

**The District-Midtown
Traffic Impact Analysis**
Houston, Texas

Interim Review Only
Document Incomplete: Not intended for permit or Construction Engineer: <u>Thomas D. Duncan, P.E.</u> P.E. Serial No. <u>98353</u> Date: <u>November 22, 2017</u> Walter P. Moore and Associates, Inc. TBPE Firm Registration No. 1856

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Prepared for
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November 2017

EXECUTIVE SUMMARY

As requested by The District Midtown, Walter P Moore conducted a Traffic Impact Analysis for a multistory building with a mixed-use development. This development, which is scheduled to open in 2021, is located in Midtown Houston, between Main Street and Fannin Street, Drew Street and McGowen Street. Currently, the site consists of two city blocks divided by Dennis Street. The mixed-use development will consist of a health/fitness club, supermarket, hotel, general office building, park/events deck, apartments, and quality restaurant spaces. Dennis Street between Fannin Street and Main Street is proposed to be abandoned and incorporated into the site.

Study Area

Eight signalized and nine unsignalized intersections in the study area were analyzed as part of the Traffic Impact Analysis including:

- | | |
|------------------------------------|------------------------------------|
| 1. Main at Webster (signalized) | 10. Fannin at Tuam (unsignalized) |
| 2. Travis at McGowen (signalized) | 11. Travis at Anita (unsignalized) |
| 3. Main at McGowen (signalized) | 12. Main at Anita (unsignalized) |
| 4. Fannin at McGowen (signalized) | 13. Fannin at Anita (unsignalized) |
| 5. Main at Dennis (unsignalized) | 14. Travis at Elgin (signalized) |
| 6. Fannin at Dennis (unsignalized) | 15. Elgin at Main (signalized) |
| 7. Main at Drew (unsignalized) | 16. Elgin at Fannin (signalized) |
| 8. Fannin at Drew (unsignalized) | 17. Main at Holman (signalized) |
| 9. Main at Tuam (unsignalized) | |

Analysis

Intersection operations were analyzed using VISSIM 9.0. Capacity analyses were performed for:

- Existing conditions (2017).
- Background conditions (2021) - which include a 1% annual growth rate and trips created by proposed developments by others.
- Proposed conditions (2021) - which include the background conditions plus site generated traffic for the all the proposed development.

Summary

By using the ITE Trip Generation Handbook, it was estimated that the total number of trips generated by the development will be 492 trips in the AM peak hour, and 632 trips in the PM peak hour. These trips will access the development using the two main driveways located along Fannin

Street. A third driveway will serve as a loading dock area. The VISSIM simulation shows that the anticipated traffic generated by the development will not decrease the LOS at the analyzed intersections in this study.

Fannin Street, where all of the proposed driveways of the development will be located, has enough capacity to handle the additional generated traffic. The removal of Dennis Street due to the proposed development, does not have a significant impact to the traffic in the area. Traffic volumes for both AM and PM peak hours are low (15 vehicles for the AM peak and 16 vehicles for the PM peak), and the adjacent Drew Street and McGowen Street were able to accommodate the rerouted traffic.

Based on the traffic capacity analysis, the District-Midtown development is not anticipated to have major impact on the surrounding intersections analyzed in this report.

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INTRODUCTION

As requested by The District Midtown, Walter P Moore conducted a Traffic Impact Analysis for a multistory building with a mixed-use development. The District-Midtown development, which is scheduled to open in 2021, is located in Midtown Houston, between Main Street and Fannin Street, and Drew Street and McGowen Street. Currently, the site consists of two city blocks divided by Dennis Street; the existing property consists of an art supply store and surface parking areas. The proposed mixed-use development will consist of a health/fitness club, supermarket, hotel, general office building, park/events deck, apartments, and quality restaurant spaces.

The purpose of this study is to determine potential impact to traffic operations in the area surrounding the proposed development.

EXISTING CONDITIONS

The proposed development is located approximately half a mile southwest of downtown Houston. The study area is bounded by Main Street to the east, Fannin Street to the west, Drew Street to the south and McGowen Street to the north. An existing site location map showing the general location of the proposed District Midtown development is provided in **Figure 1**.

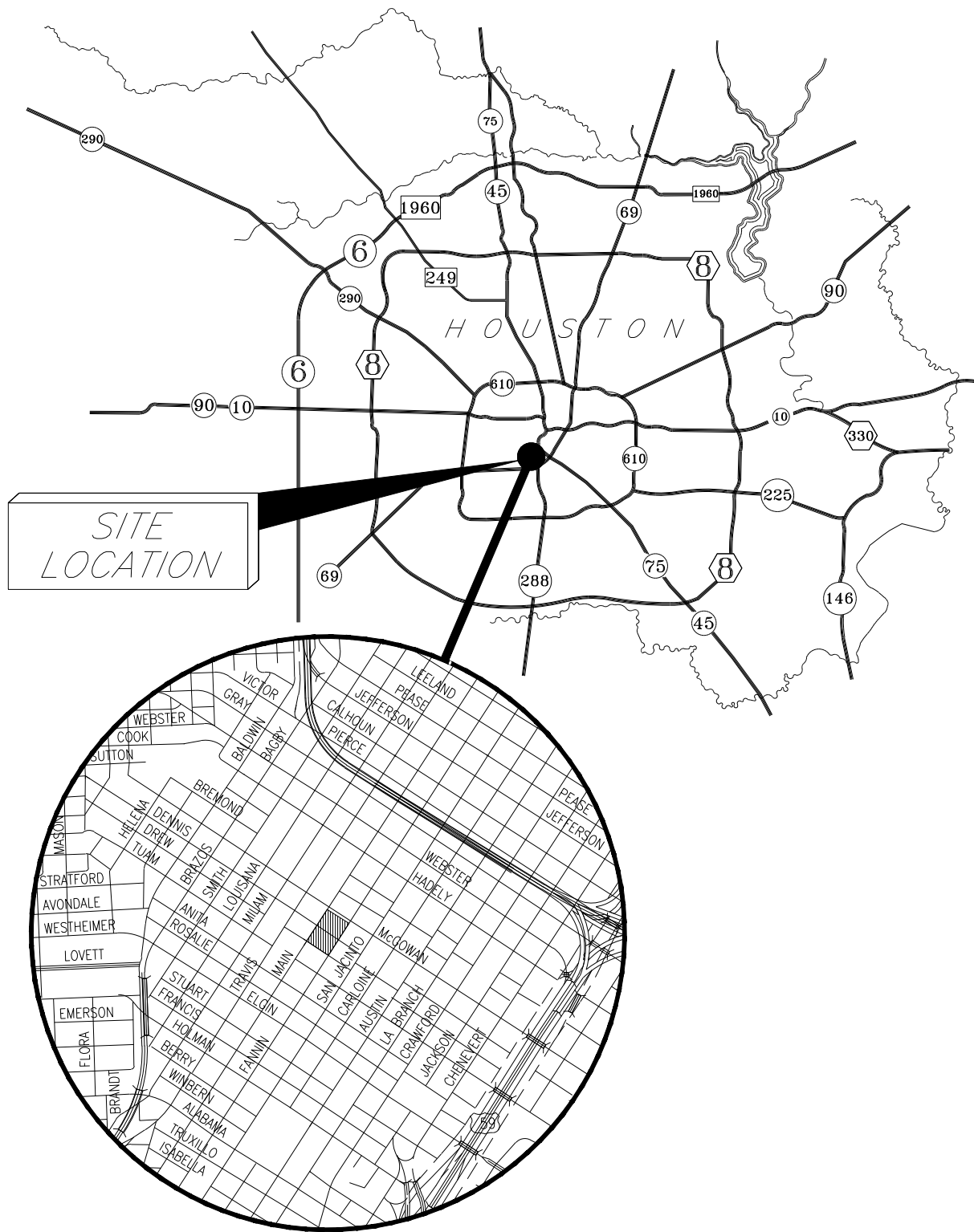
SITE

The existing property consists of two blocks separated by Dennis Street. The block south of Dennis Street consists of a two story 31,408 square feet art supply store.

The block located north of Dennis Street contains a surface parking area and four independent buildings along McGowen Street. These buildings are external to the development and will remain in place, as shown in **Figure 1.1**.

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Project Name:

THE DISTRICT MIDTOWN - TRAFFIC IMPACT ANALYSIS

Sheet Title:

SITE LOCATION MAP

WPMA P.N.:

C03-17001-01

Designed by:

YE

Sheet No.

Date:

NOVEMBER 2017

Drawn by:

TME

FIGURE 1

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Figure 1.1 Existing Site

ROADWAYS

The primary roadways in the area are described in the following paragraphs.

Main Street runs north-south with one through lane in the study area. Left turns on Main Street are prohibited and the Houston Metro Red Line Light Rail Train (LRT) runs north and south along the inner lanes of Main Street. The posted speed limit on this Street in the study area is 30 mph.

Fannin Street runs southbound and it has five lanes in the study area with two lanes designated as HOV lanes. In the study area, Fannin Street is considered a major thoroughfare. The posted speed limit on Fannin Street in the study area is 30 mph.

McGowen Street runs east-west and it has one lane in each direction in the study area. Metered on-street parking is observed on McGowen. In the study area, McGowen Street is considered a major collector street. The posted speed limit on McGowen Street in the study area is 30 mph.

Dennis Street runs east-west and it has one lane in each direction. Metered on-street parking is present on Dennis. The posted speed limit on Dennis Street in the study area is 30 mph.

Drew Street runs east-west and it has one lane in each direction. Metered on-street parking is present on Dennis. The posted speed limit on Dennis Street in the study area is 30 mph.

Tuam Street runs east-west and it has one lane in each direction. Metered on-street parking is present on Tuam. The posted speed limit on Tuam Street in the study area is 30 mph.

Anita Street runs east-west and it has one lane in each direction. Metered on-street parking is present on Tuam. The posted speed limit on Tuam Street in the study area is 30 mph.

Elgin Street runs east-west and has two lanes in each direction in the study area. Parking is not permitted on Elgin Street in the study area. In the study area, Elgin Street is considered a major thoroughfare. The posted speed limit on Elgin Street in the study area is 30 mph.

INTERSECTIONS

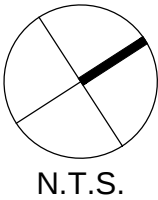
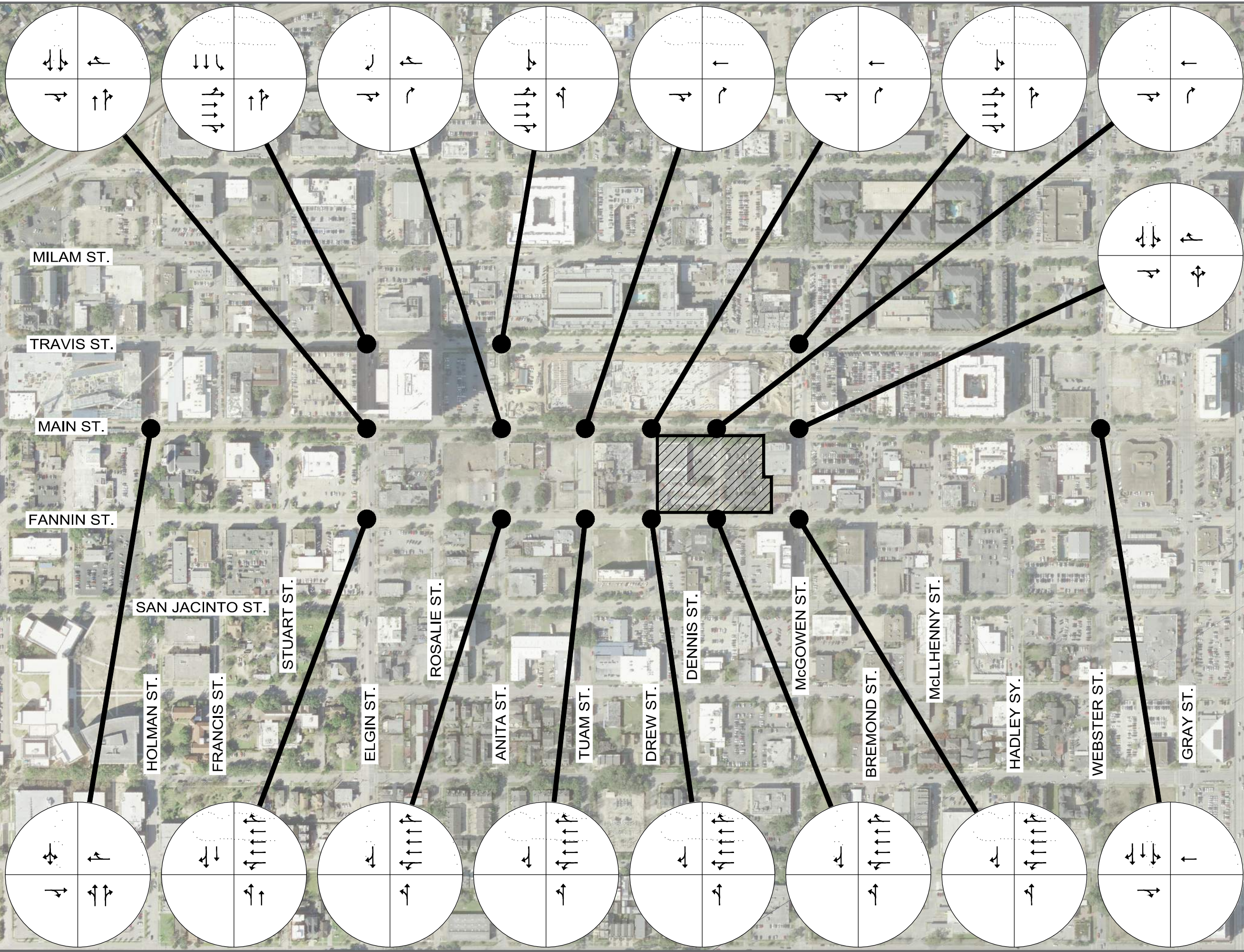
As determined in a City of Houston scoping meeting, on October 16, 2017, the following intersections were determined to be analyzed in this traffic impact analysis. Intersection and existing lane configurations can be seen in **Figure 2**.

- | | |
|-------------------------------------|------------------------------------|
| 18. Main at Webster (signalized) | 27. Fannin at Tuam (unsignalized) |
| 19. Travis at McGowen (signalized) | 28. Travis at Anita (unsignalized) |
| 20. Main at McGowen (signalized) | 29. Main at Anita (unsignalized) |
| 21. Fannin at McGowen (signalized) | 30. Fannin at Anita (unsignalized) |
| 22. Main at Dennis (unsignalized) | 31. Travis at Elgin (signalized) |
| 23. Fannin at Dennis (unsignalized) | 32. Elgin at Main (signalized) |
| 24. Main at Drew (unsignalized) | 33. Elgin at Fannin (signalized) |
| 25. Fannin at Drew (unsignalized) | 34. Main at Holman (signalized) |
| 26. Main at Tuam (unsignalized) | |

VOLUMES

Turning movement counts were collected at the study intersections on Tuesday, April 26, and on Tuesday, May 11, 2017, from 7:00-9:00 AM and from 4:00-6:00 PM. **Figures 3** and **Figure 4** illustrate the existing area AM peak hour (8:00 AM – 9:00 AM) and PM Peak hour (5:00 – 6:00 PM) volumes. Detailed existing traffic volumes can be found under **TAB ONE**.

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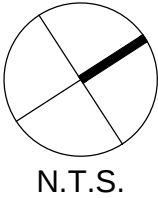
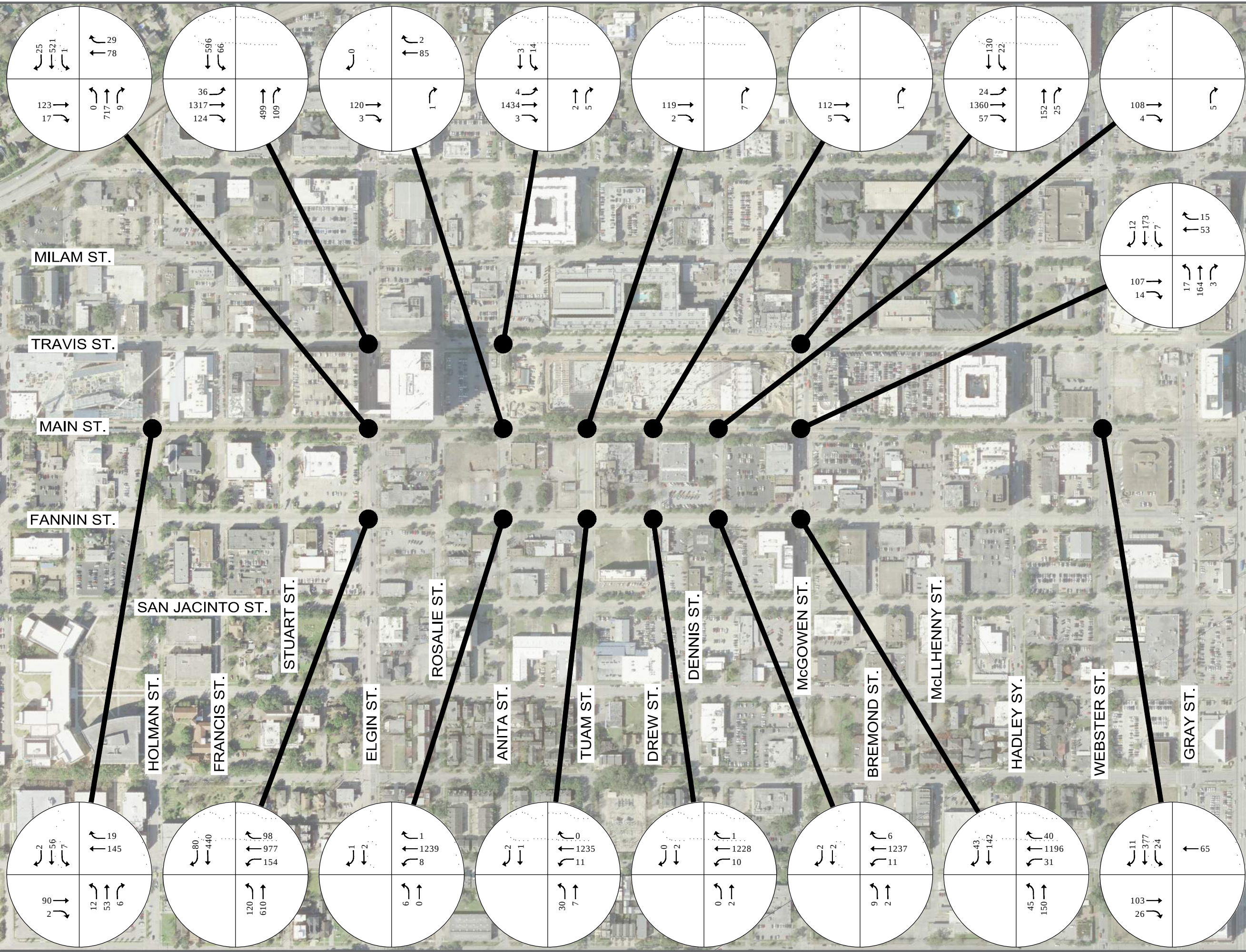
THE DISTRICT
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EXISTING LANE CONFIGURATION
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FIGURE 2

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THE DISTRICT
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TRAFFIC IMPACT
ANALYSIS

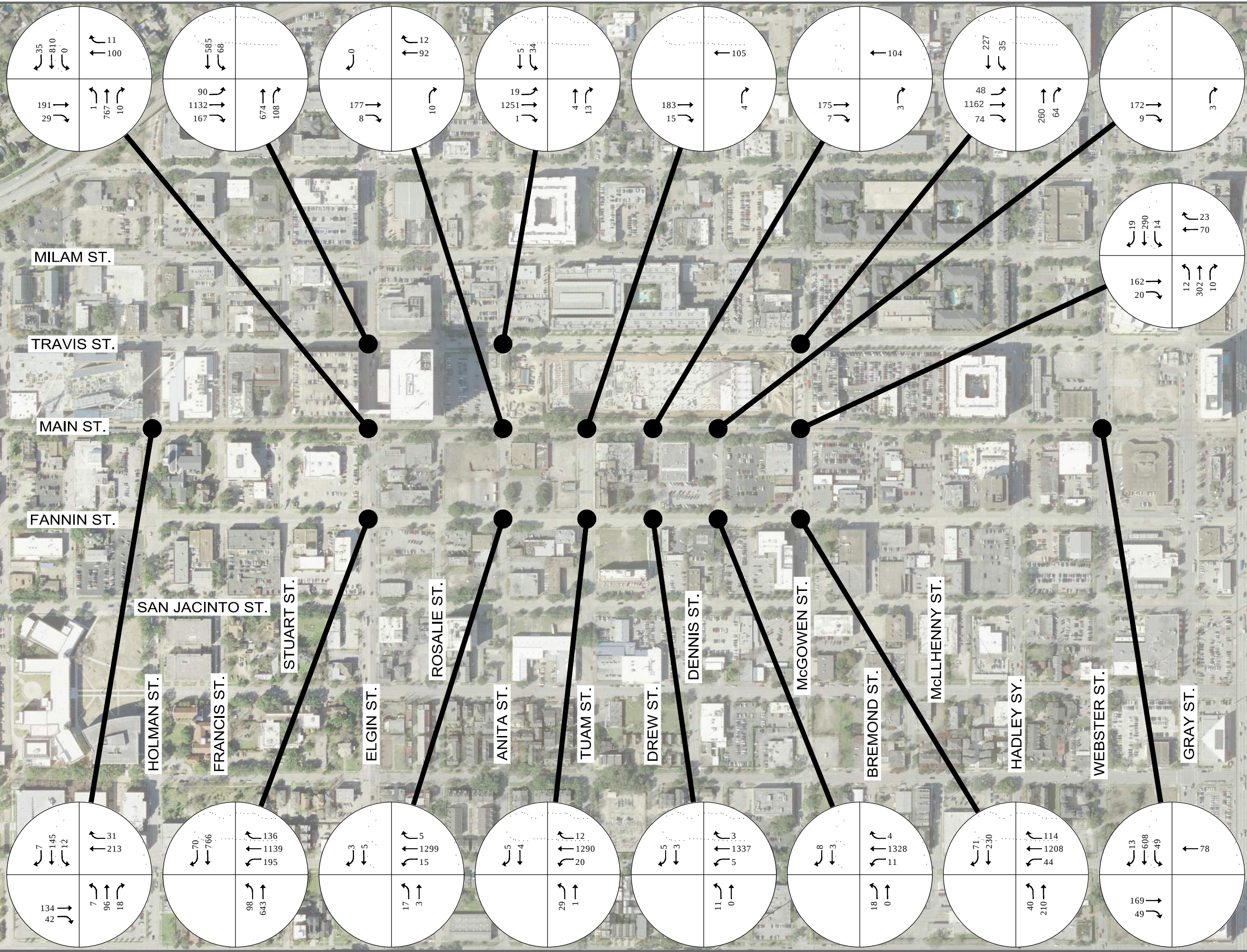
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DRAWN BY	TME	
PROJECT NUMBER	C03-17001-01	
DATE	NOVEMBER 2017	
SHEET TITLE		

EXISTING
AM PEAK HOUR
VOLUMES

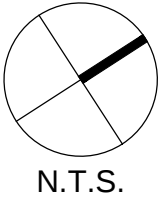
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FIGURE 3

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SHEET TITLE		

EXISTING
PM PEAK HOUR
VOLUMES

SHEET NUMBER

FIGURE 4

PLANNED DEVELOPMENT

SITE DEVELOPMENT

The development will consist of two towers located within two city blocks; **Figure 5** shows the proposed full build project site plan layout. As seen in **Figure 5**, Dennis Street right-of-way, between the limits of Main Street and Fannin Street, is planned to be purchased in order to utilize the two adjacent city blocks for the development site. Dennis Street is a two-way, 24 feet wide, minor street that serves as the main access to the driveways of the existing surface parking.

The proposed mixed-use development will include a health/fitness club, supermarket, hotel, general office building, park/events deck, apartments, and quality restaurant space. The list below reflects the size and type of development expected at the proposed site.

- Fitness Center (5,500 SF)
- Supermarket (19,697 SF)
- Hotel (195 rooms)
- Office (106,038 SF)
- Park/Events Deck (1.01 acre)
- Apartments (957 dwelling units)
- Quality Restaurants (65,754 SF)

DRIVEWAYS

Currently, the existing sites are driveways along Dennis Street, Drew Street, and McGowen Street. Dennis Street is proposed to be removed, between Main Street and Fannin Street, in order to accommodate the proposed development. The only proposed access to the development will be provided along Fannin Street. A set of three entry and exit points located along Fannin Street will provide access to the development.

The first access point (Driveway A), will be dedicated to the loading dock parking area and will be used by delivery and service trucks; the second access point (Driveway B) will serve as a main general parking lot; and the third access point (Driveway C) will be dedicated for residents and valet parking. The development driveway will be located south of McGowen Street. The development will also have three drop-off lanes, one on each of the surrounding streets of Main Street, Drew Street and Fannin Street. The anticipated proposed driveways and drop-off areas are listed in **Table 1** and locations can be seen in **Figure 6**.

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PROPOSED SITE PLAN

FIGURE 5

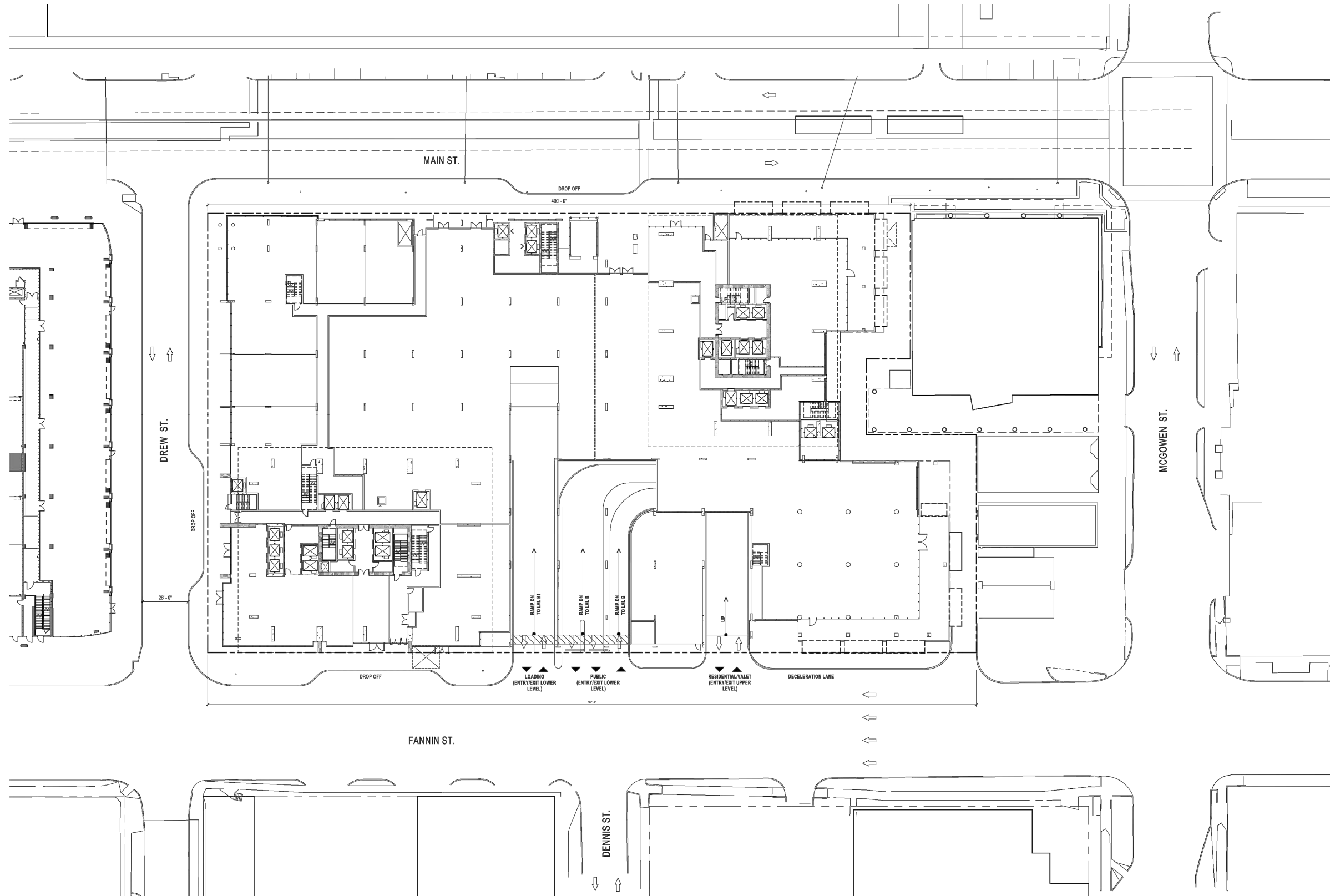


Table 1: Proposed Driveways

No.	Type	Access From	Access To
Driveway A	Right in, right out	Fannin Street	Loading Dock Area
Driveway B	Right in, right out	Fannin Street	Public
Driveway C	Right in, right out	Fannin Street	Residents and Valet Parking

The three proposed driveways along Fannin Street will also meet the minimum driveway placement criteria. The driveway will be located south of McGowen Street at 220, 290, and 328 feet. These proposed driveways met the minimum placement criteria distance required of 100 feet, offset from the primary street as per the City of Houston's Infrastructure Design Manual Guidelines - Chapter 15, table 15.08.03.

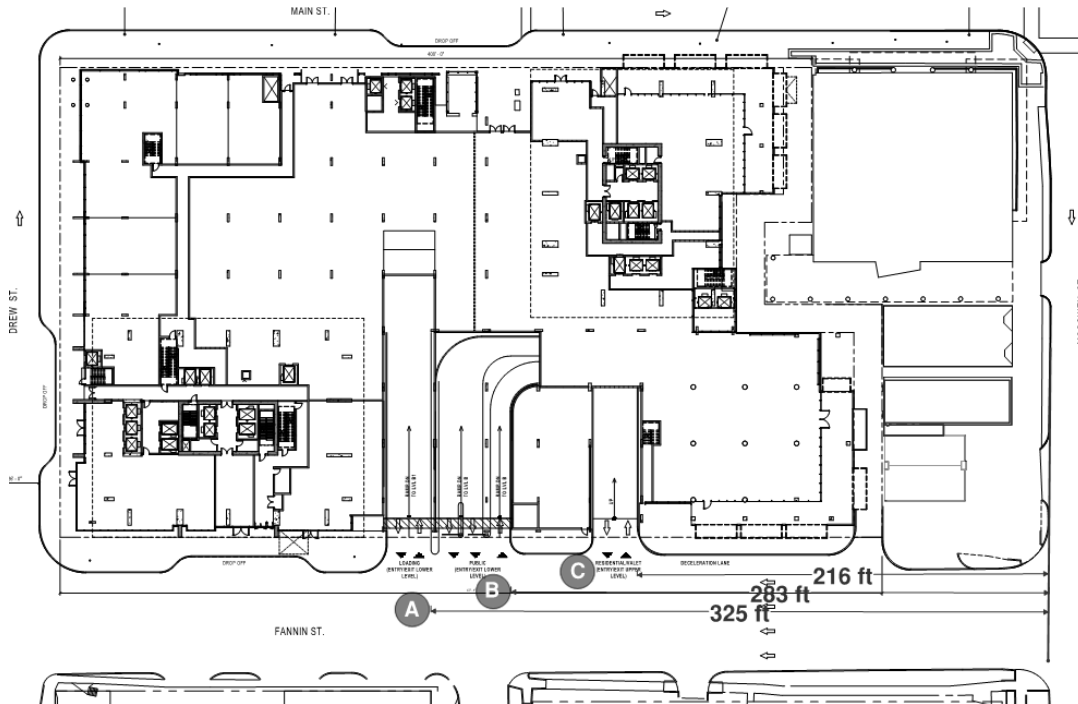


Figure 6: Proposed Driveways and Drop-Off Areas

PROJECTED CONDITIONS

TRIP GENERATION

Standard rates from the Institute of Transportation Engineers (ITE) publication, *Trip Generation, 9th edition*, were used to determine the expected traffic generated by the development. Trips

generated by the development during an average weekday and peak hours, were based on the land use type and size of the building. This study also accounts for the number of trips which will be eliminated after the removal of the existing art supply store. This existing art supply store will not be relocated inside the new site development; therefore the trips from this site were calculated and removed from the adjacent street network.

In accordance with the City of Houston's Infrastructure Design Manual Guidelines - Chapter 15, the average rate and the regression equations were used to estimate the trips generated by the weekday, AM Peak Hour, and PM Peak Hour. The trip generation equations and average rates for the development and the directional distribution are presented in **Table 2**.

Table 2: ITE Trip Generation Equations and Average Rates

Land Use	Method	Weekday		AM Peak Hour		PM Peak Hour	
Health/Fitness Center (492)	Average	32.93		1.41		3.53	
	Directional Distribution	Enter	Exit	Enter	Exit	Enter	Exit
		50%	50%	50%	50%	57%	43%
Supermarket (850)	Average	102.24		3.4		9.48	
	Directional Distribution	Enter	Exit	Enter	Exit	Enter	Exit
		50%	50%	62%	38%	51%	49%
Hotel (310)	Average	8.92		0.67		0.70	
	Directional Distribution	Enter	Exit	Enter	Exit	Enter	Exit
		50%	50%	58%	42%	49%	51%
General Office Building (710)	Equation	$\ln(T) = 0.76\ln(X) + 3.68$		$\ln(T) = 0.80 \ln(X) + 1.57$		$T = 1.12(X) + 78.45$	
	Directional Distribution	Enter	Exit	Enter	Exit	Enter	Exit
		50%	50%	88%	12%	17%	83%
City Park (411)	Average	1.89		n/a		n/a	
	Directional Distribution	Enter	Exit	Enter	Exit	Enter	Exit
		50%	50%	n/a	n/a	n/a	n/a
High Rise Apartments (222)	Equation	$\ln(T) = 0.83\ln(X) + 2.50$		$\ln(T) = 0.99\ln(X) - 1.14$		$T = 0.32(X) + 12.30$	
	Directional Distribution	Enter	Exit	Enter	Exit	Enter	Exit
		50%	50%	25%	75%	61%	39%
Quality Restaurant (931)	Average	89.95		0.81		7.49	
	Directional Distribution	Enter	Exit	Enter	Exit	Enter	Exit
		50%	50%	n/a	n/a	67%	33%

X= 1,000 Sq. Ft. Gross Floor Area; T= Trips

The existing art supply store was considered as a specialty retail center. The trip generation equations and average rates for the development and the directional distribution are presented in Table 3.

Table 3: ITE Trip Generation Equations

Land Use	Method	Weekday		AM Peak Hour		PM Peak Hour	
Specialty Retail Center (826)	Average	44.32		2.71		6.84	
	Directional Distribution	Enter	Exit	Enter	Exit	Enter	Exit
		50%	50%	44%	56%	48%	52%

PASS-BY, INTERNAL CAPTURE AND TRANSIT TRIP REDUCTION

The development is considered to be a mixed-use development; therefore there will be numerous trips that will occur within the development. The following describes the trip reduction due to pass-by, internal capture, and transit operation.

PASS-BY TRIPS

Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. This study accounts for these pass-by trips associated with the generated traffic from the supermarket and the quality restaurant. Based on the *ITE Trip Generation Handbook*, it was estimated that 57% of the total supermarket site generated trips, and 26% of the total quality restaurant site generated trips, will be pass-by trips.

INTERNAL CAPTURE TRIPS

In accordance with the discussion with the City of Houston staff representatives, it was also determined that internal capture trip reductions should be accounted for the following land uses:

- Health/fitness center
- Hotel
- General office building

The development for these land uses are projected to share some of the trips within the same proposed development. It is anticipated that the health/fitness center will have an internal capture rate of 90%; the hotel a 15% rate, and the office building a 15% rate.

TRANSIT TRIPS

The proposed development is also located next to a METRORail station; therefore a trip reduction factor was applied. Based on the Superblock Traffic Study performed near the District Midtown development, transit trip reduction was determined to be approximately 20%. In order to have a more conservative approach, a 15% transit trip reduction was chosen for the District Midtown development.

Table 3 shows a summary of the trips generated by the proposed development after pass-by, internal capture and transit trip reductions.

Table 4: Trip Generation Volumes

Existing/ Proposed	ITE Code	Trip Generation Land Use	Size	Unit	Method	Weekday			A.M. Peak			P.M. Peak		
						Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Existing	826	Specialty Retail Center	31,408	SQ FT	Average	-1,392	-696	-696	-85	-37	-48	-215	-103	-112
Proposed	492	Health/Fitness Club	5,500	SQ FT	Average	181	91	91	8	4	4	19	11	8
	Health/Fitness Center Internal Capture (90%)					-163	-81	-81	-7	-4	-4	-17	-10	-7
Proposed	850	Supermarket	19,697	SQ FT	Average	2,014	1,007	1,007	67	42	25	187	95	92
	Supermarket Pass-by Trips (57% in Weekday and PM Peak Hour only)					-1,148	-574	-574	n/a	n/a	n/a	-107	-54	-52
Proposed	310	Hotel	195	Occupied Rooms	Average	1,739	870	870	131	76	55	137	67	70
	Hotel Internal Capture (15%)					-261	-130	-130	-20	-11	-8	-21	-10	-10
Proposed	710	General Office Building	106,038	square feet	Fitted Curve Equation	1,373	687	687	201	177	24	197	33	164
	General Office Building Internal Capture (15%)					-206	-103	-103	-30	-27	-4	-30	-5	-25
Proposed	411	City Park	1.10	Acre	Average	2	1	1	0	0	0	0	0	0
Proposed	222	High Rise Apartments	957	Dwelling Units	Fitted Curve Equation	3,630	1,815	908	286	72	215	319	195	124
Proposed	931	Quality Restaurant	65,754	SQ FT	Average	5,915	2,958	2,958	53	n/a	n/a	492	330	162
	Quality Restaurant Pass-By Trips (26% in Weekday and PM Peak Hour only)					-1,538	-769	-769	n/a	n/a	n/a	-128	-86	-42
TOTAL PROPOSED TRIPS						11,224	5,612	5,612	746	370	323	1,351	731	620
TOTAL EXISTING TRIPS						-1,392	-696	-696	-85	-37	-48	-215	-103	-112
TOTAL PASS-BY AND INTERNAL CAPTURE TRIP REDUCTION						-3,316	-1,658	-1,658	-57	-42	-15	-302	-165	-137
TRANSIT TRIP REDUCTION						-1,684	-842	-842	-112	-55	-48	-203	-110	-93
NET TRIPS						4,833	2,416	2,416	492	235	212	632	353	278

¹Information Provided by Caydon

TRIP DISTRIBUTION

After determining the number of trips generated by the proposed development, trips were distributed along the roadway network. The location of the proposed development, the roadway layout configuration, and the current travel patterns, were examined and used as a base to determine the available routes along the studied intersections. All traffic assignments were designated over the most reasonable routes for this mixed-used development.

These trip distributions were determined using the expected travel patterns from the trip generators. **Figure 7** and **8** illustrates the trip distribution for the proposed developments for the AM and PM peak hours.

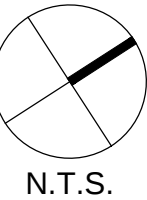
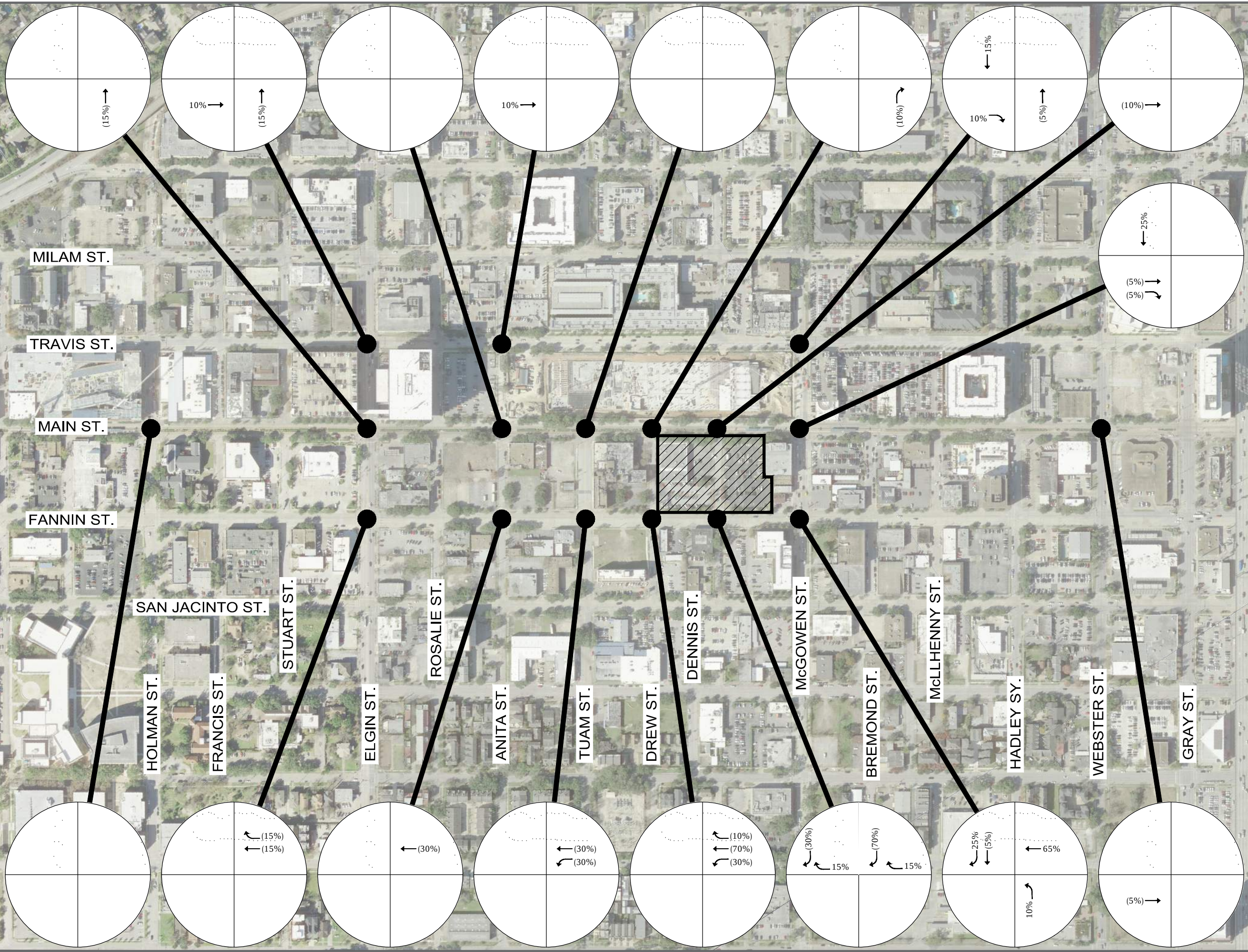
In order to assign the generated traffic of this mixed-used development to the respective driveway, the volumes of different land uses assigned to each driveway were quantified. Driveway C, will only provide access to the residents of the apartments, as well as to the restaurant valet parking, which for this study is estimated to be 20% (based on the developer estimations) of the trips generated by the restaurants in the development. Driveway B, will provide access to the rest of the land uses. **Table 2** shows the total volume of trips on each driveway, and the represented percentage with respect to the total trips generated during the peak hours by driveway.

Table 5: Driveway Utilization by User

Driveway	Driveway B				Driveway C			
Land Use Driveway Users	Health, Fitness Club, Supermarket, Hotel, City Park, Restaurant self-parking				Apartments, Restaurant Valet Parking			
Peak	AM Peak		PM Peak		AM Peak		PM Peak	
	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit
Land Use Traffic Volumes	283	97	311	351	45	211	255	132
Percentage Based on Total Volume	86%	31%	55%	73%	14%	69%	45%	27%

Using the trip generation volumes and the trip distribution explained above, **Figures 9** and **10** illustrate the number of trips generated by the development for the AM and PM peak hours respectively.

