WEBSTER

WEbster Based Signal Timing Evaluation Routine

For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

Existing Traffic with Existing Lane Geometrics

Cedar Ave @ Bloomington Ave | **San Bernardino County** | **AM Peak Hour**

Input

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	T	R	*L*	T	R	L	*T*	R	*L*	T	R
Movement 1: 12 secs				X		X						
Movement 2: 20 secs								X			X	
Movement 3: 10 secs										X	X	
Movement 4: 0 secs												
Movement 5: 0 secs												
Movement 6: 0 secs												
# of Lanes (#, S, P)				2		1		2		1	2	
Unadjusted Volume				418		99		670		142	778	
Peak Hour Factor (PHF)				0.98		0.98		1.00		0.86	0.86	
Growth Factor (%)												
Project Trip Volume (vph)												
Sat. Flow Override (vph)												
Min. Time or Ped. Time				10		20		20		10	20	
Permissive Veh/Cycle												
Progression Adj. Factor (PAF)				1.00		1.00		1.00		1.00	1.00	

Parameter Values (using default set 'SANBAG (Existing)')

	Other	Default
Duration of Peak Period (min)		15
Lost Time (sec)		2
Min. Time (Left Turns, sec)		10
Min/Ped Time (Thru Lanes, sec)		20
Sat Flow (1 Left lane, vphg)	1700	1800
Sat Flow (2 Left lanes, vphg)	3200	3500
Sat Flow (1 Thru lane, vphg)	1800	1900
Sat Flow (1 Right lane, vphg)		1800
Vehicle Length (feet)		20

Output

				***				***		***		
Pk. Hr. Vol. (vph)				427		101		670		165	905	
Saturation Flow (vph)				3200		1800		3600		1700	3600	
X or V/C				0.56		0.24		0.43		0.51	0.38	
Effective green (sec)				10		10		18		8	28	
Split Time (sec)				12		12		20		10	30	
Min. Time or Ped. Time (sec)				10		20		20		10	20	
Delay - 15 min pk (sec/veh)				17		14		9		21	4	
Level of Service (LOS)				B		B		A		C+	A	
Average 'Q' (veh/ln)				2		1		2		2	2	
Design 'Q'- ft/ln				60		40		60		60	60	
Do Vehicles Clear?				YES		YES		YES		YES	YES	

Summary

Whole Intersection

Weighted Avg Delay (sec) = 10
Level of Service - LOS = A

Critical Movements

Weighted Avg Delay (sec) = 13
Level of Service - LOS = B
Intersection Capacity Utilization - ICU = 0.49

Required Cycle Length is 42 sec

Min./Ped. Times May Not Be Satisfied

WEBSTER

WEbster Based Signal Timing Evaluation Routine

For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

Existing Traffic with Existing Lane Geometrics

Cedar Ave @ Bloomington Ave | **San Bernardino County** | **PM Peak Hour**

Input

Movement Times	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	*L*	T	R	L	*T*	R	*L*	T	R
Movement 1: 10 secs				X		X						
Movement 2: 27 secs								X			X	
Movement 3: 10 secs										X	X	
Movement 4: 0 secs												
Movement 5: 0 secs												
Movement 6: 0 secs												
# of Lanes (#, S, P)				2		1		2		1	2	
Unadjusted Volume				316		54		1042		84	700	
Peak Hour Factor (PHF)				1.00		1.00		0.86		0.94	0.94	
Growth Factor (%)												
Project Trip Volume (vph)												
Sat. Flow Override (vph)												
Min. Time or Ped. Time				10		20		20		10	20	
Permissive Veh/Cycle												
Progression Adj. Factor (PAF)				1.00		1.00		1.00		1.00	1.00	

Parameter Values (using default set 'SANBAG (Existing)')

