Appendix 1:
Padre Boulevard Multi-Modal Concept Plan

N

0 50 100

SCALE: 1" = 100'

NOTE:
EXISTING MEDIANS
TO REMAIN

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LEGEND

RIGHT OF WAY

PROPOSED EASEMENT

PROPOSED MEDIAN

PROPOSED CROSSWALKS

EXISTING SIGNAL

POTENTIAL FUTURE SIGNAL

South Padre ISLAND

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CHECKED:	TPG
KHA NO.:	064122006

SHEET 1 OF 14

NOTE:
EXISTING MEDIANS TO REMAIN

N

0 50 100

SCALE: 1" = 100'

LEGEND

RIGHT OF WAY

PROPOSED EASEMENT

PROPOSED MEDIAN

PROPOSED CROSSWALKS

EXISTING SIGNAL

POTENTIAL FUTURE SIGNAL

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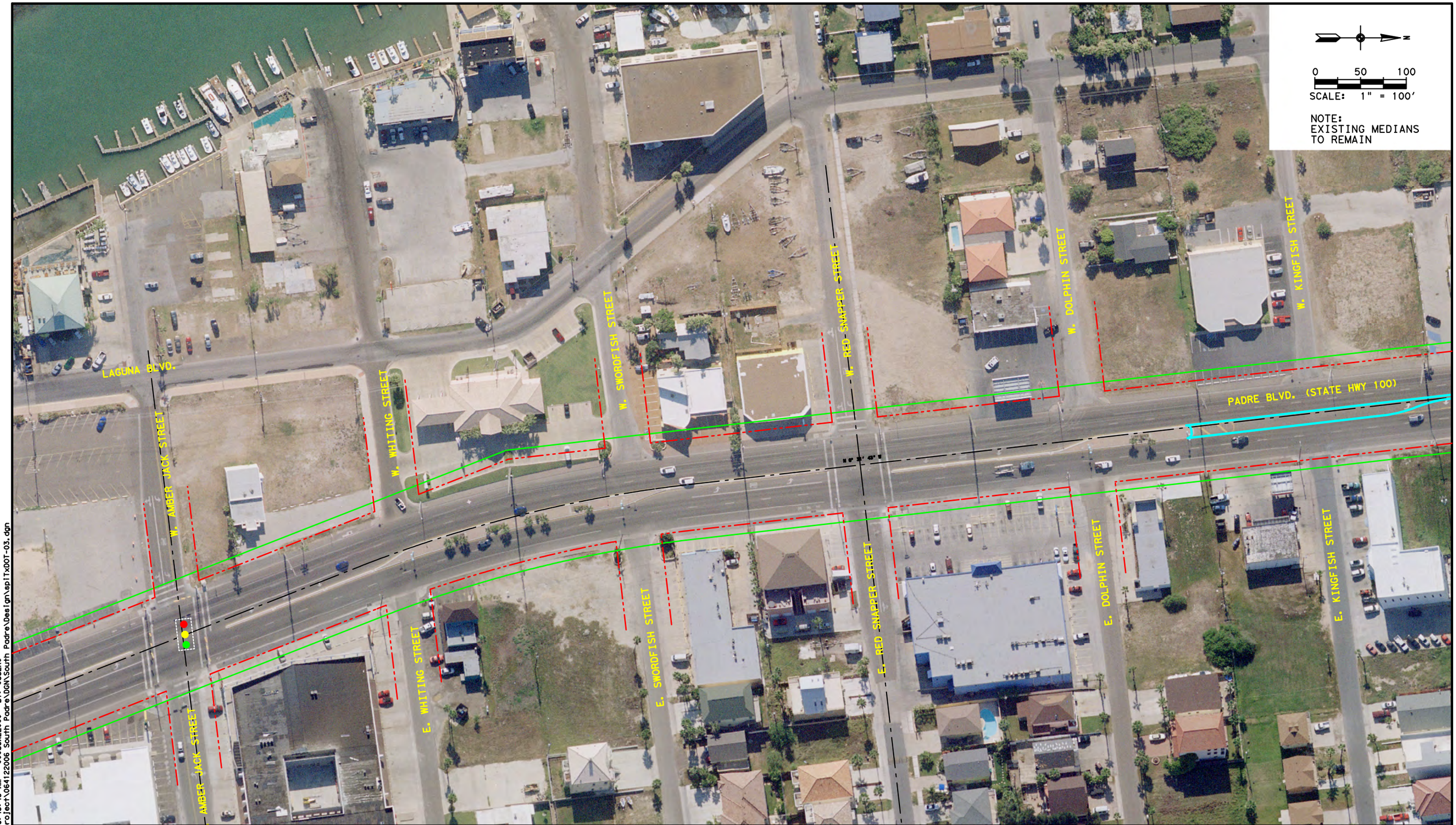