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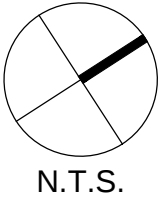
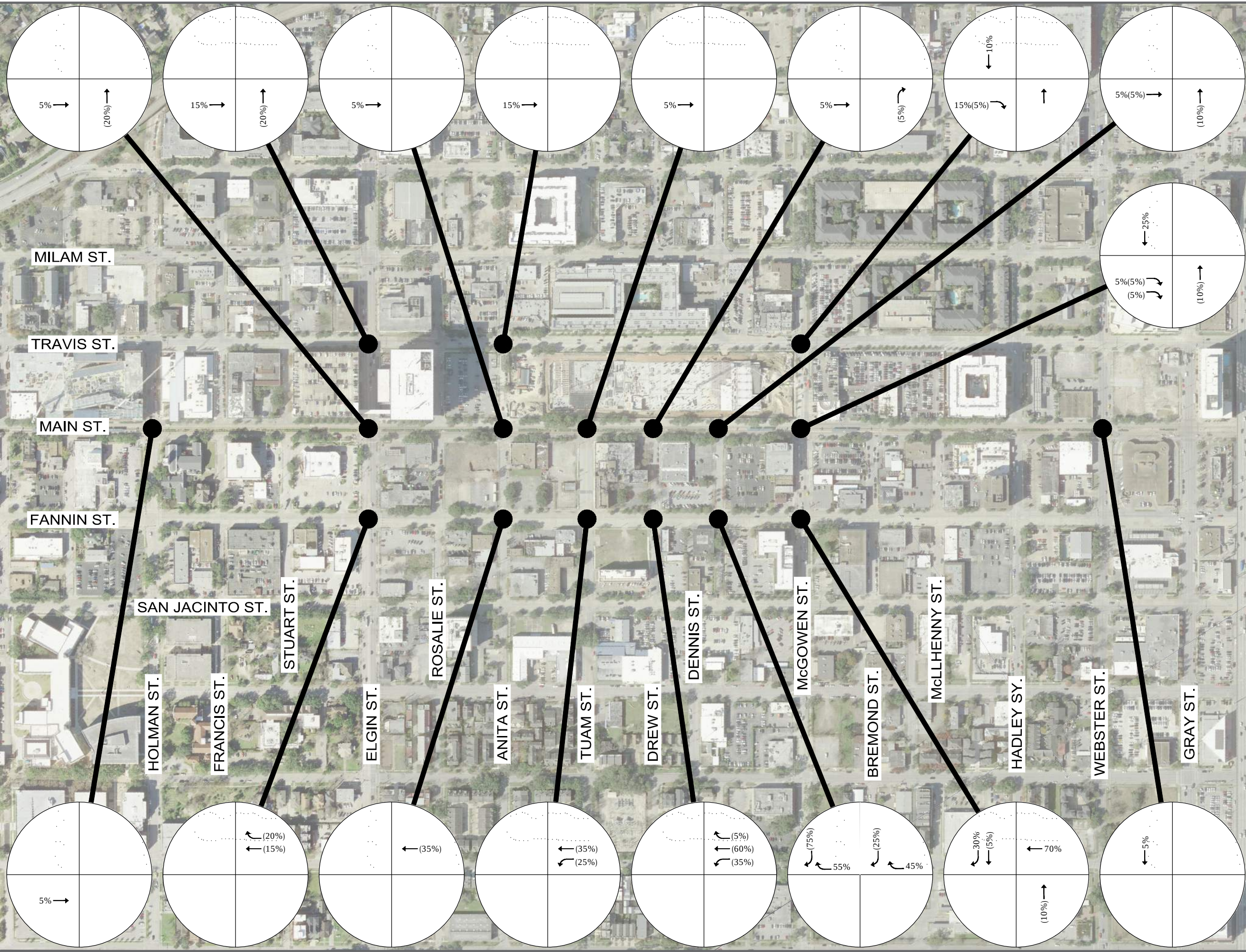
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XX - INBOUND
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THE DISTRICT MIDTOWN - TRAFFIC IMPACT ANALYSIS

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PROJECT NUMBER	C03-17001-01	
DATE	NOVEMBER 2017	
SHEET TITLE		

TRIP DISTRIBUTION
AM
SHEET NUMBER

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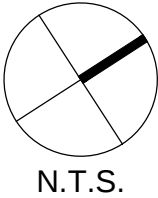
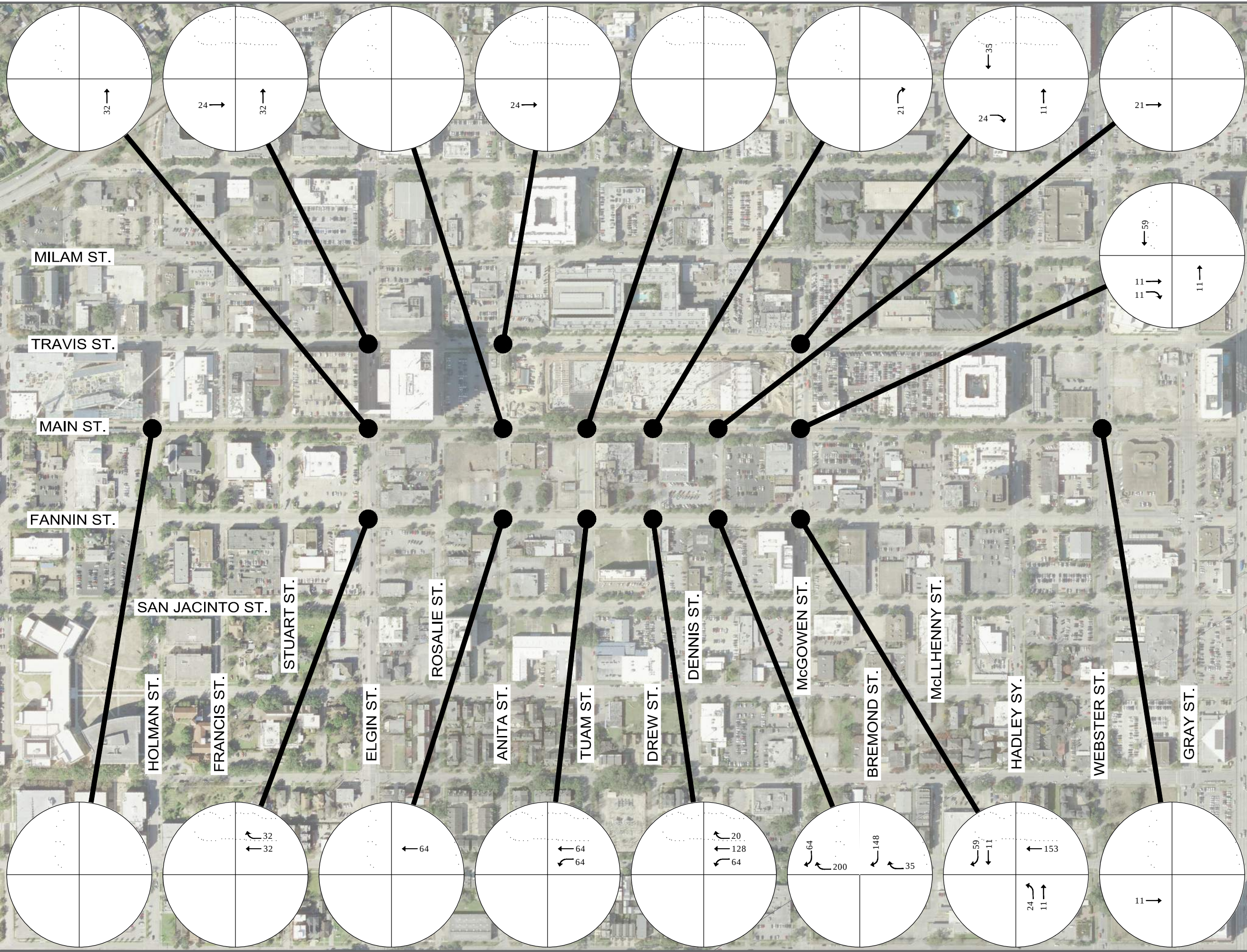
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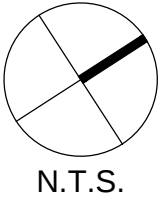
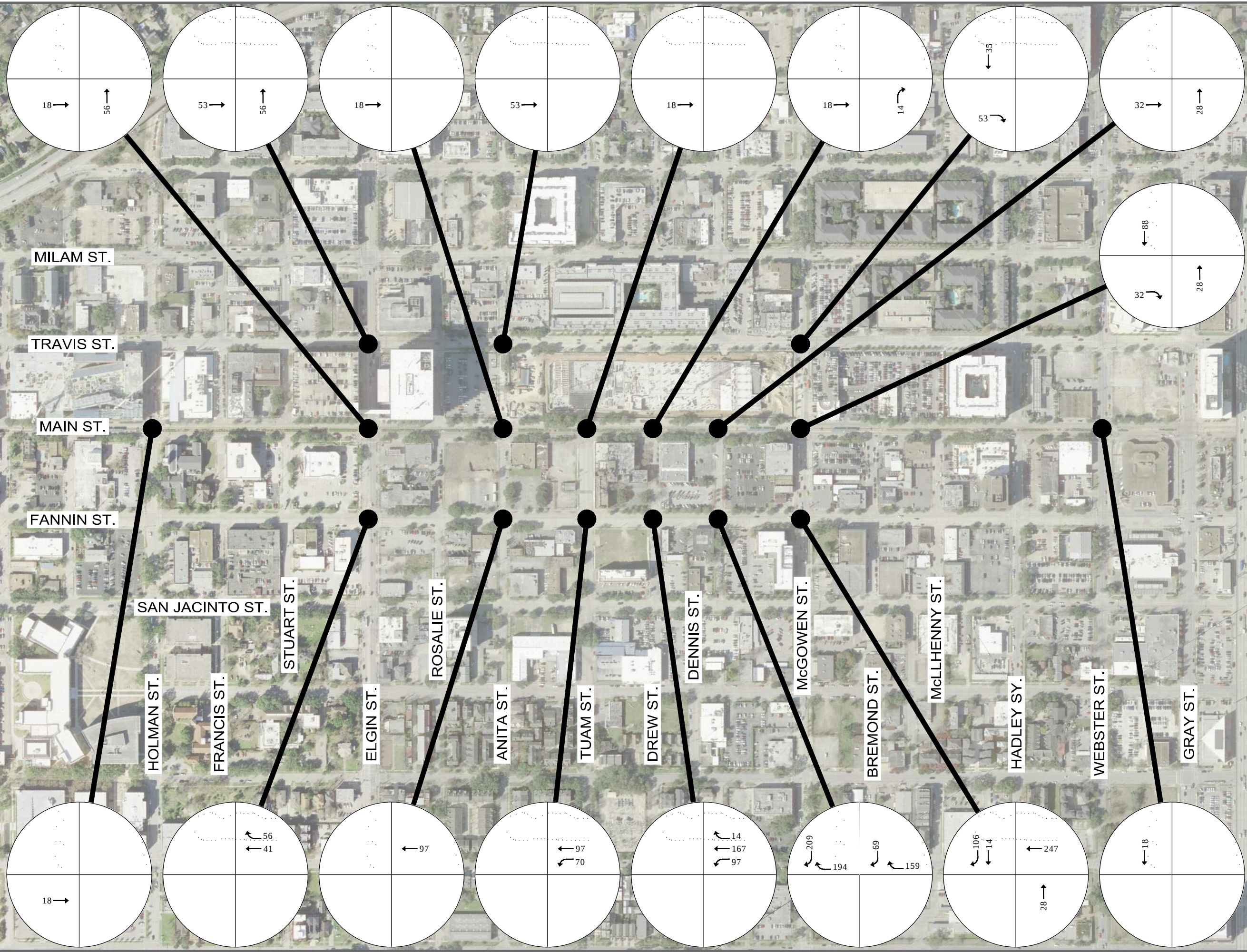
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AM PEAK HOUR
SITE GENERATED TRIPS
SHEET NUMBER

FIGURE 9

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THE DISTRICT
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PM PEAK HOUR
SITE GENERATED TRIPS
SHEET NUMBER

FIGURE 10

TRAFFIC ANALYSIS

Capacity analyses were performed for existing (2017), background (2021), and proposed (2021 plus trip generated) conditions after developing the projected turning movement volumes for the peak hours. The roadway network and traffic patterns were analyzed using *VISSIM 9.0*.

AM and PM peak traffic signal timings from the City of Houston were used in the analyses, including the LRT operations. The results of the existing, background, and proposed conditions analysis were compared to determine the impact of the proposed development on the analyzed intersections.

Results of the capacity analysis are reported in standard level of service format, with the most favorable conditions being designated as LOS A and the poorest conditions indicated by LOS F. Intersection level of service (LOS) is based on the amount of delay that each vehicle encounters at a given intersection.

Transportation agencies generally consider operations at or above LOS C to be acceptable. In more dense urban areas, operations at or above LOS D may also be considered acceptable during peak traffic hours. Overall, LOS E or F is unacceptable.

For unsignalized intersections, the intersection level of service is defined by the stop controlled movement with the highest delay. The level of service criteria for unsignalized and signalized intersections, along with a brief description of the conditions experienced for each level of service grade can be seen in **Table 5** and **Table 6**, respectively.

Table 6: Level of Service Criteria for Unsignalized Intersections

Level of Service	Avg. Total Delay (seconds/vehicle)	Description
A	≤ 10	At most, one vehicle is waiting to move through the intersection when the driver reaches the stop sign. Most often, the driver pulls up to the stop sign and is immediately free to proceed through the intersection.
B	> 10 and ≤ 15	When the driver reaches the intersection, one or two vehicles are in front of him. Once those vehicles proceed through the intersection, the driver is able to continue without opposition.
C	> 15 and ≤ 25	At this level, several vehicles may be in front of the driver at a two-way stop-controlled intersection. At an all-way stop-controlled intersection, there may be two or more vehicles at each approach that the driver has to wait for before getting his turn.
D	> 25 and ≤ 35	At this level, there are at least four vehicles in front of the driver and several vehicles at the other approaches. Also, for two-way stop-controlled conditions, the volume of traffic on the uncontrolled Street may be high.
E	> 35 and ≤ 50	When the driver reaches the intersection, there are between five and eight vehicles in front of him and many vehicles at the other approaches that must also proceed through the intersection before the driver may continue.
F	> 50	At this level, the driver must wait for eight to ten cars at his approach to move through the intersection along with at least five vehicles at the other approaches. This level can also occur at two-way stop-controlled intersections when the uncontrolled Street has such a high volume that no gaps are available in the traffic stream for the vehicles at the cross Street to continue.

Table 7: Level of Service Criteria for Signalized Intersections

Level of Service	Stopped Delay (seconds/vehicle)	Description
A	≤ 10	At a single intersection most vehicles do not stop at all. When linked with other signals, vehicles progress through intersections without stopping.
B	> 10 and ≤ 20	At a single intersection some vehicles stop before getting a green signal. When linked with other signals, some cars may have to stop but most progress through the intersection without stopping.
C	> 20 and ≤ 35	At a single intersection, a significant number of vehicles must stop and wait for a green signal. Some vehicles may have to wait through one full signal cycle before being able to move through the intersection.
D	> 35 and ≤ 55	At this level, congestion is noticeable. Many vehicles have to stop while waiting for a green signal. A noticeable number of vehicles have to wait through one full cycle before being able to continue through the intersection.
E	> 55 and ≤ 80	At this level, almost all vehicles have to wait through one or more full signal cycles before moving through the intersection. When linked with other signals, progression is slow.
F	> 80	At this level, the number of vehicles entering the intersection exceeds its capacity. Vehicles have to wait through multiple full signal cycles before moving through the intersection.

EXISTING CONDITIONS

For the analysis of existing conditions, existing traffic count data and traffic signal timings from City of Houston were used. Traffic volumes for existing AM peak hour and PM peak hour conditions are shown in **Figures 3 and 4**. Existing conditions capacity analyses can be found under **TAB TWO**.

BACKGROUND CONDITIONS

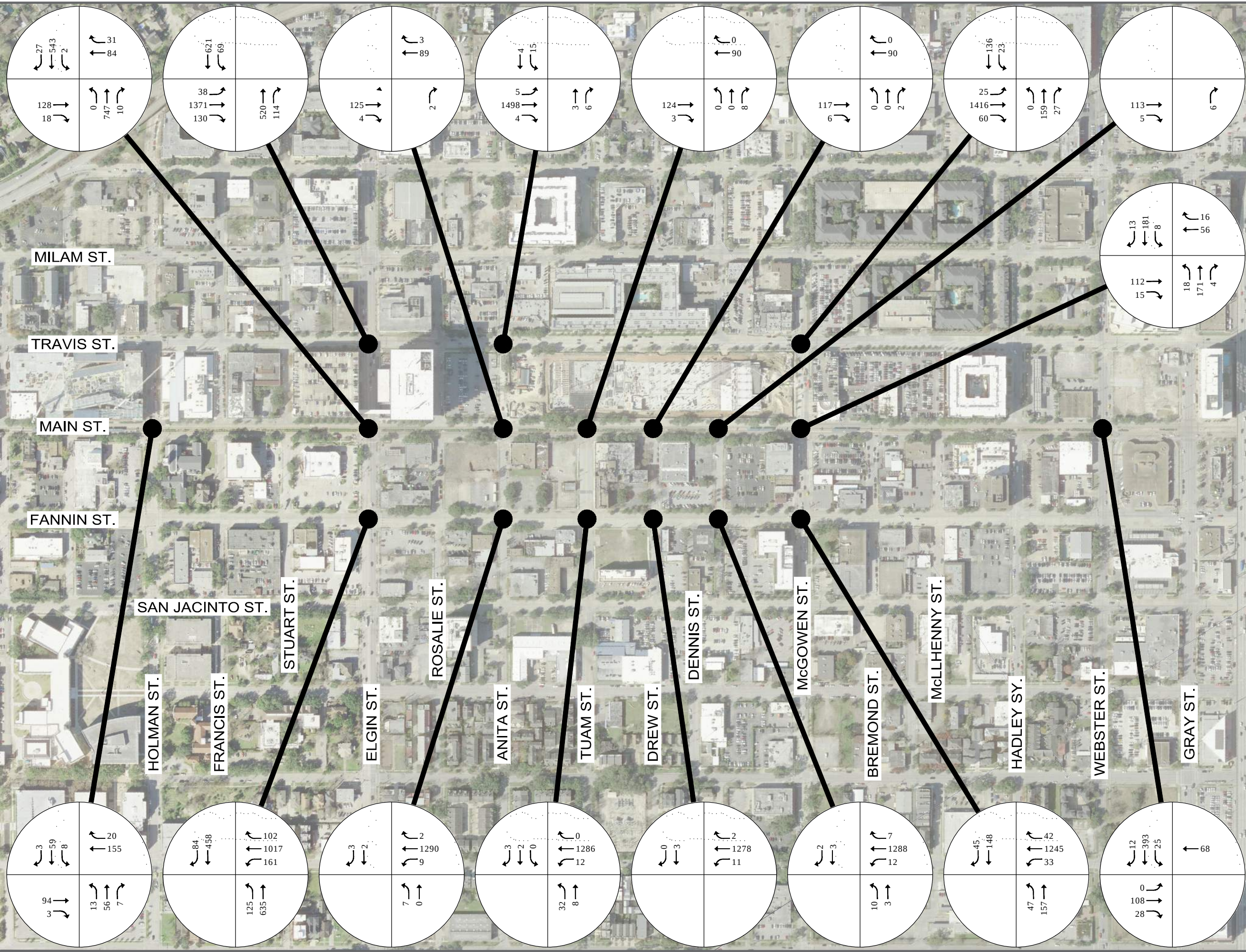
For the analysis of background conditions, traffic volumes for 2021 were used. Based on conversations with the City of Houston staff representatives, the existing counts were grown using a 1.0 % annual growth rate for the entire road network in the study area. Traffic volumes for background AM peak hour and PM peak hour conditions are shown in **Figures 11 and 12**.

Background conditions capacity analyses can be found under **TAB THREE**.

PROPOSED CONDITIONS

For the analysis of the proposed conditions, background traffic volumes for 2021, with the added proposed traffic generated by the development were simulated. Dennis Street, from Main Street to Fannin Street, was removed from the network. All traffic using Dennis Street was reassigned to use

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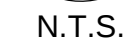
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BACKGROUND
AM PEAK VOLUMES

SHEET NUMBER

FIGURE 11

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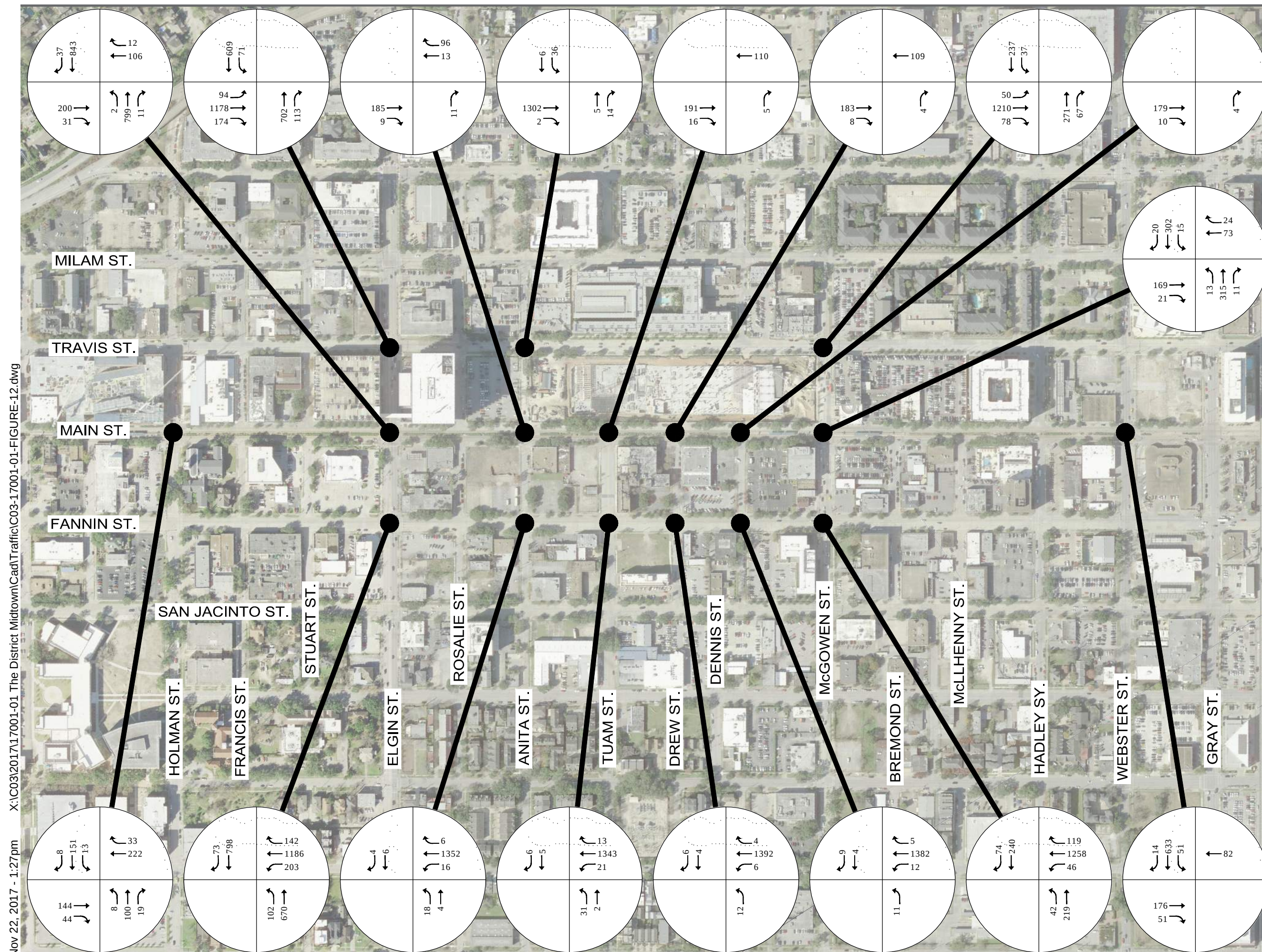
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BACKGROUND
PM PEAK VOLUMES

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FIGURE 12

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Drew Street. It is important to highlight that Dennis Street has very little traffic during both of the studied peak hours.

The driveways for the main public parking lot and the residential parking lot were simulated utilizing a proposed 190-foot deceleration lane. The traffic generated by the development was assigned to their respective driveways. The analysis of the driveway utilization shown in **Table 2** was used as the base for the driveway designation coded in the VISSIM model. **Table 8** shows the percentage of traffic for the outbound and inbound of the traffic generated by the development during both peak hours.

Table 8: Driveway Designation

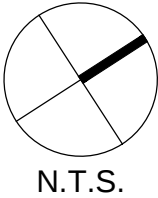
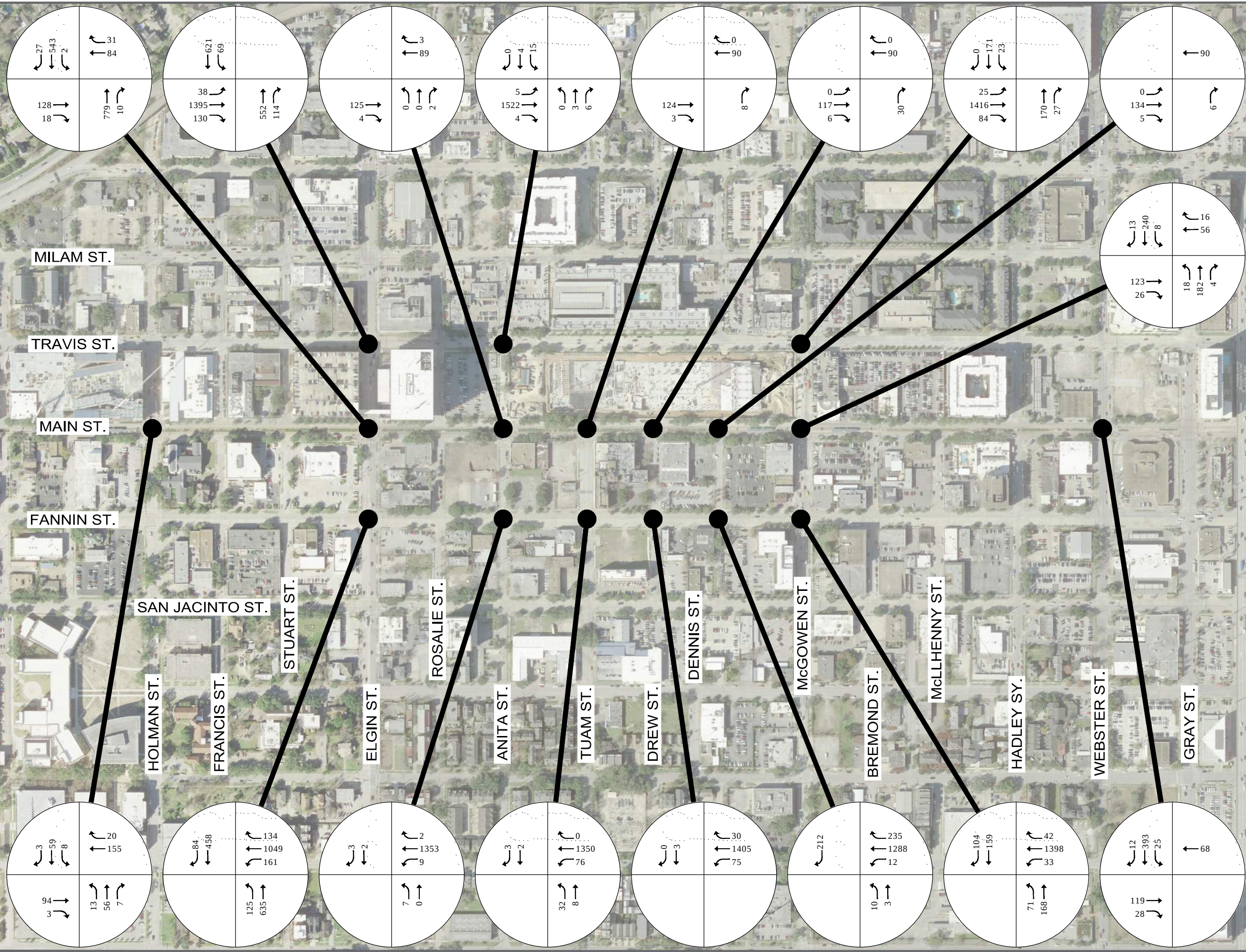
Driveway	Driveway B		Driveway C	
Parking Assignment	Health, Fitness Club, Supermarket, Hotel, City Park, Restaurants Self-Parking		Apartments, Restaurant Valet Parking	
Route	Outbound	Inbound	Outbound	Inbound
AM	30%	85%	70%	15%
PM	75%	55%	25%	45%

Traffic volumes for proposed AM peak hour and PM peak hour conditions are shown in **Figures 13** and **Figure14**. Proposed conditions capacity analyses can be found under **TAB FOUR**.

LEVEL OF SERVICE COMPARISON

A comparison of the AM and PM peak hour scenarios can be found in **Table 9** and **Table 10**, respectively.

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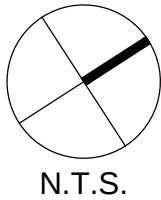
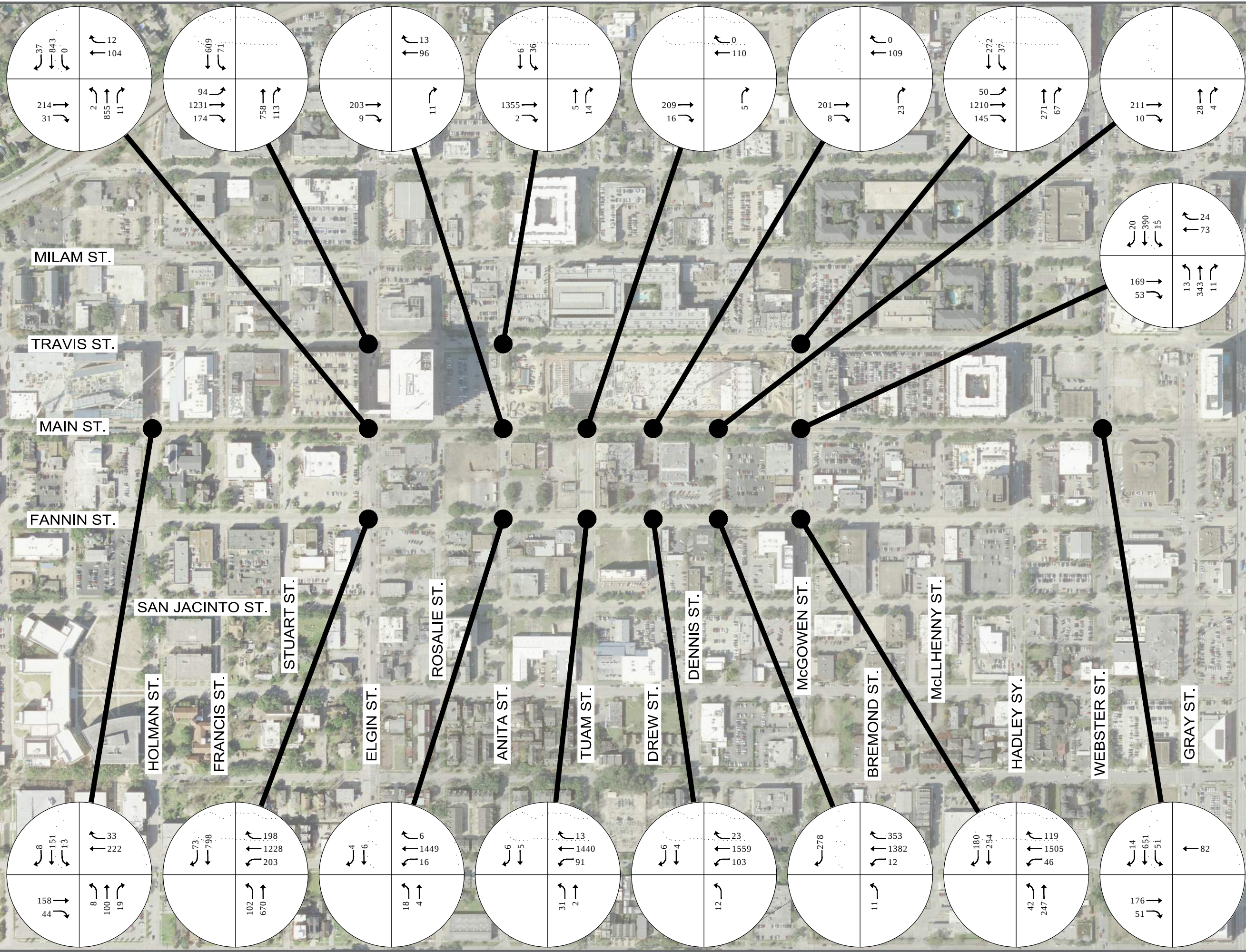
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PROPOSED
AM PEAK VOLUMES

SHEET NUMBER

FIGURE 13

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PM PEAK VOLUMES
SHEET NUMBER

FIGURE 14

Table 9: AM Peak Hour Level of Service Comparison

Analysis Period	Level of Service (delay in seconds per vehicle) by Approach and Movement												Intersection
	Eastbound			Westbound			Northbound			Southbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1. Main Street at Webster Street													
Existing 2016	14.7	18.8	20.9	-	-	-	-	7.2	3.9	-	6.3		13.6
	B	B	C	-	-	-	-	A	A	-	A		B
Background 2021	16.8	19.1	17.3	-	-	-	-	7.2	3.6	-	6.3	-	13.2
	A	B	B	-	-	-	-	A	A	-	A	-	B
Proposed 2021	16.4	19.1	17.3	-	-	-	-	7.3	3.6	-	6.4	-	13.5
	B	A	B	-	-	-	-	A	A	-	A	-	B
2. Travis Street at McGowen Street													
Existing 2016	25.7	18.7	-	-	20.9	23.6	9.4	7.2	6.5	-	-	-	9.6
	C	B	-	-	C	C	B	A	A	-	-	-	A
Background 2021	21.5	17.5	-	-	21.1	22.1	8.9	6.1	5.0	-	-	-	8.8
	C	B	-	-	C	C	A	A	A	-	-	-	A
Proposed 2021	23.8	20.4	-	-	21.3	26.8	8.1	6.3	4.9	-	-	-	9.3
	C	C	-	-	C	C	A	A	A	-	-	-	A
3. Main Street at McGowen Street													
Existing 2016	5.5	6.5	7.6	8.9	8.2	7.9	-	21.1	20.2	-	26.0	22.7	11.9
	A	A	A	A	A	A	-	C	C	-	C	C	B
Background 2021	7.4	7.4	8.9	8.4	8.9	13.0	-	21.3	20.3	-	25.9	21.1	12.4
	A	A	A	A	A	B	-	C	C	-	C	C	B
Proposed 2021	7.4	7.4	7.0	7.2	9.3	8.0	-	20.5	22.7	-	25.9	21.0	12.4
	A	A	A	A	A	A	-	C	C	-	B	C	B
4. Fannin Street at McGowen Street													
Existing 2016	-	13.0	11.5	16.5	18.1	-	-	-	-	20.6	12.5	15.8	13.4
	-	B	B	B	B	-	-	-	-	C	B	B	B
Background 2021	-	14.5	14.0	20.5	18.9	-	-	-	-	18.2	13.1	15.7	14.2
	-	B	B	C	B	-	-	-	-	B	B	B	B
Proposed 2021	-	13.6	14.8	19.0	18.4	-	-	-	-	15.7	13.1	16.5	14.0
	-	B	B	B	B	-	-	-	-	B	B	B	B
5. Main Street at Dennis Street													
Existing 2016	-	-	-	-	-	8.0	-	-	0	-	-	-	0.7
	-	-	-	-	-	A	-	-	A	-	-	-	A
Background 2021	-	-	-	-	-	8.2	-	-	0	-	-	-	0.8
	-	-	-	-	-	A	-	-	A	-	-	-	A
Proposed 2021	-	-	-	-	-	-	-	-	0	-	-	-	0.5
	-	-	-	-	-	-	-	-	A	-	-	-	A
6. Fannin Street at Dennis Street													
Existing 2016	-	8.7	7.7	10.0	12.4	-	-	-	-	5.0	-	5.7	0.3
	-	A	A	A	B	-	-	-	-	A	-	A	A
Background 2021	-	8.6	8.3	10.4	12.2	-	-	-	-	5.1	-	4.6	0.4
	-	A	A	B	B	-	-	-	-	A	-	A	A
Proposed 2021	-	-	-	9.1	-	-	-	-	-	3.9	-	-	1.9
	-	-	-	A	-	-	-	-	-	A	-	-	A

Table 9: AM Peak Hour Level of Service Comparison (Cont.)

Analysis Period	Level of Service (delay in seconds per vehicle) by Approach and Movement												
	Eastbound			Westbound			Northbound			Southbound			Intersection
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7. Main Street at Drew Street													
Existing 2016	-	-	-	-	-	0.1	-	-	0.1	-	-	-	0.1
	-	-	-	-	-	A	-	-	A	-	-	-	A
Background 2021	-	-	-	-	-	0.1	-	-	0.1	-	-	-	0.1
	-	-	-	-	-	A	-	-	A	-	-	-	A
Proposed 2021	-	-	-	-	-	7.3	-	-	0.1	-	-	-	0.1
	-	-	-	-	-	A	-	-	A	-	-	-	A
8. Fannin Street at Drew Street													
Existing 2016	-	10.7	-	-	-	-	-	-	-	4.9	0.7	0	0.2
	-	B	-	-	-	-	-	-	-	A	A	A	A
Background 2021	-	9.5	-	-	-	-	-	-	-	4.8	0.1	3.6	0.2
	-	A	-	-	-	-	-	-	-	A	A	A	A
Proposed 2021	-	11.1	-	-	-	-	-	-	-	1.4	0.28	-	0.7
	-	B	-	-	-	-	-	-	-	A	A	-	A
9. Main Street at Tuam Street													
Existing 2016	-	-	-	-	-	7.6	-	0.1	0	-	-	-	0.3
	-	-	-	-	-	A	-	A	A	-	-	-	A
Background 2021	-	-	-	-	-	7.6	-	0.1	0	-	-	-	0.3
	-	-	-	-	-	A	-	A	A	-	-	-	A
Proposed 2021	-	-	-	-	-	7.7	-	0.1	0.1	-	-	-	0.3
	-	-	-	-	-	A	-	A	A	-	-	-	A
10. Fannin Street at Tuam Street													
Existing 2016	-	8.9	7.2	9.9	10.6	-	-	-	-	4.5	-	0.2	0.5
	-	A	A	A	B	-	-	-	-	A	-	A	A
Background 2021	-	7.8	7.8	10.2	12.5	-	-	-	-	5.6	-	0.2	0.6
	-	A	A	B	B	-	-	-	-	A	-	A	A
Proposed 2021	-	8.5	8.4	10.5	13.3	-	-	-	-	5.7	-	0.4	0.9
	-	A	A	B	B	-	-	-	-	A	-	A	A
11. Travis Street at Anita Street													
Existing 2016	-	-	-	-	13.9	7.2	4.4	-	0.2	-	-	-	0.2
	-	-	-	-	B	A	A	-	A	-	-	-	A
Background 2021	-	-	-	-	12.7	7.1	0.8	-	0.4	-	-	-	0.2
	-	-	-	-	B	A	A	-	A	-	-	-	A
Proposed 2021	-	-	-	-	8.6	7.2	1.4	-	1.6	-	-	-	0.2
	-	-	-	-	A	A	A	-	A	-	-	-	A
12. Main Street at Anita Street													
Existing 2016	-	-	9.8	-	-	8.1	-	-	0.1	-	-	0.2	1.0
	-	-	A	-	-	A	-	-	A	-	-	A	A
Background 2021	-	-	9.6	-	-	7.5	-	-	0.1	-	-	0.2	1.1
	-	-	A	-	-	A	-	-	A	-	-	A	A
Proposed 2021	-	-	9.4	-	-	8.2	-	-	0.1	-	-	0.2	1.0
	-	-	A	-	-	A	-	-	A	-	-	A	A

Table 9: AM Peak Hour Level of Service Comparison (Cont.)

Analysis Period	Level of Service (delay in seconds per vehicle) by Approach and Movement												Intersection
	Eastbound			Westbound			Northbound			Southbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13. Fannin Street at Anita Street													
Existing 2016	-	9.0	8.8	9.6	-	-	-	-	-	4.5	-	5.8	0.2
	-	A	A	A	-	-	-	-	-	A	-	A	A
Background 2021	-	8.7	9.5	10.1	-	-	-	-	-	4.7	-	1.3	0.2
	-	A	A	B	-	-	-	-	-	A	-	A	A
Proposed 2021	-	8.0	10.5	9.4	-	-	-	-	-	3.1	-	1.2	0.2
	-	A	A	A	-	-	-	-	-	A	-	A	A
14. Travis Street at Elgin Street													
Existing 2016	20.8	23.7	-	-	18.8	20.9	15.2	12.1	14.7	-	-	-	16.7
	C	C	-	-	B	C	B	B	B	-	-	-	B
Background 2021	49.6	24.1	-	-	18.9	21.9	16.4	12.6	15.1	-	-	-	17.6
	D	C	-	-	B	C	B	B	B	-	-	-	B
Proposed 2021	51.1	23.8	-	-	19.4	20.9	16.4	12.4	15.0	-	-	-	17.6
	D	B	-	-	B	C	B	B	B	-	-	-	B
15. Elgin Street at Main Street													
Existing 2016	22.3	8.8	9.1	-	10.1	12.0	-	16.9	19.3	-	45.2	28.9	11.8
	C	A	A	-	B	B	-	B	B	-	D	C	B
Background 2021	0.94	9.5	10.0	-	10.8	7.7	-	17.4	19.8	-	45.2	31.1	12.3
	A	A	A	-	B	A	-	B	B	-	D	C	B
Proposed 2021	2.1	8.7	9.0	-	10.8	16.8	-	16.2	16.1	-	45.2	32.4	11.9
	S	A	A	-	B	B	-	B	B	-	D	C	B
16. Elgin Street at Fannin Street													
Existing 2016	-	17.7	16.6	1.8	13.4	-	-	-	-	3.7	14.5	17.5	14.0
	-	B	B	A	B	-	-	-	-	A	B	B	B
Background 2021	-	17.1	17.0	2.4	14.5	-	-	-	-	3.9	14.9	22.2	14.5
	-	B	B	B	B	-	-	-	-	A	B	C	B
Proposed 2021	-	17.5	17.3	2.2	14.5	-	-	-	-	3.5	16.9	23.9	15.6
	-	B	B	A	B	-	-	-	-	A	A	C	B
17. Main Street at Holman Street													
Existing 2016	7.3	5.5	11.4	6.5	6.4	5.0	-	41.4	5.4	-	18.6	19.8	15.6
	A	A	B	A	A	A	-	D	A	-	B	B	B
Background 2021	6.1	6.1	2.2	4.5	6.7	4.4	-	41.4	13.4	-	18.5	17.9	15.2
	A	A	A	A	A	A	-	D	B	-	B	B	B
Proposed 2021	6.0	6.1	2.2	4.5	6.7	4.4	-	41.4	21.1	-	18.1	18.0	14.6
	A	A	A	A	A	A	-	D	C	-	B	B	B

Table 10: PM Peak Hour Level of Service Comparison

Analysis Period	Level of Service (delay in seconds per vehicle) by Approach and Movement												Intersection
	Eastbound			Westbound			Northbound			Southbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1. Main Street at Webster Street													
Existing 2016	9.2	9.3	8.9	-	-	-	-	55.4	27.8	-	19.3	-	16.3
	A	A	A	-	-	-	-	D	C	-	C	-	B
Background 2021	9.0	9.6	7.0	-	-	-	-	55.7	30.6	-	25.9	-	18.7
	A	A	A	-	-	-	-	D	C	-	C	-	B
Proposed 2021	9.0	9.8	13.4	-	-	-	-	55.7	30.0	-	25.9	-	18.5
	A	A	A	-	-	-	-	D	C	-	C	-	B
2. Travis Street at McGowen Street													
Existing 2016	21.5	21.5	-	-	20.3	18.7	16.5	13.9	11.7	-	-	-	15.9
	B	C	-	-	C	B	B	B	B	-	-	-	B
Background 2021	27.4	18.7	-	-	20.2	19.8	15.5	14.1	11.1	-	-	-	15.9
	C	B	-	-	C	B	B	B	B	-	-	-	B
Proposed 2021	32.9	22.5	-	-	20.6	19.5	16.1	14.7	13.7	-	-	-	16.7
	C	C	-	-	C	B	B	B	B	-	-	-	B
3. Main Street at McGowen Street													
Existing 2016	8.0	9.9	9.9	8.4	9.37	7.2	-	5.2	7.2	-	21.1	17.4	9.9
	A	A	A	A	A	A	-	A	A	-	C	B	A
Background 2021	7.1	8.3	8.2	13.6	9.8	9.9	-	6.5	7.1	-	20.4	21.1	9.5
	A	A	A	B	A	A	-	A	A	-	C	C	A
Proposed 2021	9.4	9.7	6.3	10.1	9.4	10.0	-	4.9	3.7	-	20.4	21.1	9.6
	A	A	A	B	A	A	-	A	A	-	C	C	A
4. Fannin Street at McGowen Street													
Existing 2016	-	18.9	20.5	18.8	20.7	-	-	-	-	15.1	11.9	15.4	14.3
	-	C	C	B	C	-	-	-	-	B	B	B	B
Background 2021	-	20.1	20.4	23.3	20.6	-	-	-	-	16.0	12.3	17.0	14.9
	-	C	C	C	C	-	-	-	-	B	B	B	B
Proposed 2021	-	20.7	20.9	22.7	20.7	-	-	-	-	17.3	13.4	17.8	15.8
	-	C	C	C	C	-	-	-	-	B	B	B	B
5. Main Street at Dennis Street													
Existing 2016	-	-	-	-	-	8.8	-	-	0.004	-	-	-	0.5
	-	-	-	-	-	A	-	-	A	-	-	-	A
Background 2021	-	-	-	-	-	8.5	-	-	0.05	-	-	-	0.4
	-	-	-	-	-	A	-	-	A	-	-	-	A
Proposed 2021	-	-	-	-	-	-	-	-	-	-	-	-	0.3
	-	-	-	-	-	-	-	-	-	-	-	-	A
6. Fannin Street at Dennis Street													
Existing 2016	-	10.2	8.3	10.5	-	-	-	-	-	6.1	-	5.1	0.3
	-	A	A	B	-	-	-	-	-	A	-	A	A
Background 2021	-	13.4	9.4	10.8	-	-	-	-	-	6.1	-	6.9	0.4
	-	B	A	B	-	-	-	-	-	A	-	A	A
Proposed 2021	-	-	-	11.6	-	-	-	-	-	6.1	-	-	2.1
	-	-	-	B	-	-	-	-	-	A	-	-	A

Table 10: PM Peak Hour Level of Service Comparison (Cont.)