	Other	Default
Duration of Peak Period (min)		15
Lost Time (sec)		2
Min. Time (Left Turns, sec)		10
Min/Ped Time (Thru Lanes, sec)		20
Sat Flow (1 Left lane, vphg)	1700	1800
Sat Flow (2 Left lanes, vphg)	3200	3500
Sat Flow (1 Thru lane, vphg)	1800	1900
Sat Flow (1 Right lane, vphg)		1800
Vehicle Length (feet)		20

Output

				***				***		***		
Pk. Hr. Vol. (vph)				316		54		1212		89	745	
Saturation Flow (vph)				3200		1800		3600		1700	3600	
X or V/C				0.58		0.18		0.63		0.31	0.28	
Effective green (sec)				8		8		25		8	35	
Split Time (sec)				10		10		27		10	37	
Min. Time or Ped. Time (sec)				10		20		20		10	20	
Delay - 15 min pk (sec/veh)				22		18		9		20	2	
Level of Service (LOS)				C+		B		A		B	A	
Average 'Q' (veh/ln)				2		1		4		1	1	
Design 'Q'- ft/ln				60		40		120		40	40	
Do Vehicles Clear?				YES		YES		YES		YES	YES	

Summary

Whole Intersection

Weighted Avg Delay (sec) = 9
Level of Service - LOS = A

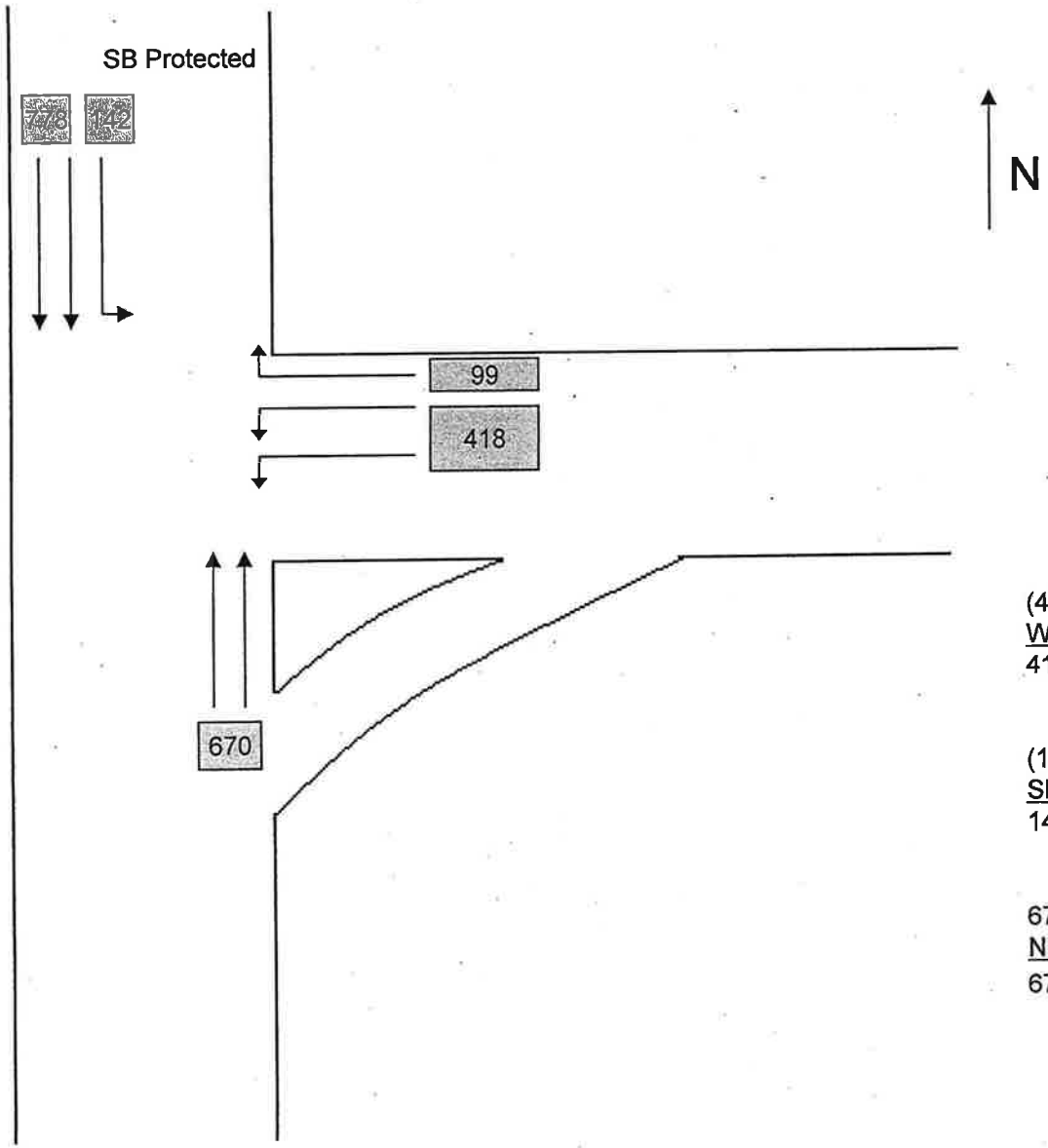
Critical Movements

Weighted Avg Delay (sec) = 12
Level of Service - LOS = B
Intersection Capacity Utilization - ICU = 0.56

Required Cycle Length is 47 sec

Min./Ped. Times May Not Be Satisfied

CEDAR AVE. @ BLOOOMONGTON AVE.



(418+99)/(4*132) = 0.98

WB(L)	WB(R)
418/0.98 = 427	99/0.98 = 101

