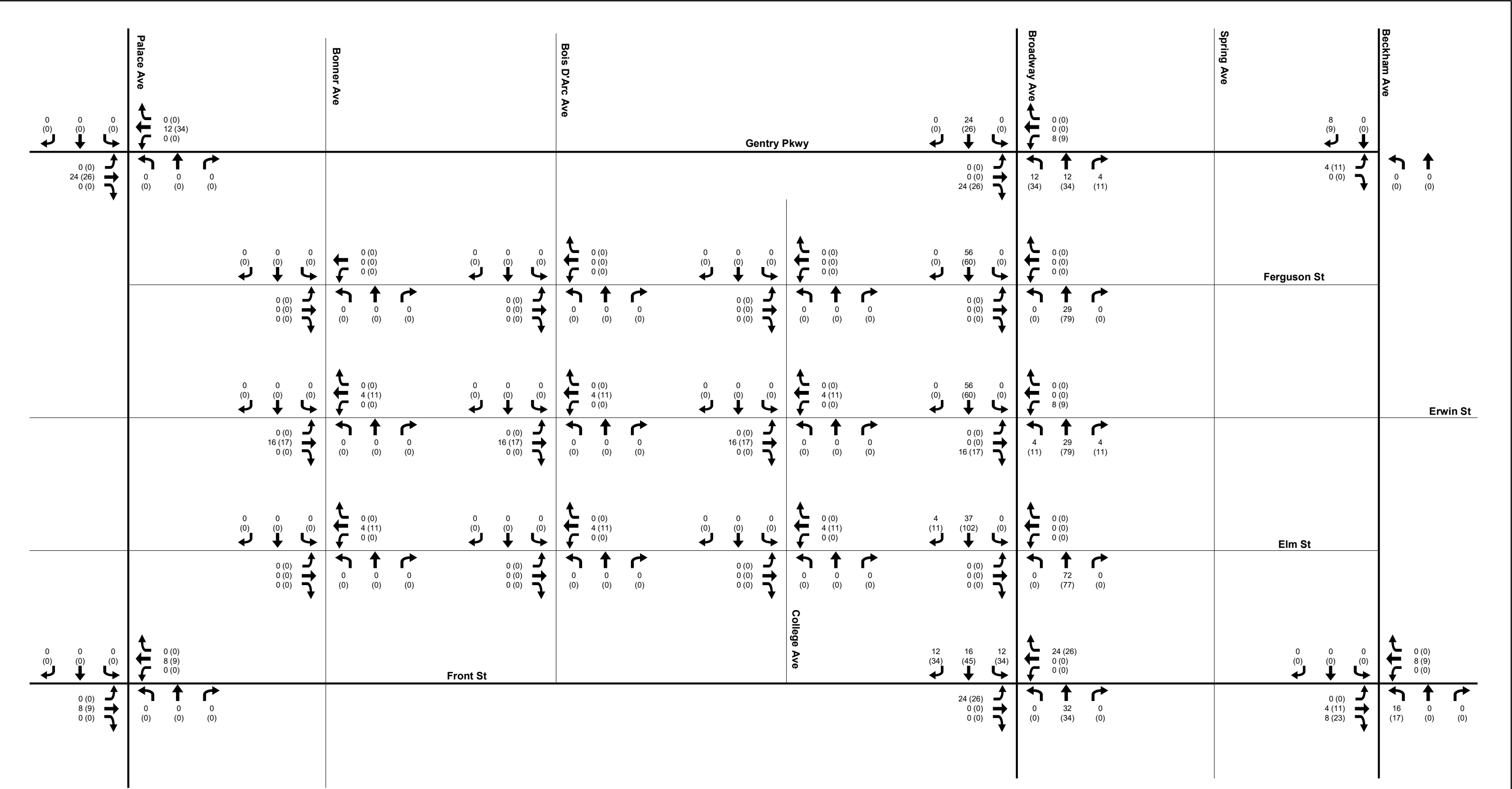


EXHIBIT A6

Site-Generated Traffic Volumes: Developments along Broadway Ave (Prop. Two-Way Configuration)
Downtown Tyler Traffic Study - Tyler, Texas



LEGEND:
X (Y)
X = Weekday AM Peak Hour Turning Movements
Y = Weekday PM Peak Hour Turning Movements
Volumes may not sum from point to point due to rounding
and presence of smaller driveways not included in analysis.



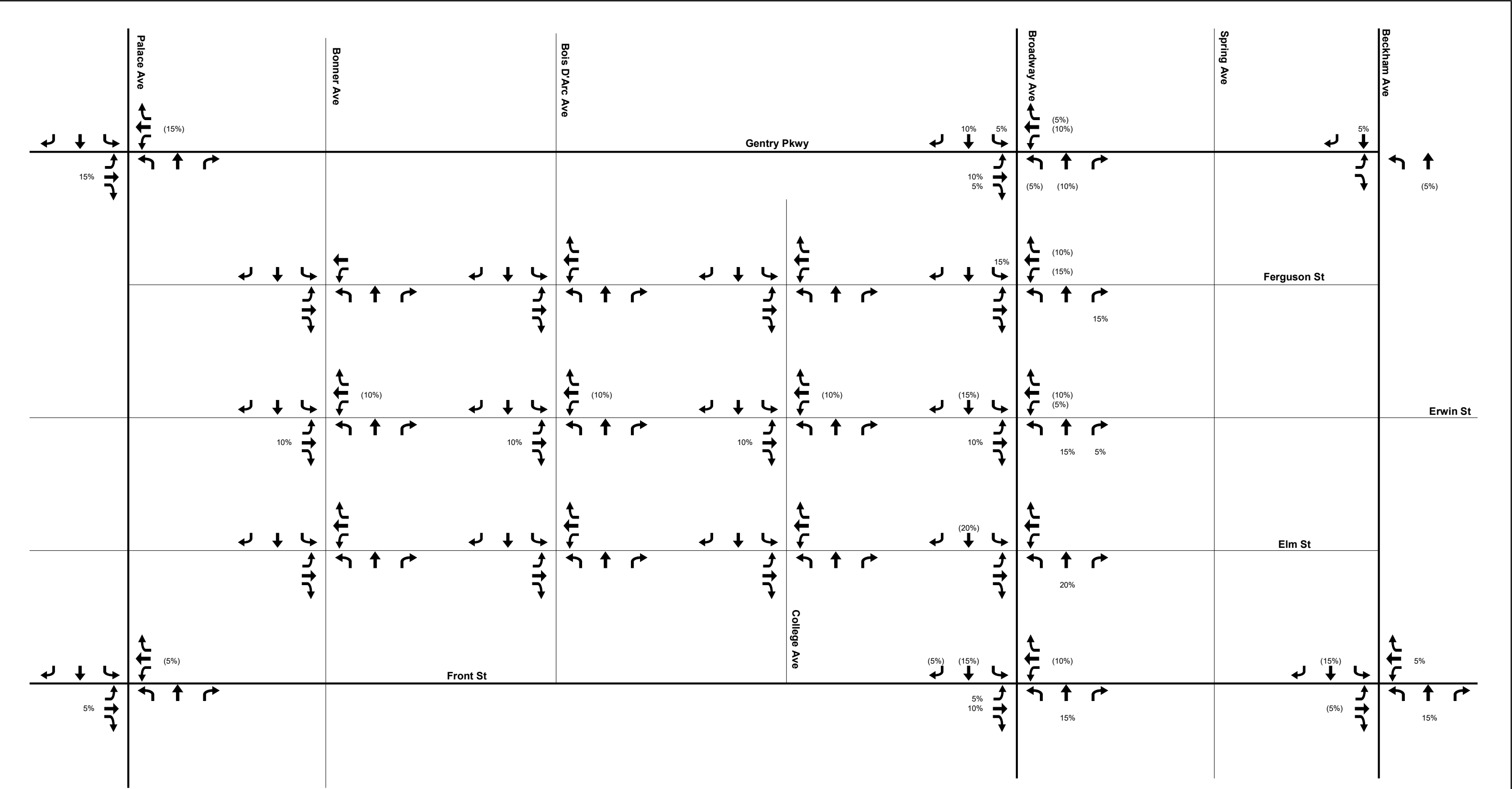


EXHIBIT A7

Trip Distribution and Traffic Assignment: Proposed Courthouse Parking Garage (Prop. Two-Way Configuration)
Downtown Tyler Traffic Study - Tyler, Texas



LEGEND:
X% (Y%)
X% = Percentage of Inbound Site-Generated Traffic
(Y%) = Percentage of Outbound Site-Generated Traffic



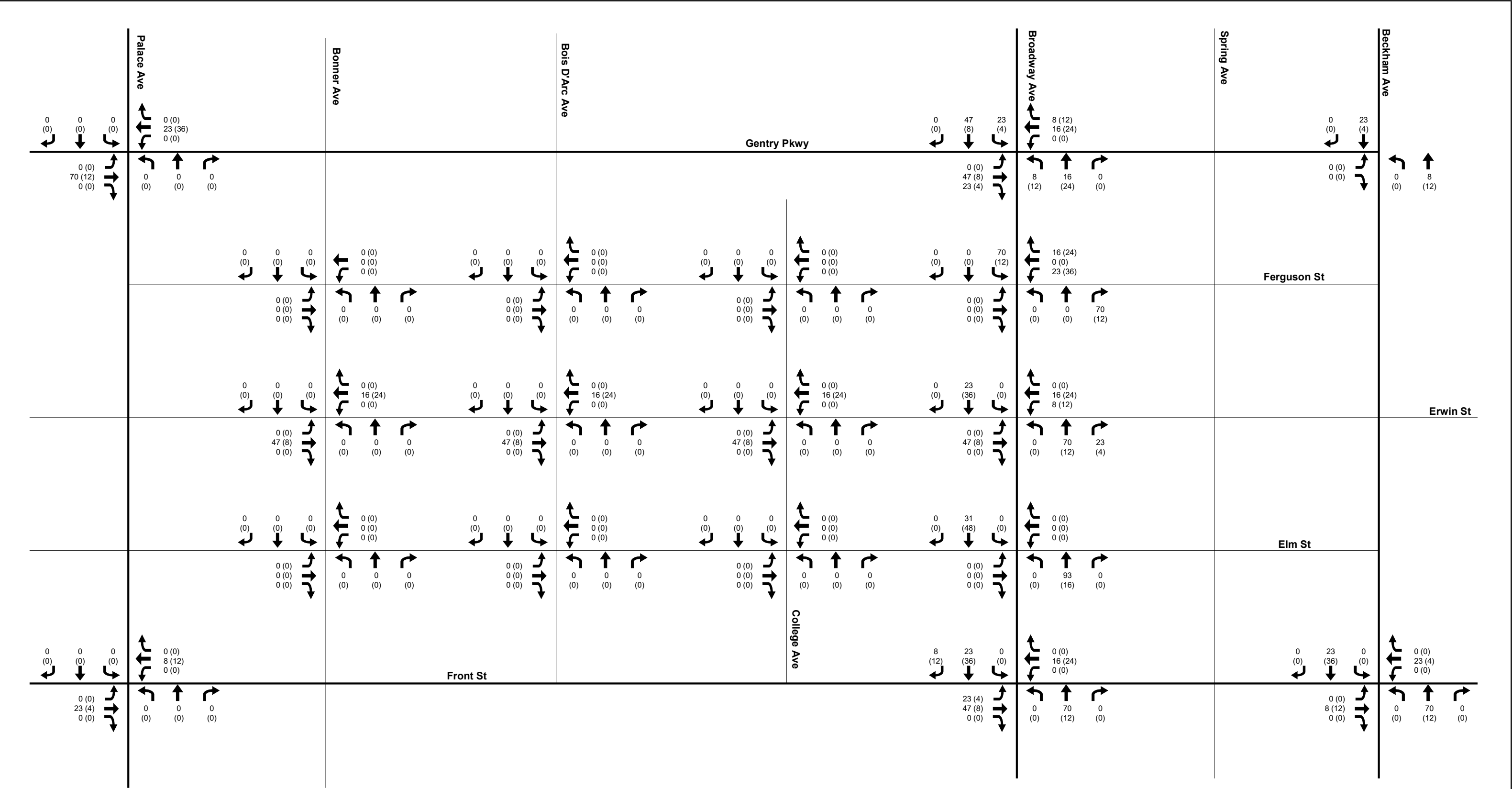


EXHIBIT A8

Site-Generated Traffic Volumes: Proposed Courthouse Parking Garage (Prop. Two-Way Configuration)
Downtown Tyler Traffic Study - Tyler, Texas



LEGEND:

X (Y)

X = Weekday AM Peak Hour Turning Movements

Y = Weekday PM Peak Hour Turning Movements

Volumes may not sum from point to point due to rounding and presence of smaller driveways not included in analysis.

North
↑
Not To Scale

7) SynchroTM Output - 2022 Existing Conditions

Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions AM
2: Palace Ave & E Gentry Pkwy

	↖	→	↗	↖	↖	←	↖	↖	↑	↗	↘	↓
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖ ↗	↖ ↗			↖ ↗	↖ ↗		↖ ↗	↖ ↗	↖ ↗		↖ ↗
Traffic Volume (vph)	9	936	22	1	203	487	30	39	53	165	37	91
Future Volume (vph)	9	936	22	1	203	487	30	39	53	165	37	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		0		180		0	215		0	0	
Storage Lanes	1		0		1		0	1		1	0	
Taper Length (ft)	25				25			25			25	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95
Frt		0.997				0.991				0.850		0.984
Flt Protected	0.950				0.950			0.950				0.987
Satd. Flow (prot)	1770	5070	0	0	1770	5040	0	1770	1863	1583	0	3437
Flt Permitted	0.346				0.128			0.950				0.987
Satd. Flow (perm)	645	5070	0	0	238	5040	0	1770	1863	1583	0	3437
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		3				8				196		8
Link Speed (mph)	40				40			35				30
Link Distance (ft)	536				2764			3230				368
Travel Time (s)	9.1				47.1			62.9				8.4
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	11	1114	26	1	242	580	36	46	63	196	44	108
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	1140	0	0	243	616	0	46	63	196	0	170
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)	12				12			12				0
Link Offset(ft)	0				0			0				0
Crosswalk Width(ft)	16				16			16				16
Two way Left Turn Lane	Yes				Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Turn Type	D.P+P	NA		custom	D.P+P	NA		Split	NA	Perm	Split	NA
Protected Phases	7	4			3	8		2	2		1	1
Permitted Phases	8			3	4					2		
Minimum Split (s)	10.4	23.5		10.8	10.8	23.5		44.0	44.0	44.0	47.3	47.3
Total Split (s)	15.0	49.0		15.0	15.0	49.0		40.0	40.0	40.0	24.0	24.0
Total Split (%)	11.7%	38.3%		11.7%	11.7%	38.3%		31.3%	31.3%	31.3%	18.8%	18.8%
Maximum Green (s)	9.6	43.5		9.2	9.2	43.5		34.0	34.0	34.0	18.7	18.7
Yellow Time (s)	3.0	4.5		3.0	3.0	4.5		3.9	3.9	3.9	3.0	3.0
All-Red Time (s)	2.4	1.0		2.8	2.8	1.0		2.1	2.1	2.1	2.3	2.3
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)	5.4	5.5			5.8	5.5		6.0	6.0	6.0		5.3
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Walk Time (s)								4.0	4.0	4.0	4.0	4.0
Flash Dont Walk (s)								34.0	34.0	34.0	38.0	38.0
Pedestrian Calls (#/hr)								0	0	0	0	0
Act Effect Green (s)	53.2	43.5			52.4	43.5		34.0	34.0	34.0		18.7
Actuated g/C Ratio	0.42	0.34			0.41	0.34		0.27	0.27	0.27		0.15
v/c Ratio	0.03	0.66			1.17	0.36		0.10	0.13	0.35		0.33

2022 Existing Conditions AM Tyler Downtown Study 6:45 am 11/06/2019 2022 Existing Conditions AM

Synchro 11 Report
Page 1

Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions AM
2: Palace Ave & E Gentry Pkwy

	↖
Lane Group	SBR
Lane Configurations	↖
Traffic Volume (vph)	15
Future Volume (vph)	15
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.84
Adj. Flow (vph)	18
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Turn Type	
Protected Phases	
Permitted Phases	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effect Green (s)	
Actuated g/C Ratio	
v/c Ratio	

2022 Existing Conditions AM Tyler Downtown Study 6:45 am 11/06/2019 2022 Existing Conditions AM

Synchro 11 Report
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Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions AM
2: Palace Ave & E Gentry Pkwy

	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group												
Control Delay	19.3	38.1			143.2	32.1		36.3	36.7	6.7		48.8
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0	0.0		0.0
Total Delay	19.3	38.1			143.2	32.1		36.3	36.7	6.7		48.8
LOS	B	D			F	C		D	D	A		D
Approach Delay		37.9				63.5			17.4			48.8
Approach LOS		D				E			B			D
Queue Length 50th (ft)	5	293			~170	138		29	40	0		64
Queue Length 95th (ft)	15	315			#301	160		57	72	45		93
Internal Link Dist (ft)		456				2684			3150			288
Turn Bay Length (ft)	210				180			215				
Base Capacity (vph)	352	1724			207	1718		470	494	564		508
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	0.03	0.66			1.17	0.36		0.10	0.13	0.35		0.33

Intersection Summary

Area Type: Other

Cycle Length: 128

Actuated Cycle Length: 128

Offset: 0 (0%), Referenced to phase 4:EBWB and 8:EBWB, Start of Green

Natural Cycle: 150

Control Type: Pretimed

Maximum v/c Ratio: 1.17

Intersection Signal Delay: 45.0

Intersection LOS: D

Intersection Capacity Utilization 62.8%

ICU Level of Service B

Analysis Period (min) 15

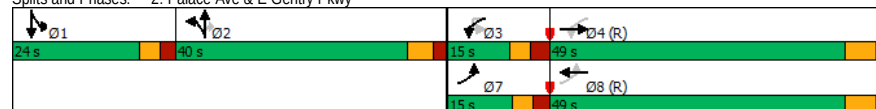
- Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Palace Ave & E Gentry Pkwy



Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions AM
2: Palace Ave & E Gentry Pkwy

	SBR
Lane Group	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions AM
3: Broadway Ave & E Gentry Pkwy

	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group												
Lane Configurations		↩	↩↩↩	↩	↩	↩↩↩		↩	↩↩		↩	↩↩
Traffic Volume (vph)	1	69	846	247	164	523	44	86	110	102	127	313
Future Volume (vph)	1	69	846	247	164	523	44	86	110	102	127	313
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		200	210		0	120		0	140	
Storage Lanes		1		1	1		0	1		0	1	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	0.91	0.91	1.00	0.95	0.95	1.00	0.95
Frt				0.850		0.988			0.928			0.960
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1770	5085	1583	1770	5024	0	1770	3284	0	1770	3398
Flt Permitted		0.345			0.162			0.400			0.605	
Satd. Flow (perm)	0	643	5085	1583	302	5024	0	745	3284	0	1127	3398
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				274		11			113			42
Link Speed (mph)			40			40			35			35
Link Distance (ft)			2764			1313			488			360
Travel Time (s)			47.1			22.4			9.5			7.0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1	77	940	274	182	581	49	96	122	113	141	348
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	78	940	274	182	630	0	96	235	0	141	474
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
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		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2	1	1	2		1	2		1	2
Detector Template	Left	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	20	100	20	20	100		20	100		20	100
Trailing Detector (ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Size(ft)	20	20	6	20	20	6		20	6		20	6
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			CI+Ex			CI+Ex			CI+Ex			CI+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	custom	D.P+P	NA	Perm	D.P+P	NA		D.P+P	NA		D.P+P	NA
Protected Phases		7	4		3	8		5	2		1	6
Permitted Phases		7	8		4	4		6			2	

2022 Existing Conditions AM Tyler Downtown Study 6:45 am 11/06/2019 2022 Existing Conditions AM

Synchro 11 Report
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Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions AM
3: Broadway Ave & E Gentry Pkwy

	SBR
Lane Group	
Lane Configurations	↩
Traffic Volume (vph)	113
Future Volume (vph)	113
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.90
Adj. Flow (vph)	126
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	
Permitted Phases	

2022 Existing Conditions AM Tyler Downtown Study 6:45 am 11/06/2019 2022 Existing Conditions AM

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Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions AM
3: Broadway Ave & E Gentry Pkwy

	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector Phase	7	7	4	4	3	8		5	2		1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	15.0	15.0	5.0	15.0		5.0	8.0		5.0	8.0
Minimum Split (s)	10.5	10.5	31.5	31.5	10.5	31.5		10.5	31.5		10.5	31.5
Total Split (s)	25.5	25.5	30.5	30.5	25.5	30.5		25.5	30.5		25.5	30.5
Total Split (%)	22.8%	22.8%	27.2%	27.2%	22.8%	27.2%		22.8%	27.2%		22.8%	27.2%
Maximum Green (s)	20.0	20.0	25.0	25.0	20.0	25.0		20.0	25.0		20.0	25.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.5	5.5	5.5	5.5	5.5		5.5	5.5		5.5	5.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	None	None	None	None	None	None		None	Max		None	Max
Walk Time (s)			10.0	10.0		10.0			10.0			10.0
Flash Dont Walk (s)			16.0	16.0		16.0			16.0			16.0
Pedestrian Calls (#/hr)			0	0		0			0			0
Act Effct Green (s)	36.5	23.4	23.4	35.2	29.9			37.6	26.2		36.3	30.4
Actuated g/C Ratio	0.39	0.25	0.25	0.38	0.32			0.40	0.28		0.39	0.32
v/c Ratio	0.23	0.74	0.46	0.61	0.39			0.24	0.24		0.28	0.42
Control Delay	17.6	37.0	6.7	27.5	26.3			18.2	15.4		18.4	26.0
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	17.6	37.0	6.7	27.5	26.3			18.2	15.4		18.4	26.0
LOS	B	D	A	C	C			B	B		B	C
Approach Delay		29.4			26.6			16.2			24.3	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	26	186	0	66	107			33	28		50	111
Queue Length 95th (ft)	57	266	65	125	155			70	66		97	178
Internal Link Dist (ft)		2684			1233			408				280
Turn Bay Length (ft)	200		200	210				120			140	
Base Capacity (vph)	521	1367	625	445	1609			553	999		642	1131
Starvation Cap Reductn	0	0	0	0	0			0	0		0	0
Spillback Cap Reductn	0	0	0	0	0			0	0		0	0
Storage Cap Reductn	0	0	0	0	0			0	0		0	0
Reduced v/c Ratio	0.15	0.69	0.44	0.41	0.39			0.17	0.24		0.22	0.42

Intersection Summary

Area Type: Other

Cycle Length: 112

Actuated Cycle Length: 93.7

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 26.2

Intersection LOS: C

Intersection Capacity Utilization 60.8%

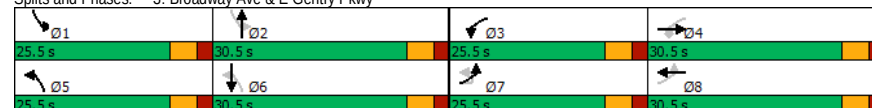
ICU Level of Service B

Analysis Period (min) 15

Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions AM
3: Broadway Ave & E Gentry Pkwy

Splits and Phases: 3: Broadway Ave & E Gentry Pkwy



Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions AM
3: Broadway Ave & E Gentry Pkwy



Lane Group	SBR
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effect Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions AM
5: Beckham Ave & E Gentry Pkwy



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰↱	↰	↰	↰↱	↰↱	↰
Traffic Volume (vph)	261	769	346	402	823	340
Future Volume (vph)	261	769	346	402	823	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			185
Storage Lanes	2	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.178			
Satd. Flow (perm)	3433	1583	332	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		445				249
Link Speed (mph)	40			40	40	
Link Distance (ft)	1097			768	592	
Travel Time (s)	18.7			13.1	10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	284	836	376	437	895	370
Shared Lane Traffic (%)						
Lane Group Flow (vph)	284	836	376	437	895	370
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				CI+Ex	CI+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	D.P+P	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	6			6

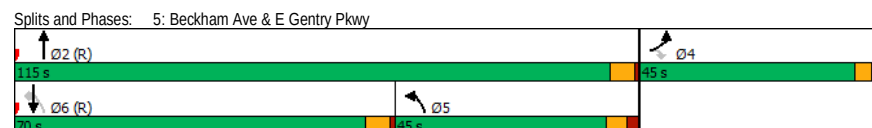
Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions AM
5: Beckham Ave & E Gentry Pkwy

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	16.0	16.0	13.0	24.0	24.0	24.0
Total Split (s)	45.0	45.0	45.0	115.0	70.0	70.0
Total Split (%)	28.1%	28.1%	28.1%	71.9%	43.8%	43.8%
Maximum Green (s)	39.5	39.5	38.9	109.5	64.5	64.5
Yellow Time (s)	3.0	3.0	3.6	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	6.1	5.5	5.5	5.5
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.5	3.5	1.5	3.5	3.5	3.5
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	39.5	39.5	102.8	109.5	64.5	64.5
Actuated g/C Ratio	0.25	0.25	0.64	0.68	0.40	0.40
v/c Ratio	0.34	1.15	0.67	0.18	0.63	0.47
Control Delay	50.8	108.4	30.2	4.8	40.6	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.8	108.4	30.2	4.8	40.6	12.8
LOS	D	F	C	A	D	B
Approach Delay	93.8			16.6	32.4	
Approach LOS	F			B	C	
Queue Length 50th (ft)	126	~656	231	37	392	85
Queue Length 95th (ft)	172	#919	352	38	465	179
Internal Link Dist (ft)	1017			688	512	
Turn Bay Length (ft)			200			185
Base Capacity (vph)	847	725	562	2422	1426	786
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	1.15	0.67	0.18	0.63	0.47
Intersection Summary						
Area Type:	Other					
Cycle Length: 160						
Actuated Cycle Length: 160						
Offset: 106 (66%), Referenced to phase 2:NBT and 6:NBSB, Start of Green						
Natural Cycle: 90						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 1.15						
Intersection Signal Delay: 49.9				Intersection LOS: D		
Intersection Capacity Utilization 79.5%				ICU Level of Service D		
Analysis Period (min) 15						
- Volume exceeds capacity, queue is theoretically infinite.						
Queue shown is maximum after two cycles.						
# 95th percentile volume exceeds capacity, queue may be longer.						
Queue shown is maximum after two cycles.						

Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions AM
5: Beckham Ave & E Gentry Pkwy



Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions AM
14: Beckham Ave & E. Front St

	↖	→	↗	↖	←	↖	↖	↑	↗	↗	↓	↖
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖
Traffic Volume (vph)	79	629	228	96	705	149	176	497	45	263	923	105
Future Volume (vph)	79	629	228	96	705	149	176	497	45	263	923	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		125	120		120	100		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.988			0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3497	0	1770	3486	0
Flt Permitted	0.099			0.115			0.108			0.348		
Satd. Flow (perm)	184	3539	1583	214	3539	1583	201	3497	0	648	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142			142		7			9	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		650			533			353			1566	
Travel Time (s)		11.1			9.1			6.0			26.7	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	87	691	251	105	775	164	193	546	49	289	1014	115
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	691	251	105	775	164	193	595	0	289	1129	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane	Yes				Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D,P+P	NA	Perm	D,P+P	NA	Perm	D,P+P	NA		D,P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8		4	4		8	6			2		

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Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions AM
14: Beckham Ave & E. Front St

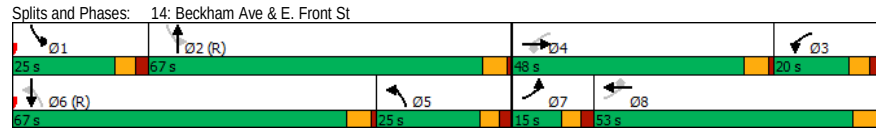
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	13.0	26.0	26.0	13.0	27.0	27.0	13.0	34.0		13.0	31.0	
Total Split (s)	15.0	48.0	48.0	20.0	53.0	53.0	25.0	67.0		25.0	67.0	
Total Split (%)	9.4%	30.0%	30.0%	12.5%	33.1%	33.1%	15.6%	41.9%		15.6%	41.9%	
Maximum Green (s)	8.9	42.5	42.5	13.9	47.5	47.5	18.9	61.5		18.9	61.5	
Yellow Time (s)	3.6	4.5	4.5	3.6	4.5	4.5	3.6	4.5		3.6	4.5	
All-Red Time (s)	2.5	1.0	1.0	2.5	1.0	1.0	2.5	1.0		2.5	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	5.5	5.5	6.1	5.5	5.5	6.1	5.5		6.1	5.5	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	48.4	36.6	36.6	48.4	40.6	40.6	87.2	71.1		87.2	68.9	
Actuated g/C Ratio	0.30	0.23	0.23	0.30	0.25	0.25	0.54	0.44		0.54	0.43	
v/c Ratio	0.63	0.86	0.53	0.57	0.86	0.32	0.66	0.38		0.62	0.75	
Control Delay	55.2	70.0	26.3	70.0	67.4	10.9	58.0	31.7		13.2	35.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	55.2	70.0	26.3	70.0	67.4	10.9	58.0	31.7		13.2	35.3	
LOS	E	E	C	E	E	B	E	C		B	D	
Approach Delay		58.1			58.8			38.2			30.8	
Approach LOS		E			E			D			C	
Queue Length 50th (ft)	63	366	98	76	408	17	93	220		104	443	
Queue Length 95th (ft)	100	425	185	118	464	77	200	296		m179	m580	
Internal Link Dist (ft)		570			453			273			1486	
Turn Bay Length (ft)	165		125	120		120	100			100		
Base Capacity (vph)	144	940	524	201	1050	569	294	1558		497	1506	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.60	0.74	0.48	0.52	0.74	0.29	0.66	0.38		0.58	0.75	
Intersection Summary												
Area Type:	Other											
Cycle Length:	160											
Actuated Cycle Length:	160											
Offset:	149 (93%), Referenced to phase 2:NBSB and 6:NBSB, Start of 1st Green											
Natural Cycle:	90											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.86											
Intersection Signal Delay:	45.6						Intersection LOS: D					
Intersection Capacity Utilization	81.8%						ICU Level of Service D					
Analysis Period (min)	15											
m	Volume for 95th percentile queue is metered by upstream signal.											

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Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions AM
14: Beckham Ave & E. Front St



Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions AM
19: Broadway Avenue & E. Front St

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↩	↩↩	↩	↩	↩↩	↩	↩	↩↩	↩	↩	↩↩	↩
Traffic Volume (vph)	62	894	46	144	801	75	163	546	115	124	637	28
Future Volume (vph)	62	894	46	144	801	75	163	546	115	124	637	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	180		0	200		0	150		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		0.993			0.987			0.974			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3514	0	1770	3493	0	1770	3447	0	1770	3518	0
Flt Permitted	0.138			0.097			0.177			0.200		
Satd. Flow (perm)	257	3514	0	181	3493	0	330	3447	0	373	3518	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			7			16			3	
Link Speed (mph)		40			40			35			30	
Link Distance (ft)		433			660			624			1134	
Travel Time (s)		7.4			11.3			12.2			25.8	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	70	1004	52	162	900	84	183	613	129	139	716	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	70	1056	0	162	984	0	183	742	0	139	747	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D,P+P	NA		D,P+P	NA		D,P+P	NA		D,P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8			4			6			2		

Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions AM
19: Broadway Avenue & E. Front St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	17.0	32.0		17.0	36.1		17.0	36.1		17.0	36.1	
Total Split (s)	16.0	65.0		20.0	69.0		22.0	58.0		17.0	53.0	
Total Split (%)	10.0%	40.6%		12.5%	43.1%		13.8%	36.3%		10.6%	33.1%	
Maximum Green (s)	9.9	58.9		13.9	62.9		15.9	51.9		10.9	46.9	
Yellow Time (s)	4.1	4.1		4.1	4.1		4.1	4.1		4.1	4.1	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1		6.1	6.1		6.1	6.1		6.1	6.1	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	Max		None	Max	
Walk Time (s)		10.0			10.0			10.0			10.0	
Flash Dont Walk (s)		15.0			17.0			17.0			16.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	72.8	60.0		72.8	62.9		62.8	51.9		62.8	48.3	
Actuated g/C Ratio	0.46	0.38		0.46	0.39		0.39	0.32		0.39	0.30	
v/c Ratio	0.33	0.80		0.78	0.71		0.71	0.66		0.58	0.70	
Control Delay	36.5	50.3		53.7	44.2		44.6	48.7		54.1	53.8	
Queue Delay	0.0	0.0		0.0	1.9		0.0	0.0		0.0	0.0	
Total Delay	36.5	50.3		53.7	46.1		44.6	48.7		54.1	53.8	
LOS	D	D		D	D		D	D		D	D	
Approach Delay		49.5			47.2			47.9			53.9	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	38	522		93	453		121	345		89	369	
Queue Length 95th (ft)	67	604		#190	526		178	413		138	440	
Internal Link Dist (ft)		353			580			544			1054	
Turn Bay Length (ft)	100			180			200			150		
Base Capacity (vph)	210	1319		221	1377		275	1128		241	1064	
Starvation Cap Reductn	0	0		0	236		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	0.33	0.80		0.73	0.86		0.67	0.66		0.58	0.70	

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 157 (98%), Referenced to phase 4:EBWB and 8:EBWB, Start of 1st Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 49.4

Intersection LOS: D

Intersection Capacity Utilization 82.0%

ICU Level of Service E

Analysis Period (min) 15

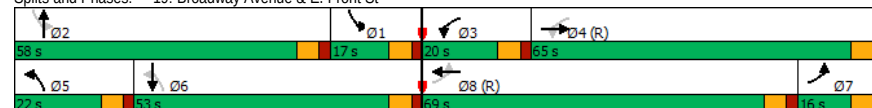
95th percentile volume exceeds capacity, queue may be longer.

Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions AM
19: Broadway Avenue & E. Front St

Queue shown is maximum after two cycles.

Splits and Phases: 19: Broadway Avenue & E. Front St



Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions AM
20: Palace Ave & E. Front St

	↖	→	↗	↖	←	↖	↖	↑	↗	↗	↓	↖
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗		↖	↖↗		↖	↖↗	
Traffic Volume (vph)	55	802	29	35	554	95	37	298	21	120	395	68
Future Volume (vph)	55	802	29	35	554	95	37	298	21	120	395	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	245		0	100		0	130		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			0.978			0.990			0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3522	0	1770	3461	0	1770	3504	0	1770	3461	0
Flt Permitted	0.346			0.264			0.231			0.326		
Satd. Flow (perm)	645	3522	0	492	3461	0	430	3504	0	607	3461	0
Right Turn on Red			Yes			Yes		Yes			Yes	
Satd. Flow (RTOR)		3			19			5			13	
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		766			676			547			1568	
Travel Time (s)		13.1			11.5			10.7			30.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	58	844	31	37	583	100	39	314	22	126	416	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	875	0	37	683	0	39	336	0	126	488	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane	Yes			Yes			Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D,P+P	NA		D,P+P	NA		D,P+P	NA		D,P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8			4			6			2		

2022 Existing Conditions AM Tyler Downtown Study 6:45 am 11/06/2019 2022 Existing Conditions AM

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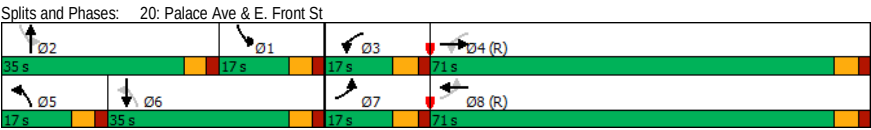
Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions AM
20: Palace Ave & E. Front St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	17.0	35.0		17.0	35.0		17.0	35.0		17.0	34.0	
Total Split (s)	17.0	71.0		17.0	71.0		17.0	35.0		17.0	35.0	
Total Split (%)	12.1%	50.7%		12.1%	50.7%		12.1%	25.0%		12.1%	25.0%	
Maximum Green (s)	10.9	64.9		10.9	64.9		11.3	29.3		11.3	29.3	
Yellow Time (s)	4.1	4.1		4.1	4.1		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1		6.1	6.1		5.7	5.7		5.7	5.7	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	3.0		2.5	3.0		2.5	3.0		2.5	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		10.0			10.0			10.0			10.0	
Flash Dont Walk (s)		16.0			16.0			16.0			16.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	86.6	81.5		86.6	80.9		32.2	18.5		31.0	25.9	
Actuated g/C Ratio	0.62	0.58		0.62	0.58		0.23	0.13		0.22	0.18	
v/c Ratio	0.13	0.43		0.10	0.34		0.23	0.72		0.53	0.75	
Control Delay	11.2	18.9		11.3	17.5		39.1	66.1		56.0	60.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.2	18.9		11.3	17.5		39.1	66.1		56.0	60.1	
LOS	B	B		B	B		D	E		E	E	
Approach Delay		18.4			17.2			63.3			59.2	
Approach LOS		B			B			E			E	
Queue Length 50th (ft)	18	234		11	168		27	154		91	221	
Queue Length 95th (ft)	42	337		30	251		53	201		137	270	
Internal Link Dist (ft)		686			596			467			1488	
Turn Bay Length (ft)	230			245			100			130		
Base Capacity (vph)	500	2050		416	2007		215	737		254	741	
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	0.12	0.43		0.09	0.34		0.18	0.46		0.50	0.66	
Intersection Summary												
Area Type:	Other											
Cycle Length: 140												
Actuated Cycle Length: 140												
Offset: 15 (11%), Referenced to phase 4:EBWB and 8:EBWB, Start of 1st Green												
Natural Cycle: 105												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.75												
Intersection Signal Delay: 33.9						Intersection LOS: C						
Intersection Capacity Utilization 62.5%						ICU Level of Service B						
Analysis Period (min) 15												

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Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions PM
2: Palace Ave & E Gentry Pkwy

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↘
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↑	↖		↖↖	
Traffic Volume (vph)	36	597	22	190	811	30	102	95	250	25	100	28
Future Volume (vph)	36	597	22	190	811	30	102	95	250	25	100	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		0	180		0	215		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.995			0.995			0.850			0.973	
Flt Protected	0.950			0.950			0.950			0.992		
Satd. Flow (prot)	1770	5060	0	1770	5060	0	1770	1863	1583	0	3416	0
Flt Permitted	0.201			0.312			0.950			0.992		
Satd. Flow (perm)	374	5060	0	581	5060	0	1770	1863	1583	0	3416	0
Right Turn on Red		Yes			Yes		Yes		Yes		Yes	
Satd. Flow (RTOR)		5			5			263			18	
Link Speed (mph)	40				40			35			30	
Link Distance (ft)	536				2764			3230			368	
Travel Time (s)		9.1			47.1			62.9			8.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	38	628	23	200	854	32	107	100	263	26	105	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	651	0	200	886	0	107	100	263	0	160	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12				12			12			0	
Link Offset(ft)	0				0			0			0	
Crosswalk Width(ft)	16				16			16			16	
Two way Left Turn Lane	Yes				Yes			Yes				
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	D.P+P	NA		D.P+P	NA		Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		2	2		1	1	
Permitted Phases	8			4				2				
Minimum Split (s)	10.4	23.5		10.8	23.5		44.0	44.0	44.0	47.3	47.3	
Total Split (s)	15.0	42.0		16.0	43.0		40.0	40.0	40.0	24.0	24.0	
Total Split (%)	12.3%	34.4%		13.1%	35.2%		32.8%	32.8%	32.8%	19.7%	19.7%	
Maximum Green (s)	9.6	36.5		10.2	37.5		34.0	34.0	34.0	18.7	18.7	
Yellow Time (s)	3.0	4.5		3.0	4.5		3.9	3.9	3.9	3.0	3.0	
All-Red Time (s)	2.4	1.0		2.8	1.0		2.1	2.1	2.1	2.3	2.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.4	5.5		5.8	5.5		6.0	6.0	6.0		5.3	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Walk Time (s)							4.0	4.0	4.0	4.0	4.0	
Flash Dont Walk (s)							34.0	34.0	34.0	38.0	38.0	
Pedestrian Calls (#/hr)							0	0	0	0	0	
Act Effct Green (s)	47.2	36.5		46.4	37.5		34.0	34.0	34.0		18.7	
Actuated g/C Ratio	0.39	0.30		0.38	0.31		0.28	0.28	0.28		0.15	
v/c Ratio	0.15	0.43		0.62	0.57		0.22	0.19	0.42		0.30	

2022 Existing Conditions PM Tyler Downtown Study 7:05 pm 01/23/2023 2022 Existing Conditions PM

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Tyler Downtown Study
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2022 Existing Conditions PM
2: Palace Ave & E Gentry Pkwy

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↘
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	21.8	35.2		33.1	37.0		35.3	34.8	6.2		42.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	21.8	35.2		33.1	37.0		35.3	34.8	6.2		42.2	
LOS	C	D		C	D		D	C	A		D	
Approach Delay		34.4			36.2			18.9			42.2	
Approach LOS		C			D			B			D	
Queue Length 50th (ft)	17	149		100	213		65	60	0		52	
Queue Length 95th (ft)	39	188		156	259		113	107	64		86	
Internal Link Dist (ft)		456			2684			3150			288	
Turn Bay Length (ft)	210			180			215					
Base Capacity (vph)	254	1517		320	1558		493	519	630		538	
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	0.15	0.43		0.63	0.57		0.22	0.19	0.42		0.30	

Intersection Summary

Area Type: Other

Cycle Length: 122

Actuated Cycle Length: 122

Offset: 0 (0%), Referenced to phase 4:EBWB and 8:EBWB, Start of Green

Natural Cycle: 130

Control Type: Pretimed

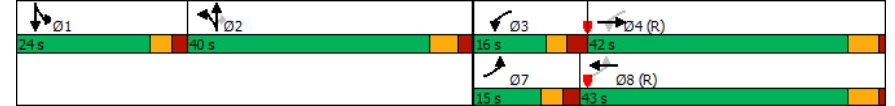
Maximum v/c Ratio: 0.63

Intersection Signal Delay: 32.7 Intersection LOS: C

Intersection Capacity Utilization 51.4% ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Palace Ave & E Gentry Pkwy



2022 Existing Conditions PM Tyler Downtown Study 7:05 pm 01/23/2023 2022 Existing Conditions PM

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Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions PM
3: Broadway Ave & E Gentry Pkwy

	↖	→	↗	↖	←	↖	↖	↑	↗	↗	↓	↖
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖	↖	↖	↖↖↖		↖	↖↖		↖	↖↖	
Traffic Volume (vph)	64	174	140	89	771	67	202	203	210	104	541	166
Future Volume (vph)	64	174	140	89	771	67	202	203	210	104	541	166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	210		0	120		0	140		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.988			0.924			0.965	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5024	0	1770	3270	0	1770	3415	0
Flt Permitted	0.179			0.623			0.168			0.425		
Satd. Flow (perm)	333	5085	1583	1160	5024	0	313	3270	0	792	3415	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			157		11			217			33	
Link Speed (mph)	40			40			35			35		
Link Distance (ft)	2764			1313			488			360		
Travel Time (s)	47.1			22.4			9.5			7.0		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	72	196	157	100	866	75	227	228	236	117	608	187
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	196	157	100	941	0	227	464	0	117	795	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			12			12			12		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane	Yes											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D,P+P	NA	Perm	D,P+P	NA		D,P+P	NA		D,P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8		4	4			6			2		

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Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions PM
3: Broadway Ave & E Gentry Pkwy

	↖	→	↗	↖	←	↖	↖	↑	↗	↗	↓	↖
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		5.0	8.0		5.0	8.0	
Minimum Split (s)	10.5	31.5	31.5	10.5	31.5		10.5	31.5		10.5	31.5	
Total Split (s)	25.5	30.5	30.5	25.5	30.5		25.5	30.5		25.5	30.5	
Total Split (%)	22.8%	27.2%	27.2%	22.8%	27.2%		22.8%	27.2%		22.8%	27.2%	
Maximum Green (s)	20.0	25.0	25.0	20.0	25.0		20.0	25.0		20.0	25.0	
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)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.5		5.5	5.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	Max	
Walk Time (s)		10.0	10.0		10.0			10.0			10.0	
Flash Dont Walk (s)		16.0	16.0		16.0			16.0			16.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	28.8	21.6	21.6	28.8	22.4		39.8	30.9		39.8	26.6	
Actuated g/C Ratio	0.32	0.24	0.24	0.32	0.25		0.44	0.34		0.44	0.30	
v/c Ratio	0.31	0.16	0.31	0.23	0.74		0.64	0.37		0.26	0.77	
Control Delay	22.3	29.1	7.3	20.4	35.7		25.9	13.5		15.4	35.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.3	29.1	7.3	20.4	35.7		25.9	13.5		15.4	35.9	
LOS	C	C	A	C	D		C	B		B	D	
Approach Delay		19.9			34.2			17.6			33.3	
Approach LOS		B			C			B			C	
Queue Length 50th (ft)	26	32	0	36	181		78	56		38	222	
Queue Length 95th (ft)	58	58	50	76	257		151	102		71	#363	
Internal Link Dist (ft)		2684			1233			408			280	
Turn Bay Length (ft)	200		200	210			120			140		
Base Capacity (vph)	454	1451	564	580	1442		487	1268		624	1037	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.16	0.14	0.28	0.17	0.65		0.47	0.37		0.19	0.77	
Intersection Summary												
Area Type:	Other											
Cycle Length: 112												
Actuated Cycle Length: 89.7												
Natural Cycle: 85												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.77												
Intersection Signal Delay: 28.2	Intersection LOS: C											
Intersection Capacity Utilization 70.3%	ICU Level of Service C											
Analysis Period (min) 15												
#	95th percentile volume exceeds capacity, queue may be longer.											
	Queue shown is maximum after two cycles.											

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Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions PM
3: Broadway Ave & E Gentry Pkwy

Splits and Phases: 3: Broadway Ave & E Gentry Pkwy

Ø1 25.5 s	Ø2 30.5 s	Ø3 25.5 s	Ø4 30.5 s
Ø5 25.5 s	Ø6 30.5 s	Ø7 25.5 s	Ø8 30.5 s

Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions PM
5: Beckham Ave & E Gentry Pkwy

	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔↔	↔	↔	↕↕	↕↕	↔
Traffic Volume (vph)	430	363	498	774	521	381
Future Volume (vph)	430	363	498	774	521	381
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			185
Storage Lanes	2	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.382			
Satd. Flow (perm)	3433	1583	712	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		386				405
Link Speed (mph)	40			40	40	
Link Distance (ft)	1097			768	592	
Travel Time (s)	18.7			13.1	10.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	457	386	530	823	554	405
Shared Lane Traffic (%)						
Lane Group Flow (vph)	457	386	530	823	554	405
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	D.P+P	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	6			6

Tyler Downtown Study
Lanes, Volumes, Timings

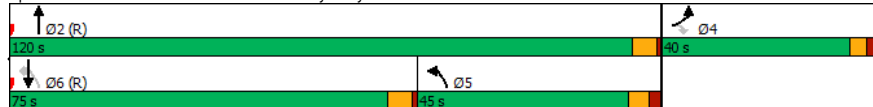
2022 Existing Conditions PM
5: Beckham Ave & E Gentry Pkwy

	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	16.0	16.0	13.0	24.0	24.0	24.0
Total Split (s)	40.0	40.0	45.0	120.0	75.0	75.0
Total Split (%)	25.0%	25.0%	28.1%	75.0%	46.9%	46.9%
Maximum Green (s)	34.5	34.5	38.9	114.5	69.5	69.5
Yellow Time (s)	3.0	3.0	3.6	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	6.1	5.5	5.5	5.5
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.5	3.5	1.5	3.5	3.5	3.5
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	27.9	27.9	114.4	121.1	76.1	76.1
Actuated g/C Ratio	0.17	0.17	0.72	0.76	0.48	0.48
v/c Ratio	0.76	0.65	0.69	0.31	0.33	0.42
Control Delay	71.3	10.2	16.0	4.7	27.5	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.3	10.2	16.0	4.7	27.5	3.7
LOS	E	B	B	A	C	A
Approach Delay	43.3			9.1	17.4	
Approach LOS	D			A	B	
Queue Length 50th (ft)	238	0	111	83	186	0
Queue Length 95th (ft)	287	96	239	121	252	63
Internal Link Dist (ft)	1017			688	512	
Turn Bay Length (ft)			200			185
Base Capacity (vph)	740	644	766	2678	1682	965
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.60	0.69	0.31	0.33	0.42

Intersection Summary

Area Type:	Other
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 81 (51%), Referenced to phase 2:NBT and 6:NBSB, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 20.8	Intersection LOS: C
Intersection Capacity Utilization 68.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Beckham Ave & E Gentry Pkwy



Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions PM
14: Beckham Ave & E. Front St

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↗	↘	↰	↗	↘	↰	↗	↘	↰	↗	↘
Traffic Volume (vph)	131	703	231	80	637	147	247	904	59	156	557	116
Future Volume (vph)	131	703	231	80	637	147	247	904	59	156	557	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		125	120		120	100		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850			0.991		0.974	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3507	0	1770	3447	0
Flt Permitted	0.121			0.109			0.262			0.168		
Satd. Flow (perm)	225	3539	1583	203	3539	1583	488	3507	0	313	3447	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142			142		5			16	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		650			533			353			1566	
Travel Time (s)		11.1			9.1			6.0			26.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	139	748	246	85	678	156	263	962	63	166	593	123
Shared Lane Traffic (%)												
Lane Group Flow (vph)	139	748	246	85	678	156	263	1025	0	166	716	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D,P+P	NA	Perm	D,P+P	NA	Perm	D,P+P	NA		D,P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8		4	4		8	6			2		

2022 Existing Conditions PM Tyler Downtown Study 7:05 pm 01/23/2023 2022 Existing Conditions PM

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Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions PM
14: Beckham Ave & E. Front St

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	13.0	26.0	26.0	13.0	27.0	27.0	13.0	34.0		13.0	31.0	
Total Split (s)	20.0	57.0	57.0	15.0	52.0	52.0	30.0	68.0		20.0	58.0	
Total Split (%)	12.5%	35.6%	35.6%	9.4%	32.5%	32.5%	18.8%	42.5%		12.5%	36.3%	
Maximum Green (s)	13.9	51.5	51.5	8.9	46.5	46.5	23.9	62.5		13.9	52.5	
Yellow Time (s)	3.6	4.5	4.5	3.6	4.5	4.5	3.6	4.5		3.6	4.5	
All-Red Time (s)	2.5	1.0	1.0	2.5	1.0	1.0	2.5	1.0		2.5	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	5.5	5.5	6.1	5.5	5.5	6.1	5.5		6.1	5.5	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	48.1	40.0	40.0	48.1	36.2	36.2	87.5	76.0		87.5	64.2	
Actuated g/C Ratio	0.30	0.25	0.25	0.30	0.23	0.23	0.55	0.48		0.55	0.40	
v/c Ratio	0.74	0.85	0.49	0.58	0.85	0.33	0.57	0.61		0.59	0.51	
Control Delay	60.6	66.3	23.3	72.7	69.6	10.7	38.4	34.8		17.8	21.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	60.6	66.3	23.3	72.7	69.6	10.7	38.4	34.8		17.8	21.5	
LOS	E	E	C	E	E	B	D	C		B	C	
Approach Delay	56.3				59.9			35.5			20.8	
Approach LOS	E				E			D			C	
Queue Length 50th (ft)	103	394	90	61	361	12	132	415		73	256	
Queue Length 95th (ft)	153	443	169	97	412	70	211	568		m111	m344	
Internal Link Dist (ft)		570			453			273			1486	
Turn Bay Length (ft)	165		125	120		120	100			100		
Base Capacity (vph)	203	1139	605	154	1028	560	458	1667		308	1391	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.68	0.66	0.41	0.55	0.66	0.28	0.57	0.61		0.54	0.51	

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 5 (3%), Referenced to phase 2:NBSB and 6:NBSB, Start of 1st Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 43.3

Intersection LOS: D

Intersection Capacity Utilization 79.7%

ICU Level of Service D

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions PM
14: Beckham Ave & E. Front St