Analysis Period	Level of Service (delay in seconds per vehicle) by Approach and Movement												Intersection
	Eastbound			Westbound			Northbound			Southbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7. Main Street at Drew Street													
Existing 2016	-	-	-	-	-	0.1	-	-	0.1	-	-	-	0.06
	-	-	-	-	-	A	-	-	A	-	-	-	A
Background 2021	-	-	-	-	-	0.1	-	-	0.1	-	-	-	0.08
	-	-	-	-	-	A	-	-	A	-	-	-	A
Proposed 2021	-	-	-	-	-	0.1	-	-	0.1	-	-	-	0.08
	-	-	-	-	-	A	-	-	A	-	-	-	A
8. Fannin Street at Drew Street													
Existing 2016	-	12.2	9.1	9.7	-	-	-	-	-	4.7	-	2.7	0.2
	-	B	A	A	-	-	-	-	-	A	-	A	A
Background 2021	-	12.2	9.1	10.1	-	-	-	-	-	4.4	-	3.5	0.3
	-	B	A	B	-	-	-	-	-	A	-	A	A
Proposed 2021	-	15.1	9.7	10.5	-	-	-	-	-	6.1	-	6.6	1.3
	-	B	A	B	-	-	-	-	-	A	-	A	A
9. Main Street at Tuam Street													
Existing 2016	-	-	-	-	-	9.2	-	0.1	0.1	-	-	-	0.2
	-	-	-	-	-	A	-	A	A	-	-	-	A
Background 2021	-	-	-	-	-	9.3	-	0.2	0.1	-	-	-	0.5
	-	-	-	-	-	A	-	A	A	-	-	-	A
Proposed 2021	-	-	-	-	-	8.7	-	0.2	0.07	-	-	-	0.5
	-	-	-	-	-	A	-	A	A	-	-	-	A
10. Fannin Street at Tuam Street													
Existing 2016	-	11.1	10.4	11.2	11.1	-	-	-	-	4.4	-	4.2	0.5
	-	A	B	B	B	-	-	-	-	A	-	A	A
Background 2021	-	11.4	10.2	11.0	11.3	-	-	-	-	4.8	-	4.8	0.7
	-	B	B	B	B	-	-	-	-	A	-	A	A
Proposed 2021	-	11.1	10.6	11.1	14.5	-	-	-	-	5.1	-	5.1	0.9
	-	B	B	B	B	-	-	-	-	A	-	A	A
11. Travis Street at Anita Street													
Existing 2016	11.0	14.6	-	-	9.96	8.4	1.3	-	1.1	-	-	-	1.0
	B	B	-	-	A	A	A	-	A	-	-	-	A
Background 2021	12.8	14.8	-	-	11.9	7.9	1.6	-	1.4	-	-	-	1.0
	B	B	-	-	B	A	A	-	A	-	-	-	A
Proposed 2021	12.5	14.8	-	-	9.5	7.5	1.5	-	0.6	-	-	-	1.1
	B	B	-	-	A	A	A	-	A	-	-	-	A
12. Main Street at Anita Street													
Existing 2016	-	-	-	-	-	7.8	-	-	0.1	-	-	0.1	0.2
	-	-	-	-	-	A	-	-	A	-	-	A	A
Background 2021	-	-	-	-	-	9.6	-	-	0.1	-	-	0.1	0.8
	-	-	-	-	-	A	-	-	A	-	-	A	A
Proposed 2021	-	-	-	-	-	8.6	-	-	0.06	-	-	0.2	0.3
	-	-	-	-	-	A	-	-	A	-	-	A	A

Table 10: PM Peak Hour Level of Service Comparison (Cont.)

Analysis Period	Level of Service (delay in seconds per vehicle) by Approach and Movement												Intersection
	Eastbound			Westbound			Northbound			Southbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13. Fannin Street at Anita Street													
Existing 2016	-	11.6	8.9	10.9	11.3	-	-	-	-	4.1	-	2.1	0.4
	-	B	A	B	B	-	-	-	-	A	-	A	A
Background 2021	-	9.5	12.0	12.3	11.9	-	-	-	-	5.4	-	4.8	0.5
	-	A	B	B	B	-	-	-	-	A	-	A	A
Proposed 2021	-	9.8	11.7	11.0	13.5	-	-	-	-	4.4	-	3.8	0.4
	-	A	B	B	B	-	-	-	-	A	-	A	A
14. Travis Street at Elgin Street													
Existing 2016	34.4	21.4	-	-	20.6	23.6	22.4	20.2	20.6	-	-	-	21.2
	C	C	-	-	C	C	C	C	C	-	-	-	C
Background 2021	43.4	21.4	-	-	20.6	23.7	21.3	21.0	22.7	-	-	-	21.7
	D	C	-	-	C	C	C	C	C	-	-	-	C
Proposed 2021	41.7	21.3	-	-	21.0	24.0	22.4	20.8	23.5	-	-	-	21.7
	D	C	-	-	C	C	C	C	C	-	-	-	C
15. Elgin Street at Main Street													
Existing 2016	-	9.8	11.7	3.2	10.3	6.7	-	40.3	10.3	-	5.9	12.8	12.8
	-	A	B	A	B	A	-	D	C	-	A	B	B
Background 2021	-	9.9	12.1	0.1	11.2	10.3	-	40.4	38.5	-	13.8	12.8	15.2
	-	A	B	A	B	B	-	D	D	-	B	B	B
Proposed 2021	-	9.1	6.5	8.9	10.1	13.7	-	40.4	35.1	-	12.6	16.1	15.2
	-	A	A	A	B	B	-	D	C	-	B	B	B
16. Elgin Street at Fannin Street													
Existing 2016	-	10.4	12.7	1.6	11.4	-	-	-	-	27.9	27.3	29.4	18.8
	-	B	B	A	B	-	-	-	-	C	C	C	B
Background 2021	-	10.3	11.4	1.8	11.4	-	-	-	-	27.9	27.7	29.9	19.0
	-	B	B	A	B	-	-	-	-	C	C	C	B
Proposed 2021	-	10.1	10.2	1.7	11.9	-	-	-	-	27.9	27.7	29.9	19.2
	-	B	B	A	B	-	-	-	-	C	C	C	B
17. Main Street at Holman Street													
Existing 2016	6.6	7.9	6.9	7.4	8.5	6.3	-	21.4	20.6	-	14.9	13.2	14.4
	A	A	A	A	A	A	-	C	C	-	B	B	B
Background 2021	5.2	8.3	8.4	7.5	7.2	5.9	-	41.6	25.2	-	14.9	13.2	16.0
	A	A	A	A	A	A	-	D	C	-	B	B	B
Proposed 2021	5.2	8.3	8.4	7.5	7.2	8.9	-	41.6	21.2	-	14.7	12.5	16.0
	A	A	A	A	A	A	-	D	C	-	B	B	B

KEY FINDINGS AND RECOMMENDATIONS

The projected traffic generated by the proposed development in Midtown will have a limited impact to the existing traffic. The anticipated traffic generated by the development will not decrease the LOS of the surrounding study area intersections. Fannin Street, where all of the proposed driveways of the development will be located, has adequate capacity to handle the additional traffic generated by the proposed site.

The removal of the Dennis Street shows a minimal impact to traffic in the area. The traffic volumes for both AM and PM peak hours are low (15 vehicles for the AM peak and 16 vehicles for the PM peak) and the adjacent Streets, Drew Street and McGowen Street, were able to accommodate the rerouted traffic.

The simulation also showed that the proposed deceleration lane was able to provide adequate storage for traffic entering into the development. The VISSIM model also showed that the traffic signal at the intersection of Fannin Street at McGowen Street, provided adequate gaps for traffic leaving the proposed site.

CONCLUSIONS

Based on the traffic capacity analysis, the District-Midtown development is not anticipated to have a major impact on the surrounding intersections analyzed in this report.

By using the ITE Trip Generation Handbook, it was estimated that the total number of trips generated by the development will be 492 trips in the AM peak hour, and 632 trips in the PM peak hour. These trips will access the development using the two main driveways located along Fannin Street. A third driveway will serve as a loading dock area. The VISSIM simulation shows that the anticipated traffic generated by the development will not decrease the LOS at the analyzed intersections in this study.

Fannin Street, where all the proposed driveways of the development will be located, has enough capacity to handle the additional generated traffic. The removal of Dennis Street due to the proposed development does not have a significant impact to the traffic in the area. Traffic count volumes for both AM and PM peak hours show high traffic volumes utilizing Dennis Street, and that the adjacent Drew Street and McGowen Street were able to accommodate the rerouted traffic.

REFERENCES

1. *Highway Capacity Manual 2010*. Transportation Research Board, National Research Council, Washington D.C., 2010.
 2. *Trip Generation Manual, 9th Edition*. Institute of Transportation Engineers. Washington, D.C., 2012.
- Access Management Manual*. Texas Department of Transportation. 2011.

APPENDIX

TAB ONE: Traffic Count Data

**The District Midtown
Turning Movement Counts**

Count Location: Main at Webster
 Count Date: Thursday, May 11, 2017
 Weather Conditions:
 Road Surface Condition:
 Names of Counters: CJH

A.M. PEAK PERIOD																					
Time	Eastbound Webster St					Westbound					Northbound Main St					Southbound Main St					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
7:00	6	60	3	0	1	0	0	0	0	9	0	19	3	0	2	0	10	0	0	1	101
7:15	6	82	3	0	3	0	0	0	0	6	0	10	3	0	0	1	16	0	0	1	121
7:30	4	71	1	0	3	0	0	0	0	4	0	19	5	0	2	1	13	0	0	0	114
7:45	8	84	4	0	1	0	0	0	0	6	0	24	6	0	3	0	13	0	0	2	139
8:00	3	113	2	0	2	0	0	0	0	4	0	33	4	0	4	0	14	0	0	4	169
8:15	3	83	2	0	0	0	0	0	0	3	0	20	6	2	2	0	10	0	0	1	126
8:30	6	101	5	0	2	0	0	0	0	3	0	19	9	0	1	0	24	0	0	6	164
8:45	12	80	2	0	0	0	0	0	0	4	0	31	7	0	3	0	17	0	0	1	149

P.M. PEAK PERIOD																					
Time	Eastbound Webster St					Westbound					Northbound Main St					Southbound Main St					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
16:00	8	133	3	0	2	0	0	0	0	10	0	4	2	0	5	0	16	0	0	1	166
16:15	12	116	3	0	3	0	0	0	0	7	0	4	0	0	5	0	16	0	1	4	152
16:30	13	144	4	0	2	0	0	0	0	3	0	45	9	0	3	1	20	0	1	3	237
16:45	15	138	1	0	0	0	0	0	0	3	0	32	14	0	0	0	23	0	0	0	223
17:00	17	151	6	0	3	0	0	0	0	3	0	50	19	0	1	0	18	0	0	4	261
17:15	10	152	2	0	2	0	0	0	0	13	0	31	12	0	13	0	18	0	1	2	226
17:30	16	169	2	0	2	0	0	0	0	8	0	40	13	0	10	0	21	0	0	8	261
17:45	6	136	3	0	1	0	0	0	0	10	0	48	5	0	8	0	21	0	0	1	219

A.M. Peak Hour
8:00 - 9:00

P.M. Peak Hour
17:00 - 18:00

A.M. Peak Hour	Eastbound Webster St					Westbound 0					Northbound					Southbound Main St					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
8:00	3	113	2	0	2	0	0	0	0	4	0	33	4	0	4	0	14	0	0	4	169
8:15	3	83	2	0	0	0	0	0	0	3	0	20	6	2	2	0	10	0	0	1	126
8:30	6	101	5	0	2	0	0	0	0	3	0	19	9	0	1	0	24	0	0	6	164
8:45	12	80	2	0	0	0	0	0	0	4	0	31	7	0	3	0	17	0	0	1	149
TOTAL	24	377	11	0	4	0	0	0	0	14	0	103	26	2	10	0	65	0	0	12	608
Ped Conflicts	16		14			24		26			14		24			26		16			40

P.M. Peak Hour	Eastbound Webster St					Westbound 0					Northbound					Southbound Main St					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
17:00	17	151	6	0	3	0	0	0	0	3	0	50	19	0	1	0	18	0	0	4	261
17:15	10	152	2	0	2	0	0	0	0	13	0	31	12	0	13	0	18	0	1	2	226
17:30	16	169	2	0	2	0	0	0	0	8	0	40	13	0	10	0	21	0	0	8	261
17:45	6	136	3	0	1	0	0	0	0	10	0	48	5	0	8	0	21	0	0	1	219
TOTAL	49	608	13	0	8	0	0	0	0	34	0	169	49	0	32	0	78	0	1	15	967
Ped Conflicts	23		40			66		49			40		66			49		23			89

**The District Midtown
Turning Movement Counts**

Count Location: Travis at McGowen
 Count Date: Thursday, May 11, 2017
 Weather Conditions:
 Road Surface Condition:
 Names of Counters: CJH

A.M. PEAK PERIOD																					
Time	Eastbound McGowen					Westbound McGowen					Northbound Travis					Southbound					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
7:00	5	21	0	0	1	0	30	7	0	0	3	230	8	0	4	0	0	0	0	6	304
7:15	6	33	0	0	2	0	26	6	0	2	1	275	10	0	4	0	0	0	0	10	357
7:30	2	37	0	0	4	0	28	6	0	4	4	297	15	0	2	0	0	0	0	15	389
7:45	5	32	0	0	1	0	29	3	0	3	8	317	9	0	5	0	0	0	0	8	403
8:00	4	23	0	0	3	0	36	8	0	4	7	342	20	0	5	0	0	0	0	8	440
8:15	6	26	0	0	2	0	43	3	0	2	7	346	12	0	12	0	0	0	0	9	443
8:30	5	34	0	0	2	0	38	11	0	3	6	318	13	0	4	0	0	0	0	11	425
8:45	7	47	0	0	1	0	35	3	0	1	4	354	12	0	4	0	0	0	0	5	462

P.M. PEAK PERIOD																					
Time	Eastbound McGowen					Westbound McGowen					Northbound Travis					Southbound					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
16:00	7	45	0	0	0	0	51	9	0	1	3	238	21	0	3	0	0	0	0	8	374
16:15	9	47	0	0	1	0	54	15	0	1	9	192	21	0	13	0	0	0	0	17	347
16:30	5	47	0	0	0	0	83	13	0	6	17	275	19	0	10	0	0	0	0	13	459
16:45	7	42	0	0	1	0	64	13	0	0	10	242	12	0	4	0	0	0	0	13	390
17:00	7	62	0	0	2	0	64	18	0	0	9	279	23	0	10	0	0	0	0	13	462
17:15	8	49	0	0	0	0	68	23	0	2	6	301	20	0	6	0	0	0	0	8	475
17:30	5	60	0	0	2	0	58	10	0	3	15	283	21	0	7	0	0	0	0	9	452
17:45	15	56	0	0	6	0	70	13	0	4	18	299	10	0	10	0	0	0	0	8	481

A.M. Peak Hour
8:00 - 9:00

P.M. Peak Hour
17:00 - 18:00

A.M. Peak Hour	Eastbound McGowen					Westbound McGowen					Northbound Travis					Southbound 0					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
8:00	4	23	0	0	3	0	36	8	0	4	7	342	20	0	5	0	0	0	0	8	440
8:15	6	26	0	0	2	0	43	3	0	2	7	346	12	0	12	0	0	0	0	9	443
8:30	5	34	0	0	2	0	38	11	0	3	6	318	13	0	4	0	0	0	0	11	425
8:45	7	47	0	0	1	0	35	3	0	1	4	354	12	0	4	0	0	0	0	5	462
TOTAL	22	130	0	0	8	0	152	25	0	10	24	1360	57	0	25	0	0	0	0	33	1770
Ped Conflicts PHF	41	33				35	43				33	35				43	41				76

P.M. Peak Hour	Eastbound McGowen					Westbound McGowen					Northbound Travis					Southbound 0					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
17:00	7	62	0	0	2	0	64	18	0	0	9	279	23	0	10	0	0	0	0	13	462
17:15	8	49	0	0	0	0	68	23	0	2	6	301	20	0	6	0	0	0	0	8	475
17:30	5	60	0	0	2	0	58	10	0	3	15	283	21	0	7	0	0	0	0	9	452
17:45	15	56	0	0	6	0	70	13	0	4	18	299	10	0	10	0	0	0	0	8	481
TOTAL	35	227	0	0	10	0	260	64	0	9	48	1162	74	0	33	0	0	0	0	38	1870
Ped Conflicts	48	43				42	47				43	42				47	48				90

**The District Midtown
Turning Movement Counts**

Count Location: Main at McGowen
 Count Date: Thursday, May 11, 2017
 Weather Conditions:
 Road Surface Condition:
 Names of Counters: CJH

A.M. PEAK PERIOD																					
Time	Eastbound McGowen					Westbound McGowen					Northbound Main					Southbound Main					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
7:00	3	25	0	0	4	3	41	3	0	6	0	13	1	0	16	0	12	0	0	8	101
7:15	1	40	2	0	9	6	29	1	0	4	0	12	2	0	13	0	13	0	0	11	106
7:30	0	44	2	0	6	2	29	1	0	13	0	18	0	0	15	0	10	3	0	19	109
7:45	3	44	1	0	9	3	38	0	0	2	0	24	2	0	17	0	9	0	0	15	124
8:00	0	39	0	0	4	1	39	1	0	7	0	37	2	0	15	0	11	3	0	20	133
8:15	1	35	5	0	3	4	45	0	0	5	0	26	6	0	19	0	11	5	0	22	138
8:30	5	46	2	0	2	10	45	0	0	5	0	23	4	0	16	0	17	4	0	16	156
8:45	1	53	5	0	1	2	35	2	0	4	0	21	2	0	14	0	14	3	0	22	138

P.M. PEAK PERIOD																					
Time	Eastbound McGowen					Westbound McGowen					Northbound Main					Southbound Main					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
16:00	2	60	2	0	6	3	65	5	0	13	0	33	5	0	21	0	16	5	0	15	196
16:15	3	65	3	0	8	4	55	4	0	11	0	40	7	0	11	0	15	6	0	18	202
16:30	2	63	2	0	2	3	80	3	0	5	0	44	5	0	11	0	10	8	0	16	220
16:45	1	50	1	0	1	1	69	1	0	1	0	31	4	0	6	0	18	7	0	14	183
17:00	6	82	2	0	7	2	80	4	0	14	0	50	5	0	19	0	20	7	0	20	258
17:15	1	66	6	0	7	3	78	0	0	11	0	37	7	0	17	0	16	4	0	19	218
17:30	5	67	7	0	3	3	67	3	0	5	0	33	4	0	16	0	16	5	0	11	210
17:45	2	75	4	0	2	4	77	3	0	5	0	42	4	0	25	0	18	7	0	12	236

A.M. Peak Hour
8:00 - 9:00

P.M. Peak Hour
17:00 - 18:00

A.M. Peak Hour	Eastbound McGowen					Westbound McGowen					Northbound Main					Southbound Main					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
8:00	0	39	0	0	4	1	39	1	0	7	0	37	2	0	15	0	11	3	0	20	133
8:15	1	35	5	0	3	4	45	0	0	5	0	26	6	0	19	0	11	5	0	22	138
8:30	5	46	2	0	2	10	45	0	0	5	0	23	4	0	16	0	17	4	0	16	156
8:45	1	53	5	0	1	2	35	2	0	4	0	21	2	0	14	0	14	3	0	22	138
TOTAL	7	173	12	0	10	17	164	3	0	21	0	107	14	0	64	0	53	15	0	80	565
Ped Conflicts PHF	90		74			85		101			74		85			101		90			175

P.M. Peak Hour	Eastbound McGowen					Westbound McGowen					Northbound Main					Southbound Main					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
17:00	6	82	2	0	7	2	80	4	0	14	0	50	5	0	19	0	20	7	0	20	258
17:15	1	66	6	0	7	3	78	0	0	11	0	37	7	0	17	0	16	4	0	19	218
17:30	5	67	7	0	3	3	67	3	0	5	0	33	4	0	16	0	16	5	0	11	210
17:45	2	75	4	0	2	4	77	3	0	5	0	42	4	0	25	0	18	7	0	12	236
TOTAL	14	290	19	0	19	12	302	10	0	35	0	162	20	0	77	0	70	23	0	62	922
Ped Conflicts	81		96			112		97			96		112			97		81			193

**The District Midtown
Turning Movement Counts**

Count Location: Fannin at McGowen
 Count Date: Thursday, May 11, 2017
 Weather Conditions:
 Road Surface Condition:
 Names of Counters: CJH

A.M. PEAK PERIOD																					
Time	Eastbound McGowen					Westbound McGowen					Northbound					Southbound Fannin					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
7:00	0	20	9	0	1	11	34	0	0	2	0	0	0	0	6	9	191	10	0	0	284
7:15	0	24	15	0	1	11	26	0	0	2	0	0	0	0	6	8	239	11	0	1	334
7:30	0	32	15	0	0	15	30	0	0	0	0	0	0	0	7	9	300	6	0	5	407
7:45	0	30	14	0	1	10	34	0	0	2	0	0	0	0	10	6	260	5	0	3	359
8:00	0	29	12	0	0	10	36	0	0	5	0	0	0	0	10	14	304	5	0	6	410
8:15	0	32	8	0	0	12	40	0	0	7	0	0	0	0	8	4	273	9	0	4	378
8:30	0	39	10	0	5	9	39	0	0	9	0	0	0	0	14	6	286	19	0	11	408
8:45	0	42	13	0	4	14	35	0	0	2	0	0	0	0	11	7	333	7	0	11	451

P.M. PEAK PERIOD																					
Time	Eastbound McGowen					Westbound McGowen					Northbound 0					Southbound Fannin					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
16:00	0	55	14	0	2	7	38	0	0	1	0	0	0	0	13	10	235	30	0	2	389
16:15	0	63	13	0	3	6	37	0	0	1	0	0	0	0	12	6	251	26	0	5	402
16:30	0	56	11	0	0	10	63	0	0	1	0	0	0	0	9	11	236	27	0	9	414
16:45	0	39	14	0	4	6	59	0	0	0	0	0	0	0	6	10	310	20	0	4	458
17:00	0	64	14	0	3	12	53	0	0	1	0	0	0	0	13	16	269	27	0	10	455
17:15	0	58	21	0	1	9	54	0	0	2	0	0	0	0	9	9	327	38	0	5	516
17:30	0	46	16	0	1	10	43	0	1	1	0	0	0	0	4	6	317	28	0	4	467
17:45	0	62	20	0	1	9	60	0	0	2	0	0	0	0	12	13	295	21	0	3	480

A.M. Peak Hour
8:00 - 9:00

P.M. Peak Hour
17:00 - 18:00

A.M. Peak Hour	Eastbound McGowen					Westbound McGowen					Northbound 0					Southbound Fannin					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
8:00	0	29	12	0	0	10	36	0	0	5	0	0	0	0	10	14	304	5	0	6	410
8:15	0	32	8	0	0	12	40	0	0	7	0	0	0	0	8	4	273	9	0	4	378
8:30	0	39	10	0	5	9	39	0	0	9	0	0	0	0	14	6	286	19	0	11	408
8:45	0	42	13	0	4	14	35	0	0	2	0	0	0	0	11	7	333	7	0	11	451
TOTAL	0	142	43	0	9	45	150	0	0	23	0	0	0	0	43	31	1196	40	0	32	1647
Ped Conflicts PHF	41		52			66		55			52		66			55		41			107

P.M. Peak Hour	Eastbound McGowen					Westbound McGowen					Northbound 0					Southbound Fannin					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
17:00	0	64	14	0	3	12	53	0	0	1	0	0	0	0	13	16	269	27	0	10	455
17:15	0	58	21	0	1	9	54	0	0	2	0	0	0	0	9	9	327	38	0	5	516
17:30	0	46	16	0	1	10	43	0	1	1	0	0	0	0	4	6	317	28	0	4	467
17:45	0	62	20	0	1	9	60	0	0	2	0	0	0	0	12	13	295	21	0	3	480
TOTAL	0	230	71	0	6	40	210	0	1	6	0	0	0	0	38	44	1208	114	0	22	1918
Ped Conflicts	28		44			44		28			44		44			28		28			72

**The District Midtown
Turning Movement Counts**

Count Location: Main at Dennis
 Count Date: Thursday, May 11, 2017
 Weather Conditions:
 Road Surface Condition:
 Names of Counters: CJH

A.M. PEAK PERIOD																					
Time	Eastbound					Westbound Dennis					Northbound Main					Southbound					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
7:00	0	0	0	0	0	0	0	0	1	3	0	15	0	0	0	0	0	0	0	0	16
7:15	0	0	0	0	0	0	0	0	2	0	3	0	18	1	0	0	0	0	0	0	21
7:30	0	0	0	0	0	0	0	0	0	0	9	0	20	0	0	0	0	0	0	0	20
7:45	0	0	0	0	0	0	0	1	0	4	0	25	1	0	0	0	0	0	0	0	27
8:00	0	0	0	0	0	0	0	2	0	4	0	36	2	0	2	0	0	0	0	0	40
8:15	0	0	0	0	0	0	0	1	0	1	0	30	0	0	1	0	0	0	0	0	31
8:30	0	0	0	0	0	0	0	1	0	4	0	22	1	0	2	0	0	0	0	0	24
8:45	0	0	0	0	0	0	0	1	0	7	0	20	1	0	3	0	0	0	0	0	22

P.M. PEAK PERIOD																					
Time	Eastbound					Westbound Dennis					Northbound Main					Southbound					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
16:00	0	0	0	0	0	0	0	2	0	9	0	40	3	0	0	0	0	0	0	0	45
16:15	0	0	0	0	0	0	0	0	0	6	0	51	1	0	0	0	0	0	0	0	52
16:30	0	0	0	0	0	0	0	0	0	4	0	41	2	0	0	0	0	0	0	0	43
16:45	0	0	0	0	0	0	0	1	0	2	0	36	2	0	0	0	0	0	0	0	39
17:00	0	0	0	0	0	0	0	2	0	7	0	48	0	0	0	0	0	0	0	0	50
17:15	0	0	0	0	0	0	0	0	0	4	0	45	5	0	0	0	0	0	0	0	50
17:30	0	0	0	0	0	0	0	0	0	3	0	34	2	0	0	0	0	0	0	0	36
17:45	0	0	0	0	0	0	0	1	0	1	0	45	2	0	0	0	0	0	0	0	48

A.M. Peak Hour
8:00 - 9:00

P.M. Peak Hour
17:00 - 18:00

A.M. Peak Hour	Eastbound					Westbound Dennis					Northbound Main					Southbound					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
8:00	0	0	0	0	0	0	0	2	0	4	0	36	2	0	2	0	0	0	0	0	40
8:15	0	0	0	0	0	0	0	1	0	1	0	30	0	0	1	0	0	0	0	0	31
8:30	0	0	0	0	0	0	0	1	0	4	0	22	1	0	2	0	0	0	0	0	24
8:45	0	0	0	0	0	0	0	1	0	7	0	20	1	0	3	0	0	0	0	0	22
TOTAL	0	0	0	0	0	0	0	5	0	16	0	108	4	0	8	0	0	0	0	0	117
Ped Conflicts PHF	0		8			24		16			8	24			16	0					24

P.M. Peak Hour	Eastbound					Westbound Dennis					Northbound Main					Southbound					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
17:00	0	0	0	0	0	0	0	2	0	7	0	48	0	0	0	0	0	0	0	0	50
17:15	0	0	0	0	0	0	0	0	0	4	0	45	5	0	0	0	0	0	0	0	50
17:30	0	0	0	0	0	0	0	0	0	3	0	34	2	0	0	0	0	0	0	0	36
17:45	0	0	0	0	0	0	0	1	0	1	0	45	2	0	0	0	0	0	0	0	48
TOTAL	0	0	0	0	0	0	0	3	0	15	0	172	9	0	0	0	0	0	0	0	184
Ped Conflicts	0		0			15		15			0	15			15	0					15

**The District Midtown
Turning Movement Counts**

Count Location: Fannin at Dennis
 Count Date: Thursday, May 11, 2017
 Weather Conditions:
 Road Surface Condition:
 Names of Counters: CJH

A.M. PEAK PERIOD																					
Time	Eastbound					Westbound Dennis					Northbound					Southbound Fannin					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
7:00	0	0	0	0	4	1	0	0	0	1	0	0	0	0	0	0	212	3	0	0	216
7:15	0	1	1	0	0	1	1	0	0	0	0	0	0	0	2	2	238	2	0	0	246
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	322	2	0	1	328
7:45	0	0	1	0	2	2	2	0	0	1	0	0	0	0	1	4	259	0	0	3	268
8:00	0	1	1	0	1	2	2	0	0	1	0	0	0	0	0	2	327	1	0	2	336
8:15	0	0	0	0	0	4	0	0	0	2	0	0	0	0	0	3	271	1	0	1	279
8:30	1	0	0	0	1	1	0	0	0	3	0	0	0	0	2	4	296	2	0	0	304
8:45	0	1	1	0	1	2	0	0	0	0	0	0	0	0	1	2	343	2	0	0	351

P.M. PEAK PERIOD																					
Time	Eastbound					Westbound Dennis					Northbound 0					Southbound Fannin					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
16:00	0	1	2	1	0	6	0	0	0	1	0	0	0	0	2	4	256	2	0	2	272
16:15	0	0	3	0	0	4	0	0	0	1	0	0	0	0	2	4	272	0	0	1	283
16:30	0	1	2	0	0	3	0	0	0	2	0	0	0	0	3	5	252	0	0	2	263
16:45	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	8	326	0	0	1	337
17:00	0	1	0	0	0	5	0	0	0	1	0	0	0	0	1	8	290	2	0	0	306
17:15	0	2	5	0	0	3	0	0	0	2	0	0	0	0	2	0	358	0	0	3	368
17:30	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3	357	0	0	1	363
17:45	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	323	2	0	0	327

A.M. Peak Hour
8:00 - 9:00

P.M. Peak Hour
17:00 - 18:00

A.M. Peak Hour	Eastbound					Westbound Dennis					Northbound 0					Southbound Fannin					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
8:00	0	1	1	0	1	2	2	0	0	1	0	0	0	0	0	2	327	1	0	2	336
8:15	0	0	0	0	0	4	0	0	0	2	0	0	0	0	0	3	271	1	0	1	279
8:30	1	0	0	0	1	1	0	0	0	3	0	0	0	0	2	4	296	2	0	0	304
8:45	0	1	1	0	1	2	0	0	0	0	0	0	0	0	1	2	343	2	0	0	351
TOTAL	1	2	2	0	3	9	2	0	0	6	0	0	0	0	3	11	1237	6	0	3	1270
Ped Conflicts PHF	6		6			9		9			6		9			9		6			15

P.M. Peak Hour	Eastbound					Westbound Dennis					Northbound 0					Southbound Fannin					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
17:00	0	1	0	0	0	5	0	0	0	1	0	0	0	0	1	8	290	2	0	0	306
17:15	0	2	5	0	0	3	0	0	0	2	0	0	0	0	2	0	358	0	0	3	368
17:30	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3	357	0	0	1	363
17:45	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	323	2	0	0	327
TOTAL	0	3	8	0	1	10	0	0	0	3	0	0	0	0	3	11	1328	4	0	4	1364
Ped Conflicts	5		4			6		7			4		6			7		5			11

**The District Midtown
Turning Movement Counts**

Count Location: Main at Drew
 Count Date: Thursday, May 11, 2017
 Weather Conditions:
 Road Surface Condition:
 Names of Counters: CJH

A.M. PEAK PERIOD																					
Time	Eastbound					Westbound Drew					Northbound Main					Southbound Main					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
7:00	0	0	0	0	0	0	0	0	0	1	0	15	2	0	0	0	15	0	0	0	32
7:15	0	0	0	0	0	0	0	0	0	3	0	16	0	0	0	0	22	0	0	0	38
7:30	0	0	0	0	0	0	0	0	0	7	0	21	2	0	0	0	17	0	0	0	40
7:45	0	0	0	0	0	0	0	1	0	4	0	25	0	0	0	0	15	0	0	0	41
8:00	0	0	0	0	0	0	0	1	0	4	0	34	0	0	0	0	14	0	0	0	49
8:15	0	0	0	0	0	0	0	0	0	1	0	30	1	0	0	0	16	0	0	0	47
8:30	0	0	0	0	0	0	0	0	0	2	0	27	2	0	0	0	35	0	0	0	64
8:45	0	0	0	0	0	0	0	0	0	5	0	21	2	0	0	0	21	0	0	0	44

P.M. PEAK PERIOD																					
Time	Eastbound					Westbound Drew					Northbound Main					Southbound Main					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
16:00	0	0	0	0	0	0	0	0	0	8	0	39	1	0	0	0	23	0	0	0	63
16:15	0	0	0	0	0	0	0	1	0	4	0	53	0	0	0	0	25	0	0	0	79
16:30	0	0	0	0	0	0	0	0	0	2	0	44	1	0	0	0	14	0	0	0	59
16:45	0	0	0	0	0	0	0	0	0	2	0	36	0	0	0	0	19	0	0	0	55
17:00	0	0	0	0	0	0	0	0	0	7	0	45	0	0	0	0	25	0	0	0	70
17:15	0	0	0	0	0	0	0	1	0	2	0	46	2	0	0	0	23	0	0	0	72
17:30	0	0	0	0	0	0	0	1	0	4	0	38	4	0	0	0	30	0	0	0	73
17:45	0	0	0	0	0	0	0	1	0	1	0	46	1	0	0	0	26	0	0	1	74

A.M. Peak Hour
8:00 - 9:00

P.M. Peak Hour
17:00 - 18:00

A.M. Peak Hour	Eastbound					Westbound Drew					Northbound Main					Southbound Main					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
8:00	0	0	0	0	0	0	0	1	0	4	0	34	0	0	0	0	14	0	0	0	49
8:15	0	0	0	0	0	0	0	0	0	1	0	30	1	0	0	0	16	0	0	0	47
8:30	0	0	0	0	0	0	0	0	0	2	0	27	2	0	0	0	35	0	0	0	64
8:45	0	0	0	0	0	0	0	0	0	5	0	21	2	0	0	0	21	0	0	0	44
TOTAL	0	0	0	0	0	0	0	1	0	12	0	112	5	0	0	0	86	0	0	0	204
Ped Conflicts PHF	0		0			12		12			0		12			12		0			12

P.M. Peak Hour	Eastbound					Westbound Drew					Northbound Main					Southbound Main					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
17:00	0	0	0	0	0	0	0	0	0	7	0	45	0	0	0	0	25	0	0	0	70
17:15	0	0	0	0	0	0	0	1	0	2	0	46	2	0	0	0	23	0	0	0	72
17:30	0	0	0	0	0	0	0	1	0	4	0	38	4	0	0	0	30	0	0	0	73
17:45	0	0	0	0	0	0	0	1	0	1	0	46	1	0	0	0	26	0	0	1	74
TOTAL	0	0	0	0	0	0	0	3	0	14	0	175	7	0	0	0	104	0	0	1	289
Ped Conflicts	1		0			14		15			0		14			15		1			15

**The District Midtown
Turning Movement Counts**

Count Location: Fannin at Drew
 Count Date: Thursday, May 11, 2017
 Weather Conditions:
 Road Surface Condition:
 Names of Counters: CJH

A.M. PEAK PERIOD																				
Time	Eastbound					Westbound					Northbound					Southbound				
	Drew					Drew					0					Fannin				
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds
7:00	0	1	0	0	4	1	0	0	0	1	0	0	0	0	1	1	211	0	0	0
7:15	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3	236	1	0	0
7:30	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3	317	0	0	0
7:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	261	2	0	0
8:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	323	1	0	0
8:15	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	3	271	0	0	0
8:30	0	1	0	0	0	0	0	0	0	8	0	0	0	0	0	2	292	0	0	1
8:45	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	1	342	0	0	1

P.M. PEAK PERIOD																				
Time	Eastbound					Westbound					Northbound					Southbound				
	Drew					Drew					0					Fannin				
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds
16:00	0	0	2	0	1	4	0	0	0	0	0	0	0	0	0	0	259	1	0	0
16:15	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	1	276	1	0	0
16:30	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	1	250	0	0	1
16:45	0	0	0	0	0	1	0	0	0	2	0	0	0	0	1	1	322	0	0	0
17:00	0	1	0	0	2	5	0	0	0	0	0	0	0	0	0	2	288	0	0	0
17:15	0	0	2	0	1	2	0	0	0	0	0	0	0	0	1	0	359	1	0	1
17:30	0	2	2	0	0	1	0	0	0	2	0	0	0	0	0	1	356	1	0	0
17:45	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0	2	334	1	0	0

A.M. Peak Hour
8:00 - 9:00

P.M. Peak Hour
17:00 - 18:00

A.M. Peak Hour	Eastbound					Westbound					Northbound					Southbound				
	Drew					Drew					0					Fannin				
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds
8:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	323	1	0	0
8:15	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	3	271	0	0	0
8:30	0	1	0	0	0	0	0	0	0	8	0	0	0	0	0	2	292	0	0	1
8:45	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	1	342	0	0	1
TOTAL	0	2	0	0	1	0	0	0	0	13	0	0	0	0	1	10	1228	1	0	2
Ped Conflicts PHF	3		2			14		15			2		14			15		3		

P.M. Peak Hour	Eastbound					Westbound					Northbound					Southbound				
	Drew					Drew					0					Fannin				
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds
17:00	0	1	0	0	2	5	0	0	0	0	0	0	0	0	0	2	288	0	0	0
17:15	0	0	2	0	1	2	0	0	0	0	0	0	0	0	1	0	359	1	0	1
17:30	0	2	2	0	0	1	0	0	0	2	0	0	0	0	0	1	356	1	0	0
17:45	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0	2	334	1	0	0
TOTAL	0	3	5	0	5	11	0	0	0	2	0	0	0	0	1	5	1337	3	0	1
Ped Conflicts	6		6			3		3			6		3			3		6		

**The District Midtown
Turning Movement Counts**

Count Location: Main at Tuam
 Count Date: Thursday, May 11, 2017
 Weather Conditions:
 Road Surface Condition:
 Names of Counters: CJH

A.M. PEAK PERIOD																					
Time	Eastbound					Westbound Tuam					Northbound Main					Southbound Main					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
7:00	0	0	0	0	0	0	0	2	0	2	0	15	0	0	0	0	15	0	0	0	32
7:15	0	0	0	0	0	0	0	1	0	4	0	15	1	0	6	0	23	0	0	1	40
7:30	0	0	0	0	0	0	0	1	0	7	0	20	1	0	3	0	17	0	0	0	39
7:45	0	0	0	0	0	0	0	1	0	4	0	26	0	0	6	0	16	0	0	1	43
8:00	0	0	0	0	0	0	0	2	0	4	0	35	0	0	2	0	13	0	0	0	50
8:15	0	0	0	0	0	0	0	1	0	2	0	32	1	0	0	0	16	0	0	0	50
8:30	0	0	0	0	0	0	0	3	0	5	0	28	1	0	0	0	34	0	0	0	66
8:45	0	0	0	0	0	0	0	1	0	5	0	24	0	0	7	0	23	0	0	0	48

P.M. PEAK PERIOD																					
Time	Eastbound					Westbound Tuam					Northbound Main					Southbound Main					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
16:00	0	0	0	0	0	0	0	0	1	8	0	43	2	0	0	0	20	0	0	0	66
16:15	0	0	0	0	0	0	0	0	0	4	0	52	0	0	0	0	24	0	0	0	76
16:30	0	0	0	0	0	0	0	2	0	2	0	42	1	0	0	0	18	0	0	0	63
16:45	0	0	0	0	0	0	0	0	0	2	0	34	0	0	0	0	21	0	0	0	55
17:00	0	0	0	0	0	0	0	1	0	9	0	50	0	0	0	0	25	0	0	0	76
17:15	0	0	0	0	0	0	0	1	0	2	0	47	5	0	0	0	23	0	0	0	76
17:30	0	0	0	0	0	0	0	2	0	3	0	41	2	0	0	0	30	0	0	0	75
17:45	0	0	0	0	0	0	0	0	0	1	0	45	8	0	0	0	27	0	0	0	80

A.M. Peak Hour
8:00 - 9:00

P.M. Peak Hour
17:00 - 18:00

A.M. Peak Hour	Eastbound					Westbound Tuam					Northbound Main					Southbound Main					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
8:00	0	0	0	0	0	0	0	2	0	4	0	35	0	0	2	0	13	0	0	0	50
8:15	0	0	0	0	0	0	0	1	0	2	0	32	1	0	0	0	16	0	0	0	50
8:30	0	0	0	0	0	0	0	3	0	5	0	28	1	0	0	0	34	0	0	0	66
8:45	0	0	0	0	0	0	0	1	0	5	0	24	0	0	7	0	23	0	0	0	48
TOTAL	0	0	0	0	0	0	0	7	0	16	0	119	2	0	9	0	86	0	0	0	214
Ped Conflicts PHF	0		9			25		16			9	25			16	0					25

P.M. Peak Hour	Eastbound					Westbound Tuam					Northbound Main					Southbound Main					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
17:00	0	0	0	0	0	0	0	1	0	9	0	50	0	0	0	0	25	0	0	0	76
17:15	0	0	0	0	0	0	0	1	0	2	0	47	5	0	0	0	23	0	0	0	76
17:30	0	0	0	0	0	0	0	2	0	3	0	41	2	0	0	0	30	0	0	0	75
17:45	0	0	0	0	0	0	0	0	0	1	0	45	8	0	0	0	27	0	0	0	80
TOTAL	0	0	0	0	0	0	0	4	0	15	0	183	15	0	0	0	105	0	0	0	307
Ped Conflicts	0		0			15		15			0	15			15	0					15