(142+778)/(4*268) = 0.86

SB(L)	SB(T)
142/0.98 = 165	778/0.98 = 905

670/(4*138) = 1

NB(T)

670/1 = 670

A.M.

SAN BERNARDINO COUNTY
PUBLIC WORKS

LOCATION: CEDAR AVE @ BLOOMINGTON (continue)
DATE: 5/7/2008

	LANES	SB LEFT	PCE'S	SB THRU	PCE'S	SB RIGHT	PCE'S	NB LEFT	PCE'S	NB THRU	PCE'S	NB RIGHT	PCE'S	
7:00	CARS	26	26	195	195	0	0	0	0	142	142	0	0	
	2-AXLE	0	0	0	0	0	0	0	0	12	18	0	0	
	3-AXLE	0	0	2	4	0	0	0	0	3	6	0	0	
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0	
	5-AXLE +	0	0	3	9	0	0	0	0	8	24	0	0	
		26										138		536.5
7:15	CARS	49	49	201	201	0	0	0	0	126	126	0	0	
	2-AXLE	0	0	4	6	0	0	0	0	2	3	0	0	
	3-AXLE	0	0	3	6	0	0	0	0	0	0	0	0	
	4-AXLE	0	0	2	6	0	0	0	0	0	0	0	0	
	5-AXLE +	0	0	0	0	0	0	0	0	3	9	0	0	
														538
7:30	CARS	35	35	143	143	0	0	0	0	136	136	0	0	
	2-AXLE	0	0	5	7.5	0	0	0	0	2	3	0	0	
	3-AXLE	0	0	2	4	0	0	0	0	0	0	0	0	
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0	
	5-AXLE +	0	0	2	6	0	0	0	0	1	3	0	0	
														502.5
7:45	CARS	32	32	164	164	0	0	0	0	147	147	0	0	
	2-AXLE	0	0	2	3	0	0	0	0	5	7.5	0	0	
	3-AXLE	0	0	1	2	0	0	0	0	3	6	0	0	
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0	
	5-AXLE +	0	0	7	21	0	0	0	0	13	39	0	0	
														528.5
TOTAL		142	142	736	777.5	0	0	0	0	603	669.5	0	0	