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LEGEND

RIGHT OF WAY

PROPOSED MEDIAN

EXISTING SIGNAL

PROPOSED EASEMENT

PROPOSED CROSSWALKS

POTENTIAL FUTURE SIGNAL

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KHA NO.:	064122006

LEGEND

RIGHT OF WAY

PROPOSED MEDIAN

EXISTING SIGNAL

PROPOSED EASEMENT

PROPOSED CROSSWALKS

POTENTIAL FUTURE SIGNAL

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SHEET 4 OF 14

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LEGEND

RIGHT OF WAY

PROPOSED EASEMENT

PROPOSED MEDIAN

PROPOSED CROSSWALKS

EXISTING SIGNAL

POTENTIAL FUTURE SIGNAL

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SHEET 5 OF 14

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LEGEND

RIGHT OF WAY

PROPOSED EASEMENT

PROPOSED MEDIAN

PROPOSED CROSSWALKS

EXISTING SIGNAL

POTENTIAL FUTURE SIGNAL

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KHA NO.:	064122006

SHEET 6 OF 14

0 50 100
SCALE: 1" = 100'

LEGEND

RIGHT OF WAY

PROPOSED MEDIAN

EXISTING SIGNAL

PROPOSED EASEMENT

PROPOSED CROSSWALKS

POTENTIAL FUTURE SIGNAL

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SHEET 7 OF 14

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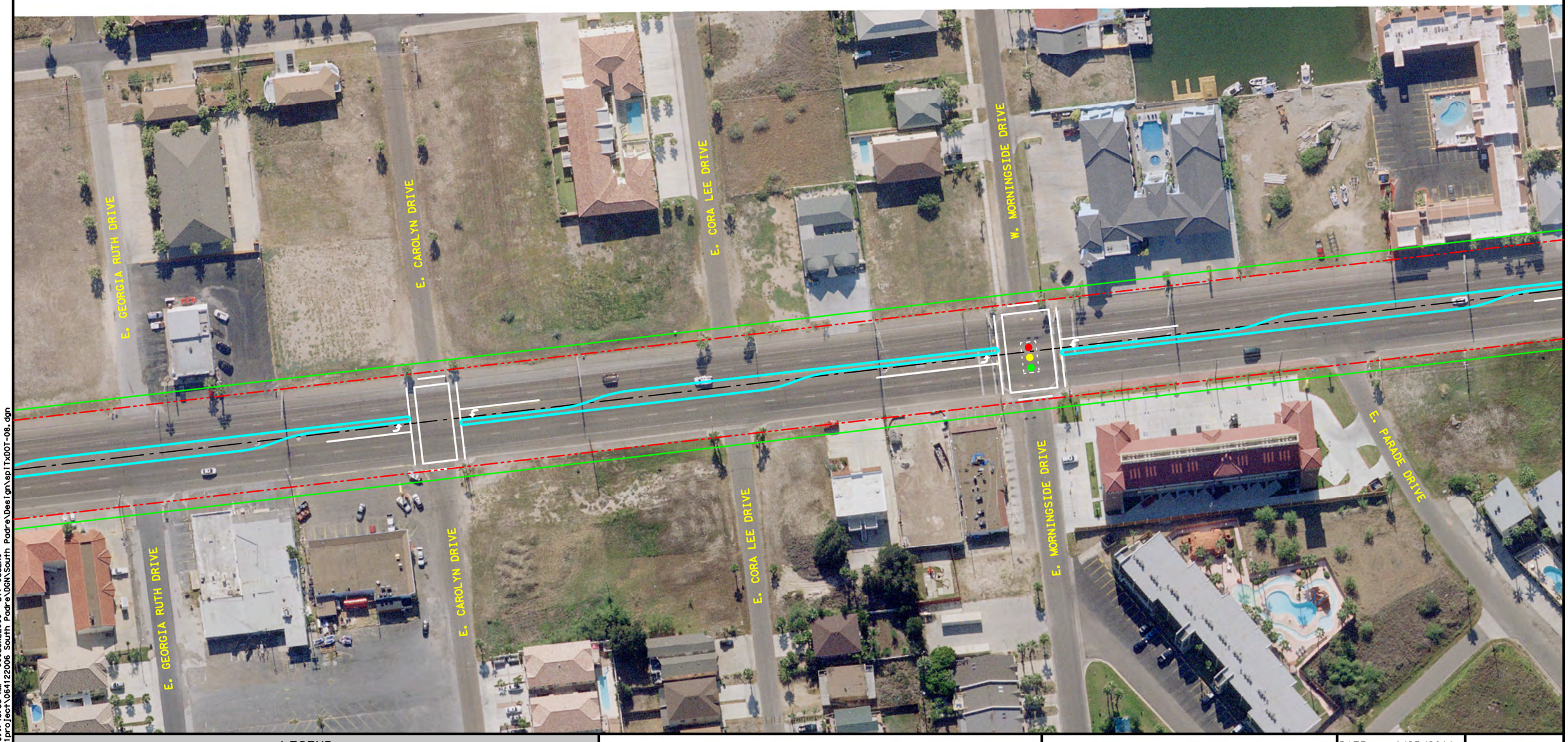