**The District Midtown
Turning Movement Counts**

Count Location: Fannin at Tuam
 Count Date: Thursday, May 11, 2017
 Weather Conditions:
 Road Surface Condition:
 Names of Counters: CJH

A.M. PEAK PERIOD																					
Time	Eastbound Tuam					Westbound Tuam					Northbound					Southbound Fannin					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
7:00	0	0	0	0	1	3	0	0	0	0	0	0	0	0	1	3	215	1	0	5	222
7:15	0	0	1	0	0	11	2	0	0	0	0	0	0	0	0	1	235	0	0	0	250
7:30	0	1	0	0	0	8	0	0	0	0	0	0	0	0	0	1	322	0	0	1	332
7:45	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	1	254	1	0	2	266
8:00	0	0	0	0	0	8	2	0	0	0	0	0	0	0	0	3	321	0	0	1	334
8:15	0	0	1	0	0	6	1	0	0	0	0	0	0	0	0	3	272	0	0	0	283
8:30	0	1	0	0	6	8	3	0	0	0	0	0	0	0	0	3	293	0	0	0	308
8:45	0	0	1	0	2	8	1	0	0	0	0	0	0	0	1	2	349	0	0	0	361

P.M. PEAK PERIOD																					
Time	Eastbound Tuam					Westbound Tuam					Northbound O					Southbound Fannin					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
16:00	0	3	0	0	0	2	0	0	0	1	0	0	0	0	0	5	259	0	0	0	269
16:15	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	6	268	0	0	3	278
16:30	0	0	2	0	1	6	2	0	0	1	0	0	0	0	0	5	253	1	0	1	269
16:45	0	0	0	0	0	7	0	0	0	1	0	0	0	0	0	5	323	0	0	1	335
17:00	0	0	0	0	2	5	1	0	0	1	0	0	0	0	0	5	285	1	0	1	297
17:15	0	1	3	0	1	10	0	0	0	1	0	0	0	0	0	6	353	1	0	1	374
17:30	0	1	0	0	3	8	0	0	0	0	0	0	0	0	2	5	346	4	0	0	364
17:45	0	2	2	0	0	6	0	0	0	0	0	0	0	0	1	4	306	6	0	0	326

A.M. Peak Hour
8:00 - 9:00

P.M. Peak Hour
17:00 - 18:00

A.M. Peak Hour	Eastbound					Westbound					Northbound					Southbound					Vehicle Total
	Tuam					Tuam					0					Fannin					
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
8:00	0	0	0	0	0	8	2	0	0	0	0	0	0	0	0	3	321	0	0	1	334
8:15	0	0	1	0	0	6	1	0	0	0	0	0	0	0	0	3	272	0	0	0	283
8:30	0	1	0	0	6	8	3	0	0	0	0	0	0	0	0	3	293	0	0	0	308
8:45	0	0	1	0	2	8	1	0	0	0	0	0	0	0	1	2	349	0	0	0	361
TOTAL	0	1	2	0	8	30	7	0	0	0	0	0	0	0	1	11	1235	0	0	1	1286
Ped Conflicts PHF	9		9			1		1			9		1			1		9			10

P.M. Peak Hour	Eastbound					Westbound					Northbound					Southbound					Vehicle Total									
	Tuam					Tuam					0					Fannin														
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds										
17:00	0	0	0	0	2	5	1	0	0	1	0	0	0	0	0	5	285	1	0	1	297									
17:15	0	1	3	0	1	10	0	0	0	1	0	0	0	0	0	6	353	1	0	1	374									
17:30	0	1	0	0	3	8	0	0	0	0	0	0	0	0	2	5	346	4	0	0	364									
17:45	0	2	2	0	0	6	0	0	0	0	0	0	0	0	1	4	306	6	0	0	326									
TOTAL	0	4	5	0	6	29	1	0	0	2	0	0	0	0	3	20	1290	12	0	2	1361									
Ped Conflicts	8	9				5				4				9				5				4				8				13

**The District Midtown
Turning Movement Counts**

Count Location: Travis at Anita
 Count Date: Thursday, May 11, 2017
 Weather Conditions:
 Road Surface Condition:
 Names of Counters: CJH

A.M. PEAK PERIOD																					
Time	Eastbound					Westbound					Northbound					Southbound					Vehicle Total
	Anita					Anita					Travis										
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
7:00	8	0	0	0	1	0	0	0	0	2	2	244	0	0	0	0	0	0	0	0	254
7:15	6	1	0	0	2	0	0	0	0	1	1	275	0	0	0	0	0	0	0	0	283
7:30	5	0	0	0	0	0	0	0	0	1	3	316	0	0	0	0	0	0	0	0	324
7:45	2	0	0	0	3	0	0	1	0	1	0	330	0	0	0	0	0	0	0	1	333
8:00	4	1	0	0	0	0	0	1	0	2	0	371	1	0	0	0	0	0	0	0	378
8:15	4	1	0	0	2	0	0	1	0	1	2	363	1	0	0	0	0	0	0	0	372
8:30	3	0	0	0	1	0	0	1	0	1	1	340	1	0	0	0	0	0	0	2	346
8:45	3	1	0	0	1	0	2	2	0	0	1	365	0	0	0	0	0	0	0	0	374

P.M. PEAK PERIOD																					
Time	Eastbound					Westbound					Northbound					Southbound					Vehicle Total
	Anita					Anita					Travis										
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
16:00	9	1	0	0	0	0	1	1	0	0	2	251	0	0	0	0	0	0	0	0	265
16:15	5	0	0	0	0	0	0	0	0	0	3	214	2	0	1	0	0	0	0	0	224
16:30	10	2	0	0	2	0	1	1	0	0	3	305	1	0	0	0	0	0	0	0	323
16:45	5	0	0	0	1	0	1	2	0	1	3	250	0	0	0	0	0	0	0	2	261
17:00	5	0	0	0	3	0	1	3	0	1	2	293	0	0	0	0	0	0	0	0	304
17:15	7	1	0	0	1	0	1	3	0	0	4	326	1	0	0	0	0	0	0	0	343
17:30	7	1	0	0	2	0	0	4	0	0	6	297	0	0	2	0	0	0	0	1	315
17:45	15	3	0	0	2	0	2	3	0	0	7	335	0	0	3	0	0	0	0	1	365

A.M. Peak Hour
8:00 - 9:00

P.M. Peak Hour
17:00 - 18:00

A.M. Peak Hour	Eastbound					Westbound					Northbound					Southbound					Vehicle Total
	Anita					Anita					Travis										
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
8:00	4	1	0	0	0	0	0	1	0	2	0	371	1	0	0	0	0	0	0	0	378
8:15	4	1	0	0	2	0	0	1	0	1	2	363	1	0	0	0	0	0	0	0	372
8:30	3	0	0	0	1	0	0	1	0	1	1	340	1	0	0	0	0	0	0	2	346
8:45	3	1	0	0	1	0	2	2	0	0	1	365	0	0	0	0	0	0	0	0	374
TOTAL	14	3	0	0	4	0	2	5	0	4	4	1439	3	0	0	0	0	0	0	2	1470
Ped Conflicts PHF	6		4			4		6			4		4			6		6			10

P.M. Peak Hour	Eastbound					Westbound					Northbound					Southbound					Vehicle Total
	Anita					Anita					Travis										
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
17:00	5	0	0	0	3	0	1	3	0	1	2	293	0	0	0	0	0	0	0	0	304
17:15	7	1	0	0	1	0	1	3	0	0	4	326	1	0	0	0	0	0	0	0	343
17:30	7	1	0	0	2	0	0	4	0	0	6	297	0	0	2	0	0	0	0	1	315
17:45	15	3	0	0	2	0	2	3	0	0	7	335	0	0	3	0	0	0	0	1	365
TOTAL	34	5	0	0	8	0	4	13	0	1	19	1251	1	0	5	0	0	0	0	2	1327
Ped Conflicts	10		13			6		3			13		6			3		10			16

**The District Midtown
Turning Movement Counts**

Count Location: Main at Anita
 Count Date: Thursday, May 11, 2017
 Weather Conditions:
 Road Surface Condition:
 Names of Counters: CJH

A.M. PEAK PERIOD																					
Time	Eastbound					Westbound Anita					Northbound Main					Southbound Main					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
7:00	0	0	0	0	0	0	0	1	0	0	0	16	0	0	0	0	15	1	0	0	33
7:15	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	21	2	0	0	40
7:30	0	0	0	0	0	0	0	0	0	0	0	22	3	0	0	0	16	1	0	0	42
7:45	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	15	0	0	1	38
8:00	0	0	0	0	0	0	0	0	0	0	0	40	0	0	0	0	14	0	0	0	54
8:15	0	0	0	0	0	0	0	1	0	0	0	32	1	0	0	0	16	0	0	0	50
8:30	0	0	0	0	0	0	0	0	0	0	0	24	2	0	0	0	35	0	0	1	61
8:45	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	20	2	0	3	46

P.M. PEAK PERIOD																					
Time	Eastbound O					Westbound Anita					Northbound Main					Southbound Main					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
16:00	0	0	0	0	0	0	0	1	0	1	0	44	5	0	1	0	21	2	0	0	73
16:15	0	0	0	0	0	0	0	0	0	0	0	51	6	0	0	0	25	0	0	3	82
16:30	0	0	0	0	0	0	0	2	0	1	0	42	1	0	0	0	15	0	0	1	60
16:45	0	0	0	0	0	0	0	0	0	1	0	37	1	0	0	0	21	0	0	1	59
17:00	0	0	0	0	0	0	0	0	0	1	0	45	0	0	0	0	22	3	0	1	70
17:15	0	0	0	0	0	0	0	5	0	1	0	50	4	0	1	0	23	1	0	1	83
17:30	0	0	0	0	0	0	0	1	0	0	0	34	2	0	0	0	26	3	0	0	66
17:45	0	0	0	0	0	0	0	4	0	0	0	48	2	0	0	0	21	5	0	0	80

A.M. Peak Hour
8:00 - 9:00

P.M. Peak Hour
17:00 - 18:00

A.M. Peak Hour	Eastbound 0					Westbound Anita					Northbound Main					Southbound Main					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
8:00	0	0	0	0	0	0	0	0	0	0	0	40	0	0	0	0	14	0	0	0	54
8:15	0	0	0	0	0	0	0	1	0	0	0	32	1	0	0	0	16	0	0	0	50
8:30	0	0	0	0	0	0	0	0	0	0	0	24	2	0	0	0	35	0	0	1	61
8:45	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	20	2	0	3	46
TOTAL	0	0	0	0	0	0	0	1	0	0	0	120	3	0	0	0	85	2	0	4	211
Ped Conflicts PHF	4		0			0		4			0		0			4		4			4

P.M. Peak Hour	Eastbound 0					Westbound Anita					Northbound Main					Southbound Main					Vehicle Total	
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds		
17:00	0	0	0	0	0	0	0	0	0	1	0	45	0	0	0	0	22	3	0	1	70	
17:15	0	0	0	0	0	0	0	0	5	0	1	0	50	4	0	1	0	23	1	0	1	83
17:30	0	0	0	0	0	0	0	0	1	0	0	0	34	2	0	0	0	26	3	0	0	66
17:45	0	0	0	0	0	0	0	4	0	0	0	48	2	0	0	0	21	5	0	0	80	
TOTAL	0	0	0	0	0	0	0	10	0	2	0	177	8	0	1	0	92	12	0	2	299	
Ped Conflicts	2		1			3		4			1		3			4		2			5	

**The District Midtown
Turning Movement Counts**

Count Location: Fannin at Anita
 Count Date: Thursday, May 11, 2017
 Weather Conditions:
 Road Surface Condition:
 Names of Counters: CJH

A.M. PEAK PERIOD																				
Time	Eastbound					Westbound					Northbound					Southbound				
	Anita					Anita										Fannin				
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds
7:00	0	0	0	0	4	1	1	0	0	3	0	0	0	0	1	4	208	0	0	0
7:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	1	246	1	0	0
7:30	0	3	0	0	1	4	0	0	0	0	0	0	0	0	0	1	326	0	0	0
7:45	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	3	262	0	0	1
8:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	322	0	0	0
8:15	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	276	1	0	0
8:30	0	1	2	0	0	2	0	0	0	7	0	0	0	0	0	4	290	0	0	0
8:45	0	0	0	0	0	3	0	0	0	2	0	0	0	0	1	0	351	0	0	0

P.M. PEAK PERIOD																				
Time	Eastbound					Westbound					Northbound					Southbound				
	Anita					Anita					0					Fannin				
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds
16:00	0	2	2	0	1	4	0	0	0	0	0	0	0	0	0	4	263	1	0	0
16:15	0	4	2	0	0	2	2	0	0	1	0	0	0	0	0	3	270	1	0	0
16:30	0	1	1	0	1	3	0	0	0	0	0	0	0	0	0	4	256	0	0	0
16:45	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	1	333	0	0	0
17:00	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	1	281	0	0	0
17:15	0	2	1	0	1	6	0	0	0	1	0	0	0	0	0	6	358	4	0	0
17:30	0	0	2	0	2	2	0	0	0	2	0	0	0	0	1	2	345	0	0	1
17:45	0	3	0	0	3	2	3	0	0	0	0	0	0	0	2	6	315	1	0	0

A.M. Peak Hour
8:00 - 9:00

P.M. Peak Hour
17:00 - 18:00

A.M. Peak Hour	Eastbound					Westbound					Northbound					Southbound				
	Anita					Anita					0					Fannin				
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds
8:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	322	0	0	0
8:15	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	276	1	0	0
8:30	0	1	2	0	0	2	0	0	0	7	0	0	0	0	0	4	290	0	0	0
8:45	0	0	0	0	0	3	0	0	0	2	0	0	0	0	1	0	351	0	0	0
TOTAL	0	1	2	0	1	6	0	0	0	12	0	0	0	0	1	8	1239	1	0	0
Ped Conflicts PHF	1		2			13		12			2		13			12		1		

P.M. Peak Hour	Eastbound					Westbound					Northbound					Southbound				
	Anita					Anita					0					Fannin				
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds
17:00	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	1	281	0	0	0
17:15	0	2	1	0	1	6	0	0	0	1	0	0	0	0	0	6	358	4	0	0
17:30	0	0	2	0	2	2	0	0	0	2	0	0	0	0	1	2	345	0	0	1
17:45	0	3	0	0	3	2	3	0	0	0	0	0	0	0	2	6	315	1	0	0
TOTAL	0	5	3	0	6	17	3	0	0	3	0	0	0	0	3	15	1299	5	0	1
Ped Conflicts	7		9			6		4			9		6			4		7		

**The District Midtown
Turning Movement Counts**

Count Location: Travis at Elgin
 Count Date: Thursday, May 11, 2017
 Weather Conditions:
 Road Surface Condition:
 Names of Counters: CJH

A.M. PEAK PERIOD																					
Time	Eastbound					Westbound					Northbound					Southbound					Vehicle Total
	Elgin					Elgin					Travis										
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
7:00	3	98	0	0	1	0	97	20	0	1	4	238	20	0	0	0	0	0	0	3	480
7:15	8	106	0	0	1	0	92	20	0	0	3	259	23	0	2	0	0	0	0	2	511
7:30	16	158	0	0	1	0	133	23	0	3	5	288	29	0	2	0	0	0	0	3	652
7:45	17	149	0	0	1	0	123	21	0	3	7	303	26	0	1	0	0	0	0	5	646
8:00	17	168	0	0	1	0	114	27	0	2	10	327	27	0	3	0	0	0	0	4	690
8:15	15	143	0	0	0	0	126	24	0	1	9	344	29	0	0	0	0	0	0	2	690
8:30	12	134	0	0	1	0	116	29	0	3	8	314	34	0	2	0	0	0	0	3	647
8:45	22	151	0	0	1	0	143	29	0	2	9	332	34	0	0	0	0	0	0	2	720

P.M. PEAK PERIOD																					
Time	Eastbound					Westbound					Northbound					Southbound					Vehicle Total
	Elgin					Elgin					Travis										
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
16:00	9	130	0	0	0	0	143	27	0	2	18	228	26	0	2	0	0	0	0	1	581
16:15	8	138	0	0	0	0	151	29	0	10	17	195	36	0	3	0	0	0	0	4	574
16:30	20	139	0	0	2	0	154	22	0	7	16	274	28	0	5	0	0	0	0	5	653
16:45	12	110	0	0	0	0	158	28	0	2	21	223	27	0	4	0	0	0	0	5	579
17:00	14	136	0	0	0	0	166	23	0	4	21	269	37	0	4	0	0	0	0	2	666
17:15	17	140	0	0	2	0	169	28	0	2	15	285	53	0	2	0	0	0	0	4	707
17:30	19	153	0	0	0	0	178	25	0	0	27	274	42	0	4	0	0	0	0	2	718
17:45	18	156	0	0	0	0	161	32	0	0	27	304	35	0	8	0	0	0	0	6	733

A.M. Peak Hour
8:00 - 9:00

P.M. Peak Hour
17:00 - 18:00

A.M. Peak Hour	Eastbound					Westbound					Northbound					Southbound					Vehicle Total									
	Elgin					Elgin					Travis																			
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds										
8:00	17	168	0	0	1	0	114	27	0	2	10	327	27	0	3	0	0	0	0	4	690									
8:15	15	143	0	0	0	0	126	24	0	1	9	344	29	0	0	0	0	0	0	2	690									
8:30	12	134	0	0	1	0	116	29	0	3	8	314	34	0	2	0	0	0	0	3	647									
8:45	22	151	0	0	1	0	143	29	0	2	9	332	34	0	0	0	0	0	0	2	720									
TOTAL	66	596	0	0	3	0	499	109	0	8	36	1317	124	0	5	0	0	0	0	11	2747									
Ped Conflicts PHF	14	8				13				19				8				13				19				14				27

P.M. Peak Hour	Eastbound					Westbound					Northbound					Southbound					Vehicle Total
	Elgin					Elgin					Travis										
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
17:00	14	136	0	0	0	0	166	23	0	4	21	269	37	0	4	0	0	0	0	2	666
17:15	17	140	0	0	2	0	169	28	0	2	15	285	53	0	2	0	0	0	0	4	707
17:30	19	153	0	0	0	0	178	25	0	0	27	274	42	0	4	0	0	0	0	2	718
17:45	18	156	0	0	0	0	161	32	0	0	27	304	35	0	8	0	0	0	0	6	733
TOTAL	68	585	0	0	2	0	674	108	0	6	90	1132	167	0	18	0	0	0	0	14	2824
Ped Conflicts	16		20			24		20			20		24			20		16			40

**The District Midtown
Turning Movement Counts**

Count Location: Elgin at Main
 Count Date: Thursday, May 11, 2017
 Weather Conditions:
 Road Surface Condition:
 Names of Counters: CJH

A.M. PEAK PERIOD																					
Time	Eastbound					Westbound					Northbound					Southbound					Vehicle Total
	Elgin					Elgin					Main					Main					
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
7:00	0	91	4	0	0	0	141	2	0	1	0	12	1	0	2	0	13	0	0	1	264
7:15	0	94	7	0	3	0	136	3	0	2	0	12	2	0	1	0	13	2	0	1	269
7:30	0	140	10	0	2	0	183	0	0	1	0	21	2	0	2	0	15	7	0	2	378
7:45	0	128	5	0	4	1	162	2	0	2	0	25	3	0	2	0	12	4	0	4	342
8:00	1	152	5	0	5	0	177	2	0	0	0	34	4	0	6	0	15	4	0	0	394
8:15	0	109	8	0	1	0	173	3	0	0	0	32	2	0	1	0	11	8	0	1	346
8:30	0	126	6	0	6	0	168	4	0	1	0	31	8	0	3	1	28	7	0	3	379
8:45	0	134	6	0	4	0	199	0	0	4	0	26	3	0	4	0	24	10	0	3	402

P.M. PEAK PERIOD																					
Time	Eastbound					Westbound					Northbound					Southbound					Vehicle Total
	Elgin					Elgin					Main					Main					
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
16:00	0	180	5	0	5	0	173	4	0	9	0	46	10	0	4	0	21	2	0	4	441
16:15	0	185	10	0	4	0	177	2	0	2	1	56	14	0	3	0	21	5	0	2	471
16:30	0	207	8	0	6	0	163	3	0	0	1	41	4	0	2	0	15	5	0	1	447
16:45	0	137	8	0	5	0	183	2	1	0	0	36	14	0	2	1	22	5	0	3	409
17:00	0	201	9	0	7	1	180	3	0	2	1	47	5	0	5	0	20	3	0	0	470
17:15	0	213	7	0	1	0	197	2	0	1	0	47	6	0	4	0	27	0	0	1	499
17:30	0	204	7	0	3	0	199	1	0	4	1	40	12	0	3	1	27	3	0	2	495
17:45	0	192	12	0	2	0	191	4	0	4	1	54	6	0	5	0	25	5	0	4	490

A.M. Peak Hour
8:00 - 9:00

P.M. Peak Hour
17:00 - 18:00

A.M. Peak Hour	Eastbound					Westbound					Northbound					Southbound					Vehicle Total									
	Elgin					Elgin					Main					Main														
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds										
8:00	1	152	5	0	5	0	177	2	0	0	0	34	4	0	6	0	15	4	0	0	394									
8:15	0	109	8	0	1	0	173	3	0	0	0	32	2	0	1	0	11	8	0	1	346									
8:30	0	126	6	0	6	0	168	4	0	1	0	31	8	0	3	1	28	7	0	3	379									
8:45	0	134	6	0	4	0	199	0	0	4	0	26	3	0	4	0	24	10	0	3	402									
TOTAL	1	521	25	0	16	0	717	9	0	5	0	123	17	0	14	1	78	29	0	7	1521									
Ped Conflicts PHF	23	30				19				12				30				19				12				23				42

P.M. Peak Hour	Eastbound					Westbound					Northbound					Southbound					Vehicle Total
	Elgin					Elgin					Main					Main					
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
17:00	0	201	9	0	7	1	180	3	0	2	1	47	5	0	5	0	20	3	0	0	470
17:15	0	213	7	0	1	0	197	2	0	1	0	47	6	0	4	0	27	0	0	1	499
17:30	0	204	7	0	3	0	199	1	0	4	1	40	12	0	3	1	27	3	0	2	495
17:45	0	192	12	0	2	0	191	4	0	4	1	54	6	0	5	0	25	5	0	4	490
TOTAL	0	810	35	0	13	1	767	10	0	11	3	188	29	0	17	1	99	11	0	7	1954
Ped Conflicts	20		30			28		18			30		28			18		20			48

**The District Midtown
Turning Movement Counts**

Count Location: Elgin at Fannin
 Count Date: Thursday, May 11, 2017
 Weather Conditions:
 Road Surface Condition:
 Names of Counters: CJH

A.M. PEAK PERIOD																				
Time	Eastbound					Westbound					Northbound					Southbound				
	Elgin					Elgin					0					Fannin				
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds
7:00	0	73	13	0	2	16	121	0	0	2	0	0	0	0	3	6	168	19	0	3
7:15	0	84	13	0	1	22	123	0	0	1	0	0	0	0	1	14	217	17	0	1
7:30	0	120	16	0	1	26	153	0	0	4	0	0	0	0	0	26	250	31	0	3
7:45	0	112	21	0	1	33	153	0	0	2	0	0	0	0	0	18	221	21	0	3
8:00	0	124	14	0	2	22	144	0	0	1	0	0	0	0	0	24	267	25	0	0
8:15	0	95	22	0	2	34	147	0	0	2	0	0	0	0	5	34	215	26	0	2
8:30	0	107	24	0	3	35	156	0	0	0	0	0	0	0	10	45	235	17	0	2
8:45	0	114	20	0	5	29	163	0	0	4	0	0	0	0	6	51	260	30	0	2

P.M. PEAK PERIOD																				
Time	Eastbound					Westbound					Northbound					Southbound				
	Elgin					Elgin					0					Fannin				
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds
16:00	0	173	14	0	5	23	145	0	0	0	0	0	0	0	0	37	187	26	0	1
16:15	0	171	16	0	4	26	147	0	0	1	0	0	0	0	2	29	209	28	0	4
16:30	0	177	19	0	2	17	143	0	0	3	0	0	0	0	0	45	193	23	0	4
16:45	0	136	16	0	1	24	159	0	0	5	0	0	0	0	1	37	245	31	0	2
17:00	0	188	19	0	3	25	154	0	0	0	0	0	0	0	1	46	251	27	0	0
17:15	1	201	16	0	4	28	160	0	0	2	0	0	0	0	2	57	287	38	0	4
17:30	0	205	16	0	3	23	163	0	0	2	0	0	0	0	2	41	341	39	0	2
17:45	0	172	19	0	3	22	166	0	0	8	0	0	0	0	0	51	260	32	0	2

A.M. Peak Hour
8:00 - 9:00

P.M. Peak Hour
17:00 - 18:00

A.M. Peak Hour	Eastbound					Westbound					Northbound					Southbound				
	Elgin					Elgin					0					Fannin				
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds
8:00	0	124	14	0	2	22	144	0	0	1	0	0	0	0	0	24	267	25	0	0
8:15	0	95	22	0	2	34	147	0	0	2	0	0	0	0	5	34	215	26	0	2
8:30	0	107	24	0	3	35	156	0	0	0	0	0	0	0	10	45	235	17	0	2
8:45	0	114	20	0	5	29	163	0	0	4	0	0	0	0	6	51	260	30	0	2
TOTAL	0	440	80	0	12	120	610	0	0	7	0	0	0	0	21	154	977	98	0	6
Ped Conflicts PHF	18		33			28		13			33		28			13		18		

P.M. Peak Hour	Eastbound					Westbound					Northbound					Southbound				
	Elgin					Elgin					0					Fannin				
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds
17:00	0	188	19	0	3	25	154	0	0	0	0	0	0	0	1	46	251	27	0	0
17:15	1	201	16	0	4	28	160	0	0	2	0	0	0	0	2	57	287	38	0	4
17:30	0	205	16	0	3	23	163	0	0	2	0	0	0	0	2	41	341	39	0	2
17:45	0	172	19	0	3	22	166	0	0	8	0	0	0	0	0	51	260	32	0	2
TOTAL	1	766	70	0	13	98	643	0	0	12	0	0	0	0	5	195	1139	136	0	8
Ped Conflicts	21		18			17		20			18		17			20		21		

**The District Midtown
Turning Movement Counts**

Count Location: Main at Holman
 Count Date: Thursday, May 11, 2017
 Weather Conditions:
 Road Surface Condition:
 Names of Counters: CJH

A.M. PEAK PERIOD																					
Time	Eastbound Holman					Westbound Holman					Northbound Main					Southbound Main					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
7:00	2	7	3	0	3	2	10	0	0	0	0	17	0	0	0	0	13	2	0	0	56
7:15	3	12	0	0	5	0	14	1	0	0	0	21	1	0	0	0	15	2	0	1	69
7:30	3	8	0	0	5	2	24	0	0	0	0	26	3	0	0	0	23	2	0	0	91
7:45	1	18	1	0	11	0	20	5	0	0	0	19	0	0	0	0	22	2	0	1	88
8:00	0	11	0	0	7	1	8	1	0	0	0	20	0	0	0	0	44	5	0	0	90
8:15	1	17	1	0	10	3	17	2	0	0	0	20	1	0	0	2	39	8	0	0	111
8:30	4	19	1	0	11	4	11	2	0	0	0	24	0	0	0	1	35	3	0	1	104
8:45	2	9	0	0	11	4	17	1	0	0	0	26	1	0	0	0	27	3	0	3	90

P.M. PEAK PERIOD																					
Time	Eastbound Holman					Westbound Holman					Northbound Main					Southbound Main					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
16:00	3	33	1	0	7	2	13	5	0	1	0	24	4	0	1	0	48	4	0	0	137
16:15	3	31	1	0	8	0	20	3	0	0	0	34	3	0	0	0	64	3	0	3	162
16:30	6	18	1	0	4	1	15	9	0	1	0	23	4	0	0	0	46	1	0	1	124
16:45	5	27	0	0	6	1	26	2	0	1	0	29	8	0	0	0	51	13	0	1	162
17:00	1	39	0	0	3	1	16	4	0	1	0	30	9	1	0	0	49	8	0	1	158
17:15	4	36	1	0	7	3	28	4	0	1	1	37	6	0	1	0	61	7	0	1	188
17:30	6	31	5	0	16	2	23	4	0	0	2	35	16	0	0	0	41	7	0	0	172
17:45	1	39	1	0	23	1	29	6	0	0	0	32	11	0	0	0	62	9	0	0	191

A.M. Peak Hour
8:00 - 9:00

P.M. Peak Hour
17:00 - 18:00

A.M. Peak Hour	Eastbound Holman					Westbound Holman					Northbound Main					Southbound Main					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
8:00	0	11	0	0	7	1	8	1	0	0	0	20	0	0	0	0	44	5	0	0	90
8:15	1	17	1	0	10	3	17	2	0	0	0	20	1	0	0	2	39	8	0	0	111
8:30	4	19	1	0	11	4	11	2	0	0	0	24	0	0	0	1	35	3	0	1	104
8:45	2	9	0	0	11	4	17	1	0	0	0	26	1	0	0	0	27	3	0	3	90
TOTAL	7	56	2	0	39	12	53	6	0	0	0	90	2	0	0	3	145	19	0	4	395
Ped Conflicts PHF	43		39			0		4			39		0			4		43			43

P.M. Peak Hour	Eastbound Holman					Westbound Holman					Northbound Main					Southbound Main					Vehicle Total
	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	Left	Thru	Right	U	Peds	
17:00	1	39	0	0	3	1	16	4	0	1	0	30	9	1	0	0	49	8	0	1	158
17:15	4	36	1	0	7	3	28	4	0	1	1	37	6	0	1	0	61	7	0	1	188
17:30	6	31	5	0	16	2	23	4	0	0	2	35	16	0	0	0	41	7	0	0	172
17:45	1	39	1	0	23	1	29	6	0	0	0	32	11	0	0	0	62	9	0	0	191
TOTAL	12	145	7	0	49	7	96	18	0	2	3	134	42	1	1	0	213	31	0	2	709
Ped Conflicts	51		50			3		4			50		3			4		51			54

TAB TWO: Existing (2017) Capacity Analysis

SIM RUN	TIMEINT	MOVEMENT	Movement\Direction	QLENMAX	Vehs(All)	Pers(All)	LOS(All)	LOSVal(All)	VehDelay\PerDelay	A StopDelay(Stops(All)	EmissionsCO	EmissionsNO	EmissionsVOC	FuelConsump	Movement\Direction
Average	1800-5400	1: Main at Webster - 3@3824.9 - 3@4002.2	N-S	4.581123	1.833268	104.4611	86	86	1	4.581123	1.801136	0.296512	0.56483	3	3 1: Main at Webster - 3@3824.9 - 3@4002.2
Average	1800-5400	1: Main at Webster - 3@3824.9 - 40@384.7	N-W	3.872215	1.833268	104.4611	21	21	1	3.872215	1.407613	0.283521	0.130908	3	40 1: Main at Webster - 3@3824.9 - 40@384.7
Average	1800-5400	1: Main at Webster - 4@303.6 - 4@480.0	S-N	4.780268	0.937498	42.68204	65	65	1	4.780268	1.861712	0.267267	0.402405	4	4 1: Main at Webster - 4@303.6 - 4@480.0
Average	1800-5400	1: Main at Webster - 39@173.8 - 3@4002.2	E-S	14.6914	1.091696	48.2139	21	21	2	14.6914	8.311321	0.61372	0.205631	39	3 1: Main at Webster - 39@173.8 - 3@4002.2
Average	1800-5400	1: Main at Webster - 40@175.3 - 4@480.0	E-N	20.885	15.17324	99.11694	8	8	2	20.885	10.58634	0.851852	0.095499	40	4 1: Main at Webster - 40@175.3 - 4@480.0
Average	1800-5400	1: Main at Webster - 40@175.3 - 40@384.7	E-W	18.8311	15.17324	99.11694	294	294	2	18.8311	9.726582	0.741665	3.364255	40	40 1: Main at Webster - 40@175.3 - 40@384.7
Average	1800-5400	1: Main at Webster - 44@3821.2 - 44@3998.2	N-S	7.2502	0.659356	132.0236	6	0	1	0	1.70246	0.222222	0.039816	44	44 1: Main at Webster - 44@3821.2 - 44@3998.2
Average	1800-5400	1: Main at Webster - 45@302.2 - 45@478.9	S-N	6.295228	0.413778	132.1134	6	0	1	0	0.758515	0.166667	0.035879	45	45 1: Main at Webster - 45@302.2 - 45@478.9
Average	1800-5400	1: Main at Webster	Total	13.56467	3.351473	132.4155	507	495	2	13.72979	6.77706	0.5706	4.832664		1: Main at Webster
Average	1800-5400	2: Travis at McGowen - 2@214.4 - 7@2031.5	E-S	25.66837	11.91304	101.0154	21	21	3	25.66837	17.39297	1.099259	0.295733	2	7 2: Travis at McGowen - 2@214.4 - 7@2031.5
Average	1800-5400	2: Travis at McGowen - 2@214.4 - 27@37.3	E-W	18.67187	11.91304	101.0154	124	124	2	18.67187	12.23842	0.646328	1.269963	2	27 2: Travis at McGowen - 2@214.4 - 27@37.3
Average	1800-5400	2: Travis at McGowen - 7@1896.5 - 7@2031.5	N-S	7.229042	21.2562	121.3053	1405	1405	1	7.229042	5.207902	0.209041	8.78191	7	7 2: Travis at McGowen - 7@1896.5 - 7@2031.5
Average	1800-5400	2: Travis at McGowen - 7@1896.5 - 25@1056.3	N-E	9.367764	21.2562	121.3053	23	23	1	9.367764	6.272693	0.35113	0.171659	7	25 2: Travis at McGowen - 7@1896.5 - 25@1056.3
Average	1800-5400	2: Travis at McGowen - 7@1896.5 - 27@37.3	N-W	6.522891	2.169966	69.96047	52	52	1	6.522891	3.918933	0.231016	0.316206	7	27 2: Travis at McGowen - 7@1896.5 - 27@37.3
Average	1800-5400	2: Travis at McGowen - 25@912.9 - 7@2031.5	W-S	23.58203	19.6735	159.0191	24	24	3	23.58203	18.60048	0.660684	0.263604	25	7 2: Travis at McGowen - 25@912.9 - 7@2031.5
Average	1800-5400	2: Travis at McGowen - 25@912.9 - 25@1056.3	W-E	20.94622	19.6735	159.0191	155	155	3	20.94622	16.55528	0.547126	1.548938	25	25 2: Travis at McGowen - 25@912.9 - 25@1056.3
Average	1800-5400	2: Travis at McGowen	Total	9.642141	13.75318	159.0191	1803	1803	1	9.642141	9.969022	0.287475	12.64842		2: Travis at McGowen
Average	1800-5400	3: Main at McGowen - 3@2706.3 - 3@2839.9	N-S	21.12126	10.53513	105.5767	96	96	3	21.12126	14.44483	0.937018	1.164729	3	3 3: Main at McGowen - 3@2706.3 - 3@2839.9
Average	1800-5400	3: Main at McGowen - 3@2706.3 - 27@388.5	N-W	20.28466	10.53513	105.5767	9	9	3	20.28466	13.36912	0.902778	0.106014	3	27 3: Main at McGowen - 3@2706.3 - 27@388.5
Average	1800-5400	3: Main at McGowen - 4@1464.8 - 4@1596.9	S-N	19.63418	6.204299	78.66464	51	51	2	19.63418	14.17842	0.64697	0.580475	4	4 3: Main at McGowen - 4@1464.8 - 4@1596.9
Average	1800-5400	3: Main at McGowen - 4@1464.8 - 25@719.5	S-E	22.67888	6.204299	78.66464	16	16	3	22.67888	16.90383	0.717023	0.196347	4	25 3: Main at McGowen - 4@1464.8 - 25@719.5
Average	1800-5400	3: Main at McGowen - 25@561.6 - 3@2839.9	W-S	7.915265	6.885786	135.3789	4	4	1	7.915265	5.397155	0.333333	0.023301	25	3 3: Main at McGowen - 25@561.6 - 3@2839.9
Average	1800-5400	3: Main at McGowen - 25@561.6 - 4@1596.9	W-N	8.918186	6.885786	135.3789	19	19	1	8.918186	5.590852	0.387302	0.123851	25	4 3: Main at McGowen - 25@561.6 - 4@1596.9
Average	1800-5400	3: Main at McGowen - 25@561.6 - 25@719.5	W-E	8.19605	6.885786	135.3789	164	164	1	8.19605	4.62773	0.404616	1.076308	25	25 3: Main at McGowen - 25@561.6 - 25@719.5
Average	1800-5400	3: Main at McGowen - 27@230.6 - 3@2839.9	E-S	5.52305	4.98358	120.1277	8	8	1	5.52305	3.137679	0.302309	0.046282	27	3 3: Main at McGowen - 27@230.6 - 3@2839.9
Average	1800-5400	3: Main at McGowen - 27@230.6 - 4@1596.9	E-N	7.595243	4.98358	120.1277	10	10	1	7.595243	3.713415	0.456349	0.068326	27	4 3: Main at McGowen - 27@230.6 - 4@1596.9
Average	1800-5400	3: Main at McGowen - 27@230.6 - 27@388.5	E-W	6.547051	4.98358	120.1277	162	162	1	6.547051	3.588282	0.3105	0.939544	27	27 3: Main at McGowen - 27@230.6 - 27@388.5
Average	1800-5400	3: Main at McGowen - 44@2703.2 - 44@2836.3	N-S	17.51988	1.745918	132.8192	6	0	2	0	3.566997	1	0.062551	44	44 3: Main at McGowen - 44@2703.2 - 44@2836.3
Average	1800-5400	3: Main at McGowen - 45@1463.7 - 45@1596.4	S-N	25.95635	3.571703	132.8087	6	0	3	0	12.26999	0.888889	0.076845	45	45 3: Main at McGowen - 45@1463.7 - 45@1596.4
Average	1800-5400	3: Main at McGowen	Total	11.94641	5.654403	149.1955	551	539	2	11.72829	7.515813	0.521381	4.469924		3: Main at McGowen
Average	1800-5400	4: Fannin at McGowen - 5@170.2 - 5@295.0	S-N	12.46515	21.95581	127.0369	1193	1193	2	12.46515	7.678161	0.441195	8.75832	5	5 4: Fannin at McGowen - 5@170.2 - 5@295.0
Average	1800-5400	4: Fannin at McGowen - 5@170.2 - 25@389.9	S-E	15.84261	21.95581	127.0369	41	41	2	15.84261	9.309766	0.553057	0.357343	5	25 4: Fannin at McGowen - 5@170.2 - 25@389.9
Average	1800-5400	4: Fannin at McGowen - 5@170.2 - 27@708.7	S-W	20.61778	21.95581	127.0369	35	35	2	20.61778	12.66042	0.658071	0.359518	5	27 4: Fannin at McGowen - 5@170.2 - 27@708.7
Average	1800-5400	4: Fannin at McGowen - 25@241.7 - 5@295.0	W-N	16.46034	17.46041	161.5688	45	45	2	16.46034	12.04437	0.537336	0.438858	25	5 4: Fannin at McGowen - 25@241.7 - 5@295.0
Average	1800-5400	4: Fannin at McGowen - 25@241.7 - 25@389.9	W-E	18.12797	17.46041	161.5688	152	152	2	18.12797	13.21806	0.585883	1.629992	25	25 4: Fannin at McGowen - 25@241.7 - 25@389.9
Average	1800-5400	4: Fannin at McGowen - 27@560.3 - 5@295.0	E-N	11.49617	10.2975	106.1604	39	39	2	11.49617	8.606154	0.325461	0.241073	27	5 4: Fannin at McGowen - 27@560.3 - 5@295.0
Average	1800-5400	4: Fannin at McGowen - 27@560.3 - 27@708.7	E-W	12.9566	10.2975	106.1604	131	131	2	12.9566	9.793671	0.38397	0.960966	27	27 4: Fannin at McGowen - 27@560.3 - 27@708.7
Average	1800-5400	4: Fannin at McGowen	Total	13.38565	16.57124	161.5688	1638	1638	2	13.38565	8.658663	0.457533	12.74625		4: Fannin at McGowen
Average	1800-5400	5: Main at Dennis - 3@2359.5 - 3@2517.9	N-S	0.02149	0	0	109	109	1	0.02149	0	0	0.225235	3	3 5: Main at Dennis - 3@2359.5 - 3@2517.9
Average	1800-5400	5: Main at Dennis - 3@2359.5 - 23@70.1	N-W	0	0	0	4	4	1	0	0	0	0.008557	3	23 5: Main at Dennis - 3@2359.5 - 23@70.1
Average	1800-5400	5: Main at Dennis - 4@1786.2 - 4@1943.9	S-N	0.110438	0	0	81	81	1	0.110438	0	0	0.218559	4	4 5: Main at Dennis - 4@1786.2 - 4@1943.9
Average	1800-5400	5: Main at Dennis - 24@531.7 - 3@2517.9	W-S	7.964285	0.143157	24.57512	7	7	1	7.964285	0.187934	1.1	0.07184	24	3 5: Main at Dennis - 24@531.7 - 3@2517.9
Average	1800-5400	5: Main at Dennis - 44@2356.4 - 44@2514.4	N-S	0.03461	0	0	6	0	1	0	0	0	0.013331	44	44 5: Main at Dennis - 44@2356.4 - 44@2514.4
Average	1800-5400	5: Main at Dennis - 45@1785.4 - 45@1943.3	S-N	14.12628	12.51018	152.1103	6	0	2	0	0	0	0.034691	45	45 5: Main at Dennis - 45@1785.4 - 45@1943.3
Average	1800-5400	5: Main at Dennis	Total	0.709731	2.530668	152.1103	214	202	1	0.330213	0.006343	0.035926	0.570751		5: Main at Dennis
Average	1800-5400	6: Fanning at Dennis - 5@504.7 - 5@630.9	S-N	0.146864	0.114369	57.16345	1226	1226	1	0.146864	0	0	3.220324	5	5 6: Fanning at Dennis - 5@504.7 - 5@630.9
Average	1800-5400	6: Fanning at Dennis - 5@504.7 - 23@382.7	S-W	5.036535	0.114369	57.16345	11	11	1	5.036535	0.524639	0.242063	0.051035	5	23 6: Fanning at Dennis - 5@504.7 - 23@382.7
Average	1800-5400	6: Fanning at Dennis - 5@504.7 - 24@380.8	S-E	5.658872	0.114369	57.16345	5	5	1	5.658872	0.191339	0.175	0.024859	5	24 6: Fanning at Dennis - 5@504.7 - 24@380.8
Average	1800-5400	6: Fanning at Dennis - 23@221.0 - 5@630.9	E-N	7.690938	0.104005	27.43892	2	2	1	7.690938	0.422786	1.111111	0.02278	23	5 6: Fanning at Dennis - 23@221.0 - 5@630.9
Average	1800-5400	6: Fanning at Dennis - 23@221.0 - 23@382.7	E-W	8.741633	0.121707	29.68279	2	2	1	8.741633	0.496241	1.166667	0.024144	23	23 6: Fanning at Dennis - 23@221.0 - 23@382.7
Average	1800-5400	6: Fanning at Dennis - 24@219.4 - 5@630.9	W-N	10.03463	0.247989	28.48253	6	6	2	10.03463	0.382348	1.161905	0.068222	24	5 6: Fanning at Dennis - 24@219.4 - 5@630.9
Average	1800-5400	6: Fanning at Dennis - 24@219.4 - 24@380.8	W-E	12.35979	0.2975	30.9684	4	4	2	12.35979	1.431429	1.394444	0.05605	24	24 6: Fanning at Dennis - 24@219.4 - 24@380.8
Average	1800-5400	6: Fanning at Dennis	Total	0.322208	0.177114	59.874	1256	1256	1	0.322208	0.013062	0.016898	3.46508		6: Fanning at Dennis
Average	1800-5400	7: Main at Drew - 3@2132.3 - 3@2251.5	N-S	0.066894	0	0	114	114	1	0.066894	0	0	0.225733	3	3 7: Main at Drew - 3@2132.3 - 3@2251.5
Average	1800-5400	7: Main at Drew - 3@2132.3 - 21@61.7	N-W	0.019962	0	0	5	5	1	0.019962	0	0	0.009231	3	21 7: Main at Drew - 3@2132.3 - 21@61.7
Average	1800-5400	7: Main at Drew - 4@2048.9 - 4@2170.2	S-N	0.020824	0	0	81	81	1	0.020824	0	0	0.141757	4	4 7: Main at Drew - 4@2048.9 - 4@2170.2
Average	1800-5400	7: Main at Drew - 22@539.5 - 3@2251.5	W-S	0	0	0	0	0					0	22	3 7: Main at Drew - 22@539.5 - 3@2251.5
Average	1800-5400	7: Main at Drew - 44@2129.4 - 44@2249.4	N-S	0	0	0	6	0	1	0	0	0	0.012875	44	44 7: Main at Drew - 44@2129.4 - 44@2249.4
Average	1800-5400	7: Main at Drew - 45@2049.3 - 45@2169.9	S-N	0.020845	0	0	6	0	1	0	0	0	0.011419	45	45 7: Main at Drew - 45@2049.3 - 45@2169.9
Average	1800-5400	7: Main at Drew	Total	0.045394	0	0	211	199	1	0.047469	0	0	0.400849		7: Main at Drew
Average	1800-5400	8: Fannin at Drew - 5@764.2 - 5@872.9	S-N	0.073616	0.341565	59.86893	1216	1216	1	0.073616	0.000892	0.0			