MOVEMENT TOTALS

	LANES	SB LEFT	PCE'S	SB THRU	PCE'S	SB RIGHT	PCE'S	NB LEFT	PCE'S	NB THRU	PCE'S	NB RIGHT	PCE'S
	CARS	142	142	703	703	0	0	0	0	551	551	0	0
	2-AXLE	0	0	11	16.5	0	0	0	0	21	31.5	0	0
	3-AXLE	0	0	8	16	0	0	0	0	6	12	0	0
	4-AXLE	0	0	2	6	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	12	36	0	0	0	0	25	75	0	0
TOTAL		142	142	736	777.5	0	0	0	0	603	669.5	0	0

	LANES	SB LEFT	PCE'S	SB THRU	PCE'S	SB RIGHT	PCE'S	NB LEFT	PCE'S	NB THRU	PCE'S	NB RIGHT	PCE'S	
8:00	CARS	14	14	162	162	0	0	0	0	138	138	0	0	
	2-AXLE	0	0	4	6	0	0	0	0	8	12	0	0	
	3-AXLE	0	0	2	4	0	0	0	0	1	2	0	0	
	4-AXLE	0	0	1	3	0	0	0	0	0	0	0	0	
	5-AXLE +	0	0	3	9	0	0	0	0	5	15	0	0	
														495.5
8:15	CARS	14	14	160	160	0	0	0	0	123	123	0	0	
	2-AXLE	0	0	4	6	0	0	0	0	3	4.5	0	0	
	3-AXLE	0	0	1	2	0	0	0	0	1	2	0	0	
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0	
	5-AXLE +	0	0	8	24	0	0	0	0	5	15	0	0	
														453
8:30	CARS	9	9	169	169	0	0	0	0	110	110	0	0	
	2-AXLE	0	0	8	12	0	0	0	0	4	6	0	0	
	3-AXLE	0	0	6	12	0	0	0	0	2	4	0	0	
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0	
	5-AXLE +	0	0	3	9	0	0	0	0	7	21	0	0	
														480.5
8:45	CARS	12	12	179	179	0	0	0	0	115	115	0	0	
	2-AXLE	0	0	3	4.5	0	0	0	0	6	9	0	0	
	3-AXLE	0	0	4	8	0	0	0	0	0	0	0	0	
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0	
	5-AXLE +	0	0	5	15	0	0	0	0	1	3	0	0	
														445
TOTAL		49	49	722	784.5	0	0	0	0	529	579.5	0	0	

MOVEMENT TOTALS

	LANES	SB LEFT	PCE'S	SB THRU	PCE'S	SB RIGHT	PCE'S	NB LEFT	PCE'S	NB THRU	PCE'S	NB RIGHT	PCE'S
	CARS	49	49	670	670	0	0	0	0	486	486	0	0
	2-AXLE	0	0	19	28.5	0	0	0	0	21	31.5	0	0
	3-AXLE	0	0	13	26	0	0	0	0	4	8	0	0
	4-AXLE	0	0	1	3	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	19	57	0	0	0	0	18	54	0	0
TOTAL		49	49	722	784.5	0	0	0	0	529	579.5	0	0

CONVERSION FACTORS FOR PCE'S:	=	CARS 1
		2-AXLE 1.5
		3-AXLE 2
		4-AXLE 3
		5-AXLE + 3

SAN BERNARDINO COUNTY
PUBLIC WORKS

LOCATION: CEDAR AVE @ BLOOMINGTON AVE
DATE: 5/7/2008

	LANES	EB LEFT	PCE'S	EB THRU	PCE'S	EB RIGHT	PCE'S	WB LEFT	PCE'S	WB THRU	PCE'S	WB RIGHT	PCE'S
7:00	CARS	0	0	0	0	0	0	96	96	0	0	9	9
	2-AXLE	0	0	0	0	0	0	1	1.5	0	0	2	3
	3-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	1	3	0	0	0	0
7:15	CARS	0	0	0	0	0	0	107	107	0	0	25	25
	2-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	3-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	0	0	0	0	0	0
7:30	CARS	0	0	0	0	0	0	118	118	0	0	47	47
	2-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	3-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	0	0	0	0	0	0
7:45	CARS	0	0	0	0	0	0	81	81	0	0	12	12
	2-AXLE	0	0	0	0	0	0	4	6	0	0	0	0
	3-AXLE	0	0	0	0	0	0	1	2	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	1	3
	5-AXLE +	0	0	0	0	0	0	1	3	0	0	0	0
TOTAL		0	0	0	0	0	0	410	417.5	0	0	96	99