Splits and Phases: 14: Beckham Ave & E. Front St



Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions PM
19: Broadway Avenue & E. Front St

	↖	→	↘	↙	←	↖	↙	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (vph)	73	872	85	135	949	60	135	572	118	124	691	81
Future Volume (vph)	73	872	85	135	949	60	135	572	118	124	691	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	180		0	200		0	150		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		0.987			0.991			0.974			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3493	0	1770	3507	0	1770	3447	0	1770	3483	0
Flt Permitted	0.084			0.093			0.173			0.214		
Satd. Flow (perm)	156	3493	0	173	3507	0	322	3447	0	399	3483	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			4			16			8	
Link Speed (mph)		40			40			35			30	
Link Distance (ft)		433			660			624			1134	
Travel Time (s)		7.4			11.3			12.2			25.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	77	918	89	142	999	63	142	602	124	131	727	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	77	1007	0	142	1062	0	142	726	0	131	812	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane	Yes				Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D,P+P	NA		D,P+P	NA		D,P+P	NA		D,P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8			4			6			2		

2022 Existing Conditions PM Tyler Downtown Study 7:05 pm 01/23/2023 2022 Existing Conditions PM

Synchro 11 Report
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Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions PM
19: Broadway Avenue & E. Front St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	17.0	32.0		17.0	34.0		17.0	34.0		17.0	33.0	
Total Split (s)	17.0	59.0		22.0	64.0		22.0	59.0		20.0	57.0	
Total Split (%)	10.6%	36.9%		13.8%	40.0%		13.8%	36.9%		12.5%	35.6%	
Maximum Green (s)	10.9	52.9		15.9	57.9		15.9	52.9		13.9	50.9	
Yellow Time (s)	4.1	4.1		4.1	4.1		4.1	4.1		4.1	4.1	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1		6.1	6.1		6.1	6.1		6.1	6.1	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	Max		None	Max	
Walk Time (s)		10.0			10.0			10.0			10.0	
Flash Dont Walk (s)		15.0			17.0			17.0			16.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	68.8	55.6		68.8	57.9		66.8	52.9		66.8	54.0	
Actuated g/C Ratio	0.43	0.35		0.43	0.36		0.42	0.33		0.42	0.34	
v/c Ratio	0.44	0.83		0.69	0.84		0.57	0.63		0.46	0.69	
Control Delay	54.8	54.6		47.9	53.6		35.4	47.2		43.8	49.3	
Queue Delay	0.0	0.0		0.0	5.4		0.0	0.0		0.0	0.0	
Total Delay	54.8	54.6		47.9	59.0		35.4	47.2		43.8	49.3	
LOS	D	D		D	E		D	D		D	D	
Approach Delay		54.6			57.7			45.3			48.5	
Approach LOS		D			E			D			D	
Queue Length 50th (ft)	44	508		85	532		87	332		80	383	
Queue Length 95th (ft)	78	612		159	625		136	403		126	474	
Internal Link Dist (ft)		353			580			544			1054	
Turn Bay Length (ft)	100			180			200			150		
Base Capacity (vph)	177	1219		236	1271		284	1150		285	1180	
Starvation Cap Reductn	0	0		0	159		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	0.83		0.60	0.96		0.50	0.63		0.46	0.69	
Intersection Summary												
Area Type:	Other											
Cycle Length: 160												
Actuated Cycle Length: 160												
Offset: 7 (4%), Referenced to phase 4:EBWB and 8:EBWB, Start of 1st Green												
Natural Cycle: 105												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.84												
Intersection Signal Delay: 52.1	Intersection LOS: D											
Intersection Capacity Utilization 83.8%	ICU Level of Service E											
Analysis Period (min) 15												

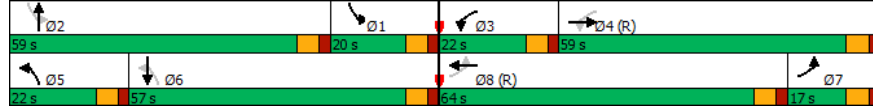
2022 Existing Conditions PM Tyler Downtown Study 7:05 pm 01/23/2023 2022 Existing Conditions PM

Synchro 11 Report
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Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions PM
19: Broadway Avenue & E. Front St

Splits and Phases: 19: Broadway Avenue & E. Front St



Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions PM
20: Palace Ave & E. Front St

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↶	↷	↰	↶	↷	↰	↶	↷	↰	↶	↷
Traffic Volume (vph)	53	583	32	59	825	130	61	401	22	115	419	76
Future Volume (vph)	53	583	32	59	825	130	61	401	22	115	419	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	245		0	100		0	130		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		0.992			0.980			0.992			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3511	0	1770	3468	0	1770	3511	0	1770	3458	0
Flt Permitted	0.195			0.346			0.204			0.223		
Satd. Flow (perm)	363	3511	0	645	3468	0	380	3511	0	415	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			16			3				13
Link Speed (mph)		40			40			35				35
Link Distance (ft)		766			676			547				1568
Travel Time (s)		13.1			11.5			10.7				30.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	58	634	35	64	897	141	66	436	24	125	455	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	669	0	64	1038	0	66	460	0	125	538	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D,P+P	NA		D,P+P	NA		D,P+P	NA		D,P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8			4			6			2		

Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions PM
20: Palace Ave & E. Front St

	↖	→	↘	↙	←	↖	↙	↑	↘	↙	↓	↘
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	17.0	35.0		17.0	35.0		17.0	35.0		17.0	34.0	
Total Split (s)	20.0	68.0		20.0	68.0		20.0	32.0		20.0	32.0	
Total Split (%)	14.3%	48.6%		14.3%	48.6%		14.3%	22.9%		14.3%	22.9%	
Maximum Green (s)	13.9	61.9		13.9	61.9		14.3	26.3		14.3	26.3	
Yellow Time (s)	4.1	4.1		4.1	4.1		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1		6.1	6.1		5.7	5.7		5.7	5.7	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	3.0		2.5	3.0		2.5	3.0		2.5	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		10.0			10.0			10.0			10.0	
Flash Dont Walk (s)		16.0			16.0			16.0			16.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	83.4	77.4		83.4	77.5		35.4	23.0		34.3	27.8	
Actuated g/C Ratio	0.60	0.55		0.60	0.55		0.25	0.16		0.24	0.20	
v/c Ratio	0.20	0.34		0.15	0.54		0.36	0.79		0.60	0.77	
Control Delay	13.3	19.5		12.3	22.7		40.8	66.2		61.8	60.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.3	19.5		12.3	22.7		40.8	66.2		61.8	60.1	
LOS	B	B		B	C		D	E		E	E	
Approach Delay		19.0			22.1			63.0			60.4	
Approach LOS		B			C			E			E	
Queue Length 50th (ft)	20	181		22	322		44	212		86	242	
Queue Length 95th (ft)	42	251		46	428		79	268		134	305	
Internal Link Dist (ft)		686			596			467			1488	
Turn Bay Length (ft)	230			245			100			130		
Base Capacity (vph)	367	1942		517	1927		248	662		249	708	
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	0.16	0.34		0.12	0.54		0.27	0.69		0.50	0.76	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 19 (14%), Referenced to phase 4:EBWB and 8:EBWB, Start of 1st Green

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 36.9

Intersection LOS: D

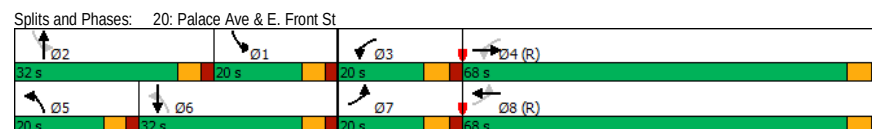
Intersection Capacity Utilization 68.1%

ICU Level of Service C

Analysis Period (min) 15

Tyler Downtown Study
Lanes, Volumes, Timings

2022 Existing Conditions PM
20: Palace Ave & E. Front St



8) SynchroTM Output - 2032 No Mitigations

Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations AM
2: Palace Ave & E Gentry Pkwy

											
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBT
Lane Configurations											
Traffic Volume (vph)	10	1128	24	1	224	573	33	43	59	182	41
Future Volume (vph)	10	1128	24	1	224	573	33	43	59	182	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		0		180		0	215		0	0
Storage Lanes	1		0		1		0	1		1	0
Taper Length (ft)	25				25			25			25
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	0.95	0.95
Frt		0.997				0.992			0.850		0.984
Flt Protected	0.950				0.950			0.950			0.987
Satd. Flow (prot)	1770	5070	0	0	1770	5045	0	1770	1863	1583	0
Flt Permitted	0.290				0.092			0.950			0.987
Satd. Flow (perm)	540	5070	0	0	171	5045	0	1770	1863	1583	0
Right Turn on Red			Yes				Yes		Yes		
Satd. Flow (RTOR)		3				7			217		8
Link Speed (mph)	40				40			35			30
Link Distance (ft)	536				2764			3230			368
Travel Time (s)	9.1				47.1			62.9			8.4
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	12	1343	29	1	267	682	39	51	70	217	49
Shared Lane Traffic (%)											
Lane Group Flow (vph)	12	1372	0	0	268	721	0	51	70	217	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)	12				12			12			0
Link Offset(ft)	0				0			0			0
Crosswalk Width(ft)	16				16			16			16
Two way Left Turn Lane	Yes				Yes			Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15
Turn Type	D.P+P	NA		custom	D.P+P	NA		Split	NA	Perm	Split
Protected Phases	7	4			3	8		2	2		1
Permitted Phases	8			3	4					2	
Minimum Split (s)	10.4	23.5		10.8	10.8	23.5		44.0	44.0	44.0	47.3
Total Split (s)	15.0	49.0		15.0	15.0	49.0		40.0	40.0	40.0	24.0
Total Split (%)	11.7%	38.3%		11.7%	11.7%	38.3%		31.3%	31.3%	31.3%	18.8%
Maximum Green (s)	9.6	43.5		9.2	9.2	43.5		34.0	34.0	34.0	18.7
Yellow Time (s)	3.0	4.5		3.0	3.0	4.5		3.9	3.9	3.9	3.0
All-Red Time (s)	2.4	1.0		2.8	2.8	1.0		2.1	2.1	2.1	2.3
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.5			5.8	5.5		6.0	6.0	6.0	5.3
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Walk Time (s)								4.0	4.0	4.0	4.0
Flash Dont Walk (s)								34.0	34.0	34.0	38.0
Pedestrian Calls (#/hr)								0	0	0	0
Act Effect Green (s)	53.2	43.5			52.4	43.5		34.0	34.0	34.0	18.7
Actuated g/C Ratio	0.42	0.34			0.41	0.34		0.27	0.27	0.27	0.15
v/c Ratio	0.04	0.80			1.46	0.42		0.11	0.14	0.37	0.37

Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations AM
2: Palace Ave & E Gentry Pkwy

	
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	17
Future Volume (vph)	17
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.84
Adj. Flow (vph)	20
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Turn Type	
Protected Phases	
Permitted Phases	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effect Green (s)	
Actuated g/C Ratio	
v/c Ratio	

Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations AM
2: Palace Ave & E Gentry Pkwy

	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group												
Control Delay	19.4	42.3			259.6	33.1		36.5	36.9	6.6		49.6
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0	0.0		0.0
Total Delay	19.4	42.3			259.6	33.1		36.5	36.9	6.6		49.6
LOS	B	D			F	C		D	D	A		D
Approach Delay		42.1				94.5			17.4			49.6
Approach LOS		D				F			B			D
Queue Length 50th (ft)	5	374			~253	166		32	44	0		72
Queue Length 95th (ft)	16	394			#388	188		61	78	47		102
Internal Link Dist (ft)		456				2684			3150			288
Turn Bay Length (ft)	210				180			215				
Base Capacity (vph)	316	1724			184	1719		470	494	579		508
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	0.04	0.80			1.46	0.42		0.11	0.14	0.37		0.37

Intersection Summary

Area Type: Other

Cycle Length: 128

Actuated Cycle Length: 128

Offset: 0 (0%), Referenced to phase 4:EBWB and 8:EBWB, Start of Green

Natural Cycle: 150

Control Type: Pretimed

Maximum v/c Ratio: 1.46

Intersection Signal Delay: 57.6

Intersection LOS: E

Intersection Capacity Utilization 69.2%

ICU Level of Service C

Analysis Period (min) 15

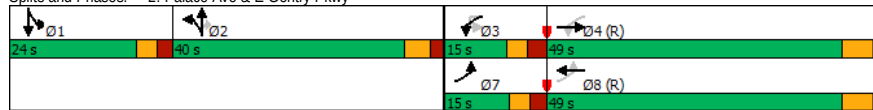
- Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Palace Ave & E Gentry Pkwy



Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations AM
2: Palace Ave & E Gentry Pkwy

	SBR
Lane Group	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations AM
3: Broadway Ave & E Gentry Pkwy

	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group												
Lane Configurations		↔	↔↔↔	↔	↔	↔↔↔		↔	↔↔		↔	↔↔
Traffic Volume (vph)	1	76	958	344	189	578	49	130	157	125	163	417
Future Volume (vph)	1	76	958	344	189	578	49	130	157	125	163	417
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		200	210		0	120		0	140	
Storage Lanes		1		1	1		0	1		0	1	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	0.91	0.91	1.00	0.95	0.95	1.00	0.95
Frt				0.850		0.988			0.933			0.965
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1770	5085	1583	1770	5024	0	1770	3302	0	1770	3415
Flt Permitted		0.312			0.153			0.272			0.521	
Satd. Flow (perm)	0	581	5085	1583	285	5024	0	507	3302	0	970	3415
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				365		11			139			32
Link Speed (mph)			40			40			35			35
Link Distance (ft)			2764			1313			488			360
Travel Time (s)			47.1			22.4			9.5			7.0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1	84	1064	382	210	642	54	144	174	139	181	463
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	85	1064	382	210	696	0	144	313	0	181	602
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
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			Yes									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2	1	1	2		1	2		1	2
Detector Template	Left	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	20	100	20	20	100		20	100		20	100
Trailing Detector (ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Size(ft)	20	20	6	20	20	6		20	6		20	6
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			CI+Ex			CI+Ex			CI+Ex			CI+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	custom	D.P+P	NA	Perm	D.P+P	NA		D.P+P	NA		D.P+P	NA
Protected Phases		7	4		3	8		5	2		1	6
Permitted Phases		7	8		4	4		6			2	

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Synchro 11 Report
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Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations AM
3: Broadway Ave & E Gentry Pkwy

	SBR
Lane Group	
Lane Configurations	↔
Traffic Volume (vph)	125
Future Volume (vph)	125
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.90
Adj. Flow (vph)	139
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	
Permitted Phases	

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Synchro 11 Report
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Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations AM
3: Broadway Ave & E Gentry Pkwy

	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector Phase	7	7	4	4	3	8		5	2		1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	15.0	15.0	5.0	15.0		5.0	8.0		5.0	8.0
Minimum Split (s)	10.5	10.5	31.5	31.5	10.5	31.5		10.5	31.5		10.5	31.5
Total Split (s)	25.5	25.5	30.5	30.5	25.5	30.5		25.5	30.5		25.5	30.5
Total Split (%)	22.8%	22.8%	27.2%	27.2%	22.8%	27.2%		22.8%	27.2%		22.8%	27.2%
Maximum Green (s)	20.0	20.0	25.0	25.0	20.0	25.0		20.0	25.0		20.0	25.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.5	5.5	5.5	5.5	5.5		5.5	5.5		5.5	5.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	None	None	None	None	None	None		None	Max		None	Max
Walk Time (s)			10.0	10.0		10.0			10.0			10.0
Flash Dont Walk (s)			16.0	16.0		16.0			16.0			16.0
Pedestrian Calls (#/hr)			0	0		0			0			0
Act Effct Green (s)	39.5	25.0	25.0	38.3	32.6			38.1	26.1		38.1	27.6
Actuated g/C Ratio	0.40	0.25	0.25	0.39	0.33			0.39	0.26		0.39	0.28
v/c Ratio	0.26	0.83	0.57	0.68	0.42			0.44	0.32		0.38	0.61
Control Delay	18.6	42.1	8.2	31.9	27.3			22.0	17.8		20.5	33.3
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	18.6	42.1	8.2	31.9	27.3			22.0	17.8		20.5	33.3
LOS	B	D	A	C	C			C	B		C	C
Approach Delay		32.3			28.4			19.1			30.3	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	30	227	8	80	124			52	43		67	161
Queue Length 95th (ft)	63	#353	94	160	179			102	92		127	253
Internal Link Dist (ft)		2684			1233			408				280
Turn Bay Length (ft)	200		200	210				120			140	
Base Capacity (vph)	501	1297	675	426	1671			482	978		588	979
Starvation Cap Reductn	0	0	0	0	0			0	0		0	0
Spillback Cap Reductn	0	0	0	0	0			0	0		0	0
Storage Cap Reductn	0	0	0	0	0			0	0		0	0
Reduced v/c Ratio	0.17	0.82	0.57	0.49	0.42			0.30	0.32		0.31	0.61

Intersection Summary

Area Type: Other

Cycle Length: 112

Actuated Cycle Length: 98.5

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 29.3

Intersection LOS: C

Intersection Capacity Utilization 70.0%

ICU Level of Service C

Analysis Period (min) 15

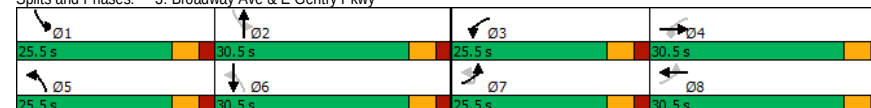
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations AM
3: Broadway Ave & E Gentry Pkwy

Splits and Phases: 3: Broadway Ave & E Gentry Pkwy



Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations AM
3: Broadway Ave & E Gentry Pkwy



Lane Group	SBR
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effect Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations AM
5: Beckham Ave & E Gentry Pkwy



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰↱	↰	↰	↰↱	↰↱	↰
Traffic Volume (vph)	300	896	382	444	909	384
Future Volume (vph)	300	896	382	444	909	384
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			185
Storage Lanes	2	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.140			
Satd. Flow (perm)	3433	1583	261	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		435				254
Link Speed (mph)	40			40	40	
Link Distance (ft)	1097			768	592	
Travel Time (s)	18.7			13.1	10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	326	974	415	483	988	417
Shared Lane Traffic (%)						
Lane Group Flow (vph)	326	974	415	483	988	417
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				CI+Ex	CI+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	D.P+P	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	6			6

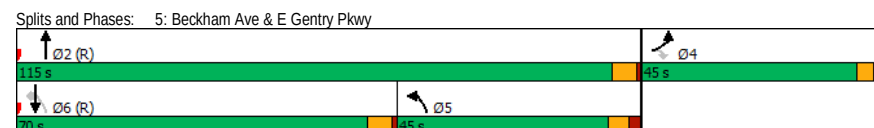
Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations AM
5: Beckham Ave & E Gentry Pkwy

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	16.0	16.0	13.0	24.0	24.0	24.0
Total Split (s)	45.0	45.0	45.0	115.0	70.0	70.0
Total Split (%)	28.1%	28.1%	28.1%	71.9%	43.8%	43.8%
Maximum Green (s)	39.5	39.5	38.9	109.5	64.5	64.5
Yellow Time (s)	3.0	3.0	3.6	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	6.1	5.5	5.5	5.5
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.5	3.5	1.5	3.5	3.5	3.5
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	39.5	39.5	102.8	109.5	64.5	64.5
Actuated g/C Ratio	0.25	0.25	0.64	0.68	0.40	0.40
v/c Ratio	0.38	1.36	0.78	0.20	0.69	0.53
Control Delay	51.8	194.0	41.8	4.9	42.7	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.8	194.0	41.8	4.9	42.7	15.8
LOS	D	F	D	A	D	B
Approach Delay	158.3			22.0	34.7	
Approach LOS	F			C	C	
Queue Length 50th (ft)	147	~976	311	46	448	123
Queue Length 95th (ft)	196	#1243	441	48	529	228
Internal Link Dist (ft)	1017			688	512	
Turn Bay Length (ft)			200			185
Base Capacity (vph)	847	718	534	2422	1426	789
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	1.36	0.78	0.20	0.69	0.53
Intersection Summary						
Area Type:	Other					
Cycle Length:	160					
Actuated Cycle Length:	160					
Offset: 106 (66%), Referenced to phase 2:NBT and 6:NBSB, Start of Green						
Natural Cycle: 110						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 1.36						
Intersection Signal Delay: 76.1				Intersection LOS: E		
Intersection Capacity Utilization 89.8%				ICU Level of Service E		
Analysis Period (min) 15						
- Volume exceeds capacity, queue is theoretically infinite.						
Queue shown is maximum after two cycles.						
# 95th percentile volume exceeds capacity, queue may be longer.						
Queue shown is maximum after two cycles.						

Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations AM
5: Beckham Ave & E Gentry Pkwy



Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations AM
14: Beckham Ave & E. Front St

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↘
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖
Traffic Volume (vph)	87	699	260	106	810	165	210	619	50	299	1043	116
Future Volume (vph)	87	699	260	106	810	165	210	619	50	299	1043	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		125	120		120	100		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.989			0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3500	0	1770	3486	0
Flt Permitted	0.090			0.102			0.062			0.256		
Satd. Flow (perm)	168	3539	1583	190	3539	1583	115	3500	0	477	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142			142		6			9	
Link Speed (mph)	40				40			40			40	
Link Distance (ft)	650				533			353			1566	
Travel Time (s)		11.1			9.1			6.0			26.7	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	96	768	286	116	890	181	231	680	55	329	1146	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	96	768	286	116	890	181	231	735	0	329	1273	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12				12			12			12	
Link Offset(ft)	0				0			0			0	
Crosswalk Width(ft)	16				16			16			16	
Two way Left Turn Lane	Yes				Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D,P+P	NA	Perm	D,P+P	NA	Perm	D,P+P	NA		D,P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8		4	4		8	6			2		

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Synchro 11 Report
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Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations AM
14: Beckham Ave & E. Front St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	13.0	26.0	26.0	13.0	27.0	27.0	13.0	34.0		13.0	31.0	
Total Split (s)	15.0	48.0	48.0	20.0	53.0	53.0	25.0	67.0		25.0	67.0	
Total Split (%)	9.4%	30.0%	30.0%	12.5%	33.1%	33.1%	15.6%	41.9%		15.6%	41.9%	
Maximum Green (s)	8.9	42.5	42.5	13.9	47.5	47.5	18.9	61.5		18.9	61.5	
Yellow Time (s)	3.6	4.5	4.5	3.6	4.5	4.5	3.6	4.5		3.6	4.5	
All-Red Time (s)	2.5	1.0	1.0	2.5	1.0	1.0	2.5	1.0		2.5	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	5.5	5.5	6.1	5.5	5.5	6.1	5.5		6.1	5.5	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	52.3	39.1	39.1	52.3	44.4	44.4	83.3	65.3		83.3	65.0	
Actuated g/C Ratio	0.33	0.24	0.24	0.33	0.28	0.28	0.52	0.41		0.52	0.41	
v/c Ratio	0.69	0.89	0.58	0.59	0.91	0.33	0.91	0.51		0.83	0.90	
Control Delay	58.4	71.3	30.4	70.8	69.1	12.8	95.9	37.5		30.9	46.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	58.4	71.3	30.4	70.8	69.1	12.8	95.9	37.5		30.9	46.2	
LOS	E	E	C	E	E	B	F	D		C	D	
Approach Delay		60.0			60.7			51.5			43.0	
Approach LOS		E			E			D			D	
Queue Length 50th (ft)	66	407	131	81	468	30	192	311		144	590	
Queue Length 95th (ft)	#121	481	230	128	550	95	#362	377		m#286	m#806	
Internal Link Dist (ft)		570			453			273			1486	
Turn Bay Length (ft)	165		125	120		120	100			100		
Base Capacity (vph)	144	940	524	201	1050	569	255	1432		406	1421	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.67	0.82	0.55	0.58	0.85	0.32	0.91	0.51		0.81	0.90	
Intersection Summary												
Area Type:	Other											
Cycle Length: 160												
Actuated Cycle Length: 160												
Offset: 149 (93%), Referenced to phase 2:NBSB and 6:NBSB, Start of 1st Green												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.91												
Intersection Signal Delay: 53.0							Intersection LOS: D					
Intersection Capacity Utilization 90.7%							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.												