Average	1800-5400	8: Fannin at Drew - 21@233.8 - 5@872.9	E-N		0.106897	31.15451	0	0			0	21	5 8: Fannin at Drew - 21@233.8 - 5@872.9					
Average	1800-5400	8: Fannin at Drew - 21@233.8 - 21@363.9	E-W		10.69438	0.214562	32.89917	5	5			21	21 8: Fannin at Drew - 21@233.8 - 21@363.9					
Average	1800-5400	8: Fannin at Drew - 22@237.3 - 5@872.9	W-N				0	0		2	10.69438	2.372999	1.22619	0.05552	22	5 8: Fannin at Drew - 22@237.3 - 5@872.9		
Average	1800-5400	8: Fannin at Drew - 22@237.3 - 22@368.5	W-E				0	0							22	22 8: Fannin at Drew - 22@237.3 - 22@368.5		
Average	1800-5400	8: Fannin at Drew - 10154@111.4 - 10154@141.0	NE-SW				0	0							10154	10154 8: Fannin at Drew - 10154@111.4 - 10154@141.0		
Average	1800-5400	8: Fannin at Drew - 21@233.8 - 21@363.9	Total		0.166379	0.12507	59.86893	1234	1234		1	0.166379	0.015736	0.009276	2.304998	8: Fannin at Drew - 21@233.8 - 21@363.9		
Average	1800-5400	9: Main at Tuam - 3@1859.8 - 3@1996.0	N-S		0.045536	0	0	114	114		1	0.045536	0	0	0.274573	3	3 9: Main at Tuam - 3@1859.8 - 3@1996.0	
Average	1800-5400	9: Main at Tuam - 3@1859.8 - 19@53.4	N-W			0	0	5	5		1	0	0	0	0.01079	3	19 9: Main at Tuam - 3@1859.8 - 19@53.4	
Average	1800-5400	9: Main at Tuam - 4@2308.2 - 4@2443.1	S-N		0.079162	0	0	108	108		1	0.079162	0	0	0.221539	4	4 9: Main at Tuam - 4@2308.2 - 4@2443.1	
Average	1800-5400	9: Main at Tuam - 20@551.0 - 3@1996.0	W-S		7.56871	0.148113	32.2108	7	7		1	7.56871	0.156001	0	1	0.063524	20	3 9: Main at Tuam - 20@551.0 - 3@1996.0
Average	1800-5400	9: Main at Tuam - 44@1856.8 - 44@1992.6	N-S		0	0	0	6	6		1	0	0	0	0.015576	44	44 9: Main at Tuam - 44@1856.8 - 44@1992.6	
Average	1800-5400	9: Main at Tuam - 45@2307.3 - 45@2442.6	S-N		0	0	0	6	6		1	0	0	0	0.013707	45	45 9: Main at Tuam - 45@2307.3 - 45@2442.6	
Average	1800-5400	9: Main at Tuam - 20@207.9 - 5@1134.7	Total		0.258526	0.029623	32.2108	245	233		1	0.271745	0.004409	0.027004	0.599062	9: Main at Tuam - 20@207.9 - 5@1134.7		
Average	1800-5400	10: Fannin at Tuam - 5@1005.7 - 5@1134.7	S-N		0.156737	0.20987	50.47861	1221	1221		1	0.156737	0.017947	0.002837	2.529607	5	5 10: Fannin at Tuam - 5@1005.7 - 5@1134.7	
Average	1800-5400	10: Fannin at Tuam - 5@1005.7 - 19@395.7	S-W		5.456079	0.20987	50.47861	12	12		1	5.456079	0.949972	0.40404	0.065085	5	19 10: Fannin at Tuam - 5@1005.7 - 19@395.7	
Average	1800-5400	10: Fannin at Tuam - 5@1005.7 - 20@370.2	S-E			0.20987	50.47861	0	0							5	20 10: Fannin at Tuam - 5@1005.7 - 20@370.2	
Average	1800-5400	10: Fannin at Tuam - 19@233.9 - 5@1134.7	E-N		7.227175	0.1174	34.97412	3	3		1	7.227175	0.170139	1	0.029649	19	5 10: Fannin at Tuam - 19@233.9 - 5@1134.7	
Average	1800-5400	10: Fannin at Tuam - 19@233.9 - 19@395.7	E-W		8.934112	0.13022	37.00607	1	1		1	8.934112	0.505205	1.333333	0.015019	19	19 10: Fannin at Tuam - 19@233.9 - 19@395.7	
Average	1800-5400	10: Fannin at Tuam - 20@207.9 - 5@1134.7	W-N		9.917593	0.948364	45.38309	29	29		1	9.917593	0.327511	1.139892	0.320803	20	5 10: Fannin at Tuam - 20@207.9 - 5@1134.7	
Average	1800-5400	10: Fannin at Tuam - 20@207.9 - 20@370.2	W-E		10.62544	0.994096	47.58788	7	7		2	10.62544	0.404719	1.106838	0.081454	20	20 10: Fannin at Tuam - 20@207.9 - 20@370.2	
Average	1800-5400	10: Fannin at Tuam - 20@207.9 - 20@370.2	Total		0.511592	0.47999	52.49143	1273	1273		1	0.511592	0.036949	0.042265	3.041386	10: Fannin at Tuam - 20@207.9 - 20@370.2		
Average	1800-5400	11: Travis at Anita - 7@761.0 - 7@876.5	N-S		0.18218	0.186822	56.14422	1493	1493		1	0.18218	0.005293	0.00291	5.196367	7	7 11: Travis at Anita - 7@761.0 - 7@876.5	
Average	1800-5400	11: Travis at Anita - 7@761.0 - 17@399.4	N-W		0.156069	0.186822	56.14422	3	3		1	0.156069	0	0	0.009473	7	17 11: Travis at Anita - 7@761.0 - 17@399.4	
Average	1800-5400	11: Travis at Anita - 7@761.0 - 30@368.2	N-E		4.417094	0.186822	56.14422	5	5		1	4.417094	2.528955	0.288889	0.025746	7	30 11: Travis at Anita - 7@761.0 - 30@368.2	
Average	1800-5400	11: Travis at Anita - 17@227.1 - 7@876.5	E-S			0	0	0	0						0	17	7 11: Travis at Anita - 17@227.1 - 7@876.5	
Average	1800-5400	11: Travis at Anita - 17@227.1 - 17@399.4	E-W			0	0	0	0						0	17	17 11: Travis at Anita - 17@227.1 - 17@399.4	
Average	1800-5400	11: Travis at Anita - 30@195.3 - 7@876.5	W-S		7.209818	0	0	3	3		1	7.209818	0.153996	1	0.028699	30	7 11: Travis at Anita - 30@195.3 - 7@876.5	
Average	1800-5400	11: Travis at Anita - 30@195.3 - 30@368.2	W-E		13.89242	0.107768	29.32475	1	1		2	13.89242	0.4398722	1.5	0.010196	30	30 11: Travis at Anita - 30@195.3 - 30@368.2	
Average	1800-5400	11: Travis at Anita - 30@195.3 - 30@368.2	Total		0.212574	0.058918	65.89834	1504	1504		1	0.212574	0.01309	0.006218	5.269004	11: Travis at Anita - 30@195.3 - 30@368.2		
Average	1800-5400	12: Main at Anita - 3@1544.6 - 3@1684.4	N-S		0.093457	0	0	118	118		1	0.093457	0	0	0.428693	3	3 12: Main at Anita - 3@1544.6 - 3@1684.4	
Average	1800-5400	12: Main at Anita - 3@1544.6 - 31@63.5	N-W		0.037638	0	0	6	6		1	0.037638	0	0	0.021656	3	31 12: Main at Anita - 3@1544.6 - 31@63.5	
Average	1800-5400	12: Main at Anita - 4@2617.1 - 4@2759.1	S-N		0.079194	0	0	105	105		1	0.079194	0	0	0.256666	4	4 12: Main at Anita - 4@2617.1 - 4@2759.1	
Average	1800-5400	12: Main at Anita - 4@2617.1 - 30@34.2	S-E		0.1563	0	0	4	4		1	0.1563	0	0	0.007984	4	30 12: Main at Anita - 4@2617.1 - 30@34.2	
Average	1800-5400	12: Main at Anita - 17@560.1 - 4@2759.1	E-N		9.780366	0.674212	40.91057	24	24		1	9.780366	0.573479	1.069277	0.239348	17	4 12: Main at Anita - 17@560.1 - 4@2759.1	
Average	1800-5400	12: Main at Anita - 18@541.7 - 3@1684.4	W-S		8.056996	0.009267	10.03736	0	0		1	8.056996	0.16382	1	0.00301	18	3 12: Main at Anita - 18@541.7 - 3@1684.4	
Average	1800-5400	12: Main at Anita - 44@1541.3 - 44@1681.5	N-S		0.107112	0	0	6	6		1	0	0	0	0.023623	44	44 12: Main at Anita - 44@1541.3 - 44@1681.5	
Average	1800-5400	12: Main at Anita - 45@2617.2 - 45@2758.4	S-N		0	0	0	6	6		1	0	0	0	0.015872	45	45 12: Main at Anita - 45@2617.2 - 45@2758.4	
Average	1800-5400	12: Main at Anita - 20@207.9 - 20@370.2	Total		0.967925	0.113913	42.34676	269	257		1	1.010682	0.050057	0.09782	0.995605	12: Main at Anita - 20@207.9 - 20@370.2		
Average	1800-5400	13: Fannin at Anita - 5@1326.4 - 5@1470.0	S-N		0.089888	0.096621	47.38484	1145	1145		1	0.089888	0	0	2.987882	5	5 13: Fannin at Anita - 5@1326.4 - 5@1470.0	
Average	1800-5400	13: Fannin at Anita - 5@1326.4 - 18@386.4	S-E		5.774592	0.096621	47.38484	0	0		1	5.774592	0.87347	0.666667	0.00233	5	18 13: Fannin at Anita - 5@1326.4 - 18@386.4	
Average	1800-5400	13: Fannin at Anita - 5@1326.4 - 31@386.8	S-W		4.519827	0.096621	47.38484	8	8		1	4.519827	0.083503	0.037037	0.030654	5	31 13: Fannin at Anita - 5@1326.4 - 31@386.8	
Average	1800-5400	13: Fannin at Anita - 18@217.5 - 5@1470.0	W-N		9.628864	0.096978	27.17974	4	4		1	9.628864	0.139265	1	0.042159	18	5 13: Fannin at Anita - 18@217.5 - 5@1470.0	
Average	1800-5400	13: Fannin at Anita - 18@217.5 - 18@386.4	W-E			0.098552	29.63089	0	0		0					18	18 13: Fannin at Anita - 18@217.5 - 18@386.4	
Average	1800-5400	13: Fannin at Anita - 31@217.6 - 5@1470.0	E-N		8.854816	0.197398	39.45431	5	5		1	8.854816	0.47194	1.103175	0.052407	31	5 13: Fannin at Anita - 31@217.6 - 5@1470.0	
Average	1800-5400	13: Fannin at Anita - 31@217.6 - 31@386.8	E-W		9.029811	0.198971	41.42557	1	1		1	9.029811	0.21734	1.166667	0.01455	31	31 13: Fannin at Anita - 31@217.6 - 31@386.8	
Average	1800-5400	13: Fannin at Anita - 31@217.6 - 31@386.8	Total		0.206821	0.137704	56.72269	1164	1164		1	0.206821	0.004013	0.010244	3.130156	13: Fannin at Anita - 31@217.6 - 31@386.8		
Average	1800-5400	14: Travis at Elgin - 7@189.8 - 7@392.8	N-S		12.09405	29.71551	209.604	1342	1342		2	12.09405	7.201279	0.46533	10.81204	7	7 14: Travis at Elgin - 7@189.8 - 7@392.8	
Average	1800-5400	14: Travis at Elgin - 7@189.8 - 9@435.0	N-W		14.7391	29.71551	209.604	123	123		2	14.7391	8.324287	0.569464	1.142708	7	9 14: Travis at Elgin - 7@189.8 - 9@435.0	
Average	1800-5400	14: Travis at Elgin - 7@189.8 - 11@1074.3	N-E		15.17219	29.71551	209.604	34	34		2	15.17219	9.038103	0.490851	0.294089	7	11 14: Travis at Elgin - 7@189.8 - 11@1074.3	
Average	1800-5400	14: Travis at Elgin - 9@213.6 - 9@435.0	E-W		23.669	41.10287	239.8644	593	593		3	23.669	15.98025	0.67528	7.154722	9	9 14: Travis at Elgin - 9@213.6 - 9@435.0	
Average	1800-5400	14: Travis at Elgin - 10@42.1 - 7@392.8	E-S		20.76226	5.18438	64.65892	63	63		3	20.76226	14.53054	0.626096	0.665905	10	7 14: Travis at Elgin - 10@42.1 - 7@392.8	
Average	1800-5400	14: Travis at Elgin - 11@852.9 - 7@392.8	W-S		20.88003	53.88737	310.0726	134	134		3	20.88003	14.12963	0.766776	1.448953	11	7 14: Travis at Elgin - 11@852.9 - 7@392.8	
Average	1800-5400	14: Travis at Elgin - 11@852.9 - 11@1074.3	W-E		18.75781	53.88737	310.0726	685	685		2	18.75781	12.80646	0.69787	7.11251	11	11 14: Travis at Elgin - 11@852.9 - 11@1074.3	
Average	1800-5400	14: Travis at Elgin - 11@852.9 - 11@1074.3	Total		16.65076	32.47253	310.0726	2975	2975		2	16.65076	10.76669	0.573566	28.6334	14: Travis at Elgin - 11@852.9 - 11@1074.3		
Average	1800-5400	15: Elgin at Main - 3@977.0 - 3@1196.9	N-S		16.89769	10.19938	128.6627	116	116		2	16.89769	9.887709	0.798024	1.416325	3	3 15: Elgin at Main - 3@977.0 - 3@1196.9	
Average	1800-5400	15: Elgin at Main - 3@977.0 - 9@775.8	N-W		19.32232	10.19938	128.6627	18	18		2	19.32232	11.45062	0.877904	0.234097	3	9 15: Elgin at Main - 3@977.0 - 9@775.8	
Average	1800-5400	15: Elgin at Main - 4@3106.8 - 4@3329.1	S-N		27.00466	17.10166	119.0812	92	92		3	27.00466	20.29941	0.791395	1.315717	4	4 15: Elgin at Main - 4@3106.8 - 4@3329.1	
Average	1800-5400	15: Elgin at Main - 4@3106.8 - 11@741.3	S-E		28.93173	17.10166	119.0812	36	36		3	28.93173	21.79676	0.852778	0.513638	4	11 15: Elgin at Main - 4@3106.8 - 11@741.3	
Average	1800-5400	15: Elgin at Main - 9@546.6 - 3@1196.9	E-S		22.3116	13.8414	214.2693	1	1		3	22.3116	13.59003	1	0.008582	9	3 15: Elgin at Main - 9@546.6 - 3@1196.9	
Average	1800-5400	15: Elgin at Main - 9@546.6 - 4@3329.1	E-N		9.072632	13.8414	214.2693	30	30		1	9.072632	4.383354	0.411316	0.188658	9	4 15: Elgin at Main - 9@546.6 - 4@3329.1	
Average	1800-5400	15: Elgin at Main - 9@546.6 - 9@775.8	E-W		8.83748	13.8414	214.2693	534	534		1	8.83748</						

Average	1800-5400	15: Elgin at Main - 44@972.9 - 44@1193.6	N-S	13.06234	0.748114	132.9376	6	0	2	0	0	0	0.04347	44	44 15: Elgin at Main - 44@972.9 - 44@1193.6
Average	1800-5400	15: Elgin at Main - 45@3106.1 - 45@3327.6	S-N	45.24562	7.842841	132.5954	6	0	4	0	33.16912	0.888889	0.104845	45	45 15: Elgin at Main - 45@3106.1 - 45@3327.6
Average	1800-5400	15: Elgin at Main	Total	11.75519	12.02173	254.4845	1629	1617	2	11.62596	6.642433	0.48474	13.15177		15: Elgin at Main
Average	1800-5400	16: Elgin at Fannin - 5@1796.2 - 5@2002.8	S-N	14.49125	29.20881	125.0698	898	898	2	14.49125	11.30999	0.368467	8.236429	5	5 16: Elgin at Fannin - 5@1796.2 - 5@2002.8
Average	1800-5400	16: Elgin at Fannin - 5@1796.2 - 9@1087.1	S-W	3.687054	1.542975	104.779	144	144	1	3.687054	0.69618	0.129727	0.808944	5	9 16: Elgin at Fannin - 5@1796.2 - 9@1087.1
Average	1800-5400	16: Elgin at Fannin - 5@1796.2 - 11@391.1	S-E	17.539	29.20881	125.0698	96	96	2	17.539	12.83019	0.444683	0.931363	5	11 16: Elgin at Fannin - 5@1796.2 - 11@391.1
Average	1800-5400	16: Elgin at Fannin - 9@897.9 - 5@2002.8	E-N	16.6045	31.327	236.4169	83	83	2	16.6045	10.32152	0.666118	0.754222	9	5 16: Elgin at Fannin - 9@897.9 - 5@2002.8
Average	1800-5400	16: Elgin at Fannin - 9@897.9 - 9@1087.1	E-W	17.72217	31.327	236.4169	483	483	2	17.72217	11.66186	0.658778	4.732305	9	9 16: Elgin at Fannin - 9@897.9 - 9@1087.1
Average	1800-5400	16: Elgin at Fannin - 11@201.4 - 11@391.1	W-E	13.3707	26.92636	190.2221	675	675	2	13.3707	8.374606	0.468989	5.690415	11	11 16: Elgin at Fannin - 11@201.4 - 11@391.1
Average	1800-5400	16: Elgin at Fannin - 14@23.7 - 5@2002.8	W-N	1.763893	0.232506	32.94073	78	78	1	1.763893	0.362294	0.106786	0.300234	14	5 16: Elgin at Fannin - 14@23.7 - 5@2002.8
Average	1800-5400	16: Elgin at Fannin	Total	13.97176	17.84753	238.3487	2456	2456	2	13.97176	9.628188	0.444188	21.45122		16: Elgin at Fannin
Average	1800-5400	17: Main at Holman - 3@157.7 - 3@381.2	N-S	20.92138	7.523021	79.16658	84	84	3	20.92138	14.3446	0.619306	0.905525	3	3 17: Main at Holman - 3@157.7 - 3@381.2
Average	1800-5400	17: Main at Holman - 3@157.7 - 41@441.7	N-W	5.406446	7.523021	79.16658	1	1	2	5.406446	1.411017	0.5	0.004257	3	41 17: Main at Holman - 3@157.7 - 41@441.7
Average	1800-5400	17: Main at Holman - 4@3921.6 - 4@4143.4	S-N	18.64733	15.98409	151.2682	163	163	2	18.64733	11.9591	0.800602	2.049724	4	4 17: Main at Holman - 4@3921.6 - 4@4143.4
Average	1800-5400	17: Main at Holman - 4@3921.6 - 42@403.6	S-E	19.83261	15.98409	151.2682	18	18	2	19.83261	13.07928	0.819421	0.223749	4	42 17: Main at Holman - 4@3921.6 - 42@403.6
Average	1800-5400	17: Main at Holman - 41@191.4 - 3@381.2	E-S	7.258534	1.130575	43.57444	6	6	1	7.258534	3.58078	0.355556	0.038069	41	3 17: Main at Holman - 41@191.4 - 3@381.2
Average	1800-5400	17: Main at Holman - 41@191.4 - 4@4143.4	E-N	11.451	1.130575	43.57444	2	2	2	11.451	6.777288	0.5	0.017341	41	4 17: Main at Holman - 41@191.4 - 4@4143.4
Average	1800-5400	17: Main at Holman - 41@191.4 - 41@441.7	E-W	5.517463	1.130575	43.57444	49	49	1	5.517463	2.783236	0.244058	0.291255	41	41 17: Main at Holman - 41@191.4 - 41@441.7
Average	1800-5400	17: Main at Holman - 42@153.9 - 3@381.2	W-S	4.991237	0.08663	13.75064	6	6	1	4.991237	2.190471	0.277778	0.031301	42	3 17: Main at Holman - 42@153.9 - 3@381.2
Average	1800-5400	17: Main at Holman - 42@153.9 - 4@4143.4	W-N	6.506835	1.358824	62.1608	12	12	1	6.506835	3.178109	0.343583	0.076396	42	4 17: Main at Holman - 42@153.9 - 4@4143.4
Average	1800-5400	17: Main at Holman - 42@153.9 - 42@403.6	W-E	6.444878	1.358824	62.1608	50	50	1	6.444878	3.081047	0.294078	0.31382	42	42 17: Main at Holman - 42@153.9 - 42@403.6
Average	1800-5400	17: Main at Holman - 44@155.3 - 44@378.2	N-S	41.45244	6.307536	132.8138	6	0	4	0	25.18311	1	0.094611	44	44 17: Main at Holman - 44@155.3 - 44@378.2
Average	1800-5400	17: Main at Holman - 45@3921.2 - 45@4143.6	S-N	12.79463	0.903143	132.8537	6	0	2	0	0.22748	0.666667	0.059715	45	45 17: Main at Holman - 45@3921.2 - 45@4143.6
Average	1800-5400	17: Main at Holman	Total	15.58183	4.756261	152.7716	403	391	2	15.22581	9.770013	0.606642	4.107882		17: Main at Holman

SIM RUN	TIMEINT	MOVEMENT	QLEN	QLENMAX	Vehs(All)	Pers(All)	LOS(All)	LOSVal(All)	VehDelay(/PerDelay(A	StopDelay(	Stops(All)	EmissionsC	EmissionsH	EmissionsV	Fuel	Consur	Movement\Direction
Average	1800-5400	1: Main at Webster - 3@3824.9 - 3@4002.2	29.89163	235.9713	167	167		3	26.36947	26.36947	20.43954	0.699808	155.3406	30.22364	36.00168	2.222326	S-N
Average	1800-5400	1: Main at Webster - 3@3824.9 - 40@384.7	29.89163	235.9713	45	45		3	27.84614	27.84614	21.63071	0.741287	42.33375	8.236609	9.811255	0.605633	S-E
Average	1800-5400	1: Main at Webster - 4@303.6 - 4@480.0	11.07062	108.3051	85	85		3	27.91146	27.91146	21.40939	0.708902	80.0421	15.57328	18.55053	1.145094	N-S
Average	1800-5400	1: Main at Webster - 39@173.8 - 3@4002.2	0.737722	39.58549	26	26		1	8.92398	8.92398	4.465768	0.382315	12.99839	2.529014	3.012502	0.185957	W-N
Average	1800-5400	1: Main at Webster - 40@175.3 - 4@480.0	10.50051	134.4122	7	7		2	9.348687	9.348687	3.777507	0.407143	3.674163	0.714859	0.851523	0.052563	W-S
Average	1800-5400	1: Main at Webster - 40@175.3 - 40@384.7	10.50051	134.4122	450	450		1	9.295789	9.295789	4.509729	0.389938	236.403	45.99543	54.78867	3.382017	W-E
Average	1800-5400	1: Main at Webster - 44@3821.2 - 44@3998.2	9.703659	133.0651	6	0		5	55.49562	0	41.2023	1	8.278662	1.610727	1.91866	0.118436	S-N
Average	1800-5400	1: Main at Webster - 45@302.2 - 45@478.9	1.646007	132.747	6	0		2	19.393	0	3.089	1	5.117359	0.995652	1.185997	0.07321	N-S
Average	1800-5400	1: Main at Webster	10.59169	235.9713	792	780		2	16.35138	16.02665	10.90159	0.518404	544.8444	106.0069	126.2729	7.794626	Total
Average	1800-5400	2: Travis at McGowen - 2@214.4 - 7@2031.5	22.62286	167.4552	33	33		3	21.53684	21.53684	14.68525	0.918255	28.44096	5.533578	6.591468	0.406881	W-N
Average	1800-5400	2: Travis at McGowen - 2@214.4 - 27@37.3	22.62286	167.4552	222	222		3	21.52694	21.52694	14.79015	0.62565	166.6461	32.42327	38.62183	2.384064	W-E
Average	1800-5400	2: Travis at McGowen - 7@1896.5 - 7@2031.5	33.16507	225.8916	1189	1189		2	13.90549	13.90549	9.497453	0.500467	771.1656	150.0408	178.7251	11.03241	S-N
Average	1800-5400	2: Travis at McGowen - 7@1896.5 - 25@1056.3	33.16507	225.8916	45	45		2	16.59466	16.59466	11.36861	0.57983	31.64805	6.15756	7.334741	0.452762	S-W
Average	1800-5400	2: Travis at McGowen - 7@1896.5 - 27@37.3	13.96713	174.3607	74	74		2	11.71384	11.71384	7.238253	0.444518	43.0466	8.375304	9.976465	0.615831	S-E
Average	1800-5400	2: Travis at McGowen - 25@912.9 - 7@2031.5	33.58745	230.2791	57	57		2	18.17988	18.17988	13.98491	0.531418	36.17669	7.038669	8.384297	0.517549	N-N
Average	1800-5400	2: Travis at McGowen - 25@912.9 - 25@1056.3	33.58745	230.2791	256	256		3	20.34934	20.34934	15.87923	0.54837	177.0516	34.44781	41.03342	1.532927	E-W
Average	1800-5400	2: Travis at McGowen	25.83563	243.9344	1876	1876		2	15.93677	15.93677	11.18356	0.530153	1254.115	244.0053	290.6533	17.94156	Total
Average	1800-5400	3: Main at McGowen - 3@2706.3 - 3@2839.9	4.157481	67.34938	161	161		1	5.225637	5.225637	3.741432	0.154739	49.7385	9.677305	11.52738	0.711567	S-N
Average	1800-5400	3: Main at McGowen - 3@2706.3 - 27@388.5	4.157481	67.34938	16	16		2	9.513408	9.513408	6.926363	0.281863	6.225018	1.211162	1.442708	0.089056	S-E
Average	1800-5400	3: Main at McGowen - 4@1464.8 - 4@1596.9	9.564392	126.7606	76	76		3	21.5608	21.5608	16.5183	0.656192	62.27671	12.11678	14.43323	0.809094	N-S
Average	1800-5400	3: Main at McGowen - 4@1464.8 - 25@719.5	9.564392	126.7606	18	18		2	17.43254	17.43254	12.79869	0.588755	13.11064	2.550855	3.038518	0.187563	N-W
Average	1800-5400	3: Main at McGowen - 25@561.6 - 3@2839.9	14.41608	197.9371	11	11		2	7.203094	7.203094	3.718386	0.429545	4.792966	0.932537	1.110816	0.068569	E-N
Average	1800-5400	3: Main at McGowen - 25@561.6 - 4@1596.9	14.41608	197.9371	12	12		1	8.422586	8.422586	4.682237	0.467647	5.499831	1.070067	1.274639	0.078681	S-S
Average	1800-5400	3: Main at McGowen - 25@561.6 - 25@719.5	14.41608	197.9371	295	295		1	9.37634	9.37634	5.355299	0.458145	145.9371	28.39405	33.82233	2.087798	E-W
Average	1800-5400	3: Main at McGowen - 27@230.6 - 3@2839.9	12.83934	229.7654	11	11		1	8.022565	8.022565	4.139729	0.365812	4.597818	0.894568	1.065589	0.065777	W-N
Average	1800-5400	3: Main at McGowen - 27@230.6 - 4@1596.9	12.83934	229.7654	12	12		2	9.982221	9.982221	5.483354	0.397504	5.604171	1.090368	1.298821	0.080174	W-S
Average	1800-5400	3: Main at McGowen - 27@230.6 - 27@388.5	12.83934	229.7654	259	259		2	9.923795	9.923795	5.248402	0.416399	128.9175	25.08266	29.87787	1.844313	W-E
Average	1800-5400	3: Main at McGowen - 44@2703.2 - 44@2836.3	0	0	6	0		1	0.736786	0	0	0	1.1861	0.230772	0.27489	0.016969	S-N
Average	1800-5400	3: Main at McGowen - 45@1463.7 - 45@1596.4	0.81704	132.8369	6	0		2	13.19727	0	0.035123	0.125	2.962213	0.576339	0.686521	0.042378	N-S
Average	1800-5400	3: Main at McGowen	6.965722	229.7654	882	870		2	9.914166	9.954927	6.050751	0.399592	430.2502	83.71106	99.71464	6.155225	Total
Average	1800-5400	4: Fannin at McGowen - 5@170.2 - 5@295.0	23.29722	126.0877	1236	1236		2	11.86874	11.86874	7.249146	0.429939	618.53	120.3435	143.3503	8.848785	N-S
Average	1800-5400	4: Fannin at McGowen - 5@170.2 - 25@389.9	23.29722	126.0877	110	110		2	15.13375	15.13375	8.46824	0.505057	62.73002	12.20498	14.53829	0.897425	N-W
Average	1800-5400	4: Fannin at McGowen - 5@170.2 - 27@708.7	23.29722	126.0877	45	45		2	15.44612	15.44612	8.567597	0.53587	26.56806	5.169178	6.157403	0.380087	N-E
Average	1800-5400	4: Fannin at McGowen - 25@241.7 - 5@295.0	26.11622	192.0383	37	37		3	18.86491	18.86491	13.97414	0.587326	27.07964	5.268713	6.275967	0.387405	E-E
Average	1800-5400	4: Fannin at McGowen - 25@241.7 - 25@389.9	26.11622	192.0383	208	208		3	20.75095	20.75095	15.25931	0.639419	167.6549	32.61955	38.85564	2.398496	E-W
Average	1800-5400	4: Fannin at McGowen - 27@560.3 - 5@295.0	30.10457	253.0118	72	72		3	20.56053	20.56053	16.28588	0.564058	47.18646	9.180771	10.93592	0.675057	W-S
Average	1800-5400	4: Fannin at McGowen - 27@560.3 - 27@708.7	30.10457	253.0118	212	212		2	18.9054	18.9054	14.59615	0.540765	139.0399	27.05211	32.22384	1.989126	W-E
Average	1800-5400	4: Fannin at McGowen	26.506	253.0118	1919	1919		2	14.34707	14.34707	9.503314	0.479761	1088.833	211.8474	252.3476	15.57701	Total
Average	1800-5400	5: Main at Dennis - 3@2359.5 - 3@2517.5	0	0	162	162		1	0.060143	0.060143	0	0	23.3857	4.550007	5.419862	0.334559	S-N
Average	1800-5400	5: Main at Dennis - 3@2359.5 - 23@70.1	0	0	9	9		1	0.006945	0.006945	0	0	1.211864	0.235785	0.280861	0.017337	S-E
Average	1800-5400	5: Main at Dennis - 4@1786.2 - 4@1943.5	0	0	100	100		1	0.096175	0.096175	0	0	18.7671	3.651396	4.349457	0.268485	N-S
Average	1800-5400	5: Main at Dennis - 24@531.7 - 3@2517.5	0.11819	24.58643	6	6		1	7.611226	7.611226	0.174562	1	3.710722	0.721972	0.859996	0.053086	E-N
Average	1800-5400	5: Main at Dennis - 44@2356.4 - 44@2514.4	0	0	6	0		1	0	0	0	0	0.925028	0.179977	0.214384	0.013234	S-N
Average	1800-5400	5: Main at Dennis - 45@1785.4 - 45@1943.3	12.29111	152.1283	6	0		2	14.46897	0	0	0	2.443306	0.475379	0.56626	0.034954	N-S
Average	1800-5400	5: Main at Dennis	2.48186	152.1283	288	276		1	0.52398	0.231694	0.003451	0.02034	50.55413	9.835996	11.71641	0.732325	Total
Average	1800-5400	6: Fanning at Dennis - 5@504.7 - 5@630.9	0.326545	87.70766	1358	1358		1	0.178933	0.178933	0.001074	0.002202	250.5823	48.75422	58.07488	3.584869	N-S
Average	1800-5400	6: Fanning at Dennis - 5@504.7 - 23@382.7	0.326545	87.70766	9	9		1	5.118471	5.118471	0.647117	0.273352	3.24108	0.630596	0.751152	0.046367	N-E
Average	1800-5400	6: Fanning at Dennis - 5@504.7 - 24@380.8	0.326545	87.70766	6	6		1	6.248318	6.248318	0.773467	0.482143	2.624609	0.510654	0.608279	0.037548	N-W
Average	1800-5400	6: Fanning at Dennis - 23@221.0 - 5@630.9	0.270238	38.54728	7	7		1	8.374851	8.374851	0.278223	1.083333	4.618664	0.898624	1.07042	0.066075	W-S
Average	1800-5400	6: Fanning at Dennis - 23@221.0 - 23@382.7	0.272092	40.79115	2	2		2	10.27691	10.27691	0.467456	1.291667	1.857785	0.361458	0.43056	0.026578	W-E
Average	1800-5400	6: Fanning at Dennis - 24@219.4 - 5@630.9	0.332375	38.54054	10	10		2	10.51043	10.51043	0.694973	1.204167	8.359308	1.626418	1.93735	0.11959	E-S
Average	1800-5400	6: Fanning at Dennis - 24@219.4 - 24@380.8	0.309949	41.02641	0	0							0	0	0	0	E-W
Average	1800-5400	6: Fanning at Dennis	0.30224	87.96967	1391	1391		1	0.367043	0.367043	0.016058	0.022236	271.2613	52.77759	62.86742	3.880705	Total
Average	1800-5400	7: Main at Drew - 3@2132.3 - 3@2251.5	0	0	169	169		1	0.085506	0.085506	0	0	23.44202	4.560965	5.432914	0.335365	S-E
Average	1800-5400	7: Main at Drew - 3@2132.3 - 21@61.7	0	0	7	7		1	0.024273	0.024273	0	0	0.900398	0.175185	0.208676	0.012881	S-N
Average	1800-5400	7: Main at Drew - 4@2048.9 - 4@2170.2	0	0	100	100		1	0.024691	0.024691	0	0	12.19097	2.371919	2.825374	0.174406	N-S
Average	1800-5400	7: Main at Drew - 22@539.5 - 3@2251.5	0	0	0	0							0	0	0	0	E-N
Average	1800-5400	7: Main at Drew - 44@2129.4 - 44@2249.4	0	0	6	0		1	0	0	0	0	0.89625	0.174378	0.207715	0.012822	S-N
Average	1800-5400	7: Main at Drew - 45@2049.3 - 45@2169.9	0	0	6	0		1	0.037564	0	0	0	0.792531	0.154198	0.183677	0.011338	N-S
Average	1800-5400	7: Main at Drew	0	0	287	275		1	0.059303	0.061083	0	0	38.21271	7			

Average	1800-5400	8: Fannin at Drew - 21@233.8 - 5@872.9	0	0	0	0				0	0	0	0	W-S		
Average	1800-5400	8: Fannin at Drew - 21@233.8 - 21@363.9	0	0	0	0				0	0	0	0	W-E		
Average	1800-5400	8: Fannin at Drew - 22@237.3 - 5@872.9	0.312889	30.91715	12	12	2	9.764769	9.764769	0.52416	1.126374	9.489926	1.846395	2.199382	0.135764	E-S
Average	1800-5400	8: Fannin at Drew - 22@237.3 - 22@368.5	0.29221	32.95616	0	0						0	0	0	0	E-W
Average	1800-5400	8: Fannin at Drew	0.196014	66.76416	1388	1388	1	0.224304	0.224304	0.021978	0.013322	193.7633	37.69929	44.90651	2.772007	Total
Average	1800-5400	9: Main at Tuam - 3@1859.8 - 3@1996.0	0	0	177	177	1	0.167269	0.167269	0	0	29.68331	5.775293	6.879393	0.424654	S-N
Average	1800-5400	9: Main at Tuam - 3@1859.8 - 19@53.4	0	0	13	13	1	0.144726	0.144726	0	0	2.026598	0.394302	0.469684	0.028993	S-E
Average	1800-5400	9: Main at Tuam - 4@2308.2 - 4@2443.1	0	0	102	102	1	0.081708	0.081708	0	0	15.09483	2.936905	3.498372	0.215949	N-S
Average	1800-5400	9: Main at Tuam - 20@551.0 - 3@1996.0	0.07655	23.86461	3	3	1	9.288053	9.288053	1.00026	1.25	2.481744	0.482857	0.575168	0.035504	E-N
Average	1800-5400	9: Main at Tuam - 44@1856.8 - 44@1992.6	0	0	6	0	1	0	0	0	0	1.084257	0.210957	0.251287	0.015512	S-N
Average	1800-5400	9: Main at Tuam - 45@2307.3 - 45@2442.6	0	0	6	0	1	0	0	0	0	0.949594	0.184757	0.220078	0.013585	N-S
Average	1800-5400	9: Main at Tuam	0.01531	23.86461	307	295	1	0.220575	0.229577	0.006609	0.012279	51.22621	9.966759	11.87217	0.73285	Total
Average	1800-5400	10: Fannin at Tuam - 5@1005.7 - 5@1134.7	0.443612	119.0033	1320	1320	1	0.129985	0.129985	0.003519	0.002109	190.248	37.01535	44.09181	2.721717	N-S
Average	1800-5400	10: Fannin at Tuam - 5@1005.7 - 19@395.7	0.443612	119.0033	23	23	1	4.463095	4.463095	0.584001	0.189206	6.747782	1.312873	1.563864	0.096535	N-E
Average	1800-5400	10: Fannin at Tuam - 5@1005.7 - 20@370.2	0.443612	119.0033	16	16	1	4.194177	4.194177	0.325992	0.159722	3.793877	0.738151	0.879268	0.054276	N-W
Average	1800-5400	10: Fannin at Tuam - 19@233.9 - 5@1134.7	0.193126	29.15449	3	3	2	10.47162	10.47162	2.037018	1.3125	2.452572	0.477181	0.568407	0.035087	W-S
Average	1800-5400	10: Fannin at Tuam - 19@233.9 - 19@395.7	0.228126	31.18644	4	4	2	11.15947	11.15947	2.094985	1.375	3.111844	0.605452	0.7212	0.044519	W-E
Average	1800-5400	10: Fannin at Tuam - 20@207.9 - 5@1134.7	0.950722	45.52203	30	30	2	11.25111	11.25111	1.004673	1.214286	24.82355	4.82976	5.753097	0.355129	E-S
Average	1800-5400	10: Fannin at Tuam - 20@207.9 - 20@370.2	0.855343	47.72682	1	1	2	11.14668	11.14668	0.386442	1.333333	0.693385	0.134907	0.160699	0.00992	E-W
Average	1800-5400	10: Fannin at Tuam	0.534186	119.0033	1397	1397	1	0.538831	0.538831	0.047041	0.039609	231.7418	45.08852	53.70839	3.315333	Total
Average	1800-5400	11: Travis at Anita - 7@761.0 - 7@876.5	0.028017	31.37716	1309	1309	1	0.466504	0.466504	0.029444	0.03284	339.3422	66.02366	78.64583	4.854681	S-N
Average	1800-5400	11: Travis at Anita - 7@761.0 - 17@399.4	0.028017	31.37716	64	64	2	1.333446	1.289861	1.333446	1.289861	58.26558	11.33636	13.50361	0.833556	S-E
Average	1800-5400	11: Travis at Anita - 7@761.0 - 30@368.2	0.028017	31.37716	23	23	1	1.081206	1.081206	0.030845	0.031746	6.114014	1.189565	1.416982	0.087468	S-W
Average	1800-5400	11: Travis at Anita - 17@227.1 - 7@876.5	0	0	0	0						0	0	0	0	W-N
Average	1800-5400	11: Travis at Anita - 17@227.1 - 17@399.4	0	0	0	0						0	0	0	0	W-E
Average	1800-5400	11: Travis at Anita - 30@195.3 - 7@876.5	0	0	14	14	1	8.436515	8.436515	0.164175	1.03125	9.481835	1.844821	2.197507	0.135649	E-N
Average	1800-5400	11: Travis at Anita - 30@195.3 - 30@368.2	0.525258	54.82622	3	3	2	9.966601	9.966601	0.41024	1.166667	2.184875	0.425097	0.506366	0.031257	E-W
Average	1800-5400	11: Travis at Anita	0.110655	58.00504	1413	1413	1	1.046716	1.046716	0.091025	0.10202	415.8112	80.90175	96.36827	5.948658	Total
Average	1800-5400	12: Main at Anita - 3@1544.6 - 3@1684.4	0	0	174	174	1	0.078724	0.078724	0	0	44.1233	5.884791	10.226	0.631235	S-N
Average	1800-5400	12: Main at Anita - 3@1544.6 - 31@63.5	0	0	8	8	1	0.12782	0.12782	0	0	2.011519	0.391369	0.466189	0.028777	S-E
Average	1800-5400	12: Main at Anita - 4@2617.1 - 4@2759.1	0	0	90	90	1	0.116295	0.116295	0	0	15.44745	3.005512	3.580095	0.220994	N-S
Average	1800-5400	12: Main at Anita - 4@2617.1 - 30@34.2	0	0	13	13	1	0.152771	0.152771	0	0	1.903479	0.370348	0.44115	0.027231	N-W
Average	1800-5400	12: Main at Anita - 17@560.1 - 4@2759.1	0	0	0	0						0	0	0	0	W-S
Average	1800-5400	12: Main at Anita - 18@541.7 - 3@1684.4	0.088865	32.92873	4	4	1	7.868566	7.868566	0.215262	1	2.883369	0.560999	0.668249	0.04125	E-N
Average	1800-5400	12: Main at Anita - 44@1541.3 - 44@1681.9	0	0	6	0	1	0.123407	0	0	0	1.645933	0.320239	0.381461	0.023547	S-N
Average	1800-5400	12: Main at Anita - 45@2617.2 - 45@2758.4	0	0	6	0	1	0	0	0	0	1.099586	0.213939	0.25484	0.015731	N-S
Average	1800-5400	12: Main at Anita	0.014811	32.92873	300	288	1	0.200679	0.20642	0.003456	0.014026	69.02123	13.42902	15.99634	0.987428	Total
Average	1800-5400	13: Fannin at Anita - 5@1326.4 - 5@1470.0	0.263906	52.5057	1330	1330	1	0.15088	0.15088	0.002915	0.001706	244.52	47.57471	56.66987	3.49814	N-S
Average	1800-5400	13: Fannin at Anita - 5@1326.4 - 18@386.4	0.263906	52.5057	3	3	2	2.151288	2.151288	0.533277	0.75	1.431505	0.278519	0.331765	0.020479	N-W
Average	1800-5400	13: Fannin at Anita - 5@1326.4 - 31@386.8	0.263906	52.5057	18	18	1	5.113915	5.113915	0.515084	0.191667	5.771188	1.122864	1.337529	0.082563	N-E
Average	1800-5400	13: Fannin at Anita - 18@217.5 - 5@1470.0	0.653564	33.24467	21	21	2	10.95014	10.95014	0.785998	1.114448	16.96608	3.300982	3.932052	0.247918	E-S
Average	1800-5400	13: Fannin at Anita - 18@217.5 - 18@386.4	0.614691	35.69582	2	2	2	11.3926	11.3926	1.089659	1.0625	1.897205	0.369127	0.439696	0.027142	E-W
Average	1800-5400	13: Fannin at Anita - 31@217.6 - 5@1470.0	0.193885	26.29736	5	5	1	8.93949	8.93949	1.076265	1.083333	3.191594	0.620968	0.739683	0.045659	W-S
Average	1800-5400	13: Fannin at Anita - 31@217.6 - 31@386.8	0.251575	28.26862	4	4	2	11.62469	11.62469	2.470725	1.452381	3.127695	0.608536	0.724873	0.044745	W-E
Average	1800-5400	13: Fannin at Anita	0.395524	65.98852	1381	1381	1	0.469149	0.469149	0.032934	0.031206	276.5423	53.80509	64.09136	3.956256	Total
Average	1800-5400	14: Travis at Elgin - 7@189.8 - 7@392.8	48.62447	241.6066	1150	1150	3	20.2809	20.2809	14.14645	0.569833	838.4604	163.1339	194.3213	11.99514	S-N
Average	1800-5400	14: Travis at Elgin - 7@189.8 - 9@435.0	48.62447	241.6066	154	154	3	23.62693	23.62693	15.45032	0.683283	127.5428	24.8152	29.55928	1.824647	S-E
Average	1800-5400	14: Travis at Elgin - 7@189.8 - 11@1074.3	48.62447	241.6066	102	102	3	22.47375	22.47375	14.97074	0.679888	82.18199	15.98963	19.04647	1.175708	S-W
Average	1800-5400	14: Travis at Elgin - 9@213.6 - 9@435.0	35.35485	209.7311	567	567	3	21.16684	21.16684	14.55664	0.575884	434.6846	84.57382	100.7423	6.218664	W-E
Average	1800-5400	14: Travis at Elgin - 10@42.1 - 7@392.8	9.23604	114.3761	72	72	4	34.47796	34.47796	24.14958	1.458982	91.49893	17.80237	21.20576	1.308998	W-N
Average	1800-5400	14: Travis at Elgin - 11@852.9 - 7@392.8	67.34107	354.7303	117	117	3	21.84119	21.84119	16.23642	0.614368	82.42096	16.03612	19.10185	1.179127	E-N
Average	1800-5400	14: Travis at Elgin - 11@852.9 - 11@1074.3	67.34107	354.7303	789	789	3	20.65949	20.65949	15.55888	0.574836	554.8584	107.9553	128.5938	7.937889	E-W
Average	1800-5400	14: Travis at Elgin	40.13911	354.7303	2950	2950	3	21.21953	21.21953	15.03272	0.605522	2211.593	430.2956	512.558	31.63939	Total
Average	1800-5400	15: Elgin at Main - 3@977.0 - 3@1196.9	39.00091	181.3474	191	191	3	33.24621	33.24621	25.95709	0.897081	216.1117	42.04749	50.08598	3.091727	S-N
Average	1800-5400	15: Elgin at Main - 3@977.0 - 9@775.8	39.00091	181.3474	32	32	3	32.20932	32.20932	25.00373	0.825818	33.9434	6.604152	7.866711	0.485599	S-E
Average	1800-5400	15: Elgin at Main - 4@3106.8 - 4@3329.1	0	0	0	0						0	0	0	0	N-S
Average	1800-5400	15: Elgin at Main - 4@3106.8 - 11@741.3	0	0	0	0						0	0	0	0	N-W
Average	1800-5400	15: Elgin at Main - 9@546.6 - 3@1196.9	22.6349	240.8068	1	1	2	11.46769	11.46769	8.08942	0.5	0.539177	0.104904	0.12496	0.007714	W-N
Average	1800-5400	15: Elgin at Main - 9@546.6 - 4@3329.1	22.6349	240.8068	25	25	2	11.74503	11.74503	6.786865	0.506439	12.734	2.477574	2.951228	0.182175	W-S
Average	1800-5400	15: Elgin at Main - 9@546.6 - 9@775.8	22.6349	240.8068	787	787	1	9.873516	9.873516	5.275484	0.455462	398.4238	77.5188	92.33857	5.699912	W-E
Average	1800-5400	15: Elgin at Main - 11@511.4 - 3@1196.9	22.73154	211.94	8	8	1	8.819508	8.819508	4.968389	0.404167	3.981331	0.774622	0.922712	0.056958	E-N
Average	1800-5400	15: Elgin at Main - 11@511.4 - 4@3329.1	22.73154	211.94	1	1	1	2.151288	2.151288	0	0	0.120335	0.023413	0.027889	0.001722	E-S
Average	1800-5400	15: Elgin at Main - 11@511.4 - 11@741.3	22.73154	211.94	909	909	2	10.36309	10.36309	5.109641	0.45378	471.042	91.64766	109.1685	6.738798	E-W
Average	1800-5400	15: Elgin at Main - 44@972.9 - 44@1193.6	6.460941	133.0457	6	0	4	40.37355	40	25.85575	1	7.14036	1.389255	1.654847	0.102151	