MOVEMENT TOTALS

	LANES	EB LEFT	PCE'S	EB THRU	PCE'S	EB RIGHT	PCE'S	WB LEFT	PCE'S	WB THRU	PCE'S	WB RIGHT	PCE'S
	CARS	0	0	0	0	0	0	402	402	0	0	93	93
	2-AXLE	0	0	0	0	0	0	5	7.5	0	0	2	3
	3-AXLE	0	0	0	0	0	0	1	2	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	1	3
	5-AXLE +	0	0	0	0	0	0	2	6	0	0	0	0
TOTAL		0	0	0	0	0	0	410	417.5	0	0	96	99

	LANES	EB LEFT	PCE'S	EB THRU	PCE'S	EB RIGHT	PCE'S	WB LEFT	PCE'S	WB THRU	PCE'S	WB RIGHT	PCE'S
8:00	CARS	0	0	0	0	0	0	114	114	0	0	12	12
	2-AXLE	0	0	0	0	0	0	2	3	0	0	1	1.5
	3-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	0	0	0	0	0	0
8:15	CARS	0	0	0	0	0	0	87	87	0	0	8	8
	2-AXLE	0	0	0	0	0	0	1	1.5	0	0	0	0
	3-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	2	6	0	0	0	0
8:30	CARS	0	0	0	0	0	0	120	120	0	0	4	4
	2-AXLE	0	0	0	0	0	0	3	4.5	0	0	0	0
	3-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	0	0	0	0	0	0
8:45	CARS	0	0	0	0	0	0	91	91	0	0	4	4
	2-AXLE	0	0	0	0	0	0	1	1.5	0	0	0	0
	3-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	1	3	0	0	0	0
TOTAL		0	0	0	0	0	0	422	431.5	0	0	29	29.5