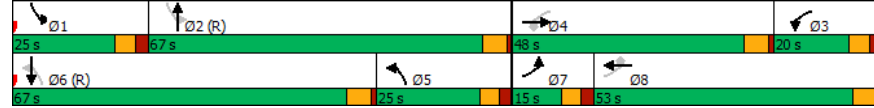
2032 No Mitigations AM Tyler Downtown Study 12:37 pm 01/24/2023 2032 No Mitigations AM

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Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations AM
14: Beckham Ave & E. Front St

Splits and Phases: 14: Beckham Ave & E. Front St



Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations AM
19: Broadway Avenue & E. Front St

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↩	↩↩	↩	↩	↩↩	↩	↩	↩↩	↩	↩	↩↩	↩
Traffic Volume (vph)	115	1035	51	159	885	107	180	705	127	149	743	66
Future Volume (vph)	115	1035	51	159	885	107	180	705	127	149	743	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	180		0	200		0	150		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		0.993			0.984			0.977			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3514	0	1770	3483	0	1770	3458	0	1770	3497	0
Flt Permitted	0.090			0.068			0.085			0.102		
Satd. Flow (perm)	168	3514	0	127	3483	0	158	3458	0	190	3497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			10			14				6
Link Speed (mph)		40			40			35				30
Link Distance (ft)		433			660			624				1134
Travel Time (s)		7.4			11.3			12.2				25.8
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	129	1163	57	179	994	120	202	792	143	167	835	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	129	1220	0	179	1114	0	202	935	0	167	909	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D,P+P	NA		D,P+P	NA		D,P+P	NA		D,P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8			4			6			2		

Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations AM
19: Broadway Avenue & E. Front St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	17.0	32.0		17.0	36.1		17.0	36.1		17.0	36.1	
Total Split (s)	16.0	65.0		20.0	69.0		22.0	58.0		17.0	53.0	
Total Split (%)	10.0%	40.6%		12.5%	43.1%		13.8%	36.3%		10.6%	33.1%	
Maximum Green (s)	9.9	58.9		13.9	62.9		15.9	51.9		10.9	46.9	
Yellow Time (s)	4.1	4.1		4.1	4.1		4.1	4.1		4.1	4.1	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1		6.1	6.1		6.1	6.1		6.1	6.1	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	Max		None	Max	
Walk Time (s)		10.0			10.0			10.0			10.0	
Flash Dont Walk (s)		15.0			17.0			17.0			16.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	72.8	59.2		72.8	62.9		62.8	51.9		62.8	47.1	
Actuated g/C Ratio	0.46	0.37		0.46	0.39		0.39	0.32		0.39	0.29	
v/c Ratio	0.74	0.94		0.91	0.81		0.92	0.83		0.92	0.88	
Control Delay	76.6	62.5		85.0	48.5		85.9	56.5		106.9	64.2	
Queue Delay	0.0	0.0		0.0	6.8		0.0	0.0		0.0	0.0	
Total Delay	76.6	62.5		85.0	55.3		85.9	56.5		106.9	64.2	
LOS	E	E		F	E		F	E		F	E	
Approach Delay		63.8			59.4			61.7			70.8	
Approach LOS		E			E			E			E	
Queue Length 50th (ft)	73	648		136	540		161	470		109	477	
Queue Length 95th (ft)	#157	#776		#278	622		#314	550		#254	558	
Internal Link Dist (ft)		353			580			544			1054	
Turn Bay Length (ft)	100			180			200			150		
Base Capacity (vph)	175	1301		200	1375		222	1131		182	1034	
Starvation Cap Reductn	0	0		0	221		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	0.74	0.94		0.90	0.97		0.91	0.83		0.92	0.88	

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 157 (98%), Referenced to phase 4:EBWB and 8:EBWB, Start of 1st Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 63.7

Intersection LOS: E

Intersection Capacity Utilization 92.0%

ICU Level of Service F

Analysis Period (min) 15

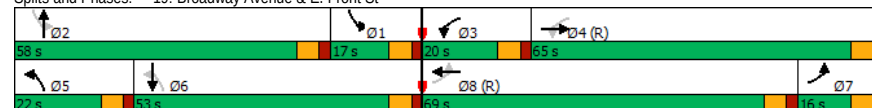
95th percentile volume exceeds capacity, queue may be longer.

Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations AM
19: Broadway Avenue & E. Front St

Queue shown is maximum after two cycles.

Splits and Phases: 19: Broadway Avenue & E. Front St



Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations AM
20: Palace Ave & E. Front St

	↖	→	↗	↖	←	↖	↖	↑	↗	↗	↓	↖
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗		↖	↖↗		↖	↖↗	
Traffic Volume (vph)	61	917	32	39	628	105	41	329	23	133	436	75
Future Volume (vph)	61	917	32	39	628	105	41	329	23	133	436	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	245		0	100		0	130		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			0.979			0.990			0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3522	0	1770	3465	0	1770	3504	0	1770	3461	0
Flt Permitted	0.289			0.200			0.190			0.285		
Satd. Flow (perm)	538	3522	0	373	3465	0	354	3504	0	531	3461	0
Right Turn on Red			Yes			Yes		Yes				Yes
Satd. Flow (RTOR)		3			18			5			13	
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		766			676			547			1568	
Travel Time (s)		13.1			11.5			10.7			30.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	66	997	35	42	683	114	45	358	25	145	474	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	1032	0	42	797	0	45	383	0	145	556	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane	Yes				Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D,P+P	NA		D,P+P	NA		D,P+P	NA		D,P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8			4			6			2		

2032 No Mitigations AM Tyler Downtown Study 12:37 pm 01/24/2023 2032 No Mitigations AM

Synchro 11 Report
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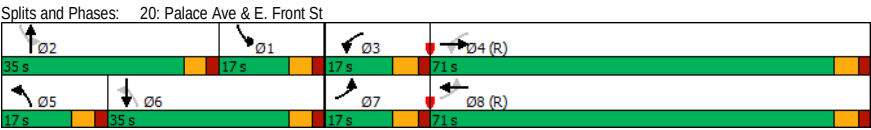
Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations AM
20: Palace Ave & E. Front St

	↖	→	↗	↖	←	↖	↖	↑	↗	↗	↓	↖
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	17.0	35.0		17.0	35.0		17.0	35.0		17.0	34.0	
Total Split (s)	17.0	71.0		17.0	71.0		17.0	35.0		17.0	35.0	
Total Split (%)	12.1%	50.7%		12.1%	50.7%		12.1%	25.0%		12.1%	25.0%	
Maximum Green (s)	10.9	64.9		10.9	64.9		11.3	29.3		11.3	29.3	
Yellow Time (s)	4.1	4.1		4.1	4.1		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1		6.1	6.1		5.7	5.7		5.7	5.7	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	3.0		2.5	3.0		2.5	3.0		2.5	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		10.0			10.0			10.0			10.0	
Flash Dont Walk (s)		16.0			16.0			16.0			16.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	84.3	79.0		84.3	78.3		34.5	20.5		33.3	28.0	
Actuated g/C Ratio	0.60	0.56		0.60	0.56		0.25	0.15		0.24	0.20	
v/c Ratio	0.17	0.52		0.15	0.41		0.28	0.74		0.61	0.79	
Control Delay	12.4	21.8		12.6	19.9		38.8	65.1		60.1	60.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.4	21.8		12.6	19.9		38.8	65.1		60.1	60.9	
LOS	B	C		B	B		D	E		E	E	
Approach Delay		21.3			19.5			62.3			60.8	
Approach LOS		C			B			E			E	
Queue Length 50th (ft)	22	314		14	221		30	176		102	250	
Queue Length 95th (ft)	47	421		33	305		58	222		154	312	
Internal Link Dist (ft)		686			596			467			1488	
Turn Bay Length (ft)	230			245			100			130		
Base Capacity (vph)	430	1988		342	1944		207	737		255	746	
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	0.15	0.52		0.12	0.41		0.22	0.52		0.57	0.75	
Intersection Summary												
Area Type:	Other											
Cycle Length: 140												
Actuated Cycle Length: 140												
Offset: 15 (11%), Referenced to phase 4:EBWB and 8:EBWB, Start of 1st Green												
Natural Cycle: 105												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.79												
Intersection Signal Delay: 35.6						Intersection LOS: D						
Intersection Capacity Utilization 67.1%						ICU Level of Service C						
Analysis Period (min) 15												

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Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations PM
2: Palace Ave & E Gentry Pkwy

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔↔↔		↔	↔↔↔		↔	↔	↔		↔↔	
Traffic Volume (vph)	40	697	24	210	966	33	113	105	276	28	110	31
Future Volume (vph)	40	697	24	210	966	33	113	105	276	28	110	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		0	180		0	215		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.995			0.995				0.850		0.972	
Flt Protected	0.950			0.950			0.950			0.992		
Satd. Flow (prot)	1770	5060	0	1770	5060	0	1770	1863	1583	0	3413	0
Flt Permitted	0.127			0.242			0.950			0.992		
Satd. Flow (perm)	237	5060	0	451	5060	0	1770	1863	1583	0	3413	0
Right Turn on Red		Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)		4			4				300		19	
Link Speed (mph)	40				40				35		30	
Link Distance (ft)	536				2764				3230		368	
Travel Time (s)		9.1			47.1				62.9		8.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	758	26	228	1050	36	123	114	300	30	120	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	784	0	228	1086	0	123	114	300	0	184	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12				12				12		0	
Link Offset(ft)	0				0				0		0	
Crosswalk Width(ft)	16				16				16		16	
Two way Left Turn Lane	Yes				Yes			Yes				
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	D.P+P	NA		D.P+P	NA		Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		2	2		1	1	
Permitted Phases	8			4					2			
Minimum Split (s)	10.4	23.5		10.8	23.5		44.0	44.0	44.0	47.3	47.3	
Total Split (s)	15.0	42.0		16.0	43.0		40.0	40.0	40.0	24.0	24.0	
Total Split (%)	12.3%	34.4%		13.1%	35.2%		32.8%	32.8%	32.8%	19.7%	19.7%	
Maximum Green (s)	9.6	36.5		10.2	37.5		34.0	34.0	34.0	18.7	18.7	
Yellow Time (s)	3.0	4.5		3.0	4.5		3.9	3.9	3.9	3.0	3.0	
All-Red Time (s)	2.4	1.0		2.8	1.0		2.1	2.1	2.1	2.3	2.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.4	5.5		5.8	5.5		6.0	6.0	6.0		5.3	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Walk Time (s)							4.0	4.0	4.0	4.0	4.0	
Flash Dont Walk (s)							34.0	34.0	34.0	38.0	38.0	
Pedestrian Calls (#/hr)							0	0	0	0	0	
Act Effct Green (s)	47.2	36.5		46.4	37.5		34.0	34.0	34.0		18.7	
Actuated g/C Ratio	0.39	0.30		0.38	0.31		0.28	0.28	0.28		0.15	
v/c Ratio	0.20	0.52		0.81	0.70		0.25	0.22	0.46		0.34	

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Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations PM
2: Palace Ave & E Gentry Pkwy

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	22.8	36.7		48.4	40.0		35.8	35.2	6.2		43.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	22.8	36.7		48.4	40.0		35.8	35.2	6.2		43.3	
LOS	C	D		D	D		D	D	A		D	
Approach Delay		36.0			41.4			19.1			43.3	
Approach LOS		D			D			B			D	
Queue Length 50th (ft)	19	186		116	275		75	69	0		61	
Queue Length 95th (ft)	43	229		#192	327		128	119	68		98	
Internal Link Dist (ft)		456			2684			3150			288	
Turn Bay Length (ft)	210			180			215					
Base Capacity (vph)	212	1516		281	1558		493	519	657		539	
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	0.20	0.52		0.81	0.70		0.25	0.22	0.46		0.34	

Intersection Summary

Area Type: Other

Cycle Length: 122

Actuated Cycle Length: 122

Offset: 0 (0%), Referenced to phase 4:EBWB and 8:EBWB, Start of Green

Natural Cycle: 140

Control Type: Pretimed

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 35.8 Intersection LOS: D

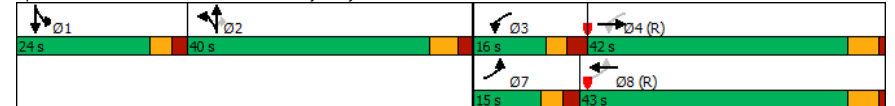
Intersection Capacity Utilization 55.6% ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Palace Ave & E Gentry Pkwy



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Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations PM
3: Broadway Ave & E Gentry Pkwy

	↖	→	↗	↖	←	↖	↖	↑	↗	↗	↓	↖
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖	↖	↖	↖↖↖		↖	↖↖		↖	↖↖	
Traffic Volume (vph)	71	196	189	107	852	74	293	294	255	119	632	183
Future Volume (vph)	71	196	189	107	852	74	293	294	255	119	632	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	210		0	120		0	140		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.988			0.930			0.966	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5024	0	1770	3291	0	1770	3419	0
Flt Permitted	0.156			0.610			0.153			0.318		
Satd. Flow (perm)	291	5085	1583	1136	5024	0	285	3291	0	592	3419	0
Right Turn on Red			Yes			Yes		Yes			Yes	
Satd. Flow (RTOR)			210		12			180			31	
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		2764			1313			488			360	
Travel Time (s)		47.1			22.4			9.5			7.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	79	218	210	119	947	82	326	327	283	132	702	203
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	218	210	119	1029	0	326	610	0	132	905	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane	Yes											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D,P+P	NA	Perm	D,P+P	NA		D,P+P	NA		D,P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8		4	4			6			2		

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Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations PM
3: Broadway Ave & E Gentry Pkwy

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		5.0	8.0		5.0	8.0	
Minimum Split (s)	10.5	31.5	31.5	10.5	31.5		10.5	31.5		10.5	31.5	
Total Split (s)	25.5	30.5	30.5	25.5	30.5		25.5	30.5		25.5	30.5	
Total Split (%)	22.8%	27.2%	27.2%	22.8%	27.2%		22.8%	27.2%		22.8%	27.2%	
Maximum Green (s)	20.0	25.0	25.0	20.0	25.0		20.0	25.0		20.0	25.0	
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)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.5		5.5	5.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	Max	
Walk Time (s)		10.0	10.0		10.0			10.0			10.0	
Flash Dont Walk (s)		16.0	16.0		16.0			16.0			16.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	32.7	21.5	21.5	31.3	25.7		43.9	34.4		43.9	26.2	
Actuated g/C Ratio	0.34	0.22	0.22	0.32	0.26		0.45	0.35		0.45	0.27	
v/c Ratio	0.35	0.19	0.41	0.28	0.77		0.82	0.48		0.35	0.96	
Control Delay	24.7	32.1	7.4	22.3	38.7		41.3	19.0		16.5	57.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	24.7	32.1	7.4	22.3	38.7		41.3	19.0		16.5	57.0	
LOS	C	C	A	C	D		D	B		B	E	
Approach Delay		20.7			37.0			26.8			51.9	
Approach LOS		C			D			C			D	
Queue Length 50th (ft)	32	41	0	50	228		146	108		44	~303	
Queue Length 95th (ft)	64	66	59	90	291		#290	174		81	#460	
Internal Link Dist (ft)		2684			1233			408			280	
Turn Bay Length (ft)	200		200	210			120			140		
Base Capacity (vph)	416	1316	565	561	1336		441	1279		544	943	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.19	0.17	0.37	0.21	0.77		0.74	0.48		0.24	0.96	
Intersection Summary												
Area Type:	Other											
Cycle Length: 112												
Actuated Cycle Length: 97.4												
Natural Cycle: 85												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.96												
Intersection Signal Delay: 36.3	Intersection LOS: D											
Intersection Capacity Utilization 80.2%	ICU Level of Service D											
Analysis Period (min) 15												
~ Volume exceeds capacity, queue is theoretically infinite.												
Queue shown is maximum after two cycles.												

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Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations PM
3: Broadway Ave & E Gentry Pkwy

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

Splits and Phases: 3: Broadway Ave & E Gentry Pkwy

 Ø1	 Ø2	 Ø3	 Ø4
25.5 s	30.5 s	25.5 s	30.5 s
 Ø5	 Ø6	 Ø7	 Ø8
25.5 s	30.5 s	25.5 s	30.5 s

Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations PM
5: Beckham Ave & E Gentry Pkwy

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	498	409	550	855	576	430
Future Volume (vph)	498	409	550	855	576	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			185
Storage Lanes	2	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.335			
Satd. Flow (perm)	3433	1583	624	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		445				467
Link Speed (mph)	40			40	40	
Link Distance (ft)	1097			768	592	
Travel Time (s)	18.7			13.1	10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	541	445	598	929	626	467
Shared Lane Traffic (%)						
Lane Group Flow (vph)	541	445	598	929	626	467
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	D.P+P	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	6			6

Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations PM
5: Beckham Ave & E Gentry Pkwy

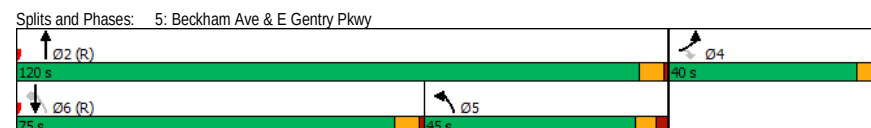
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	16.0	16.0	13.0	24.0	24.0	24.0
Total Split (s)	40.0	40.0	45.0	120.0	75.0	75.0
Total Split (%)	25.0%	25.0%	28.1%	75.0%	46.9%	46.9%
Maximum Green (s)	34.5	34.5	38.9	114.5	69.5	69.5
Yellow Time (s)	3.0	3.0	3.6	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	6.1	5.5	5.5	5.5
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.5	3.5	1.5	3.5	3.5	3.5
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	31.1	31.1	111.2	117.9	72.9	72.9
Actuated g/C Ratio	0.19	0.19	0.70	0.74	0.46	0.46
v/c Ratio	0.81	0.67	0.84	0.36	0.39	0.48
Control Delay	71.7	9.7	30.7	5.9	30.2	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.7	9.7	30.7	5.9	30.2	3.9
LOS	E	A	C	A	C	A
Approach Delay	43.7			15.6	19.0	
Approach LOS	D			B	B	
Queue Length 50th (ft)	279	0	274	124	228	0
Queue Length 95th (ft)	343	104	#487	145	288	66
Internal Link Dist (ft)	1017			688	512	
Turn Bay Length (ft)			200			185
Base Capacity (vph)	740	690	712	2607	1611	975
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.64	0.84	0.36	0.39	0.48

Intersection Summary

Area Type:	Other
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 81 (51%), Referenced to phase 2:NBT and 6:NBSB, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 24.3	Intersection LOS: C
Intersection Capacity Utilization 74.4%	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.	

Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations PM
5: Beckham Ave & E Gentry Pkwy



Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations PM
14: Beckham Ave & E. Front St

	↗	→	↘	↖	←	↗	↖	↑	↗	↘	↓	↖
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↗	↖	↗	↗	↖	↗		↖	↗	
Traffic Volume (vph)	145	788	278	88	717	162	290	1011	65	184	651	128
Future Volume (vph)	145	788	278	88	717	162	290	1011	65	184	651	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		125	120		120	100		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.991			0.975	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3507	0	1770	3451	0
Flt Permitted	0.099			0.089			0.178			0.083		
Satd. Flow (perm)	184	3539	1583	166	3539	1583	332	3507	0	155	3451	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142			142		5			15	
Link Speed (mph)	40				40			40			40	
Link Distance (ft)	650				533			353			1566	
Travel Time (s)		11.1			9.1			6.0			26.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	158	857	302	96	779	176	315	1099	71	200	708	139
Shared Lane Traffic (%)												
Lane Group Flow (vph)	158	857	302	96	779	176	315	1170	0	200	847	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12				12			12			12	
Link Offset(ft)	0				0			0			0	
Crosswalk Width(ft)	16				16			16			16	
Two way Left Turn Lane	Yes				Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D,P+P	NA	Perm	D,P+P	NA	Perm	D,P+P	NA		D,P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8		4	4		8	6			2		

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Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations PM
14: Beckham Ave & E. Front St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	13.0	26.0	26.0	13.0	27.0	27.0	13.0	34.0		13.0	31.0	
Total Split (s)	20.0	57.0	57.0	15.0	52.0	52.0	30.0	68.0		20.0	58.0	
Total Split (%)	12.5%	35.6%	35.6%	9.4%	32.5%	32.5%	18.8%	42.5%		12.5%	36.3%	
Maximum Green (s)	13.9	51.5	51.5	8.9	46.5	46.5	23.9	62.5		13.9	52.5	
Yellow Time (s)	3.6	4.5	4.5	3.6	4.5	4.5	3.6	4.5		3.6	4.5	
All-Red Time (s)	2.5	1.0	1.0	2.5	1.0	1.0	2.5	1.0		2.5	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	5.5	5.5	6.1	5.5	5.5	6.1	5.5		6.1	5.5	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	52.9	44.8	44.8	52.9	40.5	40.5	82.7	66.0		82.7	59.4	
Actuated g/C Ratio	0.33	0.28	0.28	0.33	0.25	0.25	0.52	0.41		0.52	0.37	
v/c Ratio	0.84	0.86	0.55	0.68	0.87	0.35	0.82	0.81		0.79	0.66	
Control Delay	73.0	64.3	28.3	82.8	68.2	12.7	65.3	47.3		48.5	27.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	73.0	64.3	28.3	82.8	68.2	12.7	65.3	47.3		48.5	27.0	
LOS	E	E	C	F	E	B	E	D		D	C	
Approach Delay		57.1			60.2			51.1			31.2	
Approach LOS		E			E			D			C	
Queue Length 50th (ft)	112	447	141	66	411	27	178	584		116	357	
Queue Length 95th (ft)	#217	505	231	#108	472	91	#362	682		m#296	m485	
Internal Link Dist (ft)		570			453			273			1486	
Turn Bay Length (ft)	165		125	120		120	100			100		
Base Capacity (vph)	199	1139	605	146	1028	560	386	1450		254	1291	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.79	0.75	0.50	0.66	0.76	0.31	0.82	0.81		0.79	0.66	
Intersection Summary												
Area Type:	Other											
Cycle Length: 160												
Actuated Cycle Length: 160												
Offset: 5 (3%), Referenced to phase 2:NBSB and 6:NBSB, Start of 1st Green												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.87												
Intersection Signal Delay: 50.4						Intersection LOS: D						
Intersection Capacity Utilization 87.4%						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.												

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Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations PM
14: Beckham Ave & E. Front St

Splits and Phases: 14: Beckham Ave & E. Front St



Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations PM
19: Broadway Avenue & E. Front St

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↕	↔	↕	↕	↔	↕	↕	↔	↕	↕
Traffic Volume (vph)	111	971	94	149	1048	92	149	678	130	171	844	159
Future Volume (vph)	111	971	94	149	1048	92	149	678	130	171	844	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	180		0	200		0	150		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		0.987			0.988			0.976			0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3493	0	1770	3497	0	1770	3454	0	1770	3454	0
Flt Permitted	0.069			0.073			0.076			0.135		
Satd. Flow (perm)	129	3493	0	136	3497	0	142	3454	0	251	3454	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			6			15			14	
Link Speed (mph)		40			40			35			30	
Link Distance (ft)		433			660			624			1134	
Travel Time (s)		7.4			11.3			12.2			25.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	121	1055	102	162	1139	100	162	737	141	186	917	173
Shared Lane Traffic (%)												
Lane Group Flow (vph)	121	1157	0	162	1239	0	162	878	0	186	1090	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D,P+P	NA		D,P+P	NA		D,P+P	NA		D,P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8			4			6			2		

Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations PM
19: Broadway Avenue & E. Front St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	17.0	32.0		17.0	34.0		17.0	34.0		17.0	33.0	
Total Split (s)	17.0	59.0		22.0	64.0		22.0	59.0		20.0	57.0	
Total Split (%)	10.6%	36.9%		13.8%	40.0%		13.8%	36.9%		12.5%	35.6%	
Maximum Green (s)	10.9	52.9		15.9	57.9		15.9	52.9		13.9	50.9	
Yellow Time (s)	4.1	4.1		4.1	4.1		4.1	4.1		4.1	4.1	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1		6.1	6.1		6.1	6.1		6.1	6.1	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	Max		None	Max	
Walk Time (s)		10.0			10.0			10.0			10.0	
Flash Dont Walk (s)		15.0			17.0			17.0			16.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	68.8	54.6		68.8	57.9		66.8	52.9		66.8	52.6	
Actuated g/C Ratio	0.43	0.34		0.43	0.36		0.42	0.33		0.42	0.33	
v/c Ratio	0.72	0.97		0.80	0.98		0.80	0.76		0.79	0.95	
Control Delay	81.5	70.3		66.4	69.9		65.9	52.2		77.2	68.8	
Queue Delay	0.0	0.0		0.0	40.4		0.0	0.0		0.0	0.0	
Total Delay	81.5	70.3		66.4	110.3		65.9	52.2		77.2	68.8	
LOS	F	E		E	F		E	D		E	E	
Approach Delay		71.4			105.2			54.4			70.0	
Approach LOS		E			F			D			E	
Queue Length 50th (ft)	71	635		116	670		116	427		117	592	
Queue Length 95th (ft)	#171	#797		#220	#830		#220	510		#222	#747	
Internal Link Dist (ft)		353			580			544			1054	
Turn Bay Length (ft)	100			180			200			150		
Base Capacity (vph)	167	1196		222	1269		222	1152		236	1145	
Starvation Cap Reductn	0	0		0	143		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	0.72	0.97		0.73	1.10		0.73	0.76		0.79	0.95	

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 7 (4%), Referenced to phase 4:EBWB and 8:EBWB, Start of 1st Green

Natural Cycle: 125

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 77.0

Intersection LOS: E

Intersection Capacity Utilization 95.1%

ICU Level of Service F

Analysis Period (min) 15

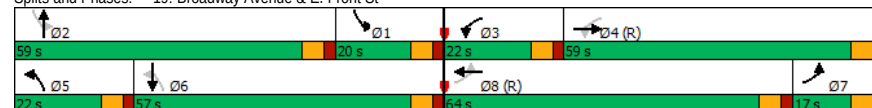
95th percentile volume exceeds capacity, queue may be longer.

Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations PM
19: Broadway Avenue & E. Front St

Queue shown is maximum after two cycles.