Average	1800-5400	15: Elgin at Main - 45@3106.1 - 45@3327.6	0	0	6	0	1	5.980136	0	0	0	2.424408	0.471702	0.56188	0.034684	N-S
Average	1800-5400	15: Elgin at Main	15.13805	246.9743	1965	1953	2	12.83375	12.77017	7.591983	0.504471	1146.198	223.0085	265.6424	16.39768	Total
Average	1800-5400	16: Elgin at Fannin - 5@1796.2 - 5@2002.8	64.05908	278.2452	982	982	3	27.36297	27.36297	18.76262	1.010234	1063.675	206.9524	246.5169	15.21709	N-S
Average	1800-5400	16: Elgin at Fannin - 5@1796.2 - 9@1087.1	64.05908	278.2452	290	290	3	27.14021	27.14021	20.3583	0.838486	290.9044	56.59942	67.4199	4.161722	N-E
Average	1800-5400	16: Elgin at Fannin - 5@1796.2 - 11@391.1	64.05908	278.2452	224	224	3	29.48377	29.48377	22.21087	0.869409	228.2655	44.41217	52.90274	3.265601	N-W
Average	1800-5400	16: Elgin at Fannin - 9@897.9 - 5@2002.8	31.10832	303.1685	76	76	2	12.74638	12.74638	8.498699	0.51303	38.94002	7.576312	9.024725	0.557082	W-S
Average	1800-5400	16: Elgin at Fannin - 9@897.9 - 9@1087.1	31.10832	303.1685	746	746	2	10.42756	10.42756	6.819404	0.434422	365.9609	71.2027	84.81498	5.235492	W-E
Average	1800-5400	16: Elgin at Fannin - 11@201.4 - 11@391.1	23.35481	164.4638	692	692	2	11.33408	11.33408	6.872888	0.43192	377.0005	73.3506	87.37351	5.393426	E-W
Average	1800-5400	16: Elgin at Fannin - 14@23.7 - 5@2002.8	0.211606	30.20546	67	67	1	1.697472	1.697472	0.352342	0.127471	18.55893	3.610893	4.30121	0.265507	E-S
Average	1800-5400	16: Elgin at Fannin	29.68345	303.1685	3075	3075	2	18.86856	18.86856	12.9418	0.682777	2382.985	463.6423	552.2798	34.09135	Total
Average	1800-5400	17: Main at Holman - 3@157.7 - 3@381.2	16.64128	141.2209	132	132	3	14.42756	14.42756	14.89224	0.684193	103.5458	20.14626	23.99775	1.481342	S-N
Average	1800-5400	17: Main at Holman - 3@157.7 - 41@441.7	16.64128	141.2209	34	34	3	13.33408	13.33408	14.24907	0.657834	25.71175	5.002572	5.958946	0.367836	S-E
Average	1800-5400	17: Main at Holman - 4@3921.6 - 4@4143.4	13.7496	128.2058	115	115	3	22.51724	22.51724	16.20032	0.666708	98.79228	19.22139	22.89607	1.413337	N-S
Average	1800-5400	17: Main at Holman - 4@3921.6 - 42@403.6	13.7496	128.2058	18	18	3	21.24316	21.24316	14.55525	0.723232	14.5587	2.832594	3.374119	0.208279	N-W
Average	1800-5400	17: Main at Holman - 41@191.4 - 3@381.2	4.329678	103.7317	16	16	1	6.640878	6.640878	2.875964	0.325877	7.136227	1.388451	1.65389	0.102092	W-N
Average	1800-5400	17: Main at Holman - 41@191.4 - 4@4143.4	4.329678	103.7317	8	8	1	7.900307	7.900307	3.696213	0.329167	3.608919	0.702165	0.836402	0.05163	W-S
Average	1800-5400	17: Main at Holman - 41@191.4 - 41@441.7	4.329678	103.7317	147	147	1	6.974966	6.974966	3.518011	0.33479	69.11118	13.44652	16.01718	0.988715	W-E
Average	1800-5400	17: Main at Holman - 42@153.9 - 3@381.2	0.595345	27.57496	24	24	1	7.447646	7.447646	4.06363	0.275666	9.811168	1.908897	2.273833	0.14036	E-N
Average	1800-5400	17: Main at Holman - 42@153.9 - 4@4143.4	2.487921	105.8495	7	7	1	8.587106	8.587106	3.878717	0.447619	3.573262	0.695227	0.828138	0.05112	E-S
Average	1800-5400	17: Main at Holman - 42@153.9 - 42@403.6	2.487921	105.8495	98	98	1	6.315044	6.315044	2.94744	0.32017	42.76213	8.319957	9.910537	0.611762	E-W
Average	1800-5400	17: Main at Holman - 44@155.3 - 44@378.2	6.293477	133.0229	6	0	4	41.5338	0	25.0954	1	6.644009	1.292683	1.539813	0.09505	S-N
Average	1800-5400	17: Main at Holman - 45@3921.2 - 45@4143.6	0	0	6	0	1	0	0	0	0	1.917006	0.37298	0.444285	0.027425	N-S
Average	1800-5400	17: Main at Holman	6.299615	154.4413	610	598	2	14.41826	14.29033	9.405229	0.501689	387.1445	75.32426	89.72448	5.538548	Total

TAB THREE: Background (2021) Capacity Analysis

SIM RUN	TIMEINT	MOVEMENT	Movement	QLENMAX	Vehs(All)	Pers(All)	LOS(All)	LOSVal(All)	VehDelay(PerDelay(A	StopDelay(Stops(All)	EmissionsC	EmissionsN	EmissionsV	FuelConsur	Movement\Direction
Average	1800-5400	1: Main at Webster - 3 S-N		4.879592	2.87277	112.1823	142	142	1	4.879592	1.903065	0.300353	0.94138	3	3
Average	1800-5400	1: Main at Webster - 3 S-E		3.576933	2.87277	112.1823	15	15	1	3.576933	1.219686	0.220798	0.085107	3	40
Average	1800-5400	1: Main at Webster - 4 N-S		5.359564	1.022683	47.52574	69	69	1	5.359564	1.844693	0.297009	0.447443	4	4
Average	1800-5400	1: Main at Webster - 3 W-N		16.76399	1.12129	35.83475	18	18	2	16.76399	9.945381	0.658275	0.194559	39	3
Average	1800-5400	1: Main at Webster - 4 W-S		17.28476	15.53602	98.38825	7	7	2	17.28476	8.432281	0.611111	0.07201	40	4
Average	1800-5400	1: Main at Webster - 4 W-E		19.13461	15.53602	98.38825	311	311	2	19.13461	9.802763	0.756824	3.60789	40	40
Average	1800-5400	1: Main at Webster - 4 S-N		7.2502	0.659356	132.0236	6	0	1	0	1.70246	0.222222	0.039816	44	44
Average	1800-5400	1: Main at Webster - 4 N-S		6.295228	0.413778	132.1134	6	0	1	0	0.758515	0.166667	0.035879	45	45
Average	1800-5400	1: Main at Webster Total		13.20323	3.604317	137.5182	574	562	2	13.34058	6.489379	0.558171	5.416842		
Average	1800-5400	2: Travis at McGowen W-N		21.50373	11.85025	95.95028	22	22	3	21.50373	13.31075	0.994411	0.277143	2	7
Average	1800-5400	2: Travis at McGowen W-E		17.51809	11.85025	95.95028	134	134	2	17.51809	11.48164	0.576072	1.287112	2	27
Average	1800-5400	2: Travis at McGowen S-N		6.092965	19.45477	124.1514	1457	1457	1	6.092965	4.212984	0.186124	8.572048	7	7
Average	1800-5400	2: Travis at McGowen S-W		8.582628	19.45477	124.1514	24	24	1	8.582628	5.958445	0.263838	0.161998	7	25
Average	1800-5400	2: Travis at McGowen S-E		5.004739	1.299211	72.62053	54	54	1	5.004739	2.510236	0.21013	0.303753	7	27
Average	1800-5400	2: Travis at McGowen E-N		22.12868	22.14846	172.0553	25	25	3	22.12868	17.7894	0.557459	0.248532	25	7
Average	1800-5400	2: Travis at McGowen E-W		23.12766	22.14846	172.0553	161	161	3	23.12766	18.19471	0.609133	1.744841	25	25
Average	1800-5400	2: Travis at McGowen Total		8.761337	13.68817	172.0553	1877	1877	1	8.761337	6.188672	0.266377	12.59715		
Average	1800-5400	3: Main at McGowen S-N		21.32467	13.87411	114.9825	121	121	3	21.32467	14.48003	0.884542	1.4405	3	3
Average	1800-5400	3: Main at McGowen S-E		20.34208	13.87411	114.9825	13	13	3	20.34208	13.23295	0.919048	0.150607	3	27
Average	1800-5400	3: Main at McGowen N-S		20.01051	6.717493	98.3845	55	55	2	20.01051	14.77744	0.659631	0.630128	4	4
Average	1800-5400	3: Main at McGowen N-W		21.07823	6.717493	98.3845	15	15	3	21.07823	15.5089	0.696698	0.180624	4	25
Average	1800-5400	3: Main at McGowen E-N		12.95885	8.048574	139.8853	5	5	2	12.95885	7.989708	0.65	0.0404	25	3
Average	1800-5400	3: Main at McGowen E-S		8.431739	8.048574	139.8853	21	21	1	8.431739	5.022206	0.36553	0.132643	25	4
Average	1800-5400	3: Main at McGowen E-W		8.932147	8.048574	139.8853	172	172	1	8.932147	5.201997	0.425875	1.168191	25	25
Average	1800-5400	3: Main at McGowen W-N		7.388879	7.296805	214.9721	10	10	1	7.388879	4.659225	0.279332	0.058348	27	3
Average	1800-5400	3: Main at McGowen W-S		4.860307	7.296805	214.9721	15	15	1	4.860307	2.339598	0.284722	0.069088	27	4
Average	1800-5400	3: Main at McGowen W-E		7.376563	7.296805	214.9721	207	207	1	7.376563	4.000033	0.343691	1.252588	27	27
Average	1800-5400	3: Main at McGowen S-N		17.51988	1.745918	132.8192	6	0	2	0	3.566997	1	0.062551	44	44
Average	1800-5400	3: Main at McGowen N-S		25.95635	3.571703	132.8087	6	0	3	0	12.26999	0.888889	0.076845	45	45
Average	1800-5400	3: Main at McGowen Total		12.37254	6.875768	216.6714	646	634	2	12.19509	7.783221	0.526182	5.267641		
Average	1800-5400	4: Fannin at McGower N-S		13.09899	24.14142	126.583	1244	1244	2	13.09899	8.175077	0.463595	9.454854	5	5
Average	1800-5400	4: Fannin at McGower N-W		15.68135	24.14142	126.583	44	44	2	15.68135	8.795008	0.550455	0.370407	5	25
Average	1800-5400	4: Fannin at McGower N-E		18.19087	24.14142	126.583	38	38	2	18.19087	10.37885	0.627128	0.362398	5	27
Average	1800-5400	4: Fannin at McGower E-S		20.50421	20.10508	176.3975	46	46	3	20.50421	15.27909	0.652448	0.513044	25	5
Average	1800-5400	4: Fannin at McGower E-W		18.93821	20.10508	176.3975	159	159	2	18.93821	14.16177	0.568199	1.715898	25	25
Average	1800-5400	4: Fannin at McGower W-S		13.99479	15.9604	182.2428	53	53	2	13.99479	10.48531	0.439058	0.387653	27	5
Average	1800-5400	4: Fannin at McGower W-E		14.52421	15.9604	182.2428	167	167	2	14.52421	11.0251	0.413772	1.300254	27	27
Average	1800-5400	4: Fannin at McGower Total		14.15452	20.06897	204.3656	1751	1751	2	14.15452	9.304106	0.477998	14.10443		
Average	1800-5400	5: Main at Dennis - 3@S-N		0.021761	0	0	122	122	1	0.021761	0	0	0.250757	3	3
Average	1800-5400	5: Main at Dennis - 3@S-E		0.009091	0	0	7	7	1	0.009091	0	0	0.014593	3	23
Average	1800-5400	5: Main at Dennis - 4@N-S		0.131406	0	0	91	91	1	0.131406	0	0	0.244824	4	4
Average	1800-5400	5: Main at Dennis - 24 E-N		8.167593	0.249398	36.40899	11	11	1	8.167593	0.353037	1.022222	0.109262	24	3
Average	1800-5400	5: Main at Dennis - 44 S-N		0.03461	0	0	6	0	1	0	0	0	0.013331	44	44
Average	1800-5400	5: Main at Dennis - 45 N-S		14.12628	12.51018	152.1103	6	0	2	0	0	0	0.034691	45	45
Average	1800-5400	5: Main at Dennis Total		0.784868	2.551916	152.1103	243	231	1	0.455777	0.019076	0.046286	0.666019		
Average	1800-5400	6: Fanning at Dennis - N-S		0.169837	0.246639	69.50432	1346	1346	1	0.169837	0.000346	0.000737	3.540594	5	5
Average	1800-5400	6: Fanning at Dennis - N-E		5.111496	0.246639	69.50432	13	13	1	5.111496	0.62939	0.296296	0.070696	5	23
Average	1800-5400	6: Fanning at Dennis - N-W		4.560831	0.246639	69.50432	8	8	1	4.560831	0.299543	0.412879	0.04513	5	24
Average	1800-5400	6: Fanning at Dennis - W-S		8.328263	0.18216	33.86403	3	3	1	8.328263	0.210689	1.071429	0.032562	23	5
Average	1800-5400	6: Fanning at Dennis - W-E		8.555108	0.200896	36.10791	4	4	1	8.555108	0.270207	1.055556	0.040883	23	23
Average	1800-5400	6: Fanning at Dennis - E-S		10.41837	0.320189	28.59589	8	8	2	10.41837	0.743192	1.122222	0.088945	24	5
Average	1800-5400	6: Fanning at Dennis - E-W		12.21316	0.335216	31.08176	4	4	2	12.21316	2.07244	1.177778	0.045989	24	24

Average	1800-5400 6: Fanning at Dennis	Total	0.37969	0.25702	72.75328	1386	1386	1	0.37969	0.019554	0.021457	3.865368		
Average	1800-5400 7: Main at Drew - 3@S-N		0.082885	0	0	129	129	1	0.082885	0	0	0.256857	3	3
Average	1800-5400 7: Main at Drew - 3@S-E		0.110016	0	0	6	6	1	0.110016	0	0	0.012465	3	21
Average	1800-5400 7: Main at Drew - 4@N-S		0.029183	0	0	91	91	1	0.029183	0	0	0.15869	4	4
Average	1800-5400 7: Main at Drew - 22@E-N			0	0	0	0					0	22	3
Average	1800-5400 7: Main at Drew - 44@S-N		0	0	0	6	0	1	0	0	0	0.012875	44	44
Average	1800-5400 7: Main at Drew - 45@N-S		0.020845	0	0	6	0	1	0	0	0	0.011419	45	45
Average	1800-5400 7: Main at Drew	Total	0.05972	0	0	238	226	1	0.062309	0	0	0.452121		
Average	1800-5400 8: Fanning at Drew - 5@N-S		0.084199	0.431745	66.35538	1334	1334	1	0.084199	0.000451	0.000502	2.522291	5	5
Average	1800-5400 8: Fanning at Drew - 5@N-E		4.854733	0.431745	66.35538	13	13	1	4.854733	0.376191	0.420357	0.06968	5	21
Average	1800-5400 8: Fanning at Drew - 5@N-W		3.572563	0.431745	66.35538	1	1	1	3.572563	0.26973	0.166667	0.005135	5	22
Average	1800-5400 8: Fanning at Drew - 21 W-S			0.129453	25.23187	0	0					0	21	5
Average	1800-5400 8: Fanning at Drew - 21 W-E		9.528855	0.183346	26.97653	6	6	1	9.528855	0.927263	1.216667	0.072299	21	21
Average	1800-5400 8: Fanning at Drew - 22 E-S			0	0	0	0					0	22	5
Average	1800-5400 8: Fanning at Drew - 22 E-W			0	0	0	0					0	22	22
Average	1800-5400 8: Fanning at Drew	Total	0.178289	0.148909	66.35538	1355	1355	1	0.178289	0.009203	0.010586	2.66773		
Average	1800-5400 9: Main at Tuam - 3@ S-N		0.070919	0	0	129	129	1	0.070919	0	0	0.311361	3	3
Average	1800-5400 9: Main at Tuam - 3@ S-E		0	0	0	5	5	1	0	0	0	0.011365	3	19
Average	1800-5400 9: Main at Tuam - 4@ N-S		0.075493	0	0	93	93	1	0.075493	0	0	0.196157	4	4
Average	1800-5400 9: Main at Tuam - 20@E-N		7.590251	0.18438	32.14636	9	9	1	7.590251	0.151767	1	0.082501	20	3
Average	1800-5400 9: Main at Tuam - 44@S-N		0	0	0	6	0	1	0	0	0	0.015576	44	44
Average	1800-5400 9: Main at Tuam - 45@N-S		0	0	0	6	0	1	0	0	0	0.013707	45	45
Average	1800-5400 9: Main at Tuam	Total	0.326565	0.036876	32.14636	247	235	1	0.342948	0.00539	0.03437	0.630416		
Average	1800-5400 10: Fanning at Tuam - 5N-S		0.19287	0.1898	44.98343	1335	1335	1	0.19287	0.023415	0.003745	2.784019	5	5
Average	1800-5400 10: Fanning at Tuam - 5N-E		5.554586	0.1898	44.98343	14	14	1	5.554586	0.782874	0.432323	0.080594	5	19
Average	1800-5400 10: Fanning at Tuam - 5N-W			0.1898	44.98343	0	0					0	5	20
Average	1800-5400 10: Fanning at Tuam - 1W-S		7.817462	0.127247	29.2237	3	3	1	7.817462	0.16872	1.083333	0.030317	19	5
Average	1800-5400 10: Fanning at Tuam - 1W-E		7.776522	0.128957	31.25565	2	2	1	7.776522	0.131822	1	0.020324	19	19
Average	1800-5400 10: Fanning at Tuam - 2E-S		10.22492	1.17067	47.16641	32	32	2	10.22492	0.484268	1.152978	0.364033	20	5
Average	1800-5400 10: Fanning at Tuam - 2E-W		12.52522	1.308066	49.3712	9	9	2	12.52522	2.02543	1.203704	0.113714	20	20
Average	1800-5400 10: Fanning at Tuam	Total	0.593055	0.584948	52.44285	1395	1395	1	0.593055	0.062487	0.046609	3.393271		
Average	1800-5400 11: Travis at Anita - 7@S-N		0.180869	0.062337	29.69063	1550	1550	1	0.180869	0.004927	0.004076	5.404449	7	7
Average	1800-5400 11: Travis at Anita - 7@S-E		0.391299	0.062337	29.69063	3	3	1	0.391299	0	0	0.011871	7	17
Average	1800-5400 11: Travis at Anita - 7@S-W		0.791165	0.062337	29.69063	6	6	1	0.791165	0.289301	0.037037	0.024513	7	30
Average	1800-5400 11: Travis at Anita - 17W-N			0	0	0	0					0	17	7
Average	1800-5400 11: Travis at Anita - 17W-E			0	0	0	0					0	17	17
Average	1800-5400 11: Travis at Anita - 3@E-N		7.150952	0	0	4	4	1	7.150952	0.175769	1	0.033747	30	7
Average	1800-5400 11: Travis at Anita - 3@E-W		12.68978	0.135544	29.4128	1	1	2	12.68978	4.22519	1.333333	0.013407	30	30
Average	1800-5400 11: Travis at Anita	Total	0.20885	0.039576	49.03665	1564	1564	1	0.20885	0.009618	0.007441	5.488067		
Average	1800-5400 12: Main at Anita - 3@S-N		0.078134	0	0	131	131	1	0.078134	0	0	0.47491	3	3
Average	1800-5400 12: Main at Anita - 3@S-E		0.066653	0	0	5	5	1	0.066653	0	0	0.019304	3	31
Average	1800-5400 12: Main at Anita - 4@N-S		0.110952	0	0	88	88	1	0.110952	0	0	0.217035	4	4
Average	1800-5400 12: Main at Anita - 4@N-W		0	0	0	5	5	1	0	0	0	0.010182	4	30
Average	1800-5400 12: Main at Anita - 17W-S		9.60464	0.702128	47.5717	25	25	1	9.60464	0.473453	1.053889	0.243185	17	4
Average	1800-5400 12: Main at Anita - 18E-N		7.544924	0.057895	29.2623	3	3	1	7.544924	0.141963	1	0.024699	18	3
Average	1800-5400 12: Main at Anita - 44S-N		0.107112	0	0	6	0	1	0	0	0	0.023623	44	44
Average	1800-5400 12: Main at Anita - 45N-S		0	0	0	6	0	1	0	0	0	0.015872	45	45
Average	1800-5400 12: Main at Anita	Total	1.045385	0.126671	47.5717	269	257	1	1.091617	0.044909	0.10766	1.028508		
Average	1800-5400 13: Fanning at Anita - 5N-S		0.118882	0.180747	42.03078	1341	1341	1	0.118882	0	0	3.508924	5	5
Average	1800-5400 13: Fanning at Anita - 5N-W		1.301424	0.180747	42.03078	3	3	1	1.301424	0	0	0.007317	5	18
Average	1800-5400 13: Fanning at Anita - 5N-E		4.714911	0.180747	42.03078	11	11	1	4.714911	0.304229	0.161538	0.051301	5	31
Average	1800-5400 13: Fanning at Anita - 1E-S		10.12848	0.150231	27.22023	6	6	1	10.12848	0.626094	1.166667	0.06723	18	5
Average	1800-5400 13: Fanning at Anita - 1E-W			0.137795	29.67139	0	0					0	18	18

Average	1800-5400 13: Fannin at Anita - 3 W-S	9.509673	0.172761	39.01749	4	4	1	9.509673	0.57612	1.166667	0.039519	31	5
Average	1800-5400 13: Fannin at Anita - 3 W-E	8.747956	0.175115	40.98875	2	2	1	8.747956	0.124635		1 0.019346	31	31
Average	1800-5400 13: Fannin at Anita Total	0.240296	0.16333	45.11312	1366	1366	1	0.240296	0.007331	0.010954	3.691952		
Average	1800-5400 14: Travis at Elgin - 7@S-N	12.57469	32.6776	188.3504	1404	1404	2	12.57469	7.472056	0.472864	11.66367	7	7
Average	1800-5400 14: Travis at Elgin - 7@S-E	15.06383	32.6776	188.3504	130	130	2	15.06383	8.273356	0.523551	1.19077	7	9
Average	1800-5400 14: Travis at Elgin - 7@S-W	16.44318	32.6776	188.3504	37	37	2	16.44318	9.831062	0.614229	0.365609	7	11
Average	1800-5400 14: Travis at Elgin - 9@W-E	24.04919	42.3198	250.5591	619	619	3	24.04919	16.06959	0.691511	7.561854	9	9
Average	1800-5400 14: Travis at Elgin - 10 W-N	49.60898	14.17587	105.3688	65	65	4	49.60898	36.8563	1.956098	1.560877	10	7
Average	1800-5400 14: Travis at Elgin - 11 E-N	21.91933	57.45142	330.7638	137	137	3	21.91933	14.99406	0.785809	1.527755	11	7
Average	1800-5400 14: Travis at Elgin - 11 E-W	18.87078	57.45142	330.7638	717	717	2	18.87078	12.90202	0.695292	7.447394	11	11
Average	1800-5400 14: Travis at Elgin Total	17.63909	36.65617	330.7638	3109	3109	2	17.63909	11.43557	0.616017	31.31668		
Average	1800-5400 15: Elgin at Main - 3@S-N	17.40052	11.40631	116.2241	126	126	2	17.40052	10.3867	0.793819	1.556456	3	3
Average	1800-5400 15: Elgin at Main - 3@S-E	19.79343	11.40631	116.2241	19	19	2	19.79343	12.12134	0.914719	0.257938	3	9
Average	1800-5400 15: Elgin at Main - 4@N-S	28.45034	16.10018	141.2694	82	82	3	28.45034	21.66348	0.816049	1.20508	4	4
Average	1800-5400 15: Elgin at Main - 4@N-W	31.13521	16.10018	141.2694	31	31	3	31.13521	23.65006	0.947547	0.480794	4	11
Average	1800-5400 15: Elgin at Main - 9@W-N	0.942613	16.43223	285.7416	2	2	1	0.942613	0	0	0.006166	9	3
Average	1800-5400 15: Elgin at Main - 9@W-S	10.03733	16.43223	285.7416	31	31	2	10.03733	5.299123	0.447838	0.210764	9	4
Average	1800-5400 15: Elgin at Main - 9@W-E	9.540594	16.43223	285.7416	561	561	1	9.540594	4.752581	0.381368	3.797104	9	9
Average	1800-5400 15: Elgin at Main - 11@E-N	7.724954	24.64074	274.2855	8	8	1	7.724954	3.900421	0.333333	0.045496	11	3
Average	1800-5400 15: Elgin at Main - 11@E-S		24.64074	274.2855	0	0					0	11	4
Average	1800-5400 15: Elgin at Main - 11@E-W	10.78416	24.64074	274.2855	818	818	2	10.78416	5.743276	0.5007	6.350535	11	11
Average	1800-5400 15: Elgin at Main - 44@S-N	13.06234	0.748114	132.9376	6	0	2	0	0	0	0.04347	44	44
Average	1800-5400 15: Elgin at Main - 45@N-S	45.24562	7.842841	132.5954	6	0	4	0	33.16912	0.888889	0.104845	45	45
Average	1800-5400 15: Elgin at Main Total	12.29948	12.86174	310.0286	1691	1679	2	12.17886	6.996537	0.508461	14.05232		
Average	1800-5400 16: Elgin at Fannin - 5@N-S	14.90512	33.8436	150.1946	1059	1059	2	14.90512	11.54931	0.37861	9.868681	5	5
Average	1800-5400 16: Elgin at Fannin - 5@N-E	3.88228	2.78027	117.3163	163	163	1	3.88228	1.042542	0.134608	0.923793	5	9
Average	1800-5400 16: Elgin at Fannin - 5@N-W	22.22183	33.8436	150.1946	107	107	3	22.22183	16.49545	0.532946	1.195436	5	11
Average	1800-5400 16: Elgin at Fannin - 9@W-S	16.96875	31.16363	243.0308	86	86	2	16.96875	10.7974	0.649718	0.783991	9	5
Average	1800-5400 16: Elgin at Fannin - 9@W-E	17.06744	31.16363	243.0308	493	493	2	17.06744	11.07751	0.616188	4.63584	9	9
Average	1800-5400 16: Elgin at Fannin - 1@E-W	14.47483	30.99665	209.642	700	700	2	14.47483	9.164966	0.507384	6.211251	11	11
Average	1800-5400 16: Elgin at Fannin - 1@E-S	2.368827	0.415359	41.01326	86	86	1	2.368827	0.590518	0.131927	0.353645	14	5
Average	1800-5400 16: Elgin at Fannin Total	14.4707	19.8399	248.3162	2694	2694	2	14.4707	10.02351	0.447726	23.97127		
Average	1800-5400 17: Main at Holman - @S-N	21.22651	8.184606	87.29112	89	89	3	21.22651	14.54538	0.652399	0.982367	3	3
Average	1800-5400 17: Main at Holman - @S-E	13.89514	8.184606	87.29112	2	2	2	13.89514	9.866939	0.5	0.01688	3	41
Average	1800-5400 17: Main at Holman - @N-S	18.53235	15.39596	155.3536	161	161	2	18.53235	11.75685	0.777219	1.990711	4	4
Average	1800-5400 17: Main at Holman - @N-W	17.92443	15.39596	155.3536	17	17	2	17.92443	11.51396	0.689325	0.189912	4	42
Average	1800-5400 17: Main at Holman - @W-N	6.07006	1.217476	48.84533	6	6	1	6.07006	2.485572	0.32381	0.0392	41	3
Average	1800-5400 17: Main at Holman - @W-S	2.210408	1.217476	48.84533	4	4	1	2.210408	0.459718	0.133333	0.017461	41	4
Average	1800-5400 17: Main at Holman - @W-E	6.075451	1.217476	48.84533	54	54	1	6.075451	2.883215	0.282416	0.339204	41	41
Average	1800-5400 17: Main at Holman - @E-N	4.367267	0.065899	20.94642	7	7	1	4.367267	1.35545	0.264286	0.033409	42	3
Average	1800-5400 17: Main at Holman - @E-S	4.537209	1.448534	62.01023	13	13	1	4.537209	2.421665	0.160039	0.063582	42	4
Average	1800-5400 17: Main at Holman - @E-W	6.705062	1.448534	62.01023	53	53	1	6.705062	3.167502	0.309413	0.338102	42	42
Average	1800-5400 17: Main at Holman - @S-N	41.45244	6.307536	132.8138	6	0	4	0	25.18311	1	0.094611	44	44
Average	1800-5400 17: Main at Holman - @N-S	12.79463	0.903143	132.8537	6	0	2	0	0.22748	0.666667	0.059715	45	45
Average	1800-5400 17: Main at Holman Total	15.24765	4.789022	155.3536	417	405	2	14.89315	9.45263	0.586227	4.167443		

SIM RUN	TIMEINT	MOVEMENT	QLEN	QLENMAX	Vehs(All)	Pers(All)	LOS(All)	LOSVal(All)	VehDelay(	PerDelay(A	StopDelay(	Stops(All)	EmissionsC	EmissionsN	EmissionsV	FuelConsum	Movement\	Direction
Average	1800-5400	1: Main at Webster - 3@3824.9 - 3@4002.2	52.7673	305.8643	235	235			3	31.33965	31.33965	24.28945	0.834098	247.9484	48.24176	57.46444	3.547188	S-N
Average	1800-5400	1: Main at Webster - 3@3824.9 - 40@384.7	52.7673	305.8643	69	69			3	30.61275	30.61275	23.85893	0.798437	70.2564	13.66934	16.2826	1.005099	S-E
Average	1800-5400	1: Main at Webster - 4@303.6 - 4@480.0	10.58944	89.32344	89	89			3	25.88244	25.88244	19.72004	0.668199	79.89511	15.54469	18.51646	1.142992	N-S
Average	1800-5400	1: Main at Webster - 39@173.8 - 3@4002.2	0.856675	40.45807	30	30			1	8.973373	8.973373	4.696726	0.374987	14.75795	2.87136	3.420297	0.211129	W-N
Average	1800-5400	1: Main at Webster - 40@175.3 - 4@480.0	11.49966	135.0096	7	7			1	7.062574	7.062574	2.934952	0.328571	3.413808	0.664203	0.791183	0.048838	W-S
Average	1800-5400	1: Main at Webster - 40@175.3 - 40@384.7	11.49966	135.0096	474	474			1	9.634194	9.634194	4.754513	0.407341	254.665	49.54856	59.02108	3.643277	W-E
Average	1800-5400	1: Main at Webster - 44@3821.2 - 44@3998.2	9.728882	133.045	6	0			5	55.65892	0	41.29298	1	8.300211	1.61492	1.923654	0.118744	S-N
Average	1800-5400	1: Main at Webster - 45@302.2 - 45@478.9	1.656696	132.7964	6	0			2	19.44744	0	3.141992	1	5.133694	0.99883	1.189783	0.073443	N-S
Average	1800-5400	1: Main at Webster	14.51644	305.8643	916	904			2	18.69369	18.44332	12.87631	0.578103	684.6761	133.2131	158.6803	9.79508	Total
Average	1800-5400	2: Travis at McGowen - 2@214.4 - 7@2031.5	20.47093	153.5816	55	55			3	27.42665	27.42665	18.30291	1.340085	61.46752	11.95935	14.24569	0.879364	W-N
Average	1800-5400	2: Travis at McGowen - 2@214.4 - 27@37.3	20.47093	153.5816	213	213			2	18.70933	18.70933	12.21399	0.544401	144.4892	28.11234	33.48676	2.067084	W-E
Average	1800-5400	2: Travis at McGowen - 7@1896.5 - 7@2031.5	36.51117	241.8001	1275	1275			2	14.12834	14.12834	9.596408	0.499241	830.2362	161.5338	192.4153	11.87749	S-N
Average	1800-5400	2: Travis at McGowen - 7@1896.5 - 25@1056.3	36.51117	241.8001	50	50			2	15.52105	15.52105	9.785047	0.59373	35.64146	6.934533	8.260253	0.509892	S-W
Average	1800-5400	2: Travis at McGowen - 7@1896.5 - 27@37.3	16.07587	190.2692	76	76			2	11.16225	11.16225	6.790686	0.403491	42.10636	8.192368	9.758556	0.60238	E-S
Average	1800-5400	2: Travis at McGowen - 25@912.9 - 7@2031.5	35.31559	266.3685	59	59			2	20.1806	20.1806	15.62414	0.568357	39.62158	7.70892	9.182684	0.566832	E-N
Average	1800-5400	2: Travis at McGowen - 25@912.9 - 25@1056.3	35.31559	266.3685	270	270			2	19.75222	19.75222	15.40201	0.538116	183.331	35.66956	42.48874	2.622672	E-W
Average	1800-5400	2: Travis at McGowen	27.09339	272.9053	1998	1998			2	15.85911	15.85911	10.98729	0.533715	1337.108	260.1527	309.8877	17.12887	Total
Average	1800-5400	3: Main at McGowen - 3@2706.3 - 3@2839.9	8.535834	91.09288	250	250			1	6.504051	6.504051	4.709685	0.180698	84.5398	16.44837	19.59292	1.209439	S-N
Average	1800-5400	3: Main at McGowen - 3@2706.3 - 27@388.5	8.535834	91.09288	34	34			1	7.13421	7.13421	5.300219	0.191975	11.6165	2.260149	2.692237	0.166187	S-E
Average	1800-5400	3: Main at McGowen - 4@1464.8 - 4@1596.9	9.705191	121.3754	77	77			2	20.41208	20.41208	15.2398	0.649489	61.50633	11.9669	14.25469	0.879919	N-S
Average	1800-5400	3: Main at McGowen - 4@1464.8 - 25@719.5	9.705191	121.3754	19	19			3	21.11376	21.11376	15.72092	0.666667	15.15258	2.948141	3.511757	0.216775	N-W
Average	1800-5400	3: Main at McGowen - 25@561.6 - 3@2839.9	16.54821	213.6777	12	12			2	9.917139	9.917139	5.708966	0.489899	5.676868	1.104512	1.315669	0.081214	E-N
Average	1800-5400	3: Main at McGowen - 25@561.6 - 4@1596.9	16.54821	213.6777	13	13			2	13.57908	13.57908	8.395283	0.632704	7.349206	1.429888	1.025139	0.105139	E-S
Average	1800-5400	3: Main at McGowen - 25@561.6 - 25@719.5	16.54821	213.6777	310	310			1	9.814205	9.814205	5.776294	0.476627	158.0414	30.74912	36.62763	2.260964	E-W
Average	1800-5400	3: Main at McGowen - 27@230.6 - 3@2839.9	11.2762	222.5121	12	12			1	7.130985	7.130985	3.039067	0.339947	4.749597	0.924099	1.100765	0.067948	W-N
Average	1800-5400	3: Main at McGowen - 27@230.6 - 4@1596.9	11.2762	222.5121	15	15			1	8.197608	8.197608	4.108483	0.366444	6.109682	1.188722	1.415978	0.087406	W-S
Average	1800-5400	3: Main at McGowen - 27@230.6 - 27@388.5	11.2762	222.5121	279	279			1	8.339593	8.339593	4.335696	0.359965	125.7936	24.47487	29.15389	1.799623	W-E
Average	1800-5400	3: Main at McGowen - 44@2703.2 - 44@2836.3	0	0	6	0			1	0.763172	0	0	0	1.186883	0.230924	0.275072	0.01698	S-N
Average	1800-5400	3: Main at McGowen - 45@1463.7 - 45@1596.4	0.844487	132.813	6	0			2	13.33504	0	0.046831	0.166667	3.047775	0.592986	0.706351	0.043602	N-S
Average	1800-5400	3: Main at McGowen	7.81832	244.5154	1032	1020			1	9.479816	9.508433	5.908182	0.374282	484.4641	94.25911	112.2792	6.930817	Total
Average	1800-5400	4: Fannin at McGowen - 5@170.2 - 5@295.0	25.18137	135.2369	1289	1289			2	12.27282	12.27282	7.463844	0.457213	666.8235	129.7396	154.5428	9.539678	N-S
Average	1800-5400	4: Fannin at McGowen - 5@170.2 - 25@389.9	25.18137	135.2369	115	115			2	16.96949	16.96949	9.561175	0.55274	70.95549	13.80536	16.44462	1.0151	N-W
Average	1800-5400	4: Fannin at McGowen - 5@170.2 - 27@708.7	25.18137	135.2369	46	46			2	15.97114	15.97114	9.112022	0.504026	26.59595	5.174604	6.163867	0.380486	N-E
Average	1800-5400	4: Fannin at McGowen - 25@241.7 - 5@295.0	27.76762	212.2545	36	36			3	23.30925	23.30925	18.14922	0.654576	29.03197	5.648567	6.72844	0.415336	E-S
Average	1800-5400	4: Fannin at McGowen - 25@241.7 - 25@389.9	27.76762	212.2545	217	217			3	20.5887	20.5887	15.12444	0.617964	173.0212	33.66363	40.09932	2.475267	E-W
Average	1800-5400	4: Fannin at McGowen - 27@560.3 - 5@295.0	34.43069	262.8506	82	82			2	20.40853	20.40853	16.18763	0.551828	53.33767	10.37757	12.36152	0.763057	W-S
Average	1800-5400	4: Fannin at McGowen - 27@560.3 - 27@708.7	34.43069	262.8506	230	230			2	20.13219	20.13219	15.7812	0.546249	155.6732	30.28834	36.07876	2.227084	W-E
Average	1800-5400	4: Fannin at McGowen	29.12656	266.2574	2015	2015			2	14.91614	14.91614	9.915439	0.498051	1175.324	228.6753	272.3926	16.81436	Total
Average	1800-5400	5: Main at Dennis - 3@2359.5 - 3@2517.9	0	0	268	268			1	0.077802	0.077802	0	0	38.6924	7.528134	8.967336	0.553539	S-N
Average	1800-5400	5: Main at Dennis - 3@2359.5 - 23@70.1	0	0	13	13			1	0.05554	0.05554	0	0	1.743352	0.339193	0.404039	0.024941	S-E
Average	1800-5400	5: Main at Dennis - 4@1786.2 - 4@1943.9	0	0	105	105			1	0.110562	0.110562	0	0	19.88784	3.869451	4.609199	0.284518	N-S
Average	1800-5400	5: Main at Dennis - 24@531.7 - 3@2517.9	0.162199	30.5848	7	7			1	8.462846	8.462846	0.582387	1.114286	5.040859	0.980768	1.168268	0.072115	E-N
Average	1800-5400	5: Main at Dennis - 44@2356.4 - 44@2514.4	0	0	6	0			1	0	0	0	0	0.923818	0.179741	0.214104	0.013216	S-N
Average	1800-5400	5: Main at Dennis - 45@1785.4 - 45@1943.3	12.29778	152.0957	6	0			2	14.4784	0	0	0	2.4417	0.475066	0.565888	0.034931	N-S
Average	1800-5400	5: Main at Dennis	2.491996	152.0957	405	393			1	0.439072	0.231028	0.007919	0.018974	68.66872	13.36044	15.91464	0.982385	Total
Average	1800-5400	6: Fanning at Dennis - 5@504.7 - 5@630.9	0.422796	71.47638	1418	1418			1	0.162589	0.162589	0.005513	0.002555	261.4295	50.86469	60.58882	3.740051	N-S
Average	1800-5400	6: Fanning at Dennis - 5@504.7 - 23@382.7	0.422796	71.47638	10	10			1	6.085623	6.085623	1.356764	0.417379	4.266237	0.830055	0.988742	0.061033	N-E
Average	1800-5400	6: Fanning at Dennis - 5@504.7 - 24@380.8	0.422796	71.47638	7	7			1	6.905423	6.905423	2.550046	0.435979	2.90563	0.56533	0.673408	0.041568	N-W
Average	1800-5400	6: Fanning at Dennis - 23@221.0 - 5@630.9	0.447758	40.26394	10	10			2	9.419856	9.419856	1.023088	1.249417	8.111591	1.578221	1.87994	0.116046	W-S
Average	1800-5400	6: Fanning at Dennis - 23@221.0 - 23@382.7	0.404779	42.50781	3	3			2	13.37898	13.37898	3.535507	1.666667	2.47517	0.481578	0.573644	0.03541	W-E
Average	1800-5400	6: Fanning at Dennis - 24@219.4 - 5@630.9	0.366554	41.77084	10	10			2	10.78807	10.78807	0.557338	1.214815	8.667075	1.686298	2.008678	0.123992	E-S
Average	1800-5400	6: Fanning at Dennis - 24@219.4 - 24@380.8	0.325667	44.25671	0	0							0	0	0	0	0	E-W
Average	1800-5400	6: Fanning at Dennis	0.393511	78.67986	1458	1458			1	0.395996	0.395996	0.042152	0.027421	287.5904	55.95463	66.65184	4.114311	Total
Average	1800-5400	7: Main at Drew - 3@2132.3 - 3@2251.5	0	0	279	279			1	0.104997	0.104997	0	0	38.79591	7.548274	8.991326	0.55502	S-N
Average	1800-5400	7: Main at Drew - 3@2132.3 - 21@61.7	0	0	18	18			1	0.085214	0.085214	0	0	2.473952	0.481341	0.573362	0.035393	S-E
Average	1800-5400	7: Main at Drew - 4@2048.9 - 4@2170.2	0	0	105	105			1	0.031502	0.031502	0	0	12.91487	2.512764	2.993145	0.184762	N-S
Average	1800-5400	7: Main at Drew - 22@539.5 - 3@2251.5	0	0	0	0							0	0	0	0	0	E-N
Average	1800-5400	7: Main at Drew - 44@2129.4 - 44@2249.4	0	0	6	0			1	0	0	0	0	0.895077	0.17415	0.207443	0.012805	S-N
Average	1800-5400	7: Main at Drew - 45@2049.3 - 4																