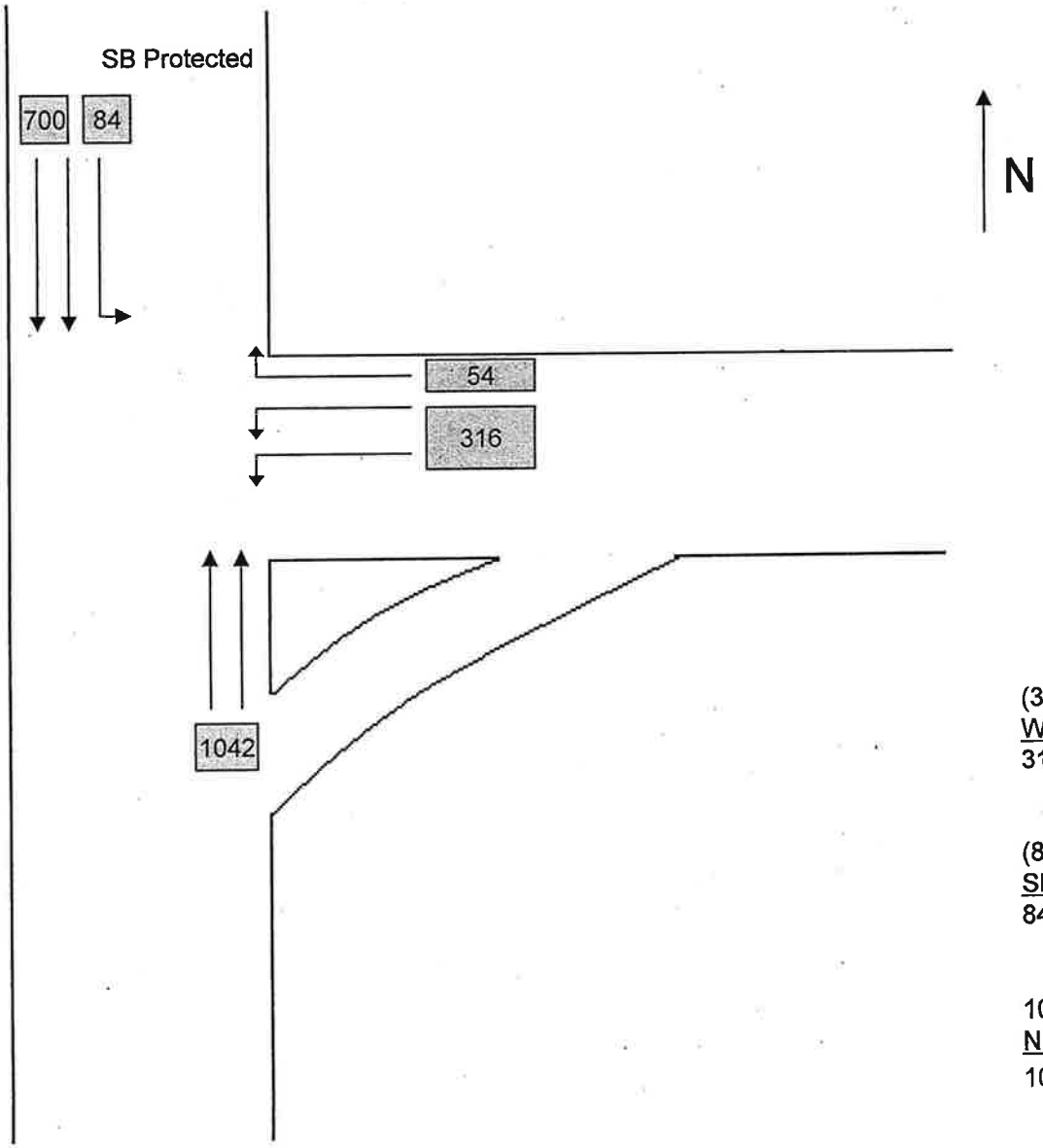
MOVEMENT TOTALS

	LANES	EB LEFT	PCE'S	EB THRU	PCE'S	EB RIGHT	PCE'S	WB LEFT	PCE'S	WB THRU	PCE'S	WB RIGHT	PCE'S
	CARS	0	0	0	0	0	0	412	412	0	0	28	28
	2-AXLE	0	0	0	0	0	0	7	10.5	0	0	1	1.5
	3-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	3	9	0	0	0	0
TOTAL		0	0	0	0	0	0	422	431.5	0	0	29	29.5

		CARS	1
		2-AXLE	1.5
CONVERSION FACTORS FOR PCE'S:	=	3-AXLE	2
		4-AXLE	3
		5-AXLE +	3

32

CEDAR AVE. @ BLOOOMONGTON AVE.



(316+54)/(4*88.5) = 1

WB(L)	WB(R)
316/1 = 316	54/1 = 54

(84+700)/(4*209) = 0.94

SB(L)	SB(T)
84/0.94 = 89	700/0.94 = 745

1042/(4*303) = 0.86

NB(T)

1042/0.86 = 1212

P.M.

SAN BERNARDINO COUNTY
PUBLIC WORKS

LOCATION: CEDAR AVE @ BLOOMINGTON AVE
DATE: 5/7/2008

	LANES	EB LEFT	PCE'S	EB THRU	PCE'S	EB RIGHT	PCE'S	WB LEFT	PCE'S	WB THRU	PCE'S	WB RIGHT	PCE'S
16:00	CARS	0	0	0	0	0	0	73	73	0	0	14	14
	2-AXLE	0	0	0	0	0	0	1	1.5	0	0	0	0
	3-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	0	0	0	0	0	0
16:15	CARS	0	0	0	0	0	0	81	81	0	0	14	14
	2-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	3-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	2	6	0	0	0	0
16:30	CARS	0	0	0	0	0	0	85	85	0	0	12	12
	2-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	3-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	0	0	0	0	0	0
16:45	CARS	0	0	0	0	0	0	68	68	0	0	14	14
	2-AXLE	0	0	0	0	0	0	1	1.5	0	0	0	0
	3-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	311	316	0	0	54	54