Splits and Phases: 19: Broadway Avenue & E. Front St



Tyler Downtown Study
Lanes, Volumes, Timings

2032 No Mitigations PM
20: Palace Ave & E. Front St

	←	→	↙	↘	←	↙	↘	↑	↗	↖	↓	↘
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↕	↘	↙	↕	↘	↙	↕	↘	↙	↕	↘
Traffic Volume (vph)	59	657	35	65	932	144	67	443	24	127	463	84
Future Volume (vph)	59	657	35	65	932	144	67	443	24	127	463	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	245		0	100		0	130		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		0.992			0.980			0.992			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3511	0	1770	3468	0	1770	3511	0	1770	3458	0
Flt Permitted	0.146			0.301			0.174			0.186		
Satd. Flow (perm)	272	3511	0	561	3468	0	324	3511	0	346	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			16			3			13	
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		766			676			547			1568	
Travel Time (s)		13.1			11.5			10.7			30.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	64	714	38	71	1013	157	73	482	26	138	503	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	752	0	71	1170	0	73	508	0	138	594	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane	Yes				Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D,P+P	NA		D,P+P	NA		D,P+P	NA		D,P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8			4			6			2		

2032 No Mitigations PM Tyler Downtown Study 12:37 pm 01/24/2023 2032 No Mitigations PM

Synchro 11 Report
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Tyler Downtown Study
Lanes, Volumes, Timings

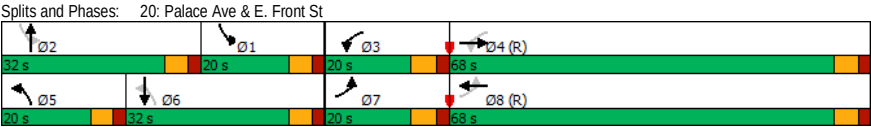
2032 No Mitigations PM
20: Palace Ave & E. Front St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	17.0	35.0		17.0	35.0		17.0	35.0		17.0	34.0	
Total Split (s)	20.0	68.0		20.0	68.0		20.0	32.0		20.0	32.0	
Total Split (%)	14.3%	48.6%		14.3%	48.6%		14.3%	22.9%		14.3%	22.9%	
Maximum Green (s)	13.9	61.9		13.9	61.9		14.3	26.3		14.3	26.3	
Yellow Time (s)	4.1	4.1		4.1	4.1		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1		6.1	6.1		5.7	5.7		5.7	5.7	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	3.0		2.5	3.0		2.5	3.0		2.5	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		10.0			10.0			10.0			10.0	
Flash Dont Walk (s)		16.0			16.0			16.0			16.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	81.3	75.1		81.3	75.3		37.4	24.2		36.3	29.5	
Actuated g/C Ratio	0.58	0.54		0.58	0.54		0.27	0.17		0.26	0.21	
v/c Ratio	0.27	0.40		0.18	0.62		0.41	0.83		0.65	0.80	
Control Delay	15.2	21.5		13.3	25.9		41.1	68.2		66.1	60.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.2	21.5		13.3	25.9		41.1	68.2		66.1	60.6	
LOS	B	C		B	C		D	E		E	E	
Approach Delay		21.0			25.2			64.8			61.7	
Approach LOS		C			C			E			E	
Queue Length 50th (ft)	24	223		26	408		47	233		92	265	
Queue Length 95th (ft)	46	289		50	510		86	298		147	#347	
Internal Link Dist (ft)		686			596			467			1488	
Turn Bay Length (ft)	230			245			100			130		
Base Capacity (vph)	315	1884		463	1872		242	662		240	739	
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	0.20	0.40		0.15	0.63		0.30	0.77		0.57	0.80	
Intersection Summary												
Area Type:	Other											
Cycle Length:	140											
Actuated Cycle Length:	140											
Offset:	19 (14%), Referenced to phase 4:EBWB and 8:EBWB, Start of 1st Green											
Natural Cycle:	105											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.83											
Intersection Signal Delay:	38.9					Intersection LOS: D						
Intersection Capacity Utilization	73.4%					ICU Level of Service D						
Analysis Period (min)	15											
# 95th percentile volume exceeds capacity, queue may be longer.												

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Synchro 11 Report
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Queue shown is maximum after two cycles.



Tyler Downtown Study
HCM 6th AWSC

2032 No Mitigations AM
1: Bonner Ave & Ferguson St

Intersection											
Intersection Delay, s/veh	9.2										
Intersection LOS	A										

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	10	0	25	156	44	12	12	54	0	0	68	9
Future Vol, veh/h	10	0	25	156	44	12	12	54	0	0	68	9
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	32	197	56	15	15	68	0	0	86	11
Number of Lanes	0	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	7.7	9.9	8.5	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	18%	29%	100%	0%	0%
Vol Thru, %	82%	0%	0%	79%	88%
Vol Right, %	0%	71%	0%	21%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	66	35	156	56	77
LT Vol	12	10	156	0	0
Through Vol	54	0	0	44	68
RT Vol	0	25	0	12	9
Lane Flow Rate	84	44	197	71	97
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.113	0.055	0.302	0.096	0.129
Departure Headway (Hd)	4.88	4.434	5.509	4.856	4.758
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	734	805	652	737	753
Service Time	2.913	2.476	3.243	2.59	2.789
HCM Lane V/C Ratio	0.114	0.055	0.302	0.096	0.129
HCM Control Delay	8.5	7.7	10.6	8.1	8.5
HCM Lane LOS	A	A	B	A	A
HCM 95th-tile Q	0.4	0.2	1.3	0.3	0.4

Tyler Downtown Study
HCM 6th AWSC

2032 No Mitigations AM
4: Bonner Ave & Erwin St

Intersection											
Intersection Delay, s/veh	11.4										
Intersection LOS	B										

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	9	145	7	2	18	2	7	50	7	65	210	47
Future Vol, veh/h	9	145	7	2	18	2	7	50	7	65	210	47
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	199	10	3	25	3	10	68	10	89	288	64
Number of Lanes	0	2	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	10	9.6	9.2	12.6
HCM LOS	A	A	A	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	11%	0%	9%	100%	0%
Vol Thru, %	0%	88%	89%	91%	82%	0%	82%
Vol Right, %	0%	12%	0%	9%	9%	0%	18%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	57	82	80	22	65	257
LT Vol	7	0	9	0	2	65	0
Through Vol	0	50	73	73	18	0	210
RT Vol	0	7	0	7	2	0	47
Lane Flow Rate	10	78	112	109	30	89	352
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.017	0.124	0.184	0.176	0.052	0.144	0.509
Departure Headway (Hd)	6.322	5.729	5.932	5.814	6.235	5.833	5.2
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	569	629	600	611	577	611	687
Service Time	4.024	3.431	3.725	3.607	4.239	3.607	2.975
HCM Lane V/C Ratio	0.018	0.124	0.187	0.178	0.052	0.146	0.512
HCM Control Delay	9.1	9.2	10.1	9.9	9.6	9.6	13.3
HCM Lane LOS	A	A	B	A	A	A	B
HCM 95th-tile Q	0.1	0.4	0.7	0.6	0.2	0.5	2.9

Tyler Downtown Study
HCM 6th AWSC

2032 No Mitigations AM
6: Bonner Ave & Elm St

Intersection												
Intersection Delay, s/veh 9.3												
Intersection LOS A												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑		↓	↓		↓	↓	
Traffic Vol, veh/h	13	34	7	10	41	11	7	44	14	42	173	11
Future Vol, veh/h	13	34	7	10	41	11	7	44	14	42	173	11
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	46	9	14	55	15	9	59	19	57	234	15
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	8.6	8.6	8.4	10
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	24%	16%	100%	0%
Vol Thru, %	0%	76%	63%	66%	0%	94%
Vol Right, %	0%	24%	13%	18%	0%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	58	54	62	42	184
LT Vol	7	0	13	10	42	0
Through Vol	0	44	34	41	0	173
RT Vol	0	14	7	11	0	11
Lane Flow Rate	9	78	73	84	57	249
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.015	0.11	0.101	0.114	0.087	0.343
Departure Headway (Hd)	5.716	5.042	4.96	4.901	5.506	4.961
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	625	709	721	730	650	724
Service Time	3.461	2.788	3.002	2.943	3.242	2.697
HCM Lane V/C Ratio	0.014	0.11	0.101	0.115	0.088	0.344
HCM Control Delay	8.5	8.4	8.6	8.6	8.8	10.3
HCM Lane LOS	A	A	A	A	A	B
HCM 95th-tile Q	0	0.4	0.3	0.4	0.3	1.5

Tyler Downtown Study
HCM 6th AWSC

2032 No Mitigations AM
7: Bois D'Arc Ave & Ferguson St

Intersection												
Intersection Delay, s/veh 9.2												
Intersection LOS A												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↓	↓		↓			↓	
Traffic Vol, veh/h	0	0	0	21	200	38	94	61	0	0	29	14
Future Vol, veh/h	0	0	0	21	200	38	94	61	0	0	29	14
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	25	238	45	112	73	0	0	35	17
Number of Lanes	0	0	0	0	2	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	9.2	9.5	8.1
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	61%	17%	0%	0%
Vol Thru, %	39%	83%	72%	67%
Vol Right, %	0%	0%	28%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	155	121	138	43
LT Vol	94	21	0	0
Through Vol	61	100	100	29
RT Vol	0	0	38	14
Lane Flow Rate	185	144	164	51
Geometry Grp	2	7	7	2
Degree of Util (X)	0.248	0.208	0.224	0.067
Departure Headway (Hd)	4.848	5.196	4.915	4.703
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	742	691	729	761
Service Time	2.874	2.928	2.647	2.738
HCM Lane V/C Ratio	0.249	0.208	0.225	0.067
HCM Control Delay	9.5	9.3	9.1	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1	0.8	0.9	0.2

Tyler Downtown Study
HCM 6th AWSC

2032 No Mitigations AM
10: Bois D'Arc Ave & Erwin St

Intersection												
Intersection Delay, s/veh10.2												
Intersection LOS B												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔						↔			↔		
Traffic Vol, veh/h	20	228	10	0	0	0	20	127	17	8	49	18
Future Vol, veh/h	20	228	10	0	0	0	20	127	17	8	49	18
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	285	13	0	0	0	25	159	21	10	61	23
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0
Approach	EB						NB			SB		
Opposing Approach							SB			NB		
Opposing Lanes	0						1			1		
Conflicting Approach Left SB							EB					
Conflicting Lanes Left	1						1			0		
Conflicting Approach RightNB										EB		
Conflicting Lanes Right	1						0			1		
HCM Control Delay	11						9.7			8.6		
HCM LOS	B						A			A		

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	12%	8%	11%
Vol Thru, %	77%	88%	65%
Vol Right, %	10%	4%	24%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	164	258	75
LT Vol	20	20	8
Through Vol	127	228	49
RT Vol	17	10	18
Lane Flow Rate	205	322	94
Geometry Grp	1	1	1
Degree of Util (X)	0.273	0.416	0.126
Departure Headway (Hd)	4.798	4.644	4.853
Convergence, Y/N	Yes	Yes	Yes
Cap	746	774	735
Service Time	2.844	2.682	2.907
HCM Lane V/C Ratio	0.275	0.416	0.128
HCM Control Delay	9.7	11	8.6
HCM Lane LOS	A	B	A
HCM 95th-tile Q	1.1	2.1	0.4

Tyler Downtown Study
HCM 6th AWSC

2032 No Mitigations AM
11: Bois D'Arc Ave & Elm St

Intersection												
Intersection Delay, s/veh10.5												
Intersection LOS B												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔			↔			↔	
Traffic Vol, veh/h	10	86	12	7	31	43	29	122	73	13	27	10
Future Vol, veh/h	10	86	12	7	31	43	29	122	73	13	27	10
Peak Hour Factor	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	134	19	11	48	67	45	191	114	20	42	16
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			2			1			1		
Conflicting Approach Left SB				NB			EB			WB		
Conflicting Lanes Left	1			1			2			2		
Conflicting Approach RightNB				SB			WB			EB		
Conflicting Lanes Right	1			1			2			2		
HCM Control Delay	10.1			9.3			11.5			8.8		
HCM LOS	B			A			B			A		

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	13%	100%	0%	100%	0%	26%
Vol Thru, %	54%	0%	88%	0%	42%	54%
Vol Right, %	33%	0%	12%	0%	58%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	224	10	98	7	74	50
LT Vol	29	10	0	7	0	13
Through Vol	122	0	86	0	31	27
RT Vol	73	0	12	0	43	10
Lane Flow Rate	350	16	153	11	116	78
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.452	0.027	0.239	0.019	0.172	0.11
Departure Headway (Hd)	4.647	6.209	5.616	6.276	5.357	5.09
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	770	571	632	565	661	696
Service Time	2.708	4.004	3.41	4.075	3.156	3.182
HCM Lane V/C Ratio	0.455	0.028	0.242	0.019	0.175	0.112
HCM Control Delay	11.5	9.2	10.2	9.2	9.3	8.8
HCM Lane LOS	B	A	B	A	A	A
HCM 95th-tile Q	2.4	0.1	0.9	0.1	0.6	0.4

Tyler Downtown Study
HCM 6th AWSC

2032 No Mitigations AM
13: N College Ave & Ferguson St

Intersection												
Intersection Delay, s/veh 8.8												
Intersection LOS A												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔↗						↗↗	
Traffic Vol, veh/h	0	0	0	66	272	0	0	0	0	0	7	6
Future Vol, veh/h	0	0	0	66	272	0	0	0	0	0	7	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	72	296	0	0	0	0	0	8	7
Number of Lanes	0	0	0	0	2	0	0	0	0	0	2	0
Approach				WB				SB				
Opposing Approach												
Opposing Lanes				0				0				
Conflicting Approach Left								WB				
Conflicting Lanes Left				0				2				
Conflicting Approach Right				SB								
Conflicting Lanes Right				2				0				
HCM Control Delay				8.8				7.8				
HCM LOS				A				A				

Lane	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	42%	0%	0%	0%
Vol Thru, %	58%	100%	100%	28%
Vol Right, %	0%	0%	0%	72%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	157	181	5	8
LT Vol	66	0	0	0
Through Vol	91	181	5	2
RT Vol	0	0	0	6
Lane Flow Rate	170	197	5	9
Geometry Grp	7	7	7	7
Degree of Util (X)	0.226	0.25	0.008	0.012
Departure Headway (Hd)	4.77	4.559	5.396	4.889
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	754	790	667	737
Service Time	2.484	2.273	3.096	2.589
HCM Lane V/C Ratio	0.225	0.249	0.007	0.012
HCM Control Delay	8.9	8.8	8.1	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	1	0	0

Tyler Downtown Study
HCM 6th AWSC

2032 No Mitigations AM
15: N College Ave & Erwin St

Intersection												
Intersection Delay, s/veh 8.9												
Intersection LOS A												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗↗								↗	↗↗	
Traffic Vol, veh/h	0	247	21	0	0	0	0	0	0	73	46	0
Future Vol, veh/h	0	247	21	0	0	0	0	0	0	73	46	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	278	24	0	0	0	0	0	0	82	52	0
Number of Lanes	0	2	0	0	0	0	0	0	0	1	2	0
Approach			EB			SB						
Opposing Approach												
Opposing Lanes			0			0						
Conflicting Approach Left			SB									
Conflicting Lanes Left			3			0						
Conflicting Approach Right						EB						
Conflicting Lanes Right			0			2						
HCM Control Delay			9			8.6						
HCM LOS			A			A						

Lane	EBLn1	EBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	100%	0%	0%
Vol Thru, %	100%	80%	0%	100%	100%
Vol Right, %	0%	20%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	165	103	73	23	23
LT Vol	0	0	73	0	0
Through Vol	165	82	0	23	23
RT Vol	0	21	0	0	0
Lane Flow Rate	185	116	82	26	26
Geometry Grp	8	8	7	7	7
Degree of Util (X)	0.252	0.154	0.131	0.038	0.025
Departure Headway (Hd)	4.908	4.766	5.764	5.261	3.519
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	733	755	623	682	1018
Service Time	2.626	2.483	3.483	2.98	1.238
HCM Lane V/C Ratio	0.252	0.154	0.132	0.038	0.026
HCM Control Delay	9.3	8.4	9.4	8.2	6.3
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	1	0.5	0.4	0.1	0.1

Intersection												
Intersection Delay, s/veh 9.5												
Intersection LOS A												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑		↑			↔		↑	↑	
Traffic Vol, veh/h	0	141	59	72	53	0	3	0	13	7	38	9
Future Vol, veh/h	0	141	59	72	53	0	3	0	13	7	38	9
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	214	89	109	80	0	5	0	20	11	58	14
Number of Lanes	0	1	1	0	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	9.1	10.3	8.6	9.1
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	19%	0%	0%	58%	100%	0%
Vol Thru, %	0%	100%	0%	42%	0%	81%
Vol Right, %	81%	0%	100%	0%	0%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	141	59	125	7	47
LT Vol	3	0	0	72	7	0
Through Vol	0	141	0	53	0	38
RT Vol	13	0	59	0	0	9
Lane Flow Rate	24	214	89	189	11	71
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	0.036	0.297	0.107	0.277	0.018	0.111
Departure Headway (Hd)	5.382	5	4.297	5.266	6.243	5.603
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	663	718	833	682	572	638
Service Time	3.437	2.733	2.029	3.302	3.991	3.351
HCM Lane V/C Ratio	0.036	0.298	0.107	0.277	0.019	0.111
HCM Control Delay	8.6	9.8	7.5	10.3	9.1	9.1
HCM Lane LOS	A	A	A	B	A	A
HCM 95th-tile Q	0.1	1.2	0.4	1.1	0.1	0.4

Tyler Downtown Study
HCM 6th AWSC

2032 No Mitigations PM
1: Bonner Ave & Ferguson St

Intersection												
Intersection Delay, s/veh	8.9											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔			↔			↔	
Traffic Vol, veh/h	19	0	43	121	91	6	8	56	0	0	76	8
Future Vol, veh/h	19	0	43	121	91	6	8	56	0	0	76	8
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	0	52	148	111	7	10	68	0	0	93	10
Number of Lanes	0	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	7.9	9.4	8.5	8.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	12%	31%	100%	0%	0%
Vol Thru, %	88%	0%	0%	94%	90%
Vol Right, %	0%	69%	0%	6%	10%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	64	62	121	97	84
LT Vol	8	19	121	0	0
Through Vol	56	0	0	91	76
RT Vol	0	43	0	6	8
Lane Flow Rate	78	76	148	118	102
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.107	0.093	0.227	0.164	0.137
Departure Headway (Hd)	4.913	4.441	5.539	4.993	4.801
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	729	804	648	718	746
Service Time	2.949	2.482	3.274	2.728	2.834
HCM Lane V/C Ratio	0.107	0.095	0.228	0.164	0.137
HCM Control Delay	8.5	7.9	9.9	8.7	8.6
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.4	0.3	0.9	0.6	0.5

Tyler Downtown Study
HCM 6th AWSC

2032 No Mitigations PM
4: Bonner Ave & Erwin St

Intersection												
Intersection Delay, s/veh	9.7											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↔		↔	↔	
Traffic Vol, veh/h	13	153	15	6	30	1	21	51	9	41	91	112
Future Vol, veh/h	13	153	15	6	30	1	21	51	9	41	91	112
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	189	19	7	37	1	26	63	11	51	112	138
Number of Lanes	0	2	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	9.5	9.4	9	10.2
HCM LOS	A	A	A	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	15%	0%	16%	100%	0%
Vol Thru, %	0%	85%	85%	84%	81%	0%	45%
Vol Right, %	0%	15%	0%	16%	3%	0%	55%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	60	90	92	37	41	203
LT Vol	21	0	13	0	6	41	0
Through Vol	0	51	77	77	30	0	91
RT Vol	0	9	0	15	1	0	112
Lane Flow Rate	26	74	110	113	46	51	251
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.044	0.113	0.173	0.171	0.074	0.083	0.347
Departure Headway (Hd)	6.08	5.469	5.649	5.46	5.847	5.874	4.981
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	585	650	631	652	607	607	719
Service Time	3.856	3.245	3.423	3.234	3.939	3.632	2.739
HCM Lane V/C Ratio	0.044	0.114	0.174	0.173	0.076	0.084	0.349
HCM Control Delay	9.1	9	9.6	9.4	9.4	9.2	10.4
HCM Lane LOS	A	A	A	A	A	A	B
HCM 95th-tile Q	0.1	0.4	0.6	0.6	0.2	0.3	1.6

Tyler Downtown Study
HCM 6th AWSC

2032 No Mitigations PM
6: Bonner Ave & Elm St

Intersection												
Intersection Delay, s/veh 8.9												
Intersection LOS A												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑		↘	↘		↘	↘	
Traffic Vol, veh/h	14	53	11	17	125	15	15	50	19	17	80	10
Future Vol, veh/h	14	53	11	17	125	15	15	50	19	17	80	10
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	65	14	21	154	19	19	62	23	21	99	12
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	8.5	9.2	8.6	9
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	18%	11%	100%	0%
Vol Thru, %	0%	72%	68%	80%	0%	89%
Vol Right, %	0%	28%	14%	10%	0%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	69	78	157	17	90
LT Vol	15	0	14	17	17	0
Through Vol	0	50	53	125	0	80
RT Vol	0	19	11	15	0	10
Lane Flow Rate	19	85	96	194	21	111
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.03	0.122	0.126	0.249	0.034	0.162
Departure Headway (Hd)	5.872	5.173	4.728	4.624	5.838	5.256
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	608	691	756	775	612	681
Service Time	3.621	2.922	2.769	2.657	3.585	3.002
HCM Lane V/C Ratio	0.031	0.123	0.127	0.25	0.034	0.163
HCM Control Delay	8.8	8.6	8.5	9.2	8.8	9
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.4	0.4	1	0.1	0.6

Tyler Downtown Study
HCM 6th AWSC

2032 No Mitigations PM
7: Bois D'Arc Ave & Ferguson St

Intersection												
Intersection Delay, s/veh 8.9												
Intersection LOS A												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↑			↘	
Traffic Vol, veh/h	0	0	0	44	194	15	10	85	0	0	60	3
Future Vol, veh/h	0	0	0	44	194	15	10	85	0	0	60	3
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	53	234	18	12	102	0	0	72	4
Number of Lanes	0	0	0	0	2	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	9.1	8.7	8.3
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	11%	31%	0%	0%
Vol Thru, %	89%	69%	87%	95%
Vol Right, %	0%	0%	13%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	95	141	112	63
LT Vol	10	44	0	0
Through Vol	85	97	97	60
RT Vol	0	0	15	3
Lane Flow Rate	114	170	135	76
Geometry Grp	2	7	7	2
Degree of Util (X)	0.152	0.243	0.184	0.101
Departure Headway (Hd)	4.778	5.149	4.898	4.776
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	751	698	733	751
Service Time	2.802	2.877	2.626	2.803
HCM Lane V/C Ratio	0.152	0.244	0.184	0.101
HCM Control Delay	8.7	9.5	8.7	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.9	0.7	0.3

Tyler Downtown Study
HCM 6th AWSC

2032 No Mitigations PM
10: Bois D'Arc Ave & Erwin St

Intersection												
Intersection Delay, s/veh 9.2												
Intersection LOS A												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔						↔			↔		
Traffic Vol, veh/h	14	195	12	0	0	0	10	75	12	25	71	22
Future Vol, veh/h	14	195	12	0	0	0	10	75	12	25	71	22
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	229	14	0	0	0	12	88	14	29	84	26
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0
Approach	EB						NB			SB		
Opposing Approach							SB			NB		
Opposing Lanes	0						1			1		
Conflicting Approach Left SB							EB					
Conflicting Lanes Left	1						1			0		
Conflicting Approach Right NB										EB		
Conflicting Lanes Right	1						0			1		
HCM Control Delay	9.7						8.5			8.7		
HCM LOS	A						A			A		

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	10%	6%	21%
Vol Thru, %	77%	88%	60%
Vol Right, %	12%	5%	19%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	97	221	118
LT Vol	10	14	25
Through Vol	75	195	71
RT Vol	12	12	22
Lane Flow Rate	114	260	139
Geometry Grp	1	1	1
Degree of Util (X)	0.148	0.325	0.178
Departure Headway (Hd)	4.664	4.505	4.62
Convergence, Y/N	Yes	Yes	Yes
Cap	769	798	776
Service Time	2.694	2.533	2.649
HCM Lane V/C Ratio	0.148	0.326	0.179
HCM Control Delay	8.5	9.7	8.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	1.4	0.6

Tyler Downtown Study
HCM 6th AWSC

2032 No Mitigations PM
11: Bois D'Arc Ave & Elm St

Intersection												
Intersection Delay, s/veh10.3												
Intersection LOS B												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔			↔			↔	
Traffic Vol, veh/h	4	66	19	21	110	19	43	73	72	23	47	12
Future Vol, veh/h	4	66	19	21	110	19	43	73	72	23	47	12
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	96	28	30	159	28	62	106	104	33	68	17
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			2			1			1		
Conflicting Approach Left SB				NB			EB			WB		
Conflicting Lanes Left	1			1			2			2		
Conflicting Approach Right NB				SB			WB			EB		
Conflicting Lanes Right	1			1			2			2		
HCM Control Delay	9.8			10.5			10.8			9.4		
HCM LOS	A			B			B			A		

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	23%	100%	0%	100%	0%	28%
Vol Thru, %	39%	0%	78%	0%	85%	57%
Vol Right, %	38%	0%	22%	0%	15%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	188	4	85	21	129	82
LT Vol	43	4	0	21	0	23
Through Vol	73	0	66	0	110	47
RT Vol	72	0	19	0	19	12
Lane Flow Rate	272	6	123	30	187	119
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.373	0.01	0.195	0.053	0.293	0.174
Departure Headway (Hd)	4.926	6.377	5.711	6.251	5.64	5.28
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	736	562	629	574	638	680
Service Time	2.926	4.106	3.441	3.975	3.364	3.308
HCM Lane V/C Ratio	0.37	0.011	0.196	0.052	0.293	0.175
HCM Control Delay	10.8	9.2	9.8	9.3	10.7	9.4
HCM Lane LOS	B	A	A	A	B	A
HCM 95th-tile Q	1.7	0	0.7	0.2	1.2	0.6

Tyler Downtown Study
HCM 6th AWSC

2032 No Mitigations PM
13: N College Ave & Ferguson St

Intersection												
Intersection Delay, s/veh 9.2												
Intersection LOS A												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔↗						↗↗	
Traffic Vol, veh/h	0	0	0	71	253	3	0	0	0	0	20	6
Future Vol, veh/h	0	0	0	71	253	3	0	0	0	0	20	6
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	91	324	4	0	0	0	0	26	8
Number of Lanes	0	0	0	0	2	0	0	0	0	0	2	0

Approach	WB	SB
Opposing Approach		
Opposing Lanes	0	0
Conflicting Approach Left		WB
Conflicting Lanes Left	0	2
Conflicting Approach Right	SB	
Conflicting Lanes Right	2	0
HCM Control Delay	9.3	8.2
HCM LOS	A	A

Lane	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	36%	0%	0%	0%
Vol Thru, %	64%	98%	100%	53%
Vol Right, %	0%	2%	0%	47%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	198	130	13	13
LT Vol	71	0	0	0
Through Vol	127	127	13	7
RT Vol	0	3	0	6
Lane Flow Rate	253	166	17	16
Geometry Grp	7	7	7	7
Degree of Util (X)	0.335	0.211	0.026	0.023
Departure Headway (Hd)	4.77	4.574	5.516	5.183
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	752	784	653	695
Service Time	2.509	2.313	3.216	2.883
HCM Lane V/C Ratio	0.336	0.212	0.026	0.023
HCM Control Delay	9.9	8.5	8.4	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.5	0.8	0.1	0.1