Average	1800-5400	8: Fannin at Drew - 21@233.8 - 5@872.9	0.543798	41.91794	10	10	1	9.131213	9.131213	0.989617	1.338889	8.25709	1.60653	1.91366	0.118127	W-S
Average	1800-5400	8: Fannin at Drew - 21@233.8 - 21@363.9	0.655469	43.6626	8	8	2	12.21709	12.21709	2.31965	1.622222	7.883482	1.533839	1.827073	0.112782	W-E
Average	1800-5400	8: Fannin at Drew - 22@237.3 - 5@872.9	0.303617	32.686	12	12	1	10.12107	10.12107	0.809909	1.171958	9.17484	1.78509	2.126358	0.131257	E-S
Average	1800-5400	8: Fannin at Drew - 22@237.3 - 22@368.5	0.283563	34.72501	0	0						0	0	0	0	E-W
Average	1800-5400	8: Fannin at Drew	0.401125	60.99225	1468	1468	1	0.323967	0.323967	0.029875	0.029553	216.6453	42.1513	50.20964	3.09936	Total
Average	1800-5400	9: Main at Tuam - 3@1859.8 - 3@1996.0	0	0	290	290	1	0.203572	0.203572	0	0	49.07491	9.548195	11.37359	0.702073	S-N
Average	1800-5400	9: Main at Tuam - 3@1859.8 - 19@53.4	0	0	21	21	1	0.152113	0.152113	0	0	3.444903	0.670253	0.79839	0.049283	S-E
Average	1800-5400	9: Main at Tuam - 4@2308.2 - 4@2443.1	0	0	108	108	1	0.11058	0.11058	0	0	15.97994	3.109115	3.703504	0.228611	N-S
Average	1800-5400	9: Main at Tuam - 20@551.0 - 3@1996.0	0.433627	37.75065	15	15	1	9.256408	9.256408	0.969838	1.18109	11.42487	2.222864	2.647823	0.163446	E-N
Average	1800-5400	9: Main at Tuam - 44@1856.8 - 44@1992.6	0	0	6	0	1	0	0	0	0	1.082838	0.210681	0.250958	0.015491	S-N
Average	1800-5400	9: Main at Tuam - 45@2307.3 - 45@2442.6	0	0	6	0	1	0	0	0	0	0.947699	0.184388	0.219638	0.013558	N-S
Average	1800-5400	9: Main at Tuam	0.086725	37.75065	446	434	1	0.476226	0.489423	0.031702	0.039758	81.95095	15.94468	18.99292	1.172403	Total
Average	1800-5400	10: Fannin at Tuam - 5@1005.7 - 5@1134.7	0.96301	110.2961	1390	1390	1	0.188474	0.188474	0.00542	0.003534	202.2333	39.34725	46.86952	2.89318	N-S
Average	1800-5400	10: Fannin at Tuam - 5@1005.7 - 19@395.7	0.96301	110.2961	24	24	1	4.782242	4.782242	0.691628	0.217495	7.257507	1.412047	1.681997	0.103827	N-E
Average	1800-5400	10: Fannin at Tuam - 5@1005.7 - 20@370.2	0.96301	110.2961	14	14	1	4.80417	4.80417	0.481436	0.264957	4.14014	0.805521	0.959517	0.059229	N-W
Average	1800-5400	10: Fannin at Tuam - 19@233.9 - 5@1134.7	0.777843	56.55259	6	6	2	11.37088	11.37088	1.384816	1.269841	5.209673	1.013613	1.207392	0.07453	W-S
Average	1800-5400	10: Fannin at Tuam - 19@233.9 - 19@395.7	0.881671	58.58454	15	15	1	10.16455	10.16455	1.04917	1.299145	12.51014	2.434018	2.899345	0.178972	W-E
Average	1800-5400	10: Fannin at Tuam - 20@207.9 - 5@1134.7	1.062946	44.18017	34	34	2	11.03157	11.03157	1.093719	1.306298	29.13477	5.668568	6.752265	0.416806	E-S
Average	1800-5400	10: Fannin at Tuam - 20@207.9 - 20@370.2	0.914138	46.38495	1	1	2	11.29355	11.29355	1.013511	1.333333	1.344992	0.261687	0.311715	0.019242	E-W
Average	1800-5400	10: Fannin at Tuam	0.919922	110.2961	1484	1484	1	0.708874	0.708874	0.062535	0.058676	261.7846	50.93377	60.67111	3.74513	Total
Average	1800-5400	11: Travis at Anita - 7@761.0 - 7@876.5	0.090221	54.59916	1326	1326	1	0.191142	0.191142	0.005676	0.002766	322.7202	62.78963	74.79353	4.616885	S-N
Average	1800-5400	11: Travis at Anita - 7@761.0 - 17@399.4	0.090221	54.59916	1	1	1	1.424129	1.424129	0	0	0.344266	0.066982	0.079787	0.004925	S-E
Average	1800-5400	11: Travis at Anita - 7@761.0 - 30@368.2	0.090221	54.59916	23	23	1	1.625801	1.625801	0.196476	0.062371	6.404126	1.24601	1.484218	0.091618	S-W
Average	1800-5400	11: Travis at Anita - 17@227.1 - 7@876.5	3.16768	69.51135	71	71	2	12.78468	12.78468	1.947574	1.718423	74.62049	14.51844	17.29402	1.067532	W-N
Average	1800-5400	11: Travis at Anita - 17@227.1 - 17@399.4	4.554686	79.19981	11	11	2	14.81821	14.81821	2.983287	1.520513	11.30005	2.198579	2.618896	0.16166	W-E
Average	1800-5400	11: Travis at Anita - 30@195.3 - 7@876.5	0	0	16	16	1	7.875816	7.875816	0.149442	1	10.44305	2.031838	2.402078	0.1494	E-N
Average	1800-5400	11: Travis at Anita - 30@195.3 - 30@368.2	0.591019	41.76969	4	4	2	11.90063	11.90063	2.336222	1.25	3.560729	0.692789	0.825233	0.05094	E-W
Average	1800-5400	11: Travis at Anita	1.680721	79.19981	1452	1452	1	1.054861	1.054861	0.132166	0.11312	429.4817	83.56153	99.53653	6.14423	Total
Average	1800-5400	12: Main at Anita - 3@1544.6 - 3@1684.4	0	0	292	292	1	0.113778	0.113778	0	0	74.02373	14.40233	17.15571	1.058995	S-N
Average	1800-5400	12: Main at Anita - 3@1544.6 - 31@63.5	0	0	16	16	1	0.139095	0.139095	0	0	4.025538	0.783223	0.932957	0.05759	S-E
Average	1800-5400	12: Main at Anita - 4@2617.1 - 4@2759.1	0	0	93	93	1	0.148342	0.148342	0	0	16.12378	3.137102	3.736842	0.230669	N-S
Average	1800-5400	12: Main at Anita - 4@2617.1 - 30@34.2	0	0	15	15	1	0.05741	0.05741	0	0	2.292609	0.446058	0.531334	0.032798	N-W
Average	1800-5400	12: Main at Anita - 17@560.1 - 4@2759.1	0.655141	35.5671	26	26	1	9.492085	9.492085	0.27578	1.026626	17.06899	3.321006	3.955904	0.244192	W-S
Average	1800-5400	12: Main at Anita - 18@541.7 - 3@1684.4	0.266686	29.24334	9	9	1	9.61996	9.61996	1.641357	1.193939	7.308416	1.421952	1.693796	0.104555	E-N
Average	1800-5400	12: Main at Anita - 44@1541.3 - 44@1681.5	0	0	6	0	1	0.128548	0	0	0	1.644231	0.319908	0.381066	0.023523	S-N
Average	1800-5400	12: Main at Anita - 45@2617.2 - 45@2758.4	0	0	6	0	1	0	0	0	0	1.09739	0.213512	0.254331	0.015699	N-S
Average	1800-5400	12: Main at Anita	0.153667	39.16321	463	451	1	0.833662	0.85406	0.049741	0.081545	123.7849	24.08404	28.68835	1.770886	Total
Average	1800-5400	13: Fannin at Anita - 5@1326.4 - 5@1470.0	0.245673	44.96186	1406	1406	1	0.125318	0.125318	0.000434	0.000227	257.0927	50.02089	59.58371	3.678006	N-S
Average	1800-5400	13: Fannin at Anita - 5@1326.4 - 18@386.4	0.245673	44.96186	5	5	1	4.847814	4.847814	0.54336	0.066667	1.29848	0.252637	0.300935	0.018576	N-W
Average	1800-5400	13: Fannin at Anita - 5@1326.4 - 31@386.8	0.245673	44.96186	16	16	1	5.357815	5.357815	0.164228	0.142308	5.038831	0.980373	1.167798	0.072086	N-E
Average	1800-5400	13: Fannin at Anita - 18@217.5 - 5@1470.0	0.819377	38.74541	20	20	2	12.31466	12.31466	1.796358	1.279578	17.59015	3.422404	4.067687	0.251647	E-S
Average	1800-5400	13: Fannin at Anita - 18@217.5 - 18@386.4	0.747501	41.19657	5	5	2	11.95212	11.95212	1.62162	1.3	4.201429	0.817445	0.973722	0.060106	E-W
Average	1800-5400	13: Fannin at Anita - 31@217.6 - 5@1470.0	0.531906	38.09551	8	8	2	11.9793	11.9793	1.84504	1.52381	7.444692	1.448467	1.725379	0.106505	W-S
Average	1800-5400	13: Fannin at Anita - 31@217.6 - 31@386.8	0.581691	40.06677	10	10	1	9.474817	9.474817	1.057103	1.136574	7.690062	1.496207	1.782246	0.110015	W-E
Average	1800-5400	13: Fannin at Anita	0.585229	47.18003	1469	1469	1	0.532311	0.532311	0.052957	0.03966	300.1785	58.40383	69.56927	4.294399	Total
Average	1800-5400	14: Travis at Elgin - 7@189.8 - 7@392.8	51.42237	230.2952	1185	1185	3	21.03109	21.03109	14.79064	0.593252	887.9068	172.7544	205.781	12.70253	S-N
Average	1800-5400	14: Travis at Elgin - 7@189.8 - 9@435.0	51.42237	230.2952	159	159	3	22.74799	22.74799	14.80079	0.640614	125.9593	24.5071	29.19229	1.801993	S-E
Average	1800-5400	14: Travis at Elgin - 7@189.8 - 11@1074.3	51.42237	230.2952	104	104	3	21.34468	21.34468	14.06426	0.622847	79.48934	15.46574	18.42242	1.137187	S-W
Average	1800-5400	14: Travis at Elgin - 9@213.6 - 9@435.0	36.669	253.6089	587	587	3	21.42756	21.42756	14.62082	0.592396	456.1604	88.75223	105.7196	6.525899	W-E
Average	1800-5400	14: Travis at Elgin - 10@42.1 - 7@392.8	12.57577	117.6503	72	72	4	43.39583	43.39583	31.57526	1.67249	107.3717	20.89063	24.88443	1.536076	W-N
Average	1800-5400	14: Travis at Elgin - 11@852.9 - 7@392.8	77.33408	360.1505	124	124	3	23.67651	23.67651	17.88625	0.657634	93.59273	18.20974	21.69102	1.338952	E-N
Average	1800-5400	14: Travis at Elgin - 11@852.9 - 11@1074.3	77.33408	360.1505	873	873	3	20.58799	20.58799	15.55299	0.561071	608.1736	118.3285	140.9501	8.700623	E-W
Average	1800-5400	14: Travis at Elgin	44.50031	360.1505	3104	3104	3	21.71127	21.71127	15.46978	0.61518	2358.692	458.9157	546.6495	33.7438	Total
Average	1800-5400	15: Elgin at Main - 3@977.0 - 3@1196.9	80.26494	277.4355	325	325	4	37.45024	37.45024	29.51963	0.983452	398.4978	77.5332	92.35572	5.70097	S-N
Average	1800-5400	15: Elgin at Main - 3@977.0 - 9@775.8	80.26494	277.4355	51	51	4	38.54524	38.54524	30.32074	0.980696	62.99551	12.25664	14.599882	0.901223	S-E
Average	1800-5400	15: Elgin at Main - 4@3106.8 - 4@3329.1	7.284778	95.15029	106	106	2	13.81065	13.81065	10.01888	0.377704	68.73781	13.37388	15.93065	0.983374	N-S
Average	1800-5400	15: Elgin at Main - 4@3106.8 - 11@741.3	7.284778	95.15029	13	13	2	12.82121	12.82121	8.282503	0.430361	8.052751	1.566773	1.866303	0.115204	N-W
Average	1800-5400	15: Elgin at Main - 9@546.6 - 3@1196.9	24.68322	261.007	0	0						0	0	0	0	W-N
Average	1800-5400	15: Elgin at Main - 9@546.6 - 4@3329.1	24.68322	261.007	28	28	2	12.10499	12.10499	6.539616	0.567986	14.80149	2.879832	3.430388	0.211752	W-S
Average	1800-5400	15: Elgin at Main - 9@546.6 - 9@775.8	24.68322	261.007	816	816	1	9.947461	9.947461	5.371553	0.465468	417.1202	81.15643	96.67164	5.967385	W-E
Average	1800-5400	15: Elgin at Main - 11@511.4 - 3@1196.9	26.59967	248.3839	11	11	2	10.29097	10.29097	4.649034	0.481818	5.139145	0.999891	1.191046	0.073521	E-N
Average	1800-5400	15: Elgin at Main - 11@511.4 - 4@3329.1	26.59967	248.3839												

Average	1800-5400	15: Elgin at Main - 45@3106.1 - 45@3327.6	0	0	6	0	1	6.130347	0	0	0	2.433413	0.473454	0.563967	0.034813	N-S
Average	1800-5400	15: Elgin at Main	24.21558	296.5555	2351	2339	2	15.19045	15.14897	9.714855	0.547387	1515.157	294.7944	351.1522	21.67606	Total
Average	1800-5400	16: Elgin at Fannin - 5@1796.2 - 5@2002.8	69.83747	300.6532	1048	1048	3	27.6584	27.6584	18.9896	1.019002	1144.418	222.6622	265.23	16.37222	N-S
Average	1800-5400	16: Elgin at Fannin - 5@1796.2 - 9@1087.1	69.83747	300.6532	296	296	3	27.90059	27.90059	21.00736	0.849174	302.1629	58.78991	70.02916	4.322788	N-E
Average	1800-5400	16: Elgin at Fannin - 5@1796.2 - 11@391.1	69.83747	300.6532	239	239	3	29.85715	29.85715	22.55134	0.861486	243.8891	47.45196	56.52366	3.489115	N-W
Average	1800-5400	16: Elgin at Fannin - 9@897.9 - 5@2002.8	33.09995	311.5644	78	78	2	11.40452	11.40452	7.548658	0.473333	37.77021	7.348711	8.753611	0.540346	W-S
Average	1800-5400	16: Elgin at Fannin - 9@897.9 - 9@1087.1	33.09995	311.5644	790	790	2	10.34562	10.34562	6.931582	0.421478	383.0261	74.52297	88.77	5.47963	W-E
Average	1800-5400	16: Elgin at Fannin - 11@201.4 - 11@391.1	25.86814	196.1365	759	759	2	11.43975	11.43975	6.959151	0.439699	417.6978	81.26882	96.80551	5.975649	E-W
Average	1800-5400	16: Elgin at Fannin - 14@23.7 - 5@2002.8	0.273138	28.11671	70	70	1	1.846818	1.846818	0.448646	0.110266	18.9424	3.685503	4.390085	0.270993	E-S
Average	1800-5400	16: Elgin at Fannin	32.26967	312.9872	3281	3281	2	18.97816	18.97816	13.0736	0.681767	2547.095	495.5721	590.3139	36.43913	Total
Average	1800-5400	17: Main at Holman - 3@157.7 - 3@381.2	46.12437	265.967	279	279	3	23.58708	23.58708	16.38088	0.740009	234.4245	45.61049	54.33015	3.353713	S-N
Average	1800-5400	17: Main at Holman - 3@157.7 - 41@441.7	46.12437	265.967	90	90	3	25.17726	25.17726	17.95252	0.741148	77.02702	14.98666	17.85176	1.10196	S-E
Average	1800-5400	17: Main at Holman - 4@3921.6 - 4@4143.4	16.38568	155.1632	210	210	2	14.86305	14.86305	10.47064	0.450377	141.907	27.60994	32.88832	2.030143	N-S
Average	1800-5400	17: Main at Holman - 4@3921.6 - 42@403.6	16.38568	155.1632	32	32	2	13.25044	13.25044	9.142242	0.428381	19.70116	3.833129	4.565934	0.281848	N-W
Average	1800-5400	17: Main at Holman - 41@191.4 - 3@381.2	5.751688	106.347	16	16	1	5.249301	5.249301	2.163702	0.215033	6.383172	1.241933	1.479362	0.091319	W-N
Average	1800-5400	17: Main at Holman - 41@191.4 - 4@4143.4	5.751688	106.347	8	8	1	8.439191	8.439191	5.946339	0.329293	3.571243	0.694834	0.82767	0.051091	W-S
Average	1800-5400	17: Main at Holman - 41@191.4 - 41@441.7	5.751688	106.347	155	155	1	8.324396	8.324396	4.451758	0.376344	79.32774	15.4343	18.38497	1.134875	W-E
Average	1800-5400	17: Main at Holman - 42@153.9 - 3@381.2	0.475503	21.97575	26	26	1	5.868217	5.868217	2.900829	0.265865	10.02732	1.950952	2.323929	0.143452	E-N
Average	1800-5400	17: Main at Holman - 42@153.9 - 4@4143.4	2.977525	100.0798	8	8	1	7.512848	7.512848	3.081202	0.433766	3.665992	0.713269	0.849629	0.052446	E-S
Average	1800-5400	17: Main at Holman - 42@153.9 - 42@403.6	2.977525	100.0798	107	107	1	7.192442	7.192442	3.73658	0.327661	48.16402	9.370968	11.16248	0.689042	E-W
Average	1800-5400	17: Main at Holman - 44@155.3 - 44@378.2	6.293997	133.0238	6	0	4	41.56205	0	25.07259	1	6.654608	1.294745	1.54227	0.095202	S-N
Average	1800-5400	17: Main at Holman - 45@3921.2 - 45@4143.6	0	0	6	0	1	0	0	0	0	1.913179	0.372235	0.443398	0.02737	N-S
Average	1800-5400	17: Main at Holman	11.14411	265.967	943	931	2	15.98149	15.91954	10.7092	0.527862	632.4724	123.0561	146.5816	9.048246	Total

TAB FOUR: Proposed (2021) Capacity Analysis

SIM RUN	TIMEINT	MOVEMENT	QLEN	QLENMAX	Vehs(All)	Pers(All)	LOS(All)	LOSVal(All)	VehDelay(1/PerDelay(All)	StopDelay(Stops(All)	EmissionsC	EmissionsM	EmissionsV	FuelConsu	Movement	Direction	
Average	1800-5400	1: Main at Webster - 3@3824.9 - 3@4002.2	2.787256	107.1711	121	121	S-N	1	5.383709	5.383709	2.140529	0.363978	59.72113	11.61956	13.84095	0.85438	S-N
Average	1800-5400	1: Main at Webster - 3@3824.9 - 40@384.7	2.787256	107.1711	24	24	S-E	1	3.550049	3.550049	1.374113	0.235797	9.754135	1.8978	2.260615	0.139544	S-E
Average	1800-5400	1: Main at Webster - 4@303.6 - 4@480.0	1.022683	47.52574	69	69	N-S	1	5.359564	5.359564	1.844693	0.297009	31.27623	6.085219	7.248569	0.447443	N-S
Average	1800-5400	1: Main at Webster - 39@173.8 - 3@4002.2	1.12129	35.83475	19	19	W-N	2	16.409366	16.40937	9.718301	0.645577	13.6771	2.661067	3.169801	0.195667	W-N
Average	1800-5400	1: Main at Webster - 40@175.3 - 4@480.0	15.53602	98.38825	7	7	W-S	2	17.284759	17.28476	8.432281	0.611111	5.033486	0.979333	1.166559	0.07201	W-S
Average	1800-5400	1: Main at Webster - 40@175.3 - 40@384.7	15.53602	98.38825	311	311	W-E	2	19.134605	19.13461	9.802763	0.756824	252.1915	49.0673	58.44782	3.60789	W-E
Average	1800-5400	1: Main at Webster - 44@3821.2 - 44@3998.2	0.659356	132.0236	6	6	S-N	1	7.2502	0	1.70246	0.222222	2.783166	0.541503	0.645025	0.039816	S-N
Average	1800-5400	1: Main at Webster - 45@302.2 - 45@478.9	0.413778	132.1134	6	6	N-S	1	6.295228	0	0.758515	0.166667	2.507937	0.487953	0.581239	0.035879	N-S
Average	1800-5400	1: Main at Webster	3.590064	132.4155	562	550	Total	2	13.464687	13.61078	6.632747	0.575984	376.451	73.24369	87.24616	5.385565	Total
Average	1800-5400	2: Travis at McGowen - 2@214.4 - 7@2031.5	17.20572	137.7632	21	21	W-N	3	23.827848	23.82785	15.53	1.053571	19.55768	3.805214	4.532681	0.279795	W-N
Average	1800-5400	2: Travis at McGowen - 2@214.4 - 27@37.3	17.20572	137.7632	173	173	W-E	3	20.400319	20.40032	13.70124	0.655651	128.8739	25.07417	29.86776	1.843689	W-E
Average	1800-5400	2: Travis at McGowen - 7@1896.5 - 7@2031.5	20.49126	112.8557	1490	1490	S-W	1	6.319546	6.319546	4.376879	0.195254	623.3116	121.2738	144.4585	8.91719	S-N
Average	1800-5400	2: Travis at McGowen - 7@1896.5 - 25@1056.3	20.49126	112.8557	25	25	S-W	1	8.143137	8.143137	5.543157	0.275031	11.59682	2.25632	2.687675	0.165906	S-W
Average	1800-5400	2: Travis at McGowen - 7@1896.5 - 27@37.3	1.957099	61.32483	55	55	S-E	1	4.953278	4.953278	2.643268	0.213378	21.68118	4.21837	5.024823	0.10174	S-E
Average	1800-5400	2: Travis at McGowen - 25@912.9 - 7@2031.5	22.37052	199.4611	24	24	E-N	3	26.780736	26.78074	21.2876	0.698952	19.52606	3.799062	4.525353	0.279343	E-N
Average	1800-5400	2: Travis at McGowen - 25@912.9 - 25@1056.3	22.37052	199.4611	169	169	E-W	3	21.302264	21.30226	16.68119	0.580272	120.9453	23.53156	28.03025	1.730262	E-W
Average	1800-5400	2: Travis at McGowen	15.50615	199.4611	1957	1957	Total	1	9.261517	9.261517	6.53922	0.285727	945.7499	184.0086	219.1867	13.53004	Total
Average	1800-5400	3: Main at McGowen - 3@2706.3 - 3@2839.9	14.37306	120.9802	119	119	S-N	3	20.452985	20.45299	13.72569	0.854589	96.27239	18.73111	22.31206	1.377287	S-N
Average	1800-5400	3: Main at McGowen - 3@2706.3 - 27@388.5	14.37306	120.9802	23	23	S-E	3	22.690665	22.69067	15.46689	0.930368	19.30142	3.755355	4.473291	0.176129	S-E
Average	1800-5400	3: Main at McGowen - 4@1464.8 - 4@1596.9	6.716768	98.3845	55	55	N-S	2	20.004246	20.00425	14.7743	0.659631	44.0411	8.568797	10.20695	0.630059	N-S
Average	1800-5400	3: Main at McGowen - 4@1464.8 - 25@719.5	6.716768	98.3845	15	15	N-W	3	21.013705	21.01371	15.51812	0.696698	12.61676	2.454763	2.924055	0.180497	N-W
Average	1800-5400	3: Main at McGowen - 25@561.6 - 3@2839.9	8.635487	184.4109	3	3	E-N	1	8.017397	8.017397	5.488036	0.333333	1.203524	0.234162	0.278928	0.017218	E-N
Average	1800-5400	3: Main at McGowen - 25@561.6 - 4@1596.9	8.635487	184.4109	20	20	E-S	1	7.180483	7.180483	3.421281	0.494048	9.928216	1.93167	2.30096	0.142035	E-S
Average	1800-5400	3: Main at McGowen - 25@561.6 - 25@719.5	8.635487	184.4109	178	178	E-W	1	9.326456	9.326456	5.403193	0.442911	86.9198	16.91143	20.1445	1.243488	E-W
Average	1800-5400	3: Main at McGowen - 27@230.6 - 3@2839.9	7.38909	167.6804	8	8	W-N	1	4.441842	4.441842	2.705552	0.174074	2.792214	0.543263	0.647123	0.039946	W-N
Average	1800-5400	3: Main at McGowen - 27@230.6 - 4@1596.9	7.38909	167.6804	11	11	W-S	1	7.039485	7.039485	4.119226	0.30303	4.145838	0.806629	0.960838	0.059311	W-S
Average	1800-5400	3: Main at McGowen - 27@230.6 - 27@388.5	7.38909	167.6804	214	214	W-E	1	7.39009	7.39009	4.008796	0.35185	92.96172	18.08697	21.54478	1.329925	W-E
Average	1800-5400	3: Main at McGowen - 44@2703.2 - 44@2836.3	1.745918	132.8192	6	6	S-N	2	17.519882	0	3.566997	1	4.372323	0.850695	1.013328	0.062551	S-N
Average	1800-5400	3: Main at McGowen - 45@1463.7 - 45@1596.4	3.571703	132.8087	6	6	N-S	3	25.956347	0	12.26999	0.888889	5.371461	1.045091	1.244888	0.076845	N-S
Average	1800-5400	3: Main at McGowen	7.072004	186.4882	659	647	Total	2	12.408826	12.23574	7.764492	0.53351	380.1657	73.96643	88.10707	5.438708	Total
Average	1800-5400	4: Fannin at McGowen - 5@170.2 - 5@295.0	26.11429	140.6272	1402	1402	N-S	2	13.065785	13.06579	8.03942	0.458051	741.4056	144.2506	171.8279	10.60666	N-S
Average	1800-5400	4: Fannin at McGowen - 5@170.2 - 25@389.9	26.11429	140.6272	39	39	N-W	2	16.52169	16.52169	9.614752	0.538314	23.67843	4.606962	5.487705	0.338747	N-W
Average	1800-5400	4: Fannin at McGowen - 5@170.2 - 27@708.7	26.11429	140.6272	35	35	N-E	2	15.734254	15.73425	8.399611	0.524985	20.79942	0.406811	4.820466	0.297556	N-E
Average	1800-5400	4: Fannin at McGowen - 25@241.7 - 5@295.0	22.33514	201.3338	70	70	E-S	2	19.051145	19.05115	14.01198	0.597479	51.22034	9.965617	11.87081	0.732766	E-S
Average	1800-5400	4: Fannin at McGowen - 25@241.7 - 25@389.9	22.33514	201.3338	169	169	E-W	2	18.442132	18.44213	13.3598	0.571887	126.8107	24.67275	29.3896	1.814173	E-W
Average	1800-5400	4: Fannin at McGowen - 27@560.3 - 5@295.0	16.975	142.3448	94	94	W-S	2	14.818693	14.81869	11.66304	0.380693	47.18507	9.180499	10.9356	0.675037	W-S
Average	1800-5400	4: Fannin at McGowen - 27@560.3 - 27@708.7	16.975	142.3448	142	142	W-E	2	13.573591	13.57359	10.31094	0.389514	74.03275	14.40408	17.15781	1.059124	W-E
Average	1800-5400	4: Fannin at McGowen	21.80814	201.3338	1951	1951	Total	2	13.995824	13.99582	9.100802	0.467384	1085.202	211.1409	251.506	15.52506	Total
Average	1800-5400	5: Main at Dennis - 3@2359.5 - 3@2517.9	0	0	143	143	S-N	1	0.111543	0.111543	0	0	20.83516	4.053765	4.828749	0.298071	S-N
Average	1800-5400	5: Main at Dennis - 4@1786.2 - 4@1943.9	0	0	87	87	N-S	1	0.125499	0.125499	0	0	16.33668	3.178524	3.786182	0.233715	N-S
Average	1800-5400	5: Main at Dennis - 44@2356.4 - 44@2514.4	0	0	6	6	S-N	1	0.03461	0	0	0	0.931807	0.181296	0.215955	0.013331	S-N
Average	1800-5400	5: Main at Dennis - 45@1785.4 - 45@1943.3	12.51018	152.1103	242	230	Total	2	14.126281	0	0	0	2.424894	0.471796	0.561993	0.034691	N-S
Average	1800-5400	5: Main at Dennis	3.127546	152.1103	242	230	Total	1	0.461506	0.115667	0	0	40.51484	7.882716	9.389705	0.579611	Total
Average	1800-5400	6: Fanning at Dennis - 5@504.7 - 5@630.9	0.06427	56.56404	1449	1449	N-S	1	0.623721	0.623721	0.003128	0.008252	280.6801	54.61015	65.05033	4.015453	N-S
Average	1800-5400	6: Fanning at Dennis - 5@504.7 - 23@131.6	0.06427	56.56404	12	12	N-E	1	3.893592	3.893592	0.177043	0.114286	3.375907	0.656829	0.782399	0.048296	N-E
Average	1800-5400	6: Fanning at Dennis - 24@219.4 - 5@630.9	0.264195	28.57778	12	12	E-S	1	9.125292	9.125292	0.155619	1	8.329034	1.620527	1.930334	0.119156	E-S
Average	1800-5400	6: Fanning at Dennis - 24@219.4 - 24@380.8	0.277369	31.06396	0	0	E-W						0	0	0	0	E-W
Average	1800-5400	6: Fanning at Dennis - 115@136.5 - 24@380.8	0	0	68	68	N-W	1	0.85279	0.85279	0.086687	0.0676	13.99766	2.723437	3.244094	0.200253	N-W
Average	1800-5400	6: Fanning at Dennis - 116@19.1 - 5@630.9	3.747025	85.35034	60	60	W-S	1	9.429072	9.429072	1.161233	1.319935	43.45837	8.455419	10.0719	0.621722	W-S
Average	1800-5400	6: Fanning at Dennis - 116@19.1 - 23@131.6	1.879183	87.23073	0	0	W-E						0	0	0	0	W-E
Average	1800-5400	6: Fanning at Dennis - 119@5.5 - 5@630.9	7.417902	71.10715	152	152	W-S	2	10.300935	10.30094	0.604954	1.248069	112.575	21.903	26.09034	1.610515	W-S
Average	1800-5400	6: Fanning at Dennis - 119@5.5 - 23@131.6	7.417902	71.10715	0	0	W-E						0	0	0	0	W-E
Average	1800-5400	6: Fanning at Dennis	1.949992	87.23073	1753	1753	Total	1	1.852443	1.852443	0.101211	0.170492	461.4117	89.77395	106.9366	6.601026	Total
Average	1800-5400	7: Main at Drew - 3@2132.3 - 3@2251.5	0	0	117	117	S-N	1	0.091098	0.091098	0	0	16.30077	3.171537	3.77786	0.233201	S-N
Average	1800-5400	7: Main at Drew - 3@2132.3 - 21@61.7	0	0	6	6	S-E	1	0.054109	0.054109	0	0	0.777191	0.151213	0.180121	0.011119	S-E
Average	1800-5400	7: Main at Drew - 4@2048.9 - 4@2170.2	0	0	87	87	N-S	1	0.027838	0.027838	0	0	10.59235	2.060887	2.45488	0.151536	N-S
Average	1800-5400	7: Main at Drew - 22@539.5 - 3@2251.5	0.580788	33.67759	26	26	E-N	1	7.346429	7.346429	0.158046	1	17.10348	3.327715	3.963896	0.244685	E-N
Average	1800-5400	7: Main at Drew - 44@2129.4 - 44@2249.4	0	0	6	6	S-N	1	0	0	0	0	0.899955	0.175099	0.208573	0.012875	S-N

Average	1800-5400 7: Main at Drew - 45@2049.3 - 45@2169.9	0	0	6	0 N-S
Average	1800-5400 7: Main at Drew	0.116158	33.67759	247	235 Total
Average	1800-5400 8: Fannin at Drew - 5@764.2 - 5@872.9	1.951248	121.8732	1566	1566 N-S
Average	1800-5400 8: Fannin at Drew - 5@764.2 - 21@363.9	1.951248	121.8732	82	82 N-E
Average	1800-5400 8: Fannin at Drew - 5@764.2 - 22@368.5	1.951248	121.8732	26	26 N-W
Average	1800-5400 8: Fannin at Drew - 21@233.8 - 5@872.9	0.126021	28.84451	0	0 W-S
Average	1800-5400 8: Fannin at Drew - 21@233.8 - 21@363.9	0.208314	30.58917	6	6 W-E
Average	1800-5400 8: Fannin at Drew - 22@237.3 - 5@872.9	0	0	0	0 E-S
Average	1800-5400 8: Fannin at Drew - 22@237.3 - 22@368.5	0	0	0	0 E-W
Average	1800-5400 8: Fannin at Drew	0.457117	121.8732	1680	1680 Total
Average	1800-5400 9: Main at Tuam - 3@1859.8 - 3@1996.0	0	0	124	124 S-N
Average	1800-5400 9: Main at Tuam - 3@1859.8 - 19@53.4	0	0	3	3 S-E
Average	1800-5400 9: Main at Tuam - 4@2308.2 - 4@2443.1	0	0	90	90 N-S
Average	1800-5400 9: Main at Tuam - 20@551.0 - 3@1996.0	0.193645	32.10759	9	9 E-N
Average	1800-5400 9: Main at Tuam - 44@1856.8 - 44@1992.6	0	0	6	0 S-N
Average	1800-5400 9: Main at Tuam - 45@2307.3 - 45@2442.6	0	0	6	0 N-S
Average	1800-5400 9: Main at Tuam	0.038729	32.10759	238	226 Total
Average	1800-5400 10: Fannin at Tuam - 5@1005.7 - 5@1134.7	1.143726	88.97086	1508	1508 N-S
Average	1800-5400 10: Fannin at Tuam - 5@1005.7 - 19@395.7	1.143726	88.97086	78	78 N-E
Average	1800-5400 10: Fannin at Tuam - 5@1005.7 - 20@370.2	1.143726	88.97086	0	0 N-W
Average	1800-5400 10: Fannin at Tuam - 19@233.9 - 5@1134.7	0.085728	28.22179	2	2 W-S
Average	1800-5400 10: Fannin at Tuam - 19@233.9 - 19@395.7	0.08692	30.25374	1	1 W-E
Average	1800-5400 10: Fannin at Tuam - 20@207.9 - 5@1134.7	1.229617	46.19362	32	32 E-S
Average	1800-5400 10: Fannin at Tuam - 20@207.9 - 20@370.2	1.353097	48.39841	9	9 E-W
Average	1800-5400 10: Fannin at Tuam	0.779818	88.97086	1630	1630 Total
Average	1800-5400 11: Travis at Anita - 7@761.0 - 7@876.5	0.065737	27.77074	1579	1579 S-N
Average	1800-5400 11: Travis at Anita - 7@761.0 - 17@399.4	0.065737	27.77074	2	2 S-E
Average	1800-5400 11: Travis at Anita - 7@761.0 - 30@368.2	0.065737	27.77074	7	7 S-W
Average	1800-5400 11: Travis at Anita - 17@227.1 - 7@876.5	0	0	0	0 W-N
Average	1800-5400 11: Travis at Anita - 17@227.1 - 17@399.4	0	0	0	0 W-E
Average	1800-5400 11: Travis at Anita - 30@195.3 - 7@876.5	0	0	4	4 E-N
Average	1800-5400 11: Travis at Anita - 30@195.3 - 30@368.2	0.121101	29.31994	1	1 E-W
Average	1800-5400 11: Travis at Anita	0.037368	40.31799	1593	1593 Total
Average	1800-5400 12: Main at Anita - 3@1544.6 - 3@1684.4	0	0	125	125 S-N
Average	1800-5400 12: Main at Anita - 3@1544.6 - 31@63.5	0	0	6	6 S-E
Average	1800-5400 12: Main at Anita - 4@2617.1 - 4@2759.1	0	0	86	86 N-S
Average	1800-5400 12: Main at Anita - 4@2617.1 - 30@34.2	0	0	5	5 N-W
Average	1800-5400 12: Main at Anita - 17@560.1 - 4@2759.1	0.633607	35.6034	25	25 W-S
Average	1800-5400 12: Main at Anita - 18@541.7 - 3@1684.4	0.060233	21.70748	2	2 E-N
Average	1800-5400 12: Main at Anita - 44@1541.3 - 44@1681.9	0	0	6	0 S-N
Average	1800-5400 12: Main at Anita - 45@2617.2 - 45@2758.4	0	0	6	0 N-S
Average	1800-5400 12: Main at Anita	0.11564	39.87196	261	249 Total
Average	1800-5400 13: Fannin at Anita - 5@1326.4 - 5@1470.0	0.133214	60.72018	1508	1508 N-S
Average	1800-5400 13: Fannin at Anita - 5@1326.4 - 18@386.4	0.133214	60.72018	2	2 N-W
Average	1800-5400 13: Fannin at Anita - 5@1326.4 - 31@386.8	0.133214	60.72018	11	11 N-E
Average	1800-5400 13: Fannin at Anita - 18@217.5 - 5@1470.0	0.132736	27.22023	6	6 E-S
Average	1800-5400 13: Fannin at Anita - 18@217.5 - 18@386.4	0.136568	29.67139	0	0 E-W
Average	1800-5400 13: Fannin at Anita - 31@217.6 - 5@1470.0	0.20098	26.03454	4	4 W-S
Average	1800-5400 13: Fannin at Anita - 31@217.6 - 31@386.8	0.160082	28.0058	2	2 W-E
Average	1800-5400 13: Fannin at Anita	0.152716	60.72018	1533	1533 Total
Average	1800-5400 14: Travis at Elgin - 7@189.8 - 7@392.8	32.18033	194.2086	1424	1424 S-N
Average	1800-5400 14: Travis at Elgin - 7@189.8 - 9@435.0	32.18033	194.2086	130	130 S-E
Average	1800-5400 14: Travis at Elgin - 7@189.8 - 11@1074.3	32.18033	194.2086	37	37 S-W
Average	1800-5400 14: Travis at Elgin - 9@213.6 - 9@435.0	41.98249	237.4094	619	619 W-E
Average	1800-5400 14: Travis at Elgin - 10@42.1 - 7@392.8	14.18342	105.5937	66	66 W-N
Average	1800-5400 14: Travis at Elgin - 11@852.9 - 7@392.8	59.24705	340.7597	142	142 E-N
Average	1800-5400 14: Travis at Elgin - 11@852.9 - 11@1074.3	59.24705	340.7597	733	733 E-W
Average	1800-5400 14: Travis at Elgin	36.89832	340.7597	3151	3151 Total
Average	1800-5400 15: Elgin at Main - 3@977.0 - 3@1196.9	10.06506	127.2909	121	121 S-N