MOVEMENT TOTALS

	LANES	EB LEFT	PCE'S	EB THRU	PCE'S	EB RIGHT	PCE'S	WB LEFT	PCE'S	WB THRU	PCE'S	WB RIGHT	PCE'S
	CARS	0	0	0	0	0	0	307	307	0	0	54	54
	2-AXLE	0	0	0	0	0	0	2	3	0	0	0	0
	3-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	2	6	0	0	0	0
TOTAL		0	0	0	0	0	0	311	316	0	0	54	54

	LANES	EB LEFT	PCE'S	EB THRU	PCE'S	EB RIGHT	PCE'S	WB LEFT	PCE'S	WB THRU	PCE'S	WB RIGHT	PCE'S
17:00	CARS	0	0	0	0	0	0	105	105	0	0	23	23
	2-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	3-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	1	3	0	0	0	0
17:15	CARS	0	0	0	0	0	0	88	88	0	0	9	9
	2-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	3-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	0	0	0	0	0	0
17:30	CARS	0	0	0	0	0	0	76	76	0	0	12	12
	2-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	3-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	0	0	0	0	0	0
17:45	CARS	0	0	0	0	0	0	73	73	0	0	15	15
	2-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	3-AXLE	0	0	0	0	0	0	1	2	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	344	347	0	0	59	59

MOVEMENT TOTALS

	LANES	EB LEFT	PCE'S	EB THRU	PCE'S	EB RIGHT	PCE'S	WB LEFT	PCE'S	WB THRU	PCE'S	WB RIGHT	PCE'S
	CARS	0	0	0	0	0	0	342	342	0	0	59	59
	2-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	3-AXLE	0	0	0	0	0	0	1	2	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	1	3	0	0	0	0
TOTAL		0	0	0	0	0	0	344	347	0	0	59	59

CONVERSION FACTORS FOR PCE'S: =	CARS	1
	2-AXLE	1.5
	3-AXLE	2
	4-AXLE	3
	5-AXLE +	3

88 5

SAN BERNARDINO COUNTY
PUBLIC WORKS

LOCATION: CEDAR AVE @ BLOOMINGTON (continue)
DATE: 5/7/2008

209 303

	LANES	SB LEFT	PCE'S	SB THRU	PCE'S	SB RIGHT	PCE'S	NB LEFT	PCE'S	NB THRU	PCE'S	NB RIGHT	PCE'S	
16:00	CARS	22	22	159	159	0	0	0	0	280	280	0	0	
	2-AXLE	0	0	4	6	0	0	0	0	8	12	0	0	
	3-AXLE	0	0	5	10	0	0	0	0	4	8	0	0	
	4-AXLE	0	0	1	3	0	0	0	0	0	0	0	0	
	5-AXLE +	0	0	3	9	0	0	0	0	1	3	0	0	
														600.5
16:15	CARS	21	21	137	137	0	0	0	0	224	224	0	0	
	2-AXLE	0	0	2	3	0	0	0	0	3	4.5	0	0	
	3-AXLE	0	0	4	8	0	0	0	0	4	8	0	0	
	4-AXLE	0	0	2	6	0	0	0	0	0	0	0	0	
	5-AXLE +	1	3	2	6	0	0	0	0	4	12	0	0	
														533.5
16:30	CARS	18	18	162	162	0	0	0	0	214	214	0	0	
	2-AXLE	1	1.5	3	4.5	0	0	0	0	2	3	0	0	
	3-AXLE	0	0	5	10	0	0	0	0	0	0	0	0	
	4-AXLE	0	0	0	0	0	0	0	0	1	3	0	0	
	5-AXLE +	0	0	5	15	0	0	0	0	1	3	0	0	
														531
16:45	CARS	18	18	154	154	0	0	0	0	253	253	0	0	
	2-AXLE	0	0	1	1.5	0	0	0	0	2	3	0	0	
	3-AXLE	0	0	3	6	0	0	0	0	1	2	0	0	
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0	
	5-AXLE +	0	0	0	0	0	0	0	0	3	9	0	0	
														530
TOTAL		81	83.5	652	700	0	0	0	0	1005	1041.5	0	0	