Tyler Downtown Study
HCM 6th AWSC

2032 No Mitigations PM
15: N College Ave & Erwin St

Intersection												
Intersection Delay, s/veh 8.7												
Intersection LOS A												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗↗									↗↗	
Traffic Vol, veh/h	0	222	15	0	0	0	0	0	0	0	40	50
Future Vol, veh/h	0	222	15	0	0	0	0	0	0	0	40	50
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	281	19	0	0	0	0	0	0	0	51	63
Number of Lanes	0	2	0	0	0	0	0	0	0	0	1	2

Approach	EB	SB
Opposing Approach		
Opposing Lanes	0	0
Conflicting Approach Left	SB	
Conflicting Lanes Left	3	0
Conflicting Approach Right		EB
Conflicting Lanes Right	0	2
HCM Control Delay	8.9	8
HCM LOS	A	A

Lane	EBLn1	EBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	100%	0%	0%
Vol Thru, %	100%	83%	0%	100%	100%
Vol Right, %	0%	17%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	148	89	40	25	25
LT Vol	0	0	40	0	0
Through Vol	148	74	0	25	25
RT Vol	0	15	0	0	0
Lane Flow Rate	187	113	51	32	32
Geometry Grp	8	8	7	7	7
Degree of Util (X)	0.253	0.148	0.081	0.046	0.031
Departure Headway (Hd)	4.853	4.735	5.759	5.256	3.514
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	744	762	624	683	1021
Service Time	2.553	2.435	3.474	2.972	1.229
HCM Lane V/C Ratio	0.251	0.148	0.082	0.047	0.031
HCM Control Delay	9.2	8.3	9	8.2	6.3
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	1	0.5	0.3	0.1	0.1

Tyler Downtown Study
HCM 6th AWSC

2032 No Mitigations PM
16: N College Ave & Elm St

Intersection												
Intersection Delay, s/veh10.3												
Intersection LOS B												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑		↑			↔		↑	↑	
Traffic Vol, veh/h	0	128	33	45	94	0	25	0	71	17	34	31
Future Vol, veh/h	0	128	33	45	94	0	25	0	71	17	34	31
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	188	49	66	138	0	37	0	104	25	50	46
Number of Lanes	0	1	1	0	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	10	11.4	10.1	9.3
HCM LOS	A	B	B	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	26%	0%	0%	32%	100%	0%
Vol Thru, %	0%	100%	0%	68%	0%	52%
Vol Right, %	74%	0%	100%	0%	0%	48%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	96	128	33	139	17	65
LT Vol	25	0	0	45	17	0
Through Vol	0	128	0	94	0	34
RT Vol	71	0	33	0	0	31
Lane Flow Rate	141	188	49	204	25	96
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	0.219	0.286	0.064	0.319	0.045	0.149
Departure Headway (Hd)	5.572	5.573	4.866	5.717	6.47	5.626
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	648	649	741	634	556	640
Service Time	3.572	3.273	2.566	3.717	4.175	3.331
HCM Lane V/C Ratio	0.218	0.29	0.066	0.322	0.045	0.15
HCM Control Delay	10.1	10.5	7.9	11.4	9.5	9.3
HCM Lane LOS	B	B	A	B	A	A
HCM 95th-tile Q	0.8	1.2	0.2	1.4	0.1	0.5

**9) SynchroTM Output - 2032 Broadway Avenue Road Diet
and Two-Way Conversion**

Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario AM
2: Palace Ave & E Gentry Pkwy

											
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBT
Lane Configurations											
Traffic Volume (vph)	10	969	122	1	224	496	33	142	59	202	41
Future Volume (vph)	10	969	122	1	224	496	33	142	59	202	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		0		180		0	215		0	0
Storage Lanes	1		0		1		0	1		1	0
Taper Length (ft)	25				25			25			25
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	0.95	0.95
Frt		0.983				0.991			0.850		0.984
Flt Protected	0.950				0.950			0.950			0.987
Satd. Flow (prot)	1770	4999	0	0	1770	5040	0	1770	1863	1583	0
Flt Permitted	0.338				0.092			0.950			0.987
Satd. Flow (perm)	630	4999	0	0	171	5040	0	1770	1863	1583	0
Right Turn on Red			Yes				Yes			Yes	
Satd. Flow (RTOR)		19				9				240	8
Link Speed (mph)	40					40			35		30
Link Distance (ft)	536					2764			3230		368
Travel Time (s)		9.1				47.1			62.9		8.4
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.85	0.85
Adj. Flow (vph)	12	1154	145	1	267	590	39	169	70	240	48
Shared Lane Traffic (%)											
Lane Group Flow (vph)	12	1299	0	0	268	629	0	169	70	240	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)	12					12			12		0
Link Offset(ft)	0					0			0		0
Crosswalk Width(ft)	16					16			16		16
Two way Left Turn Lane	Yes					Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15
Turn Type	D.P+P	NA		custom	D.P+P	NA		Split	NA	Perm	Split
Protected Phases	7	4			3	8		2	2		1
Permitted Phases	8			3	4					2	
Minimum Split (s)	10.4	23.5		10.8	10.8	23.5		44.0	44.0	44.0	47.3
Total Split (s)	15.0	49.0		15.0	15.0	49.0		40.0	40.0	40.0	24.0
Total Split (%)	11.7%	38.3%		11.7%	11.7%	38.3%		31.3%	31.3%	31.3%	18.8%
Maximum Green (s)	9.6	43.5		9.2	9.2	43.5		34.0	34.0	34.0	18.7
Yellow Time (s)	3.0	4.5		3.0	3.0	4.5		3.9	3.9	3.9	3.0
All-Red Time (s)	2.4	1.0		2.8	2.8	1.0		2.1	2.1	2.1	2.3
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.5			5.8	5.5		6.0	6.0	6.0	5.3
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Walk Time (s)								4.0	4.0	4.0	4.0
Flash Dont Walk (s)								34.0	34.0	34.0	38.0
Pedestrian Calls (#/hr)								0	0	0	0
Act Effct Green (s)	53.2	43.5			52.4	43.5		34.0	34.0	34.0	18.7
Actuated g/C Ratio	0.42	0.34			0.41	0.34		0.27	0.27	0.27	0.15
v/c Ratio	0.03	0.76			1.46	0.37		0.36	0.14	0.40	0.37

2032 Two-Way + Broadway Reroute Scenario AM Tyler Downtown Study 6:45 am 11/06/2019 2032 Two-Way + Broadway Reroute Scenario AM

Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario AM
2: Palace Ave & E Gentry Pkwy

	
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	17
Future Volume (vph)	17
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.85
Adj. Flow (vph)	20
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Turn Type	
Protected Phases	
Permitted Phases	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	

2032 Two-Way + Broadway Reroute Scenario AM Tyler Downtown Study 6:45 am 11/06/2019 2032 Two-Way + Broadway Reroute Scenario AM

Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario AM
2: Palace Ave & E Gentry Pkwy

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Control Delay	19.4	40.5			259.6	32.1		40.8	36.9	6.6		49.5
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0	0.0		0.0
Total Delay	19.4	40.5			259.6	32.1		40.8	36.9	6.6		49.5
LOS	B	D			F	C		D	D	A		D
Approach Delay		40.3				100.1			23.1			49.5
Approach LOS		D				F			C			D
Queue Length 50th (ft)	5	345			~253	141		114	44	0		71
Queue Length 95th (ft)	16	365			#388	163		167	78	48		102
Internal Link Dist (ft)		456				2684			3150			288
Turn Bay Length (ft)	210				180			215				
Base Capacity (vph)	347	1711			184	1718		470	494	596		508
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	0.03	0.76			1.46	0.37		0.36	0.14	0.40		0.37

Intersection Summary

Area Type: Other

Cycle Length: 128

Actuated Cycle Length: 128

Offset: 0 (0%), Referenced to phase 4:EBWB and 8:EBWB, Start of Green

Natural Cycle: 150

Control Type: Pretimed

Maximum v/c Ratio: 1.46

Intersection Signal Delay: 56.7

Intersection LOS: E

Intersection Capacity Utilization 69.5%

ICU Level of Service C

Analysis Period (min) 15

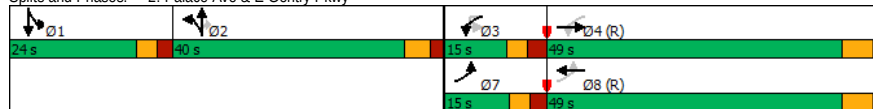
- Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Palace Ave & E Gentry Pkwy



Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario AM
2: Palace Ave & E Gentry Pkwy

Lane Group	SBR
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario AM
3: Broadway Ave & E Gentry Pkwy

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	76	1001	151	78	618	57	43	150	39	163	417
Future Volume (vph)	1	76	1001	151	78	618	57	43	150	39	163	417
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		200	210		0	120		0	140	
Storage Lanes		1		1	1		0	1		0	1	
Taper Length (ft)		25		25			25			25		
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	0.91	0.91	1.00	0.95	0.95	1.00	0.95
Frt				0.850		0.987			0.969			0.965
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1770	5085	1583	1770	5019	0	1770	3429	0	1770	3415
Flt Permitted		0.262			0.161			0.346			0.621	
Satd. Flow (perm)	0	488	5085	1583	300	5019	0	645	3429	0	1157	3415
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				152		12			27			32
Link Speed (mph)			40			40			35			35
Link Distance (ft)			2764			1313			488			360
Travel Time (s)			47.1			22.4			9.5			7.0
Peak Hour Factor	0.91	0.90	0.90	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1	84	1112	166	86	679	63	47	165	43	179	458
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	85	1112	166	86	742	0	47	208	0	179	595
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
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			Yes									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2	1	1	2		1	2		1	2
Detector Template	Left	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	20	100	20	20	100		20	100		20	100
Trailing Detector (ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Size(ft)	20	20	6	20	20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	custom	D.P+P	NA	Perm	D.P+P	NA		D.P+P	NA		D.P+P	NA
Protected Phases		7	4		3	8		5	2		1	6
Permitted Phases		7	8		4	4		6			2	

Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario AM
3: Broadway Ave & E Gentry Pkwy

	
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	125
Future Volume (vph)	125
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.91
Adj. Flow (vph)	137
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	
Permitted Phases	

Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario AM
3: Broadway Ave & E Gentry Pkwy

	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector Phase	7	7	4	4	3	8		5	2		1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	15.0	15.0	5.0	15.0		5.0	8.0		5.0	8.0
Minimum Split (s)	10.5	10.5	31.5	31.5	10.5	31.5		10.5	31.5		10.5	31.5
Total Split (s)	25.5	25.5	30.5	30.5	25.5	30.5		25.5	30.5		25.5	30.5
Total Split (%)	22.8%	22.8%	27.2%	27.2%	22.8%	27.2%		22.8%	27.2%		22.8%	27.2%
Maximum Green (s)	20.0	20.0	25.0	25.0	20.0	25.0		20.0	25.0		20.0	25.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.5	5.5	5.5	5.5	5.5		5.5	5.5		5.5	5.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	None	None	None	None	None	None		None	Max		None	Max
Walk Time (s)			10.0	10.0		10.0			10.0			10.0
Flash Dont Walk (s)			16.0	16.0		16.0			16.0			16.0
Pedestrian Calls (#/hr)			0	0		0			0			0
Act Effct Green (s)		31.7	24.9	24.9	31.7	24.9		39.7	26.3		37.3	35.4
Actuated g/C Ratio		0.35	0.28	0.28	0.35	0.28		0.44	0.29		0.42	0.39
v/c Ratio		0.29	0.79	0.30	0.36	0.53		0.13	0.20		0.32	0.44
Control Delay		20.0	36.2	7.9	21.7	29.8		15.1	23.2		16.7	22.4
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		20.0	36.2	7.9	21.7	29.8		15.1	23.2		16.7	22.4
LOS		C	D	A	C	C		B	C		B	C
Approach Delay			31.7			29.0			21.7			21.1
Approach LOS			C			C			C			C
Queue Length 50th (ft)		30	222	6	30	133		15	42		60	138
Queue Length 95th (ft)		62	#307	58	63	190		36	77		108	203
Internal Link Dist (ft)			2684			1233			408			280
Turn Bay Length (ft)		200		200	210			120			140	
Base Capacity (vph)		483	1430	554	450	1420		560	1022		688	1367
Starvation Cap Reductn		0	0	0	0	0		0	0		0	0
Spillback Cap Reductn		0	0	0	0	0		0	0		0	0
Storage Cap Reductn		0	0	0	0	0		0	0		0	0
Reduced v/c Ratio		0.18	0.78	0.30	0.19	0.52		0.08	0.20		0.26	0.44

Intersection Summary	
Area Type:	Other
Cycle Length:	112
Actuated Cycle Length:	89.8
Natural Cycle:	85
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.79
Intersection Signal Delay:	27.7
Intersection Capacity Utilization:	61.7%
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario AM
3: Broadway Ave & E Gentry Pkwy

Splits and Phases: 3: Broadway Ave & E Gentry Pkwy			
Ø1	Ø2	Ø3	Ø4
25.5 s	30.5 s	25.5 s	30.5 s
Ø5	Ø6	Ø7	Ø8
25.5 s	30.5 s	25.5 s	30.5 s

Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario AM
3: Broadway Ave & E Gentry Pkwy

Lane Group	SBR
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effect Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario AM
5: Beckham Ave & E Gentry Pkwy

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰↱	↰	↰	↰↱	↰↱	↰
Traffic Volume (vph)	216	849	407	528	1038	272
Future Volume (vph)	216	849	407	528	1038	272
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			185
Storage Lanes	2	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.090			
Satd. Flow (perm)	3433	1583	168	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		426				158
Link Speed (mph)	40			40	40	
Link Distance (ft)	1097			768	592	
Travel Time (s)	18.7			13.1	10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	235	923	442	574	1128	296
Shared Lane Traffic (%)						
Lane Group Flow (vph)	235	923	442	574	1128	296
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				CI+Ex	CI+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	D.P+P	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	6			6

Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario AM
5: Beckham Ave & E Gentry Pkwy

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	16.0	16.0	13.0	24.0	24.0	24.0
Total Split (s)	45.0	45.0	45.0	115.0	70.0	70.0
Total Split (%)	28.1%	28.1%	28.1%	71.9%	43.8%	43.8%
Maximum Green (s)	39.5	39.5	38.9	109.5	64.5	64.5
Yellow Time (s)	3.0	3.0	3.6	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	6.1	5.5	5.5	5.5
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.5	3.5	1.5	3.5	3.5	3.5
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	39.5	39.5	102.8	109.5	64.5	64.5
Actuated g/C Ratio	0.25	0.25	0.64	0.68	0.40	0.40
v/c Ratio	0.28	1.30	0.89	0.24	0.79	0.40
Control Delay	49.8	169.3	60.0	5.6	46.8	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.8	169.3	60.0	5.6	46.8	16.8
LOS	D	F	E	A	D	B
Approach Delay	145.1			29.3	40.6	
Approach LOS	F			C	D	
Queue Length 50th (ft)	103	~879	389	61	541	97
Queue Length 95th (ft)	144	#1144	#576	66	633	180
Internal Link Dist (ft)	1017			688	512	
Turn Bay Length (ft)			200			185
Base Capacity (vph)	847	711	497	2422	1426	732
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	1.30	0.89	0.24	0.79	0.40

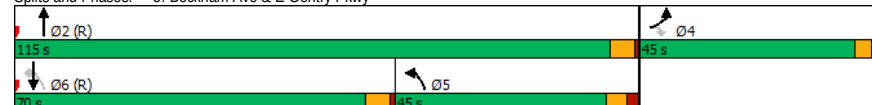
Intersection Summary

Area Type:	Other
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 106 (66%), Referenced to phase 2:NBT and 6:NBSB, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.30	
Intersection Signal Delay: 71.0	Intersection LOS: E
Intersection Capacity Utilization 90.4%	ICU Level of Service E
Analysis Period (min) 15	
- Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario AM
5: Beckham Ave & E Gentry Pkwy

Splits and Phases: 5: Beckham Ave & E Gentry Pkwy



Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario AM
14: Beckham Ave & E. Front St

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	139	707	260	106	791	189	210	642	50	291	1090	175
Future Volume (vph)	139	707	260	106	791	189	210	642	50	291	1090	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		125	120		120	100		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3500	0	1770	3465	0
Flt Permitted	0.091			0.102			0.061			0.244		
Satd. Flow (perm)	170	3539	1583	190	3539	1583	114	3500	0	455	3465	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142			142		6			13	
Link Speed (mph)	40				40			40			40	
Link Distance (ft)	650				533			353			1566	
Travel Time (s)	11.1				9.1			6.0			26.7	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	153	777	286	116	869	208	231	705	55	320	1198	192
Shared Lane Traffic (%)												
Lane Group Flow (vph)	153	777	286	116	869	208	231	760	0	320	1390	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12				12			12			12	
Link Offset(ft)	0				0			0			0	
Crosswalk Width(ft)	16				16			16			16	
Two way Left Turn Lane	Yes				Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D,P+P	NA	Perm	D,P+P	NA	Perm	D,P+P	NA		D,P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8		4	4		8	6			2		

Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario AM
14: Beckham Ave & E. Front St

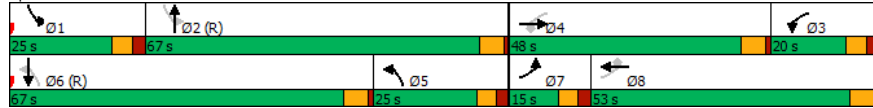
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	13.0	26.0	26.0	13.0	27.0	27.0	13.0	34.0		13.0	31.0	
Total Split (s)	15.0	48.0	48.0	20.0	53.0	53.0	25.0	67.0		25.0	67.0	
Total Split (%)	9.4%	30.0%	30.0%	12.5%	33.1%	33.1%	15.6%	41.9%		15.6%	41.9%	
Maximum Green (s)	8.9	42.5	42.5	13.9	47.5	47.5	18.9	61.5		18.9	61.5	
Yellow Time (s)	3.6	4.5	4.5	3.6	4.5	4.5	3.6	4.5		3.6	4.5	
All-Red Time (s)	2.5	1.0	1.0	2.5	1.0	1.0	2.5	1.0		2.5	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	5.5	5.5	6.1	5.5	5.5	6.1	5.5		6.1	5.5	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	52.1	39.4	39.4	52.1	43.8	43.8	83.5	65.6		83.5	65.2	
Actuated g/C Ratio	0.33	0.25	0.25	0.33	0.27	0.27	0.52	0.41		0.52	0.41	
v/c Ratio	1.06	0.89	0.58	0.60	0.90	0.39	0.91	0.53		0.82	0.98	
Control Delay	130.1	71.6	30.3	72.1	68.6	16.9	95.9	37.8		30.7	58.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	130.1	71.6	30.3	72.1	68.6	16.9	95.9	37.8		30.7	58.7	
LOS	F	E	C	E	E	B	F	D		C	E	
Approach Delay		69.2			59.9			51.3			53.5	
Approach LOS		E			E			D			D	
Queue Length 50th (ft)	~121	411	131	82	458	52	192	325		149	674	
Queue Length 95th (ft)	#274	488	230	128	534	126	#363	393		m#285	m#945	
Internal Link Dist (ft)		570			453			273			1486	
Turn Bay Length (ft)	165		125	120		120	100			100		
Base Capacity (vph)	144	940	524	199	1050	569	255	1437		399	1419	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.06	0.83	0.55	0.58	0.83	0.37	0.91	0.53		0.80	0.98	
Intersection Summary												
Area Type:		Other										
Cycle Length: 160												
Actuated Cycle Length: 160												
Offset: 149 (93%), Referenced to phase 2:NBSB and 6:NBSB, Start of 1st Green												
Natural Cycle: 110												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.06												
Intersection Signal Delay: 58.3												
Intersection LOS: E												
Intersection Capacity Utilization 96.2%												
ICU Level of Service F												
Analysis Period (min) 15												
~ Volume exceeds capacity, queue is theoretically infinite.												
Queue shown is maximum after two cycles.												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario AM
14: Beckham Ave & E. Front St

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: Beckham Ave & E. Front St



Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario AM
19: Broadway Avenue & E. Front St

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	74	1054	148	224	925	55	265	470	180	142	441	50
Future Volume (vph)	74	1054	148	224	925	55	265	470	180	142	441	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	180		0	200		200	0		300
Storage Lanes	1		0	1		0	1		0	1		1
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			0.992			0.958			0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3476	0	1770	3511	0	1770	3391	0	1770	3486	0
Flt Permitted	0.094			0.068			0.297			0.207		
Satd. Flow (perm)	175	3476	0	127	3511	0	553	3391	0	386	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			4			37			8	
Link Speed (mph)		40			40			35			30	
Link Distance (ft)		433			660			624			1134	
Travel Time (s)		7.4			11.3			12.2			25.8	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	83	1184	166	252	1039	62	298	528	202	160	496	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	83	1350	0	252	1101	0	298	730	0	160	552	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane	Yes				Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D,P+P	NA		D,P+P	NA		D,P+P	NA		D,P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8			4			6			2		

Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario AM
19: Broadway Avenue & E. Front St

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	17.0	32.0		17.0	36.1		17.0	36.1		17.0	36.1	
Total Split (s)	16.0	65.0		20.0	69.0		22.0	58.0		17.0	53.0	
Total Split (%)	10.0%	40.6%		12.5%	43.1%		13.8%	36.3%		10.6%	33.1%	
Maximum Green (s)	9.9	58.9		13.9	62.9		15.9	51.9		10.9	46.9	
Yellow Time (s)	4.1	4.1		4.1	4.1		4.1	4.1		4.1	4.1	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1		6.1	6.1		6.1	6.1		6.1	6.1	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	Max		None	Max	
Walk Time (s)		10.0			10.0			10.0			10.0	
Flash Dont Walk (s)		15.0			17.0			17.0			16.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	72.8	58.9		72.8	62.9		62.8	51.9		62.8	46.9	
Actuated g/C Ratio	0.46	0.37		0.46	0.39		0.39	0.32		0.39	0.29	
v/c Ratio	0.47	1.05		1.26	0.80		0.88	0.65		0.65	0.54	
Control Delay	52.1	87.0		188.8	48.0		62.0	47.0		59.3	49.0	
Queue Delay	0.0	0.0		0.0	5.8		0.0	0.0		0.0	0.0	
Total Delay	52.1	87.0		188.8	53.8		62.0	47.0		59.3	49.0	
LOS	D	F		F	D		E	D		E	D	
Approach Delay		85.0			78.9			51.3			51.3	
Approach LOS		F			E			D			D	
Queue Length 50th (ft)	45	~803		~278	532		212	328		104	252	
Queue Length 95th (ft)	78	#926		#461	612		#289	395		157	311	
Internal Link Dist (ft)		353			580			544			1054	
Turn Bay Length (ft)	100			180			200					
Base Capacity (vph)	178	1286		200	1382		337	1124		245	1027	
Starvation Cap Reductn	0	0		0	229		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	0.47	1.05		1.26	0.95		0.88	0.65		0.65	0.54	

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 157 (98%), Referenced to phase 4:EBWB and 8:EBWB, Start of 1st Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.26

Intersection Signal Delay: 70.2

Intersection LOS: E

Intersection Capacity Utilization 95.1%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

2032 Two-Way + Broadway Reroute Scenario AM Tyler Downtown Study 6:45 am 11/06/2019 2032 Two-Way + Broadway Reroute Scenario AM

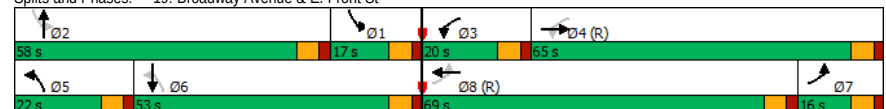
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Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario AM
19: Broadway Avenue & E. Front St

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

Splits and Phases: 19: Broadway Avenue & E. Front St



2032 Two-Way + Broadway Reroute Scenario AM Tyler Downtown Study 6:45 am 11/06/2019 2032 Two-Way + Broadway Reroute Scenario AM

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Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario AM
20: Palace Ave & E. Front St

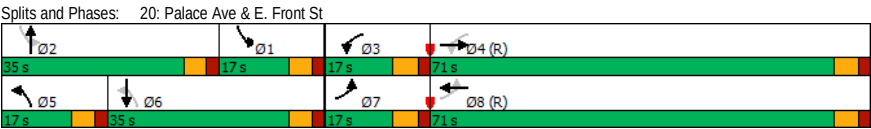
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	81	932	32	39	656	177	41	357	23	194	472	75
Future Volume (vph)	81	932	32	39	656	177	41	357	23	194	472	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	245		0	100		0	130		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			0.991			0.979	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3522	0	1770	3426	0	1770	3507	0	1770	3465	0
Flt Permitted	0.234			0.189			0.180			0.262		
Satd. Flow (perm)	436	3522	0	352	3426	0	335	3507	0	488	3465	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			32			4			12	
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		766			676			547			1568	
Travel Time (s)		13.1			11.5			10.7			30.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	88	1013	35	42	713	192	45	388	25	211	513	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	1048	0	42	905	0	45	413	0	211	595	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane	Yes				Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D,P+P	NA		D,P+P	NA		D,P+P	NA		D,P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8			4			6			2		

Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario AM
20: Palace Ave & E. Front St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	17.0	35.0		17.0	35.0		17.0	35.0		17.0	34.0	
Total Split (s)	17.0	71.0		17.0	71.0		17.0	35.0		17.0	35.0	
Total Split (%)	12.1%	50.7%		12.1%	50.7%		12.1%	25.0%		12.1%	25.0%	
Maximum Green (s)	10.9	64.9		10.9	64.9		11.3	29.3		11.3	29.3	
Yellow Time (s)	4.1	4.1		4.1	4.1		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1		6.1	6.1		5.7	5.7		5.7	5.7	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	3.0		2.5	3.0		2.5	3.0		2.5	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		10.0			10.0			10.0			10.0	
Flash Dont Walk (s)		16.0			16.0			16.0			16.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	81.0	76.8		82.2	73.1		36.6	21.7		35.4	30.1	
Actuated g/C Ratio	0.58	0.55		0.59	0.52		0.26	0.16		0.25	0.22	
v/c Ratio	0.27	0.54		0.15	0.50		0.27	0.75		0.85	0.79	
Control Delay	14.0	23.2		13.2	23.1		38.0	64.9		82.0	59.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	14.0	23.2		13.2	23.1		38.0	64.9		82.0	59.4	
LOS	B	C		B	C		D	E		F	E	
Approach Delay		22.5			22.7			62.2			65.3	
Approach LOS		C			C			E			E	
Queue Length 50th (ft)	31	332		15	270		29	190		152	268	
Queue Length 95th (ft)	59	430		33	361		58	238		#260	335	
Internal Link Dist (ft)		686			596			467			1488	
Turn Bay Length (ft)	230			245			100			130		
Base Capacity (vph)	365	1934		325	1804		209	737		255	765	
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	0.54		0.13	0.50		0.22	0.56		0.83	0.78	
Intersection Summary												
Area Type:	Other											
Cycle Length:	140											
Actuated Cycle Length:	140											
Offset:	15 (11%), Referenced to phase 4:EBWB and 8:EBWB, Start of 1st Green											
Natural Cycle:	105											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.85											
Intersection Signal Delay:	38.3					Intersection LOS: D						
Intersection Capacity Utilization	71.1%					ICU Level of Service C						
Analysis Period (min)	15											
# 95th percentile volume exceeds capacity, queue may be longer.												