1	0.020845	0	0	0	0.798192	0.155299	0.184989	0.011419	N-S
1	0.823928	0.865694	0.016432	0.104364	46.28552	9.00548	10.72712	0.662168	Total
1	0.281894	0.281894	0.002499	0.002131	212.3378	41.31323	49.21134	3.037737	N-S
1	7.452226	7.452226	0.477534	0.232198	27.04705	5.262372	6.268414	0.386939	N-E
1	1.442481	1.442481	0.106322	0.096879	4.629259	0.900686	1.072876	0.066227	N-W
					0	0	0	0	W-S
2	11.135827	11.13583	1.924197	1.361905	4.959823	0.965001	1.149487	0.070956	W-E
					0	0	0	0	E-S
					0	0	0	0	E-W
1	0.687819	0.687819	0.033884	0.019456	248.8421	48.41563	57.67156	3.559973	Total
1	0.063466	0.063466	0	0	21.03149	4.091964	4.874252	0.30088	S-N
1	0.035454	0.035454	0	0	0.479921	0.093375	0.111226	0.006866	S-E
1	0.07699	0.07699	0	0	13.28785	2.585333	3.079588	0.190098	N-S
1	7.74691	7.74691	0.199462	1.02381	5.928329	1.153437	1.373947	0.084812	E-N
1	0	0	0	0	1.088739	0.211829	0.252326	0.015576	S-N
1	0	0	0	0	0.958122	0.186416	0.222054	0.013707	N-S
1	0.34474	0.362888	0.008548	0.037316	42.73971	8.315594	9.905339	0.611441	Total
1	0.340899	0.340899	0.014012	0.009274	226.1758	44.00559	52.41842	3.235705	N-S
1	5.697503	5.697503	0.817314	0.389422	30.74335	5.981539	7.125068	0.439819	N-E
					0	0	0	0	N-W
1	8.349965	8.349965	0.688207	1	1.556679	0.302873	0.360775	0.02227	W-S
1	8.466573	8.466573	0.123527	1	0.460337	0.089565	0.106687	0.006586	W-E
2	10.547968	10.54797	0.449955	1.213296	26.20706	5.098942	6.07374	0.374922	E-S
2	13.349222	13.34922	1.966436	1.428571	8.286851	1.61232	1.920558	0.118553	E-W
1	0.883886	0.883886	0.072683	0.060759	293.5638	57.11685	68.03625	4.199768	Total
1	0.190433	0.190433	0.010084	0.003785	384.7203	74.85259	89.16265	5.503867	S-N
1	1.611702	1.611702	0.045702	0.111111	0.762509	0.148357	0.176719	0.010909	S-E
1	1.352683	1.352683	0.16762	0.047619	1.84561	0.359089	0.427738	0.026404	S-W
					0	0	0	0	W-N
					0	0	0	0	W-E
1	7.176345	7.176345	0.152189	1	2.677238	0.520893	0.620476	0.038301	E-N
1	8.609922	8.609922	0.140791	1	0.738547	0.143694	0.171165	0.010566	E-W
1	0.221054	0.221054	0.01129	0.007304	390.6493	76.00616	90.53675	5.588688	Total
1	0.087613	0.087613	0	0	31.72429	6.172394	7.352411	0.453853	S-N
1	0.030652	0.030652	0	0	1.591894	0.309725	0.368937	0.022774	S-E
1	0.101203	0.101203	0	0	14.70572	2.861199	3.408193	0.210382	N-S
1	0.232071	0.232071	0	0	0.761781	0.148215	0.17655	0.010898	N-W
1	9.40103	9.40103	0.330872	1.05235	16.64623	3.238752	3.857925	0.238144	W-S
1	8.24322	8.24322	0.174665	1.125	1.69571	0.329924	0.392997	0.024259	E-N
1	0.107112	0	0	0	1.651245	0.321272	0.382692	0.023623	S-N
1	0	0	0	0	1.10946	0.215861	0.257128	0.015872	N-S
1	1.045389	1.093245	0.033188	0.109911	69.8465	13.58959	16.1876	0.999235	Total
1	0.101982	0.101982	0	0	275.1774	53.53952	63.77502	3.93673	N-S
1	1.177064	1.177064	0	0	0.42411	0.082516	0.098292	0.006067	N-W
1	3.141942	3.141942	0.32234	0.122222	2.898574	0.563957	0.671772	0.041467	N-E
1	9.397788	9.397788	0.175209	1.055556	4.314244	0.839395	0.999868	0.06172	E-S
					0	0	0	0	E-W
1	10.45385	10.45385	2.170373	1.266667	3.572078	0.694997	0.827864	0.051103	W-S
1	7.950046	7.950046	0.127898	1	1.578126	0.307046	0.365746	0.022577	W-E
1	0.201785	0.201785	0.009938	0.010013	287.926	56.01993	66.72962	4.119113	Total
2	12.391054	12.39105	7.369904	0.453553	811.9267	157.9714	188.1718	11.61555	S-N
2	14.986199	14.9862	8.412749	0.536764	83.05779	16.16003	19.24944	1.188237	S-E
2	13.205651	13.20565	7.691261	0.447278	21.17599	4.120078	4.90774	0.302947	S-W
3	23.82536	23.82536	15.959	0.680561	524.1148	101.9737	121.4687	7.498066	W-E
4	51.057755	51.05776	37.87462	2.07361	117.035	22.77076	27.12399	1.67432	W-N
3	20.896518	20.89652	14.35529	0.730811	105.6435	20.55438	24.48389	1.511351	E-N
2	19.414096	19.4141	13.45381	0.69818	539.8252	105.0304	125.1097	7.722821	E-W
2	17.59984	17.59984	11.48952	0.604909	2202.726	428.5705	510.5031	31.51253	Total
2	16.211004	16.211	8.987679	0.849571	105.4113	20.50922	24.43009	1.50803	S-N

Average	1800-5400 15: Elgin at Main - 3@977.0 - 9@775.8	10.06506	127.2909	19	19 S-E
Average	1800-5400 15: Elgin at Main - 4@3106.8 - 4@3329.1	15.74677	118.7809	79	79 N-S
Average	1800-5400 15: Elgin at Main - 4@3106.8 - 11@741.3	15.74677	118.7809	30	30 N-W
Average	1800-5400 15: Elgin at Main - 9@546.6 - 3@1196.9	15.14126	250.8173	2	2 W-N
Average	1800-5400 15: Elgin at Main - 9@546.6 - 4@3329.1	15.14126	250.8173	31	31 W-S
Average	1800-5400 15: Elgin at Main - 9@546.6 - 9@775.8	15.14126	250.8173	558	558 W-E
Average	1800-5400 15: Elgin at Main - 11@511.4 - 3@1196.9	25.47057	267.7728	8	8 E-N
Average	1800-5400 15: Elgin at Main - 11@511.4 - 4@3329.1	25.47057	267.7728	0	0 E-S
Average	1800-5400 15: Elgin at Main - 11@511.4 - 11@741.3	25.47057	267.7728	843	843 E-W
Average	1800-5400 15: Elgin at Main - 44@972.9 - 44@1193.6	0.748114	132.9376	6	0 S-N
Average	1800-5400 15: Elgin at Main - 45@3106.1 - 45@3327.6	7.842841	132.5954	6	0 N-S
Average	1800-5400 15: Elgin at Main	12.50243	297.5696	1704	1692 Total
Average	1800-5400 16: Elgin at Fannin - 5@1796.2 - 5@2002.8	46.74075	170.3357	1210	1210 N-S
Average	1800-5400 16: Elgin at Fannin - 5@1796.2 - 9@1087.1	7.522065	100.205	155	155 N-E
Average	1800-5400 16: Elgin at Fannin - 5@1796.2 - 11@391.1	46.74075	170.3357	132	132 N-W
Average	1800-5400 16: Elgin at Fannin - 9@897.9 - 5@2002.8	32.38732	199.5796	87	87 W-S
Average	1800-5400 16: Elgin at Fannin - 9@897.9 - 9@1087.1	32.38732	199.5796	480	480 W-E
Average	1800-5400 16: Elgin at Fannin - 11@201.4 - 11@391.1	30.9544	197.2982	699	699 E-W
Average	1800-5400 16: Elgin at Fannin - 14@23.7 - 5@2002.8	0.331444	33.42902	87	87 E-S
Average	1800-5400 16: Elgin at Fannin	23.5872	209.1054	2851	2851 Total
Average	1800-5400 17: Main at Holman - 3@157.7 - 3@381.2	10.06856	108.0339	113	113 S-N
Average	1800-5400 17: Main at Holman - 3@157.7 - 41@441.7	10.06856	108.0339	2	2 S-E
Average	1800-5400 17: Main at Holman - 4@3921.6 - 4@4143.4	9.210925	121.9711	98	98 N-S
Average	1800-5400 17: Main at Holman - 4@3921.6 - 42@403.6	9.210925	121.9711	15	15 N-W
Average	1800-5400 17: Main at Holman - 41@191.4 - 3@381.2	1.218207	48.84533	6	6 W-N
Average	1800-5400 17: Main at Holman - 41@191.4 - 4@4143.4	1.218207	48.84533	4	4 W-S
Average	1800-5400 17: Main at Holman - 41@191.4 - 41@441.7	1.218207	48.84533	54	54 W-E
Average	1800-5400 17: Main at Holman - 42@153.9 - 3@381.2	0.065899	20.94642	7	7 E-N
Average	1800-5400 17: Main at Holman - 42@153.9 - 4@4143.4	1.448534	62.01023	13	13 E-S
Average	1800-5400 17: Main at Holman - 42@153.9 - 42@403.6	1.448534	62.01023	53	53 E-W
Average	1800-5400 17: Main at Holman - 44@155.3 - 44@378.2	6.307536	132.8138	6	0 S-N
Average	1800-5400 17: Main at Holman - 45@3921.2 - 45@4143.6	0.903143	132.8537	6	0 N-S
Average	1800-5400 17: Main at Holman	4.174687	132.9535	377	365 Total

2	16.116486	16.11649	8.767765	0.912333	16.34153	3.179468	3.787307	0.233784	S-E
3	29.039974	29.03997	22.11649	0.831584	82.21737	15.99651	19.05467	1.176214	N-S
3	32.431987	32.43199	24.74807	0.979798	33.45289	6.508717	7.75303	0.478582	N-W
1	2.058943	2.058943	0	0	0.45726	0.088966	0.105974	0.006542	N-W
1	8.975358	8.975358	4.387298	0.47318	14.54194	2.829333	3.370234	0.208039	W-S
1	8.655157	8.655157	4.432031	0.361933	252.4831	49.12404	58.5154	3.612062	W-E
2	16.779266	16.77927	9.966974	0.759259	5.601	1.089751	1.298086	0.080129	E-N
					0	0	0	0	E-S
2	10.815462	10.81546	5.698972	0.497393	457.0316	88.92175	105.9215	6.538364	E-W
2	13.062339	0	0	0	3.038522	0.591186	0.704207	0.04347	N-S
4	45.245616	0	33.16912	0.888889	7.328638	1.425887	1.698483	0.104845	N-S
2	11.90153	11.77883	6.725034	0.506891	977.5272	190.1913	226.5514	13.98465	Total
2	16.938862	16.93886	13.19061	0.438868	852.5046	165.8664	197.5762	12.19606	N-S
1	3.503681	3.503681	1.063179	0.098115	58.55509	11.39269	13.57071	0.837698	N-E
3	23.960228	23.96023	18.32288	0.565288	109.2705	21.26007	25.3245	1.56324	N-W
2	17.302858	17.30286	11.8358	0.763228	59.30225	11.53806	13.74387	0.848387	W-S
2	17.542596	17.5426	11.94702	0.765635	347.1054	67.53411	80.44504	4.965743	W-E
2	14.48685	14.48685	9.158358	0.503124	432.6538	84.17871	100.2717	6.189611	E-W
1	2.176847	2.176847	0.388483	0.125664	24.59121	4.784556	5.699251	0.351806	E-S
2	15.594215	15.59422	11.13767	0.497344	1884.239	366.6044	436.6906	26.95621	Total
2	19.967355	19.96736	13.45194	0.6308	84.3112	16.4039	19.53993	1.206169	S-N
3	21.161569	21.16157	16.14342	0.555556	1.770415	0.344458	0.410311	0.025328	S-E
2	18.116843	18.11684	11.47799	0.839784	87.22345	16.97051	20.21488	1.247832	N-S
2	17.950297	17.9503	11.27543	0.833964	12.5924	2.450024	2.918411	0.180149	N-W
1	6.068849	6.068849	2.485572	0.32381	2.739954	0.533095	0.635011	0.039198	W-N
1	2.210408	2.210408	0.459718	0.133333	1.220536	0.237472	0.282871	0.017461	W-S
1	6.08018	6.08018	2.883215	0.282416	23.71401	4.613884	5.49595	0.339256	W-E
1	4.367267	4.367267	1.35545	0.264286	2.33528	0.454361	0.541224	0.033409	E-N
1	4.537209	4.537209	2.421665	0.160039	4.444415	0.864722	1.030036	0.063582	E-S
1	6.705062	6.705062	3.167502	0.309413	23.63332	4.598185	5.47725	0.338102	E-W
4	41.452444	0	25.18311	1	6.61332	1.286712	1.532701	0.094611	S-N
2	12.794634	0	0.22748	0.666667	4.174086	0.812125	0.967385	0.059715	N-S
2	14.589569	14.17342	8.983434	0.572427	254.9477	49.60356	59.08659	3.64732	Total

SIM RUN	TIMEINT	MOVEMENT	QLEN	QLENMAX	Vehs(All)	Pers(All)	LOS(All)	LOSVal(All)	VehDelay(	PerDelay(A	StopDelay(	Stops(All)	EmissionsC	EmissionsH	EmissionsV	FuelConsur	Movement\	Direction
Average	1800-5400 1:	Main at Webster - 3@3824.9 - 3@4002.2	30.80002	192.9242	163	163		3	27.75071	27.75071	21.63099	0.739846	158.0844	30.75749	36.63759	2.26158	S-N	
Average	1800-5400 1:	Main at Webster - 3@3824.9 - 40@384.7	30.80002	192.9242	46	46		3	30.01736	30.01736	23.65033	0.724198	44.73551	8.703904	10.36789	0.639993	S-E	
Average	1800-5400 1:	Main at Webster - 4@303.6 - 4@480.0	10.58944	89.32344	89	89		3	25.88244	25.88244	19.72004	0.668199	79.89511	15.54469	18.51646	1.142992	N-S	
Average	1800-5400 1:	Main at Webster - 39@173.8 - 3@4002.2	0.638463	28.61034	26	26		1	7.205192	7.205192	3.175952	0.349747	12.63421	2.458158	2.9281	0.180747	W-N	
Average	1800-5400 1:	Main at Webster - 40@175.3 - 4@480.0	11.96961	135.5695	9	9		2	13.3879	13.3879	7.895464	0.525	5.07416	0.987247	1.175986	0.072592	W-S	
Average	1800-5400 1:	Main at Webster - 40@175.3 - 40@384.7	11.96961	135.5695	483	483		1	9.762976	9.762976	4.918012	0.414854	262.0466	50.98474	60.73182	3.748878	W-E	
Average	1800-5400 1:	Main at Webster - 44@3821.2 - 44@3998.2	9.728882	133.045	6	0		5	55.65892	0	41.29298	1	8.300211	1.61492	1.923654	0.118744	S-N	
Average	1800-5400 1:	Main at Webster - 45@302.2 - 45@478.9	1.656696	132.7964	6	0		2	19.44744	0	3.141992	1	5.133694	0.99883	1.189783	0.073443	N-S	
Average	1800-5400 1:	Main at Webster	10.89718	192.9242	829	817		2	16.52016	16.21061	11.06273	0.531394	576.3306	112.133	133.5702	8.245073	Total	
Average	1800-5400 2:	Travis at McGowen - 2@214.4 - 7@2031.5	29.29633	222.3533	34	34		3	32.98551	32.98551	23.29686	1.461853	41.52314	8.078894	9.623389	0.594036	W-N	
Average	1800-5400 2:	Travis at McGowen - 2@214.4 - 27@37.3	29.29633	222.3533	266	266		3	22.46265	22.46265	15.15132	0.645119	205.7732	40.03599	47.68993	2.943823	W-E	
Average	1800-5400 2:	Travis at McGowen - 7@1896.5 - 7@2031.5	40.33745	284.3301	1253	1253		2	14.65653	14.65653	9.848102	0.517392	834.4008	162.3441	193.3804	11.93706	S-N	
Average	1800-5400 2:	Travis at McGowen - 7@1896.5 - 25@1056.3	40.33745	284.3301	52	52		2	16.12978	16.12978	10.22677	0.593895	37.39864	7.276417	8.667497	0.535031	S-W	
Average	1800-5400 2:	Travis at McGowen - 7@1896.5 - 27@37.3	19.41646	232.7992	139	139		2	13.68441	13.68441	8.339599	0.49807	87.61233	17.04618	20.305	1.253395	S-E	
Average	1800-5400 2:	Travis at McGowen - 25@912.9 - 7@2031.5	36.27523	298.5818	61	61		3	20.57311	20.57311	16.18937	0.556296	40.93525	7.964512	9.48714	0.585626	E-N	
Average	1800-5400 2:	Travis at McGowen - 25@912.9 - 25@1056.3	36.27523	298.5818	276	276		2	19.48364	19.48364	15.16697	0.537773	185.9664	36.1823	43.0995	2.660463	E-W	
Average	1800-5400 2:	Travis at McGowen	31.33137	314.1446	2080	2080		2	16.74373	16.74373	11.54765	0.553631	1433.536	278.9139	332.2357	20.50838	Total	
Average	1800-5400 3:	Main at McGowen - 3@2706.3 - 3@2839.9	3.777675	62.28394	155	155		1	4.857431	4.857431	3.654038	0.128565	45.72003	8.895457	10.59606	0.654078	S-N	
Average	1800-5400 3:	Main at McGowen - 3@2706.3 - 27@388.5	3.777675	62.28394	46	46		1	3.66065	3.66065	2.235998	0.151427	12.39437	2.411493	2.872514	0.177316	S-E	
Average	1800-5400 3:	Main at McGowen - 4@1464.8 - 4@1596.9	9.848698	127.6575	78	78		3	20.43074	20.43074	15.07973	0.66092	62.89126	12.23635	14.57566	0.899732	N-S	
Average	1800-5400 3:	Main at McGowen - 4@1464.8 - 25@719.5	9.848698	127.6575	20	20		3	21.14047	21.14047	16.05737	0.680556	16.16298	3.144729	3.745927	0.23123	N-W	
Average	1800-5400 3:	Main at McGowen - 25@561.6 - 3@2839.9	15.82606	228.9943	11	11		1	9.999711	9.999711	6.392904	0.476768	5.3844	1.047609	1.247887	0.07703	E-N	
Average	1800-5400 3:	Main at McGowen - 25@561.6 - 4@1596.9	15.82606	228.9943	12	12		1	10.14021	10.14021	6.026074	0.510709	5.877578	1.143563	1.362186	0.084086	E-S	
Average	1800-5400 3:	Main at McGowen - 25@561.6 - 25@719.5	15.82606	228.9943	317	317		1	9.436495	9.436495	5.428886	0.45624	157.0053	30.54754	36.38751	2.246142	E-W	
Average	1800-5400 3:	Main at McGowen - 27@230.6 - 3@2839.9	17.7598	256.2144	13	13		1	9.444965	9.444965	5.48448	0.429293	5.959571	1.159516	1.381188	0.085259	W-N	
Average	1800-5400 3:	Main at McGowen - 27@230.6 - 4@1596.9	17.7598	256.2144	20	20		1	6.32521	6.32521	3.311276	0.258015	6.788863	1.320866	1.573384	0.097122	W-S	
Average	1800-5400 3:	Main at McGowen - 27@230.6 - 27@388.5	17.7598	256.2144	381	381		2	9.655509	9.655509	5.069149	0.406943	186.4393	36.27431	43.20911	2.667229	W-E	
Average	1800-5400 3:	Main at McGowen - 44@2703.2 - 44@2836.3	0	0	6	0		1	0.763172	0	0	0	1.186883	0.230924	0.275072	0.01698	S-N	
Average	1800-5400 3:	Main at McGowen - 45@1463.7 - 45@1596.4	0.844487	132.813	6	0		2	13.33504	0	0.046831	0.166667	3.047775	0.592986	0.706351	0.043602	N-S	
Average	1800-5400 3:	Main at McGowen	8.009453	272.5037	1064	1052		1	9.558456	9.587105	5.733684	0.389283	508.4922	98.9341	117.848	7.274566	Total	
Average	1800-5400 4:	Fannin at McGowen - 5@170.2 - 5@295.0	32.22309	207.8622	1553	1553		2	13.39261	13.39261	7.794471	0.482771	844.8849	164.3839	195.8102	12.08705	N-S	
Average	1800-5400 4:	Fannin at McGowen - 5@170.2 - 25@389.9	32.22309	207.8622	119	119		2	17.77018	17.77018	9.465107	0.619984	77.33818	15.0472	17.92387	1.106412	N-W	
Average	1800-5400 4:	Fannin at McGowen - 5@170.2 - 27@708.7	32.22309	207.8622	46	46		2	17.28215	17.28215	9.420471	0.613946	30.13268	5.862725	6.98354	0.431083	N-E	
Average	1800-5400 4:	Fannin at McGowen - 25@241.7 - 5@295.0	27.77556	212.2545	33	33		3	22.7025	22.7025	17.64641	0.633003	26.05361	5.069086	6.038176	0.372727	E-S	
Average	1800-5400 4:	Fannin at McGowen - 25@241.7 - 25@389.9	27.77556	212.2545	220	220		3	20.70341	20.70341	15.21034	0.623122	176.2702	34.29578	40.85233	2.521749	E-W	
Average	1800-5400 4:	Fannin at McGowen - 27@560.3 - 5@295.0	51.75041	296.7499	185	185		3	20.8874	20.8874	16.21457	0.568418	123.8741	24.1014	28.70902	1.772162	W-S	
Average	1800-5400 4:	Fannin at McGowen - 27@560.3 - 27@708.7	51.75041	296.7499	241	241		3	20.65707	20.65707	16.07923	0.589929	169.6207	33.00203	39.31124	2.42662	W-E	
Average	1800-5400 4:	Fannin at McGowen	37.24969	296.7499	2397	2397		2	15.80045	15.80045	10.20963	0.52498	1448.156	281.7586	335.6242	20.71754	Total	
Average	1800-5400 5:	Main at Dennis - 3@2359.5 - 3@2517.9	0	0	200	200		1	0.051624	0.051624	0	0	28.88034	5.619065	6.693298	0.413167	S-N	
Average	1800-5400 5:	Main at Dennis - 4@1786.2 - 4@1943.9	0	0	110	110		1	0.096007	0.096007	0	0	20.77216	4.041508	4.814149	0.29717	N-S	
Average	1800-5400 5:	Main at Dennis - 44@2356.4 - 44@2514.4	0	0	6	0		1	0	0	0	0	0.923818	0.179741	0.214104	0.013216	S-N	
Average	1800-5400 5:	Main at Dennis - 45@1785.4 - 45@1943.3	12.29778	152.0957	6	0		2	14.4784	0	0	0	2.4417	0.475066	0.565888	0.034931	N-S	
Average	1800-5400 5:	Main at Dennis	3.074445	152.0957	322	310		1	0.334946	0.067514	0	0	52.99505	10.31091	12.28212	0.758155	Total	
Average	1800-5400 6:	Fanning at Dennis - 5@504.7 - 5@630.9	0.031488	52.10853	1547	1547		1	0.829672	0.829672	0.034282	0.015716	308.7346	60.06853	71.55221	4.416803	N-S	
Average	1800-5400 6:	Fanning at Dennis - 5@504.7 - 23@189.4	0.031488	52.10853	30	30		1	1.563819	1.563819	0.13004	0.07619	6.756184	1.314508	1.565811	0.096655	N-E	
Average	1800-5400 6:	Fanning at Dennis - 23@27.8 - 5@630.9	8.441066	99.49673	201	201		1	9.502011	9.502011	1.476297	1.231738	140.2463	27.28684	32.50345	2.006385	W-S	
Average	1800-5400 6:	Fanning at Dennis - 23@27.8 - 23@189.4	5.962546	95.74064	0	0							0	0	0	0	W-E	
Average	1800-5400 6:	Fanning at Dennis - 24@219.4 - 5@630.9	0.393793	41.77268	10	10		2	11.5748	11.5748	1.215125	1.318519	9.193703	1.78876	2.130729	0.131527	E-S	
Average	1800-5400 6:	Fanning at Dennis - 24@219.4 - 24@380.8	0.314394	44.25775	0	0							0	0	0	0	E-W	
Average	1800-5400 6:	Fanning at Dennis - 122@133.7 - 24@380.8	0	0	116	116		1	2.513367	2.513367	0.872277	0.255157	35.70631	6.94715	8.275282	0.51082	N-W	
Average	1800-5400 6:	Fanning at Dennis - 10212@11.9 - 5@630.9	4.02248	68.24285	63	63		1	7.797538	7.797538	0.419967	1.205767	43.46965	8.457613	10.07451	0.621883	W-S	
Average	1800-5400 6:	Fanning at Dennis - 10212@11.9 - 23@189.4	4.02248	68.24285	0	0							0	0	0	0	W-E	
Average	1800-5400 6:	Fanning at Dennis	2.737967	100.9928	1968	1968		1	2.109603	2.109603	0.251845	0.200298	543.9127	105.8256	126.057	7.781297	Total	
Average	1800-5400 7:	Main at Drew - 3@2132.3 - 3@2251.5	0	0	199	199		1	0.11302	0.11302	0	0	27.70005	5.389422	6.419753	0.396281	S-N	
Average	1800-5400 7:	Main at Drew - 3@2132.3 - 21@61.7	0	0	9	9		1	0.103265	0.103265	0	0	1.183162	0.2302	0.274209	0.016926	S-E	
Average	1800-5400 7:	Main at Drew - 4@2048.9 - 4@2170.2	0	0	110	110		1	0.025717	0.025717	0	0	13.49376	2.625394	3.127308	0.193044	N-S	
Average	1800-5400 7:	Main at Drew - 22@539.5 - 3@2251.5	0	0	0	0							0	0	0	0	E-N	
Average	1800-5400 7:	Main at Drew - 44@2129.4 - 44@2249.4	0	0	6	0		1	0	0	0	0	0.895077	0.17415	0.207443	0.012805	S-N	

Average	1800-5400 7: Main at Drew - 45@2049.3 - 45@2169.9	0	0	6	0	1	0.041926	0	0	0	0.791328	0.153964	0.183398	0.011321	N-S
Average	1800-5400 7: Main at Drew	0	0	329	317	1	0.079848	0.082077	0	0	44.05727	8.571943	10.2107	0.63029	Total
Average	1800-5400 8: Fannin at Drew - 5@764.2 - 5@872.9	4.382303	126.6334	1606	1606	1	0.498196	0.498196	0.015687	0.006147	225.2542	43.82629	52.20484	3.222521	N-S
Average	1800-5400 8: Fannin at Drew - 5@764.2 - 21@363.9	4.382303	126.6334	200	200	1	6.103978	6.103978	0.707795	0.234789	62.15533	12.09317	14.4051	0.889204	N-E
Average	1800-5400 8: Fannin at Drew - 5@764.2 - 22@368.5	4.382303	126.6334	20	20	1	6.560078	6.560078	0.931651	0.44246	7.160348	1.393144	1.65948	0.102437	N-W
Average	1800-5400 8: Fannin at Drew - 21@233.8 - 5@872.9	0.272958	34.6441	5	5	1	9.689485	9.689485	1.161559	1.366667	4.816183	0.937054	1.116197	0.068901	W-S
Average	1800-5400 8: Fannin at Drew - 21@233.8 - 21@363.9	0.348349	36.38876	3	3	3	15.06621	15.06621	5.415007	1.638889	3.399877	0.661492	0.787954	0.048639	W-E
Average	1800-5400 8: Fannin at Drew - 22@237.3 - 5@872.9	0.323678	32.686	12	12	2	10.49642	10.49642	0.758243	1.251323	9.646067	1.876774	2.235569	0.137998	E-S
Average	1800-5400 8: Fannin at Drew - 22@237.3 - 22@368.5	0.295218	34.72501	0	0						0	0	0	0	E-W
Average	1800-5400 8: Fannin at Drew	1.124501	126.6334	1846	1846	1	1.278832	1.278832	0.115304	0.049791	312.1133	60.72591	72.33527	4.46514	Total
Average	1800-5400 9: Main at Tuam - 3@1859.8 - 3@1996.0	0	0	195	195	1	0.17426	0.17426	0	0	33.25504	6.470221	7.707176	0.475752	S-N
Average	1800-5400 9: Main at Tuam - 3@1859.8 - 19@53.4	0	0	13	13	1	0.067931	0.067931	0	0	2.098869	0.408364	0.486433	0.030027	S-E
Average	1800-5400 9: Main at Tuam - 4@2308.2 - 4@2443.1	0	0	112	112	1	0.088778	0.088778	0	0	16.65943	3.241321	3.860985	0.238332	N-S
Average	1800-5400 9: Main at Tuam - 20@551.0 - 3@1996.0	0.365327	28.94601	15	15	1	8.729171	8.729171	0.819304	1.121368	10.93065	2.126707	2.533284	0.156376	E-N
Average	1800-5400 9: Main at Tuam - 44@1856.8 - 44@1992.6	0	0	6	0	1	0	0	0	0	1.082838	0.210681	0.250958	0.015491	S-N
Average	1800-5400 9: Main at Tuam - 45@2307.3 - 45@2442.6	0	0	6	0	1	0	0	0	0	0.947699	0.184388	0.219638	0.013558	N-S
Average	1800-5400 9: Main at Tuam	0.073065	28.94601	347	335	1	0.494533	0.512253	0.031991	0.04711	64.66525	12.58151	14.9868	0.925111	Total
Average	1800-5400 10: Fannin at Tuam - 5@1005.7 - 5@1134.7	1.277779	105.7941	1502	1502	1	0.232753	0.232753	0.003894	0.001798	218.2429	42.46214	50.5799	3.122216	N-S
Average	1800-5400 10: Fannin at Tuam - 5@1005.7 - 19@395.7	1.277779	105.7941	91	91	1	5.153777	5.153777	0.544989	0.207387	28.28077	5.50241	6.554341	0.404589	N-E
Average	1800-5400 10: Fannin at Tuam - 5@1005.7 - 20@370.2	1.277779	105.7941	13	13	1	5.063999	5.063999	0.788785	0.406838	4.88552	0.950545	1.132267	0.069893	N-W
Average	1800-5400 10: Fannin at Tuam - 19@233.9 - 5@1134.7	0.446768	35.64348	9	9	2	11.05619	11.05619	1.698146	1.255556	6.502729	1.265195	1.50707	0.093029	W-S
Average	1800-5400 10: Fannin at Tuam - 19@233.9 - 19@395.7	0.447964	37.67543	4	4	2	10.55943	10.55943	1.285224	1.333333	3.858872	0.750796	0.894331	0.055206	W-E
Average	1800-5400 10: Fannin at Tuam - 20@207.9 - 5@1134.7	1.088686	49.39951	34	34	2	11.07976	11.07976	0.891072	1.226421	28.08596	5.464507	6.509193	0.401802	E-S
Average	1800-5400 10: Fannin at Tuam - 20@207.9 - 20@370.2	1.034778	51.6043	1	1	3	14.50224	14.50224	2.083435	2	1.674022	0.325704	0.387971	0.023949	E-W
Average	1800-5400 10: Fannin at Tuam	0.859195	105.7941	1654	1654	1	0.856865	0.856865	0.072655	0.052855	291.5233	56.71984	67.56334	4.170576	Total
Average	1800-5400 11: Travis at Anita - 7@761.0 - 7@876.5	0.097008	40.63944	1358	1358	1	0.282554	0.282554	0.023877	0.007618	334.9184	65.16296	77.62058	4.791394	S-N
Average	1800-5400 11: Travis at Anita - 7@761.0 - 17@399.4	0.097008	40.63944	2	2	1	0.636545	0.636545	0	0	0.578255	0.112507	0.134016	0.008273	S-E
Average	1800-5400 11: Travis at Anita - 7@761.0 - 30@368.2	0.097008	40.63944	22	22	1	1.480672	1.480672	0.192772	0.081481	6.571283	1.278533	1.522958	0.09401	S-W
Average	1800-5400 11: Travis at Anita - 17@227.1 - 7@876.5	3.097986	68.45075	71	71	2	12.4567	12.4567	1.57853	1.676129	73.39774	14.28053	17.01064	1.050039	W-N
Average	1800-5400 11: Travis at Anita - 17@227.1 - 17@399.4	4.435097	78.13921	11	11	2	14.79112	14.79112	3.579362	1.484615	11.01932	2.14396	2.553834	0.157644	W-E
Average	1800-5400 11: Travis at Anita - 30@195.3 - 7@876.5	0	0	12	12	1	7.492393	7.492393	0.155266	1	8.214268	1.598198	1.903736	0.117515	E-N
Average	1800-5400 11: Travis at Anita - 30@195.3 - 30@368.2	0.440328	42.20029	3	3	1	9.458537	9.458537	1.165847	1.15	2.660837	0.517702	0.616675	0.038066	E-W
Average	1800-5400 11: Travis at Anita	1.614084	78.13921	1480	1480	1	1.073011	1.073011	0.131532	0.110452	437.3872	85.09965	101.3687	6.257327	Total
Average	1800-5400 12: Main at Anita - 3@1544.6 - 3@1684.4	0	0	200	200	1	0.081423	0.081423	0	0	50.64215	9.853123	11.73681	0.724494	S-N
Average	1800-5400 12: Main at Anita - 3@1544.6 - 31@63.5	0	0	9	9	1	0.059741	0.059741	0	0	2.26612	0.440905	0.525195	0.032419	S-E
Average	1800-5400 12: Main at Anita - 4@2617.1 - 4@2759.1	0	0	97	97	1	0.111278	0.111278	0	0	16.67525	3.244398	3.86465	0.238559	N-S
Average	1800-5400 12: Main at Anita - 4@2617.1 - 30@34.2	0	0	16	16	1	0.162296	0.162296	0	0	2.397211	0.46641	0.555577	0.034295	N-W
Average	1800-5400 12: Main at Anita - 17@560.1 - 4@2759.1	0	0	0	0						0	0	0	0	W-S
Average	1800-5400 12: Main at Anita - 18@541.7 - 3@1684.4	0.169932	23.60032	8	8	1	8.588259	8.588259	0.850313	1.1	5.764799	1.12162	1.336048	0.082472	E-N
Average	1800-5400 12: Main at Anita - 44@1541.3 - 44@1681.9	0	0	6	0	1	0.128548	0	0	0	1.644231	0.319908	0.381066	0.023523	S-N
Average	1800-5400 12: Main at Anita - 45@2617.2 - 45@2758.4	0	0	6	0	1	0	0	0	0	1.09739	0.213512	0.254331	0.015699	N-S
Average	1800-5400 12: Main at Anita	0.028322	23.60032	341	329	1	0.28201	0.289921	0.016195	0.025313	80.34058	15.63136	18.6197	1.149364	Total
Average	1800-5400 13: Fannin at Anita - 5@1326.4 - 5@1470.0	0.199165	45.51577	1521	1521	1	0.12527	0.12527	0.000648	0.000664	278.3375	54.15436	64.5074	3.981938	N-S
Average	1800-5400 13: Fannin at Anita - 5@1326.4 - 18@386.4	0.199165	45.51577	4	4	1	3.846627	3.846627	0.684496	0.066667	1.009362	0.196385	0.233929	0.01444	N-W
Average	1800-5400 13: Fannin at Anita - 5@1326.4 - 31@386.8	0.199165	45.51577	15	15	1	4.419818	4.419818	0.355733	0.156545	4.760264	0.926174	1.103237	0.068101	N-E
Average	1800-5400 13: Fannin at Anita - 18@217.5 - 5@1470.0	0.71095	35.38208	20	20	2	10.99229	10.99229	1.083168	1.168737	16.57839	3.225553	3.842202	0.237173	E-S
Average	1800-5400 13: Fannin at Anita - 18@217.5 - 18@386.4	0.705323	37.83324	4	4	2	13.4949	13.4949	2.807543	1.55	4.101236	0.797952	0.950501	0.058673	E-W
Average	1800-5400 13: Fannin at Anita - 31@217.6 - 5@1470.0	0.137115	43.26622	4	4	2	11.72395	11.72395	2.518776	1.394444	3.608064	0.701998	0.836204	0.051618	W-S
Average	1800-5400 13: Fannin at Anita - 31@217.6 - 31@386.8	0.309302	45.23748	5	5	2	9.820344	9.820344	0.593947	1.4	4.326117	0.841705	1.002619	0.06189	W-E
Average	1800-5400 13: Fannin at Anita	0.456371	57.28284	1574	1574	1	0.415318	0.415318	0.038365	0.029645	312.6044	60.82146	72.44909	4.472166	Total
Average	1800-5400 14: Travis at Elgin - 7@189.8 - 7@392.8	53.00624	281.7514	1245	1245	3	20.77434	20.77434	14.34249	0.609027	936.0146	182.1144	216.9304	13.39077	S-N
Average	1800-5400 14: Travis at Elgin - 7@189.8 - 9@435.0	53.00624	281.7514	156	156	3	23.48913	23.48913	15.66157	0.6286	123.904	24.10722	28.71596	1.77259	S-E
Average	1800-5400 14: Travis at Elgin - 7@189.8 - 11@1074.3	53.00624	281.7514	102	102	3	22.40032	22.40032	15.3316	0.622831	79.35902	15.44038	18.39222	1.135322	S-W
Average	1800-5400 14: Travis at Elgin - 9@213.6 - 9@435.0	6.353004	253.6089	586	586	3	21.27447	21.27447	14.56424	0.586539	452.7626	88.09114	104.9321	6.47729	W-E
Average	1800-5400 14: Travis at Elgin - 10@42.1 - 7@392.8	12.12608	101.2715	72	72	4	41.67697	41.67697	30.05718	1.687846	105.7491	20.57494	24.50838	1.512863	W-N
Average	1800-5400 14: Travis at Elgin - 11@852.9 - 7@392.8	67.12527	349.8188	106	106	3	24.0001	24.0001	17.82654	0.661065	80.78596	15.71801	18.72293	1.155736	E-N
Average	1800-5400 14: Travis at Elgin - 11@852.9 - 11@1074.3	67.12527	349.8188	789	789	3	20.97037	20.97037	15.8388	0.577079	559.2525	108.8102	129.6122	8.000751	E-W
Average	1800-5400 14: Travis at Elgin	42.19691	349.8188	3055	3055	3	21.70785	21.70785	15.34915	0.625207	2337.831	454.857	541.815	33.44537	Total
Average	1800-5400 15: Elgin at Main - 3@977.0 - 3@1196.9	45.68158	234.0688	220	220	3	33.31728	33.31728	26.06263	0.891933	248.2368	48.29785	57.53127	3.551313	S-N

Average	1800-5400 15: Elgin at Main - 3@977.0 - 9@775.8	45.68158	234.0688	34	34	4	35.07691	35.07691	27.48147	0.900787	39.65841	7.716086	9.191219	0.567359	S-E
Average	1800-5400 15: Elgin at Main - 4@3106.8 - 4@3329.1	5.737257	104.2776	85	85	2	12.56769	12.56769	9.479072	0.326488	51.60123	10.03973	11.95908	0.738215	N-S
Average	1800-5400 15: Elgin at Main - 4@3106.8 - 11@741.3	5.737257	104.2776	11	11	2	16.10558	16.10558	12.01734	0.496392	7.266609	1.413818	1.684107	0.103957	N-W
Average	1800-5400 15: Elgin at Main - 9@546.6 - 3@1196.9	19.09135	256.9267	0	0						0	0	0	0	W-N
Average	1800-5400 15: Elgin at Main - 9@546.6 - 4@3329.1	19.09135	256.9267	24	24	1	6.518803	6.518803	3.00425	0.327822	9.012076	1.753422	2.088636	0.128928	W-S
Average	1800-5400 15: Elgin at Main - 9@546.6 - 9@775.8	19.09135	256.9267	726	726	1	9.126298	9.126298	4.938035	0.41097	347.3472	67.58115	80.50107	4.969202	W-E
Average	1800-5400 15: Elgin at Main - 11@511.4 - 3@1196.9	24.24078	228.3264	8	8	2	13.72523	13.72523	7.811214	0.551587	4.788945	0.931755	1.109884	0.068511	E-N
Average	1800-5400 15: Elgin at Main - 11@511.4 - 4@3329.1	24.24078	228.3264	1	1	2	8.86687	8.86687	4.668394	0.25	0.59104	0.114995	0.136979	0.008456	E-S
Average	1800-5400 15: Elgin at Main - 11@511.4 - 11@741.3	24.24078	228.3264	892	892	2	10.16425	10.16425	4.998525	0.455851	460.3779	89.57282	106.697	6.586237	E-W
Average	1800-5400 15: Elgin at Main - 44@972.9 - 44@1193.6	6.460898	133.0062	6	0	4	40.42767	0	25.83519	1	7.152388	1.391595	1.657635	0.102323	S-N
Average	1800-5400 15: Elgin at Main - 45@3106.1 - 45@3327.6	0	0	6	0	1	6.130347	0	0	0	2.433413	0.473454	0.563967	0.034813	N-S
Average	1800-5400 15: Elgin at Main	16.86865	275.8511	2014	2002	2	12.91987	12.85779	7.915012	0.488676	1178.029	229.2017	273.0197	16.85307	Total
Average	1800-5400 16: Elgin at Fannin - 5@1796.2 - 5@2002.8	76.96616	341.6413	1224	1224	3	25.61023	25.61023	17.24337	0.971748	1277.914	248.6357	296.169	18.28204	N-S
Average	1800-5400 16: Elgin at Fannin - 5@1796.2 - 9@1087.1	76.96616	341.6413	294	294	3	24.30662	24.30662	17.46278	0.829991	282.4484	54.95419	65.46014	4.040749	N-E
Average	1800-5400 16: Elgin at Fannin - 5@1796.2 - 11@391.1	76.96616	341.6413	178	178	3	29.67836	29.67836	23.40699	0.778986	175.3854	34.12362	40.64725	2.50909	N-W
Average	1800-5400 16: Elgin at Fannin - 9@897.9 - 5@2002.8	26.31749	275.1547	70	70	1	10.17943	10.17943	6.524776	0.445436	31.83453	6.193843	7.37796	0.45543	W-S
Average	1800-5400 16: Elgin at Fannin - 9@897.9 - 9@1087.1	26.31749	275.1547	694	694	2	10.06492	10.06492	6.622548	0.422046	333.8563	64.95631	77.37442	4.776199	W-E
Average	1800-5400 16: Elgin at Fannin - 11@201.4 - 11@391.1	26.37031	175.036	723	723	2	11.93564	11.93564	7.227521	0.465157	410.2118	79.81231	95.07055	5.868552	E-W
Average	1800-5400 16: Elgin at Fannin - 14@23.7 - 5@2002.8	0.202924	20.41116	69	69	1	1.683145	1.683145	0.403774	0.096082	18.21589	3.544149	4.221707	0.260599	E-S
Average	1800-5400 16: Elgin at Fannin	32.46422	341.6413	3252	3252	2	18.51598	18.51598	12.51767	0.688567	2529.034	492.0581	586.128	36.18074	Total
Average	1800-5400 17: Main at Holman - 3@157.7 - 3@381.2	17.42155	167.4939	155	155	2	19.31538	19.31538	13.04487	0.625703	113.2237	22.02923	26.2407	1.619796	S-N
Average	1800-5400 17: Main at Holman - 3@157.7 - 41@441.7	17.42155	167.4939	37	37	3	21.17636	21.17636	14.75785	0.669925	28.44173	5.533727	6.591645	0.406892	S-E
Average	1800-5400 17: Main at Holman - 4@3921.6 - 4@4143.4	14.60042	131.2694	188	188	2	14.72197	14.72197	10.38472	0.449094	126.3438	24.58192	29.28141	1.807494	N-S
Average	1800-5400 17: Main at Holman - 4@3921.6 - 42@403.6	14.60042	131.2694	29	29	2	12.54994	12.54994	8.334707	0.449097	17.86709	3.476286	4.140871	0.255609	N-W
Average	1800-5400 17: Main at Holman - 41@191.4 - 3@381.2	5.751712	106.347	16	16	1	5.229962	5.229962	2.163702	0.215033	6.378356	1.240996	1.478246	0.09125	W-N
Average	1800-5400 17: Main at Holman - 41@191.4 - 4@4143.4	5.751712	106.347	8	8	1	8.439191	8.439191	5.946339	0.329293	3.571243	0.694834	0.82767	0.051091	W-S
Average	1800-5400 17: Main at Holman - 41@191.4 - 41@441.7	5.751712	106.347	155	155	1	8.322083	8.322083	4.451758	0.376344	79.32353	15.43348	18.38399	1.134814	W-E
Average	1800-5400 17: Main at Holman - 42@153.9 - 3@381.2	0.473273	21.97575	26	26	1	5.853987	5.853987	2.884313	0.265865	10.02248	1.950011	2.322807	0.143383	E-N
Average	1800-5400 17: Main at Holman - 42@153.9 - 4@4143.4	2.977516	100.0798	8	8	1	7.512848	7.512848	3.081202	0.433766	3.665992	0.713269	0.849629	0.052446	E-S
Average	1800-5400 17: Main at Holman - 42@153.9 - 42@403.6	2.977516	100.0798	107	107	1	7.193008	7.193008	3.736733	0.327661	48.16483	9.371126	11.16267	0.689053	E-W
Average	1800-5400 17: Main at Holman - 44@155.3 - 44@378.2	6.293997	133.0238	6	0	4	41.56205	0	25.07259	1	6.654608	1.294745	1.54227	0.095202	S-N
Average	1800-5400 17: Main at Holman - 45@3921.2 - 45@4143.6	0	0	6	0	1	0	0	0	0	1.913179	0.372235	0.443398	0.02737	N-S
Average	1800-5400 17: Main at Holman	6.788353	167.4939	741	729	2	12.93022	12.80109	8.34236	0.452734	445.5097	86.67999	103.2512	6.373529	Total