MOVEMENT TOTALS

	LANES	SB LEFT	PCE'S	SB THRU	PCE'S	SB RIGHT	PCE'S	NB LEFT	PCE'S	NB THRU	PCE'S	NB RIGHT	PCE'S
	CARS	79	79	612	612	0	0	0	0	971	971	0	0
	2-AXLE	1	1.5	10	15	0	0	0	0	15	22.5	0	0
	3-AXLE	0	0	17	34	0	0	0	0	9	18	0	0
	4-AXLE	0	0	3	9	0	0	0	0	1	3	0	0
	5-AXLE +	1	3	10	30	0	0	0	0	9	27	0	0
TOTAL		81	83.5	652	700	0	0	0	0	1005	1041.5	0	0

	LANES	SB LEFT	PCE'S	SB THRU	PCE'S	SB RIGHT	PCE'S	NB LEFT	PCE'S	NB THRU	PCE'S	NB RIGHT	PCE'S	
17:00	CARS	33	33	136	136	0	0	0	0	216	216	0	0	
	2-AXLE	1	1.5	2	3	0	0	0	0	0	0	0	0	
	3-AXLE	0	0	3	6	0	0	0	0	1	2	0	0	
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0	
	5-AXLE +	0	0	2	6	0	0	0	0	1	3	0	0	
														537.5
17:15	CARS	29	29	159	159	0	0	0	0	266	266	0	0	
	2-AXLE	0	0	4	6	0	0	0	0	1	1.5	0	0	
	3-AXLE	0	0	1	2	0	0	0	0	0	0	0	0	
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0	
	5-AXLE +	0	0	2	6	0	0	0	0	2	6	0	0	
														572.5
17:30	CARS	15	15	179	179	0	0	0	0	236	236	0	0	
	2-AXLE	0	0	3	4.5	0	0	0	0	0	0	0	0	
	3-AXLE	0	0	2	4	0	0	0	0	0	0	0	0	
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0	
	5-AXLE +	0	0	3	9	0	0	0	0	2	6	0	0	
														541.5
17:45	CARS	23	23	137	137	0	0	0	0	234	234	0	0	
	2-AXLE	1	1.5	1	1.5	0	0	0	0	0	0	0	0	
	3-AXLE	0	0	0	0	0	0	0	0	0	0	0	0	
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0	
	5-AXLE +	1	3	3	9	0	0	0	0	0	0	0	0	
														499
TOTAL		103	106	637	668	0	0	0	0	959	970.5	0	0	

MOVEMENT TOTALS

	LANES	SB LEFT	PCE'S	SB THRU	PCE'S	SB RIGHT	PCE'S	NB LEFT	PCE'S	NB THRU	PCE'S	NB RIGHT	PCE'S
	CARS	100	100	611	611	0	0	0	0	952	952	0	0
	2-AXLE	2	3	10	15	0	0	0	0	1	1.5	0	0
	3-AXLE	0	0	6	12	0	0	0	0	1	2	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	1	3	10	30	0	0	0	0	5	15	0	0
TOTAL		103	106	637	668	0	0	0	0	959	970.5	0	0

CONVERSION FACTORS FOR PCE'S:		
=	CARS	1
	2-AXLE	1.5
	3-AXLE	2
	4-AXLE	3
	5-AXLE +	3