Queue shown is maximum after two cycles.



Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario PM
2: Palace Ave & E Gentry Pkwy

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	40	607	80	210	887	33	212	105	300	28	110	31
Future Volume (vph)	40	607	80	210	887	33	212	105	300	28	110	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		0	180		0	215		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.983			0.995			0.850		0.972		
Flt Protected	0.950			0.950			0.950			0.992		
Satd. Flow (prot)	1770	4999	0	1770	5060	0	1770	1863	1583	0	3413	0
Flt Permitted	0.157			0.260			0.950			0.992		
Satd. Flow (perm)	292	4999	0	484	5060	0	1770	1863	1583	0	3413	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			5				326		19	
Link Speed (mph)	40				40			35			30	
Link Distance (ft)	536				2764			3230			368	
Travel Time (s)		9.1			47.1			62.9			8.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	660	87	228	964	36	230	114	326	30	120	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	747	0	228	1000	0	230	114	326	0	184	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12				12			12			0	
Link Offset(ft)	0				0			0			0	
Crosswalk Width(ft)	16				16			16			16	
Two way Left Turn Lane	Yes				Yes			Yes				
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		15	
Turn Type	D.P+P	NA		D.P+P	NA		Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		2	2		1	1	
Permitted Phases	8			4				2				
Minimum Split (s)	10.4	23.5		10.8	23.5		44.0	44.0	44.0	47.3	47.3	
Total Split (s)	15.0	42.0		16.0	43.0		40.0	40.0	40.0	24.0	24.0	
Total Split (%)	12.3%	34.4%		13.1%	35.2%		32.8%	32.8%	32.8%	19.7%	19.7%	
Maximum Green (s)	9.6	36.5		10.2	37.5		34.0	34.0	34.0	18.7	18.7	
Yellow Time (s)	3.0	4.5		3.0	4.5		3.9	3.9	3.9	3.0	3.0	
All-Red Time (s)	2.4	1.0		2.8	1.0		2.1	2.1	2.1	2.3	2.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.4	5.5		5.8	5.5		6.0	6.0	6.0		5.3	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Walk Time (s)							4.0	4.0	4.0	4.0	4.0	
Flash Dont Walk (s)							34.0	34.0	34.0	38.0	38.0	
Pedestrian Calls (#/hr)							0	0	0	0	0	
Act Effct Green (s)	47.2	36.5		46.4	37.5		34.0	34.0	34.0		18.7	
Actuated g/C Ratio	0.39	0.30		0.38	0.31		0.28	0.28	0.28		0.15	
v/c Ratio	0.19	0.50		0.78	0.64		0.47	0.22	0.48		0.34	

2032 Two-Way + Broadway Reroute Scenario PM Tyler Downtown Study 7:05 pm 01/23/2023 2032 Two-Way + Broadway Reroute Scenario PM

Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario PM
2: Palace Ave & E Gentry Pkwy

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	22.4	35.5		45.0	38.5		40.2	35.2	6.2		43.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	22.4	35.5		45.0	38.5		40.2	35.2	6.2		43.3	
LOS	C	D		D	D		D	D	A		D	
Approach Delay		34.8			39.7			22.8			43.3	
Approach LOS		C			D			C			D	
Queue Length 50th (ft)	19	172		116	247		151	69	0		61	
Queue Length 95th (ft)	43	214		#176	297		230	119	70		98	
Internal Link Dist (ft)		456			2684			3150			288	
Turn Bay Length (ft)	210			180			215					
Base Capacity (vph)	229	1509		291	1558		493	519	676		539	
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	0.19	0.50		0.78	0.64		0.47	0.22	0.48		0.34	

Intersection Summary

Area Type: Other

Cycle Length: 122

Actuated Cycle Length: 122

Offset: 0 (0%), Referenced to phase 4:EBWB and 8:EBWB, Start of Green

Natural Cycle: 130

Control Type: Pretimed

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 34.7 Intersection LOS: C

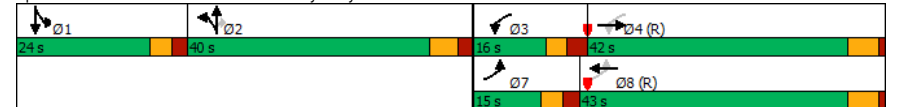
Intersection Capacity Utilization 60.6% ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Palace Ave & E Gentry Pkwy



2032 Two-Way + Broadway Reroute Scenario PM Tyler Downtown Study 7:05 pm 01/23/2023 2032 Two-Way + Broadway Reroute Scenario PM

Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario PM

3: Broadway Ave & E Gentry Pkwy

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (vph)	71	225	90	47	896	86	198	282	158	119	632	183
Future Volume (vph)	71	225	90	47	896	86	198	282	158	119	632	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	210		0	120		0	140		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.987			0.946			0.966	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5019	0	1770	3348	0	1770	3419	0
Flt Permitted	0.163			0.591			0.152			0.396		
Satd. Flow (perm)	304	5085	1583	1101	5019	0	283	3348	0	738	3419	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			131		13			90			31	
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		2764			1313			488			360	
Travel Time (s)		47.1			22.4			9.5			7.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	79	250	100	52	996	96	220	313	176	132	702	203
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	250	100	52	1092	0	220	489	0	132	905	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane	Yes											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA	Perm	D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8		4	4			6			2		

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Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario PM

3: Broadway Ave & E Gentry Pkwy

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		5.0	8.0		5.0	8.0	
Minimum Split (s)	10.5	31.5	31.5	10.5	31.5		10.5	31.5		10.5	31.5	
Total Split (s)	25.5	30.5	30.5	25.5	30.5		25.5	30.5		25.5	30.5	
Total Split (%)	22.8%	27.2%	27.2%	22.8%	27.2%		22.8%	27.2%		22.8%	27.2%	
Maximum Green (s)	20.0	25.0	25.0	20.0	25.0		20.0	25.0		20.0	25.0	
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)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.5		5.5	5.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	Max	
Walk Time (s)		10.0	10.0		10.0			10.0			10.0	
Flash Dont Walk (s)		16.0	16.0		16.0			16.0			16.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	31.2	25.4	25.4	31.2	24.5		39.4	30.0		39.4	26.4	
Actuated g/C Ratio	0.34	0.28	0.28	0.34	0.27		0.43	0.33		0.43	0.29	
v/c Ratio	0.34	0.18	0.19	0.12	0.81		0.66	0.42		0.31	0.90	
Control Delay	22.6	27.1	3.5	19.0	37.8		28.4	21.8		16.3	45.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.6	27.1	3.5	19.0	37.8		28.4	21.8		16.3	45.1	
LOS	C	C	A	B	D		C	C		B	D	
Approach Delay		20.8			36.9			23.9			41.4	
Approach LOS		C			D			C			D	
Queue Length 50th (ft)	28	41	0	18	219		76	97		43	266	
Queue Length 95th (ft)	64	70	23	46	#334		155	155		81	#458	
Internal Link Dist (ft)		2684			1233			408			280	
Turn Bay Length (ft)	200		200	210			120			140		
Base Capacity (vph)	443	1458	547	573	1402		465	1157		592	1009	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.18	0.17	0.18	0.09	0.78		0.47	0.42		0.22	0.90	
Intersection Summary												
Area Type:	Other											
Cycle Length: 112												
Actuated Cycle Length: 91.5												
Natural Cycle: 85												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.90												
Intersection Signal Delay: 33.5	Intersection LOS: C											
Intersection Capacity Utilization 76.0%	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.												

2032 Two-Way + Broadway Reroute Scenario PM Tyler Downtown Study 7:05 pm 01/23/2023 2032 Two-Way + Broadway Reroute Scenario PM

Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario PM

3: Broadway Ave & E Gentry Pkwy

Splits and Phases: 3: Broadway Ave & E Gentry Pkwy

Ø1 25.5 s	Ø2 30.5 s	Ø3 25.5 s	Ø4 30.5 s
Ø5 25.5 s	Ø6 30.5 s	Ø7 25.5 s	Ø8 30.5 s

Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario PM

5: Beckham Ave & E Gentry Pkwy

	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔↔	↔	↔	↕↕	↕↕	↔
Traffic Volume (vph)	403	401	570	950	637	369
Future Volume (vph)	403	401	570	950	637	369
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			185
Storage Lanes	2	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.310			
Satd. Flow (perm)	3433	1583	577	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		436				368
Link Speed (mph)	40			40	40	
Link Distance (ft)	1097			768	592	
Travel Time (s)	18.7			13.1	10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	438	436	620	1033	692	401
Shared Lane Traffic (%)						
Lane Group Flow (vph)	438	436	620	1033	692	401
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				CI+Ex	CI+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	D.P+P	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	6			6

Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario PM
5: Beckham Ave & E Gentry Pkwy

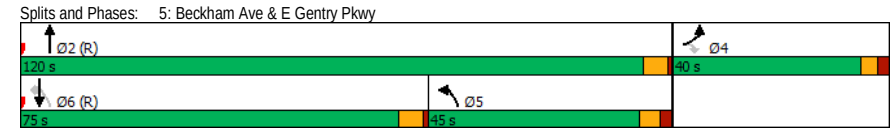
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	16.0	16.0	13.0	24.0	24.0	24.0
Total Split (s)	40.0	40.0	45.0	120.0	75.0	75.0
Total Split (%)	25.0%	25.0%	28.1%	75.0%	46.9%	46.9%
Maximum Green (s)	34.5	34.5	38.9	114.5	69.5	69.5
Yellow Time (s)	3.0	3.0	3.6	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	6.1	5.5	5.5	5.5
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.5	3.5	1.5	3.5	3.5	3.5
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	27.2	27.2	115.1	121.8	76.8	76.8
Actuated g/C Ratio	0.17	0.17	0.72	0.76	0.48	0.48
v/c Ratio	0.75	0.69	0.88	0.38	0.41	0.42
Control Delay	71.2	10.7	36.0	5.5	28.5	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.2	10.7	36.0	5.5	28.5	5.0
LOS	E	B	D	A	C	A
Approach Delay	41.0			16.9	19.9	
Approach LOS	D			B	B	
Queue Length 50th (ft)	228	0	298	127	242	18
Queue Length 95th (ft)	275	103	#579	172	322	92
Internal Link Dist (ft)	1017			688	512	
Turn Bay Length (ft)			200			185
Base Capacity (vph)	740	683	704	2693	1697	950
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.64	0.88	0.38	0.41	0.42

Intersection Summary

Area Type:	Other
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 81 (51%), Referenced to phase 2:NBT and 6:NBSB, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 23.6	Intersection LOS: C
Intersection Capacity Utilization 74.4%	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.	

Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario PM
5: Beckham Ave & E Gentry Pkwy



Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario PM

14: Beckham Ave & E. Front St

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	203	800	278	88	700	182	290	1035	65	172	677	160
Future Volume (vph)	203	800	278	88	700	182	290	1035	65	172	677	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		125	120		120	100		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.991			0.971	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3507	0	1770	3437	0
Flt Permitted	0.101			0.088			0.148			0.078		
Satd. Flow (perm)	188	3539	1583	164	3539	1583	276	3507	0	145	3437	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142			142		5			19	
Link Speed (mph)	40				40			40			40	
Link Distance (ft)	650				533			353			1566	
Travel Time (s)		11.1			9.1			6.0			26.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	221	870	302	96	761	198	315	1125	71	187	736	174
Shared Lane Traffic (%)												
Lane Group Flow (vph)	221	870	302	96	761	198	315	1196	0	187	910	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12				12			12			12	
Link Offset(ft)	0				0			0			0	
Crosswalk Width(ft)	16				16			16			16	
Two way Left Turn Lane	Yes				Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D,P+P	NA	Perm	D,P+P	NA	Perm	D,P+P	NA		D,P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8		4	4		8	6			2		

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Tyler Downtown Study
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2032 Two-Way + Broadway Reroute Scenario PM

14: Beckham Ave & E. Front St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	13.0	26.0	26.0	13.0	27.0	27.0	13.0	34.0		13.0	31.0	
Total Split (s)	20.0	57.0	57.0	15.0	52.0	52.0	30.0	68.0		20.0	58.0	
Total Split (%)	12.5%	35.6%	35.6%	9.4%	32.5%	32.5%	18.8%	42.5%		12.5%	36.3%	
Maximum Green (s)	13.9	51.5	51.5	8.9	46.5	46.5	23.9	62.5		13.9	52.5	
Yellow Time (s)	3.6	4.5	4.5	3.6	4.5	4.5	3.6	4.5		3.6	4.5	
All-Red Time (s)	2.5	1.0	1.0	2.5	1.0	1.0	2.5	1.0		2.5	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	5.5	5.5	6.1	5.5	5.5	6.1	5.5		6.1	5.5	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	53.3	45.2	45.2	53.3	40.0	40.0	82.3	66.7		82.3	59.0	
Actuated g/C Ratio	0.33	0.28	0.28	0.33	0.25	0.25	0.51	0.42		0.51	0.37	
v/c Ratio	1.10	0.87	0.55	0.68	0.86	0.39	0.86	0.82		0.79	0.71	
Control Delay	135.8	64.5	28.1	82.6	67.6	16.5	74.3	47.5		48.0	29.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	135.8	64.5	28.1	82.6	67.6	16.5	74.3	47.5		48.0	29.0	
LOS	F	E	C	F	E	B	E	D		D	C	
Approach Delay		67.9			59.4			53.1			32.2	
Approach LOS		E			E			D			C	
Queue Length 50th (ft)	~210	454	141	66	402	46	211	603		98	436	
Queue Length 95th (ft)	#374	515	231	#109	458	115	#403	704		m#272	m532	
Internal Link Dist (ft)		570			453			273			1486	
Turn Bay Length (ft)	165		125	120		120	100			100		
Base Capacity (vph)	200	1139	605	145	1028	560	365	1464		240	1278	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.10	0.76	0.50	0.66	0.74	0.35	0.86	0.82		0.78	0.71	
Intersection Summary												
Area Type:	Other											
Cycle Length:	160											
Actuated Cycle Length:	160											
Offset:	5 (3%), Referenced to phase 2:NBSB and 6:NBSB, Start of 1st Green											
Natural Cycle:	90											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	1.10											
Intersection Signal Delay:	54.0					Intersection LOS: D						
Intersection Capacity Utilization	90.1%					ICU Level of Service E						
Analysis Period (min)	15											
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.												
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.												

2032 Two-Way + Broadway Reroute Scenario PM Tyler Downtown Study 7:05 pm 01/23/2023 2032 Two-Way + Broadway Reroute Scenario PM

Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario PM
14: Beckham Ave & E. Front St

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: Beckham Ave & E. Front St



Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario PM
19: Broadway Avenue & E. Front St

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↗	↔	↕	↗	↔	↕	↗	↔	↕	↗
Traffic Volume (vph)	60	996	149	184	1092	51	239	433	186	164	659	131
Future Volume (vph)	60	996	149	184	1092	51	239	433	186	164	659	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	180		0	200		200	0		300
Storage Lanes	1		0	1		0	1		0	1		1
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		0.980			0.993			0.955			0.975	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3468	0	1770	3514	0	1770	3380	0	1770	3451	0
Flt Permitted	0.067			0.075			0.133			0.245		
Satd. Flow (perm)	125	3468	0	140	3514	0	248	3380	0	456	3451	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			3			45			15	
Link Speed (mph)		40			40			35			30	
Link Distance (ft)		433			660			624			1134	
Travel Time (s)		7.4			11.3			12.2			25.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	65	1083	162	200	1187	55	260	471	202	178	716	142
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	1245	0	200	1242	0	260	673	0	178	858	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D,P+P	NA		D,P+P	NA		D,P+P	NA		D,P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8			4			6			2		

Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario PM

19: Broadway Avenue & E. Front St

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	17.0	32.0		17.0	34.0		17.0	34.0		17.0	33.0	
Total Split (s)	17.0	59.0		22.0	64.0		22.0	59.0		20.0	57.0	
Total Split (%)	10.6%	36.9%		13.8%	40.0%		13.8%	36.9%		12.5%	35.6%	
Maximum Green (s)	10.9	52.9		15.9	57.9		15.9	52.9		13.9	50.9	
Yellow Time (s)	4.1	4.1		4.1	4.1		4.1	4.1		4.1	4.1	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1		6.1	6.1		6.1	6.1		6.1	6.1	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	Max		None	Max	
Walk Time (s)		10.0			10.0			10.0			10.0	
Flash Dont Walk (s)		15.0			17.0			17.0			16.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	70.0	53.3		68.8	61.3		66.8	52.9		66.8	50.9	
Actuated g/C Ratio	0.44	0.33		0.43	0.38		0.42	0.33		0.42	0.32	
v/c Ratio	0.42	1.07		0.92	0.92		1.02	0.59		0.59	0.77	
Control Delay	56.9	97.3		85.8	59.3		97.4	43.7		49.6	54.1	
Queue Delay	0.0	0.0		0.0	20.5		0.0	0.0		0.0	0.0	
Total Delay	56.9	97.3		85.8	79.7		97.4	43.7		49.6	54.1	
LOS	E	F		F	E		F	D		D	D	
Approach Delay		95.3			80.6			58.7			53.4	
Approach LOS		F			F			E			D	
Queue Length 50th (ft)	37	~758		158	673		~200	288		111	422	
Queue Length 95th (ft)	68	#901		#314	#831		#391	356		167	506	
Internal Link Dist (ft)		353			580			544			1054	
Turn Bay Length (ft)	100			180			200					
Base Capacity (vph)	166	1161		222	1348		254	1147		304	1108	
Starvation Cap Reductn	0	0		0	149		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	0.39	1.07		0.90	1.04		1.02	0.59		0.59	0.77	

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 7 (4%), Referenced to phase 4:EBWB and 8:EBWB, Start of 1st Green

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.07

Intersection Signal Delay: 74.4

Intersection LOS: E

Intersection Capacity Utilization 98.4%

ICU Level of Service F

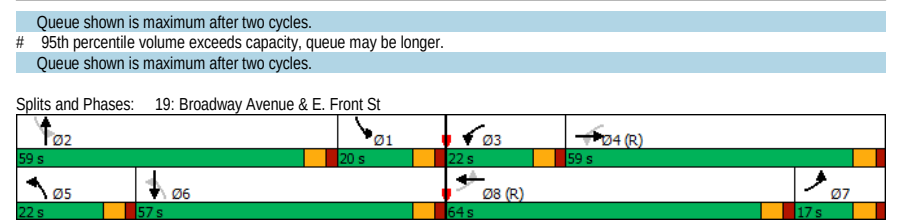
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario PM

19: Broadway Avenue & E. Front St



Tyler Downtown Study
Lanes, Volumes, Timings

2032 Two-Way + Broadway Reroute Scenario PM

20: Palace Ave & E. Front St

	↖	→	↗	↖	←	↖	↖	↑	↗	↗	↓	↖
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗		↖	↖↗		↖	↖↗	
Traffic Volume (vph)	83	653	35	65	961	214	67	472	24	162	483	84
Future Volume (vph)	83	653	35	65	961	214	67	472	24	162	483	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	245		0	100		0	130		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		0.992			0.973			0.993			0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3511	0	1770	3444	0	1770	3514	0	1770	3461	0
Flt Permitted	0.104			0.300			0.171			0.163		
Satd. Flow (perm)	194	3511	0	559	3444	0	319	3514	0	304	3461	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			24			3			12	
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		766			676			547			1568	
Travel Time (s)		13.1			11.5			10.7			30.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	90	710	38	71	1045	233	73	513	26	176	525	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	748	0	71	1278	0	73	539	0	176	616	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane	Yes			Yes			Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D,P+P	NA		D,P+P	NA		D,P+P	NA		D,P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8			4			6			2		

2032 Two-Way + Broadway Reroute Scenario PM Tyler Downtown Study 7:05 pm 01/23/2023 2032 Two-Way + Broadway Reroute Scenario PM

Tyler Downtown Study
Lanes, Volumes, Timings

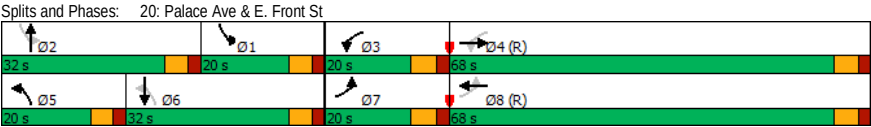
2032 Two-Way + Broadway Reroute Scenario PM

20: Palace Ave & E. Front St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	17.0	35.0		17.0	35.0		17.0	35.0		17.0	34.0	
Total Split (s)	20.0	68.0		20.0	68.0		20.0	32.0		20.0	32.0	
Total Split (%)	14.3%	48.6%		14.3%	48.6%		14.3%	22.9%		14.3%	22.9%	
Maximum Green (s)	13.9	61.9		13.9	61.9		14.3	26.3		14.3	26.3	
Yellow Time (s)	4.1	4.1		4.1	4.1		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1		6.1	6.1		5.7	5.7		5.7	5.7	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	3.0		2.5	3.0		2.5	3.0		2.5	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		10.0			10.0			10.0			10.0	
Flash Dont Walk (s)		16.0			16.0			16.0			16.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	78.8	73.7		80.0	70.4		38.8	24.8		37.6	30.9	
Actuated g/C Ratio	0.56	0.53		0.57	0.50		0.28	0.18		0.27	0.22	
v/c Ratio	0.44	0.40		0.19	0.73		0.40	0.86		0.82	0.80	
Control Delay	19.7	22.0		13.5	31.0		40.5	70.2		82.7	59.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	19.7	22.0		13.5	31.0		40.5	70.2		82.7	59.5	
LOS	B	C		B	C		D	E		F	E	
Approach Delay		21.8			30.1			66.7			64.6	
Approach LOS		C			C			E			E	
Queue Length 50th (ft)	34	226		27	482		46	248		119	274	
Queue Length 95th (ft)	60	287		50	606		86	318		#205	#380	
Internal Link Dist (ft)		686			596			467			1488	
Turn Bay Length (ft)	230			245			100			130		
Base Capacity (vph)	272	1850		457	1744		244	662		234	773	
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	0.33	0.40		0.16	0.73		0.30	0.81		0.75	0.80	
Intersection Summary												
Area Type:	Other											
Cycle Length:	140											
Actuated Cycle Length:	140											
Offset:	19 (14%), Referenced to phase 4:EBWB and 8:EBWB, Start of 1st Green											
Natural Cycle:	115											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.86											
Intersection Signal Delay:	42.0					Intersection LOS: D						
Intersection Capacity Utilization	80.4%					ICU Level of Service D						
Analysis Period (min)	15											
# 95th percentile volume exceeds capacity, queue may be longer.												

2032 Two-Way + Broadway Reroute Scenario PM Tyler Downtown Study 7:05 pm 01/23/2023 2032 Two-Way + Broadway Reroute Scenario PM

Queue shown is maximum after two cycles.



Tyler Downtown Study
HCM 6th TWSC

2032 Two-Way + Broadway Reroute Scenario AM
1: Bonner Ave & Ferguson St

Intersection												
Int Delay, s/veh	9.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	50	25	140	44	12	12	54	4	40	68	9
Future Vol, veh/h	10	50	25	140	44	12	12	54	4	40	68	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	64	32	177	56	15	15	68	5	51	86	11

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	71	0	0	96	0	0	572	531	80	561	540	64
Stage 1	-	-	-	-	-	-	106	106	-	418	418	-
Stage 2	-	-	-	-	-	-	466	425	-	143	122	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1529	-	-	1498	-	-	431	454	980	438	449	1000
Stage 1	-	-	-	-	-	-	900	807	-	612	591	-
Stage 2	-	-	-	-	-	-	577	586	-	860	795	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1529	-	-	1498	-	-	319	395	980	341	390	1000
Mov Cap-2 Maneuver	-	-	-	-	-	-	319	395	-	341	390	-
Stage 1	-	-	-	-	-	-	892	800	-	606	518	-
Stage 2	-	-	-	-	-	-	417	514	-	775	788	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	5.5	16.8	19.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	392	1529	-	-	1498	-	-	389
HCM Lane V/C Ratio	0.226	0.008	-	-	0.118	-	-	0.381
HCM Control Delay (s)	16.8	7.4	0	-	7.7	0	-	19.8
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.9	0	-	-	0.4	-	-	1.7

Tyler Downtown Study
HCM 6th TWSC

2032 Two-Way + Broadway Reroute Scenario AM
4: Bonner Ave & Erwin St

Intersection												
Int Delay, s/veh	9.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	145	7	2	38	2	7	50	7	65	210	31
Future Vol, veh/h	9	145	7	2	38	2	7	50	7	65	210	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	73	71	71	71	70	70	71	71	71	71	71
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	199	10	3	54	3	10	71	10	92	296	44

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	57	0	0	209	0	0	460	291	105	221	295	56
Stage 1	-	-	-	-	-	-	228	228	-	62	62	-
Stage 2	-	-	-	-	-	-	232	63	-	159	233	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.93	7.33	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1547	-	-	1360	-	-	498	619	930	725	616	1010
Stage 1	-	-	-	-	-	-	755	715	-	949	843	-
Stage 2	-	-	-	-	-	-	770	842	-	828	711	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1547	-	-	1360	-	-	292	612	930	648	609	1010
Mov Cap-2 Maneuver	-	-	-	-	-	-	292	612	-	648	609	-
Stage 1	-	-	-	-	-	-	748	709	-	940	841	-
Stage 2	-	-	-	-	-	-	477	840	-	730	705	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.4	12.2	15.6
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	292	638	1547	-	-	1360	-	-	648	642
HCM Lane V/C Ratio	0.034	0.127	0.008	-	-	0.002	-	-	0.141	0.529
HCM Control Delay (s)	17.8	11.5	7.3	-	-	7.7	0	-	11.5	16.7
HCM Lane LOS	C	B	A	-	-	A	A	-	B	C
HCM 95th %tile Q(veh)	0.1	0.4	0	-	-	0	-	-	0.5	3.1

Tyler Downtown Study
HCM 6th TWSC

2032 Two-Way + Broadway Reroute Scenario AM
6: Bonner Ave & Elm St

Intersection												
Int Delay, s/veh	9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑		↑	↑		↑	↑	
Traffic Vol, veh/h	13	34	7	10	37	11	7	44	14	42	173	11
Future Vol, veh/h	13	34	7	10	37	11	7	44	14	42	173	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	160	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	46	9	14	50	15	9	59	19	57	234	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	65	0	0	55	0	0	297	180	51	212	177	58
Stage 1	-	-	-	-	-	-	87	87	-	86	86	-
Stage 2	-	-	-	-	-	-	210	93	-	126	91	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1537	-	-	1550	-	-	655	714	1017	745	717	1008
Stage 1	-	-	-	-	-	-	921	823	-	922	824	-
Stage 2	-	-	-	-	-	-	792	818	-	878	820	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1537	-	-	1550	-	-	472	699	1017	673	702	1008
Mov Cap-2 Maneuver	-	-	-	-	-	-	472	699	-	673	702	-
Stage 1	-	-	-	-	-	-	910	813	-	911	817	-
Stage 2	-	-	-	-	-	-	552	811	-	789	810	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	1.3	10.6	12.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	472	756	1537	-	-	1550	-	-	673	715
HCM Lane V/C Ratio	0.02	0.104	0.011	-	-	0.009	-	-	0.084	0.348
HCM Control Delay (s)	12.8	10.3	7.4	-	-	7.3	-	-	10.8	12.7
HCM Lane LOS	B	B	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0.1	0.3	0	-	-	0	-	-	0.3	1.6

Tyler Downtown Study
HCM 6th TWSC

2032 Two-Way + Broadway Reroute Scenario AM
7: Bois D'Arc Ave & Ferguson St

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	99	6	11	95	19	94	61	10	4	29	14
Future Vol, veh/h	12	99	6	11	95	19	94	61	10	4	29	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	86	86	86	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	118	7	13	113	23	112	73	12	5	34	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	136	0	0	125	0	0	326	312	122	343	304	125
Stage 1	-	-	-	-	-	-	150	150	-	151	151	-
Stage 2	-	-	-	-	-	-	176	162	-	192	153	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1448	-	-	1462	-	-	627	603	929	611	609	926
Stage 1	-	-	-	-	-	-	853	773	-	851	772	-
Stage 2	-	-	-	-	-	-	826	764	-	810	771	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1448	-	-	1462	-	-	581	591	929	538	597	926
Mov Cap-2 Maneuver	-	-	-	-	-	-	581	591	-	538	597	-
Stage 1	-	-	-	-	-	-	844	765	-	842	764	-
Stage 2	-	-	-	-	-	-	768	756	-	717	763	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.7	13.9	10.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	598	1448	-	-	1462	-	-	676
HCM Lane V/C Ratio	0.328	0.01	-	-	0.009	-	-	0.074
HCM Control Delay (s)	13.9	7.5	0	-	7.5	0	-	10.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.4	0	-	-	0	-	-	0.2

Tyler Downtown Study
HCM 6th TWSC

2032 Two-Way + Broadway Reroute Scenario AM
10: Bois D'Arc Ave & Erwin St

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	119	3	8	88	14	20	127	17	8	49	18
Future Vol, veh/h	7	119	3	8	88	14	20	127	17	8	49	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	147	4	10	111	18	25	161	22	10	62	23
Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	129	0	0	151	0	0	350	316	149	399	309	120
Stage 1	-	-	-	-	-	-	167	167	-	140	140	-
Stage 2	-	-	-	-	-	-	183	149	-	259	169	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1457	-	-	1430	-	-	605	600	898	561	605	931
Stage 1	-	-	-	-	-	-	835	760	-	863	781	-
Stage 2	-	-	-	-	-	-	819	774	-	746	759	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1457	-	-	1430	-	-	537	591	898	428	596	931
Mov Cap-2 Maneuver	-	-	-	-	-	-	537	591	-	428	596	-
Stage 1	-	-	-	-	-	-	829	755	-	857	775	-
Stage 2	-	-	-	-	-	-	729	768	-	569	754	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	0.4		0.5		14		11.8					
HCM LOS					B		B					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	605	1457	-	-	1430	-	-	624				
HCM Lane V/C Ratio	0.343	0.006	-	-	0.007	-	-	0.152				
HCM Control Delay (s)	14	7.5	0	-	7.5	0	-	11.8				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	1.5	0	-	-	0	-	-	0.5				

Tyler Downtown Study
HCM 6th TWSC

2032 Two-Way + Broadway Reroute Scenario AM
11: Bois D'Arc Ave & Elm St

Intersection												
Int Delay, s/veh	9.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	86	12	7	27	43	29	122	73	13	27	10
Future Vol, veh/h	10	86	12	7	27	43	29	122	73	13	27	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	64	64	64	64	65	65	66	65	67	69	71	70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	134	19	11	42	66	44	188	109	19	38	14
Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	108	0	0	153	0	0	299	306	144	421	282	75
Stage 1	-	-	-	-	-	-	176	176	-	97	97	-
Stage 2	-	-	-	-	-	-	123	130	-	324	185	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1483	-	-	1428	-	-	653	608	903	543	627	986
Stage 1	-	-	-	-	-	-	826	753	-	910	815	-
Stage 2	-	-	-	-	-	-	881	789	-	688	747	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1483	-	-	1428	-	-	605	596	903	356	615	986
Mov Cap-2 Maneuver	-	-	-	-	-	-	605	596	-	356	615	-
Stage 1	-	-	-	-	-	-	817	745	-	900	808	-
Stage 2	-	-	-	-	-	-	821	783	-	448	739	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	0.7		0.7		15.8		12.5					
HCM LOS					C		B					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	670	1483	-	-	1428	-	-	551				
HCM Lane V/C Ratio	0.508	0.011	-	-	0.008	-	-	0.129				
HCM Control Delay (s)	15.8	7.5	-	-	7.5	-	-	12.5				
HCM Lane LOS	C	A	-	-	A	-	-	B				
HCM 95th %tile Q(veh)	2.9	0	-	-	0	-	-	0.4				

Tyler Downtown Study
HCM 6th TWSC

2032 Two-Way + Broadway Reroute Scenario AM
13: N College Ave & Ferguson St

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔↔↔↔↔↔↔↔↔↔											
Traffic Vol, veh/h	63	112	12	34	131	0	38	21	9	44	3	2
Future Vol, veh/h	63	112	12	34	131	0	38	21	9	44	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	115	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	68	122	13	37	142	0	41	23	10	48	3	2
Major/Minor	Major1	Major2		Minor1		Minor2						
Conflicting Flow All	142	0	0	135	0	0	484	481	129	497	487	142
Stage 1	-	-	-	-	-	-	265	265	-	216	216	-
Stage 2	-	-	-	-	-	-	219	216	-	281	271	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1441	-	-	1449	-	-	493	485	921	483	481	906
Stage 1	-	-	-	-	-	-	740	689	-	786	724	-
Stage 2	-	-	-	-	-	-	783	724	-	726	685	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1441	-	-	1449	-	-	460	447	921	432	443	906
Mov Cap-2 Maneuver	-	-	-	-	-	-	460	447	-	432	443	-
Stage 1	-	-	-	-	-	-	702	654	-	746	704	-
Stage 2	-	-	-	-	-	-	756	704	-	658	650	-
Approach	EB	WB		NB		SB						
HCM Control Delay, s	2.6	1.6		13		14.3						
HCM LOS				B		B						
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	460	529	1441	-	-	1449	-	-	442			
HCM Lane V/C Ratio	0.09	0.062	0.048	-	-	0.026	-	-	0.12			
HCM Control Delay (s)	13.6	12.3	7.6	0	-	7.5	0	-	14.3			
HCM Lane LOS	B	B	A	A	-	A	A	-	B			
HCM 95th %ile Q(veh)	0.3	0.2	0.1	-	-	0.1	-	-	0.4			

Tyler Downtown Study
HCM 6th TWSC

2032 Two-Way + Broadway Reroute Scenario AM
15: N College Ave & Erwin St

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔↔↔↔↔↔↔↔↔↔											
Traffic Vol, veh/h	63	127	8	28	125	0	42	23	10	32	20	0
Future Vol, veh/h	63	127	8	28	125	0	42	23	10	32	20	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	71	143	9	31	140	0	47	26	11	36	22	0
Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	140	0	0	152	0	0	503	492	148	510	496	140
Stage 1	-	-	-	-	-	-	290	290	-	202	202	-
Stage 2	-	-	-	-	-	-	213	202	-	308	294	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1443	-	-	1429	-	-	479	478	899	474	475	908
Stage 1	-	-	-	-	-	-	718	672	-	800	734	-
Stage 2	-	-	-	-	-	-	789	734	-	702	670	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1443	-	-	1429	-	-	433	441	899	421	438	908
Mov Cap-2 Maneuver	-	-	-	-	-	-	433	441	-	421	438	-
Stage 1	-	-	-	-	-	-	679	636	-	757	716	-
Stage 2	-	-	-	-	-	-	746	716	-	629	634	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	2.4		1.4		14.4		14.1					
HCM LOS					B		B					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2			
Capacity (veh/h)	468	1443	-	-	1429	-	-	421	438			
HCM Lane V/C Ratio	0.18	0.049	-	-	0.022	-	-	0.085	0.051			
HCM Control Delay (s)	14.4	7.6	0	-	7.6	0	-	14.3	13.7			
HCM Lane LOS	B	A	A	-	A	A	-	B	B			
HCM 95th %tile Q(veh)	0.7	0.2	-	-	0.1	-	-	0.3	0.2			

Tyler Downtown Study
HCM 6th TWSC

2032 Two-Way + Broadway Reroute Scenario AM
16: N College Ave & Elm St

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑		↑			↔		↑	↑	
Traffic Vol, veh/h	19	141	59	72	49	19	3	38	13	7	38	9
Future Vol, veh/h	19	141	59	72	49	19	3	38	13	7	38	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	65	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	214	89	109	74	29	5	58	20	11	58	14
Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	103	0	0	303	0	0	615	593	214	663	668	89
Stage 1	-	-	-	-	-	-	272	272	-	307	307	-
Stage 2	-	-	-	-	-	-	343	321	-	356	361	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1489	-	-	1258	-	-	403	418	826	375	379	969
Stage 1	-	-	-	-	-	-	734	685	-	703	661	-
Stage 2	-	-	-	-	-	-	672	652	-	661	626	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1489	-	-	1258	-	-	315	370	826	294	336	969
Mov Cap-2 Maneuver	-	-	-	-	-	-	315	370	-	294	336	-
Stage 1	-	-	-	-	-	-	716	669	-	686	600	-
Stage 2	-	-	-	-	-	-	543	592	-	575	611	-
Approach	EB	WB			NB			SB				
HCM Control Delay, s	0.6	4.2			15.6			16.7				
HCM LOS					C			C				
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2			
Capacity (veh/h)	422	1489	-	-	1258	-	-	294	384			
HCM Lane V/C Ratio	0.197	0.019	-	-	0.087	-	-	0.037	0.188			
HCM Control Delay (s)	15.6	7.5	-	-	8.1	0	-	17.7	16.5			
HCM Lane LOS	C	A	-	-	A	A	-	C	C			
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0.3	-	-	0.1	0.7			

Tyler Downtown Study
HCM 6th TWSC

2032 Two-Way + Broadway Reroute Scenario PM
1: Bonner Ave & Ferguson St

Intersection												
Int Delay, s/veh	7.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	77	43	97	91	6	8	56	6	24	76	8
Future Vol, veh/h	19	77	43	97	91	6	8	56	6	24	76	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	94	52	118	111	7	10	68	7	29	93	10

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	118	0	0	146	0	0	568	520	120	555	543	115
Stage 1	-	-	-	-	-	-	166	166	-	351	351	-
Stage 2	-	-	-	-	-	-	402	354	-	204	192	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1470	-	-	1436	-	-	434	461	931	442	447	937
Stage 1	-	-	-	-	-	-	836	761	-	666	632	-
Stage 2	-	-	-	-	-	-	625	630	-	798	742	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1470	-	-	1436	-	-	326	413	931	353	401	937
Mov Cap-2 Maneuver	-	-	-	-	-	-	326	413	-	353	401	-
Stage 1	-	-	-	-	-	-	822	748	-	655	576	-
Stage 2	-	-	-	-	-	-	473	575	-	707	729	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	3.9	15.7	18.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	420	1470	-	-	1436	-	-	406
HCM Lane V/C Ratio	0.203	0.016	-	-	0.082	-	-	0.324
HCM Control Delay (s)	15.7	7.5	0	-	7.7	0	-	18.1
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.8	0	-	-	0.3	-	-	1.4

Tyler Downtown Study
HCM 6th TWSC

2032 Two-Way + Broadway Reroute Scenario PM
4: Bonner Ave & Erwin St

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	153	15	6	65	1	21	51	9	41	91	88
Future Vol, veh/h	13	153	15	6	65	1	21	51	9	41	91	88
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	189	19	8	81	1	26	64	11	51	114	110

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	82	0	0	208	0	0	441	329	104	257	338	82
Stage 1	-	-	-	-	-	-	231	231	-	98	98	-
Stage 2	-	-	-	-	-	-	210	98	-	159	240	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.93	7.33	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1514	-	-	1362	-	-	513	589	931	686	582	977
Stage 1	-	-	-	-	-	-	752	713	-	908	813	-
Stage 2	-	-	-	-	-	-	791	813	-	828	706	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1514	-	-	1362	-	-	381	578	931	612	572	977
Mov Cap-2 Maneuver	-	-	-	-	-	-	381	578	-	612	572	-
Stage 1	-	-	-	-	-	-	743	704	-	897	808	-
Stage 2	-	-	-	-	-	-	600	808	-	735	698	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.6	12.6	12.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	381	613	1514	-	-	1362	-	-	612	718
HCM Lane V/C Ratio	0.069	0.122	0.011	-	-	0.006	-	-	0.084	0.312
HCM Control Delay (s)	15.1	11.7	7.4	-	-	7.7	0	-	11.4	12.3
HCM Lane LOS	C	B	A	-	-	A	A	-	B	B
HCM 95th %tile Q(veh)	0.2	0.4	0	-	-	0	-	-	0.3	1.3

Tyler Downtown Study
HCM 6th AWSC

2032 Two-Way + Broadway Reroute Scenario PM
6: Bonner Ave & Elm St

Intersection												
Intersection Delay, s/veh	8.8											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑		↑	↑		↑	↑	
Traffic Vol, veh/h	14	53	11	17	113	15	15	50	19	17	80	10
Future Vol, veh/h	14	53	11	17	113	15	15	50	19	17	80	10
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	65	14	21	140	19	19	62	23	21	99	12
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	8.4	9	8.6	9
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	18%	12%	100%	0%
Vol Thru, %	0%	72%	68%	78%	0%	89%
Vol Right, %	0%	28%	14%	10%	0%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	69	78	145	17	90
LT Vol	15	0	14	17	17	0
Through Vol	0	50	53	113	0	80
RT Vol	0	19	11	15	0	10
Lane Flow Rate	19	85	96	179	21	111
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.03	0.121	0.126	0.23	0.034	0.161
Departure Headway (Hd)	5.832	5.134	4.706	4.617	5.799	5.217
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	612	696	760	777	616	686
Service Time	3.581	2.882	2.746	2.65	3.546	2.963
HCM Lane V/C Ratio	0.031	0.122	0.126	0.23	0.034	0.162
HCM Control Delay	8.8	8.6	8.4	9	8.8	9
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.4	0.4	0.9	0.1	0.6

Tyler Downtown Study
HCM 6th AWSC

2032 Two-Way + Broadway Reroute Scenario PM
7: Bois D'Arc Ave & Ferguson St

Intersection												
Intersection Delay, s/veh	8.7											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Vol, veh/h	9	103	8	23	87	8	10	85	8	15	60	3
Future Vol, veh/h	9	103	8	23	87	8	10	85	8	15	60	3
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.83	0.83	0.83	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	126	10	28	106	10	12	104	10	18	72	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	8.7	8.7	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	7%	19%	19%
Vol Thru, %	83%	86%	74%	77%
Vol Right, %	8%	7%	7%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	103	120	118	78
LT Vol	10	9	23	15
Through Vol	85	103	87	60
RT Vol	8	8	8	3
Lane Flow Rate	125	146	144	94
Geometry Grp	1	1	1	1
Degree of Util (X)	0.164	0.187	0.185	0.125
Departure Headway (Hd)	4.704	4.607	4.632	4.785
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	762	777	773	748
Service Time	2.741	2.642	2.668	2.824
HCM Lane V/C Ratio	0.164	0.188	0.186	0.126
HCM Control Delay	8.7	8.7	8.7	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.7	0.7	0.4

Tyler Downtown Study
HCM 6th AWSC

2032 Two-Way + Broadway Reroute Scenario PM
10: Bois D'Arc Ave & Erwin St

Intersection												
Intersection Delay, s/veh 8.6												
Intersection LOS A												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	4	84	4	17	98	6	10	75	12	25	71	22
Future Vol, veh/h	4	84	4	17	98	6	10	75	12	25	71	22
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	98	5	20	114	7	12	88	14	29	84	26
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	8.7	8.5	8.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	4%	14%	21%
Vol Thru, %	77%	91%	81%	60%
Vol Right, %	12%	4%	5%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	97	92	121	118
LT Vol	10	4	17	25
Through Vol	75	84	98	71
RT Vol	12	4	6	22
Lane Flow Rate	114	107	141	139
Geometry Grp	1	1	1	1
Degree of Util (X)	0.147	0.139	0.182	0.177
Departure Headway (Hd)	4.633	4.678	4.654	4.588
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	773	765	770	782
Service Time	2.668	2.716	2.688	2.622
HCM Lane V/C Ratio	0.147	0.14	0.183	0.178
HCM Control Delay	8.5	8.5	8.7	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.5	0.7	0.6

Tyler Downtown Study
HCM 6th AWSC

2032 Two-Way + Broadway Reroute Scenario PM
11: Bois D'Arc Ave & Elm St

Intersection												
Intersection Delay, s/veh 10												
Intersection LOS A												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔			↔			↔	
Traffic Vol, veh/h	4	66	19	21	98	19	43	73	72	23	47	12
Future Vol, veh/h	4	66	19	21	98	19	43	73	72	23	47	12
Peak Hour Factor	0.69	0.69	0.69	0.69	0.70	0.70	0.70	0.71	0.72	0.72	0.72	0.72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	96	28	30	140	27	61	104	101	32	65	17
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	9.7	10.1	10.5	9.2
HCM LOS	A	B	B	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	23%	100%	0%	100%	0%	28%
Vol Thru, %	39%	0%	78%	0%	84%	57%
Vol Right, %	38%	0%	22%	0%	16%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	188	4	85	21	117	82
LT Vol	43	4	0	21	0	23
Through Vol	73	0	66	0	98	47
RT Vol	72	0	19	0	19	12
Lane Flow Rate	267	6	123	30	167	114
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.353	0.01	0.193	0.052	0.255	0.162
Departure Headway (Hd)	4.762	6.304	5.639	6.111	5.49	5.109
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	748	571	641	580	647	694
Service Time	2.839	4.004	3.339	3.91	3.289	3.207
HCM Lane V/C Ratio	0.357	0.011	0.192	0.052	0.258	0.164
HCM Control Delay	10.5	9.1	9.7	9.3	10.2	9.2
HCM Lane LOS	B	A	A	A	B	A
HCM 95th-tile Q	1.6	0	0.7	0.2	1	0.6

Tyler Downtown Study
HCM 6th AWSC

2032 Two-Way + Broadway Reroute Scenario PM
13: N College Ave & Ferguson St

Intersection												
Intersection Delay, s/veh 9.2												
Intersection LOS A												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↔			↔		
Traffic Vol, veh/h	52	119	9	36	117	2	27	20	7	24	9	2
Future Vol, veh/h	52	119	9	36	117	2	27	20	7	24	9	2
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	68	155	12	47	152	3	35	26	9	31	12	3
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0
Approach	EB		WB		NB		SB					
Opposing Approach	WB		EB		SB		NB					
Opposing Lanes	1		1		1		2					
Conflicting Approach Left SB			NB		EB		WB					
Conflicting Lanes Left	1		2		1		1					
Conflicting Approach Right NB			SB		WB		EB					
Conflicting Lanes Right	2		1		1		1					
HCM Control Delay	9.4		9.1		8.8		8.7					
HCM LOS	A		A		A		A					

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	29%	23%	69%
Vol Thru, %	0%	74%	66%	75%	26%
Vol Right, %	0%	26%	5%	1%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	27	180	155	35
LT Vol	27	0	52	36	24
Through Vol	0	20	119	117	9
RT Vol	0	7	9	2	2
Lane Flow Rate	35	35	234	201	45
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.059	0.053	0.292	0.254	0.066
Departure Headway (Hd)	6.08	5.392	4.502	4.547	5.241
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	588	662	799	789	681
Service Time	3.827	3.138	2.529	2.575	3.289
HCM Lane V/C Ratio	0.06	0.053	0.293	0.255	0.066
HCM Control Delay	9.2	8.4	9.4	9.1	8.7
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.2	1.2	1	0.2

Tyler Downtown Study
HCM 6th AWSC

2032 Two-Way + Broadway Reroute Scenario PM
15: N College Ave & Erwin St

Intersection												
Intersection Delay, s/veh 9												
Intersection LOS A												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↔			↔		
Traffic Vol, veh/h	52	92	6	29	129	1	29	22	8	18	22	0
Future Vol, veh/h	52	92	6	29	129	1	29	22	8	18	22	0
Peak Hour Factor	0.80	0.80	0.79	0.79	0.79	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	65	115	8	37	163	1	37	28	10	23	28	0
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	0
Approach	EB		WB		NB		SB					
Opposing Approach	WB		EB		SB		NB					
Opposing Lanes	1		1		2		1					
Conflicting Approach Left SB			NB		EB		WB					
Conflicting Lanes Left	2		1		1		1					
Conflicting Approach Right NB			SB		WB		EB					
Conflicting Lanes Right	1		2		1		1					
HCM Control Delay	9		9.1		8.7		8.7					
HCM LOS	A		A		A		A					

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	49%	35%	18%	100%	0%
Vol Thru, %	37%	61%	81%	0%	100%
Vol Right, %	14%	4%	1%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	59	150	159	18	22
LT Vol	29	52	29	18	0
Through Vol	22	92	129	0	22
RT Vol	8	6	1	0	0
Lane Flow Rate	76	188	201	23	28
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.106	0.237	0.252	0.039	0.043
Departure Headway (Hd)	5.022	4.539	4.513	6.014	5.51
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	712	792	795	595	649
Service Time	3.064	2.568	2.542	3.757	3.253
HCM Lane V/C Ratio	0.107	0.237	0.253	0.039	0.043
HCM Control Delay	8.7	9	9.1	9	8.5
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.4	0.9	1	0.1	0.1

Tyler Downtown Study
HCM 6th AWSC

2032 Two-Way + Broadway Reroute Scenario PM
16: N College Ave & Elm St

Intersection												
Intersection Delay, s/veh 11												
Intersection LOS B												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑		↑			↕		↑	↑	
Traffic Vol, veh/h	14	128	33	45	82	14	25	29	71	17	34	31
Future Vol, veh/h	14	128	33	45	82	14	25	29	71	17	34	31
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.67	0.67	0.67	0.67	0.67	0.67	0.67
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	188	49	66	121	21	37	43	106	25	51	46
Number of Lanes	0	1	1	0	1	0	0	1	0	1	1	0
Approach	EB		WB		NB		SB					
Opposing Approach	WB		EB		SB		NB					
Opposing Lanes	1		2		2		1					
Conflicting Approach Left SB			NB		EB		WB					
Conflicting Lanes Left	2		1		2		1					
Conflicting Approach Right NB			SB		WB		EB					
Conflicting Lanes Right	1		2		1		2					
HCM Control Delay	10.8		11.9		11.3		9.6					
HCM LOS	B		B		B		A					

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	20%	10%	0%	32%	100%	0%
Vol Thru, %	23%	90%	0%	58%	0%	52%
Vol Right, %	57%	0%	100%	10%	0%	48%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	125	142	33	141	17	65
LT Vol	25	14	0	45	17	0
Through Vol	29	128	0	82	0	34
RT Vol	71	0	33	14	0	31
Lane Flow Rate	187	209	49	208	25	97
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	0.299	0.336	0.068	0.338	0.047	0.157
Departure Headway (Hd)	5.77	5.796	5.039	5.863	6.66	5.814
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	623	620	711	615	538	617
Service Time	3.804	3.525	2.767	3.894	4.396	3.55
HCM Lane V/C Ratio	0.3	0.337	0.069	0.338	0.046	0.157
HCM Control Delay	11.3	11.4	8.1	11.9	9.7	9.6
HCM Lane LOS	B	B	A	B	A	A
HCM 95th-tile Q	1.3	1.5	0.2	1.5	0.1	0.6