LEGEND

RIGHT OF WAY

PROPOSED EASEMENT

PROPOSED MEDIAN

PROPOSED CROSSWALKS

EXISTING SIGNAL

POTENTIAL FUTURE SIGNAL

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SHEET 8 OF 14

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LEGEND

RIGHT OF WAY

PROPOSED EASEMENT

PROPOSED MEDIAN

PROPOSED CROSSWALKS

EXISTING SIGNAL

POTENTIAL FUTURE SIGNAL

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CHECKED:	TPG
KHA NO.:	064122006

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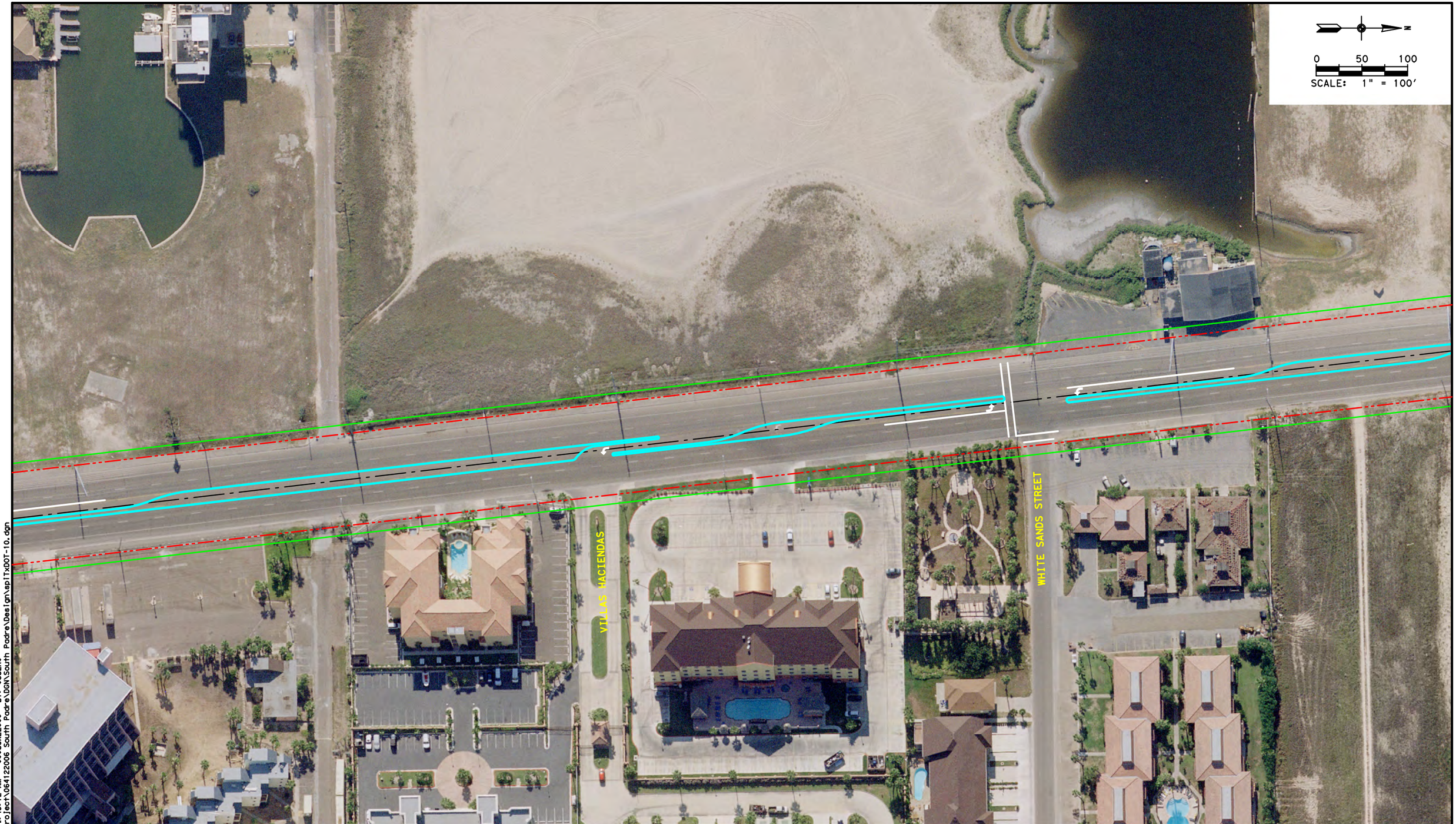

LEGEND

RIGHT OF WAY

PROPOSED EASEMENT

PROPOSED MEDIAN

PROPOSED CROSSWALKS

EXISTING SIGNAL

POTENTIAL FUTURE SIGNAL

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KHA NO.:	064122006

SHEET 10 OF 14

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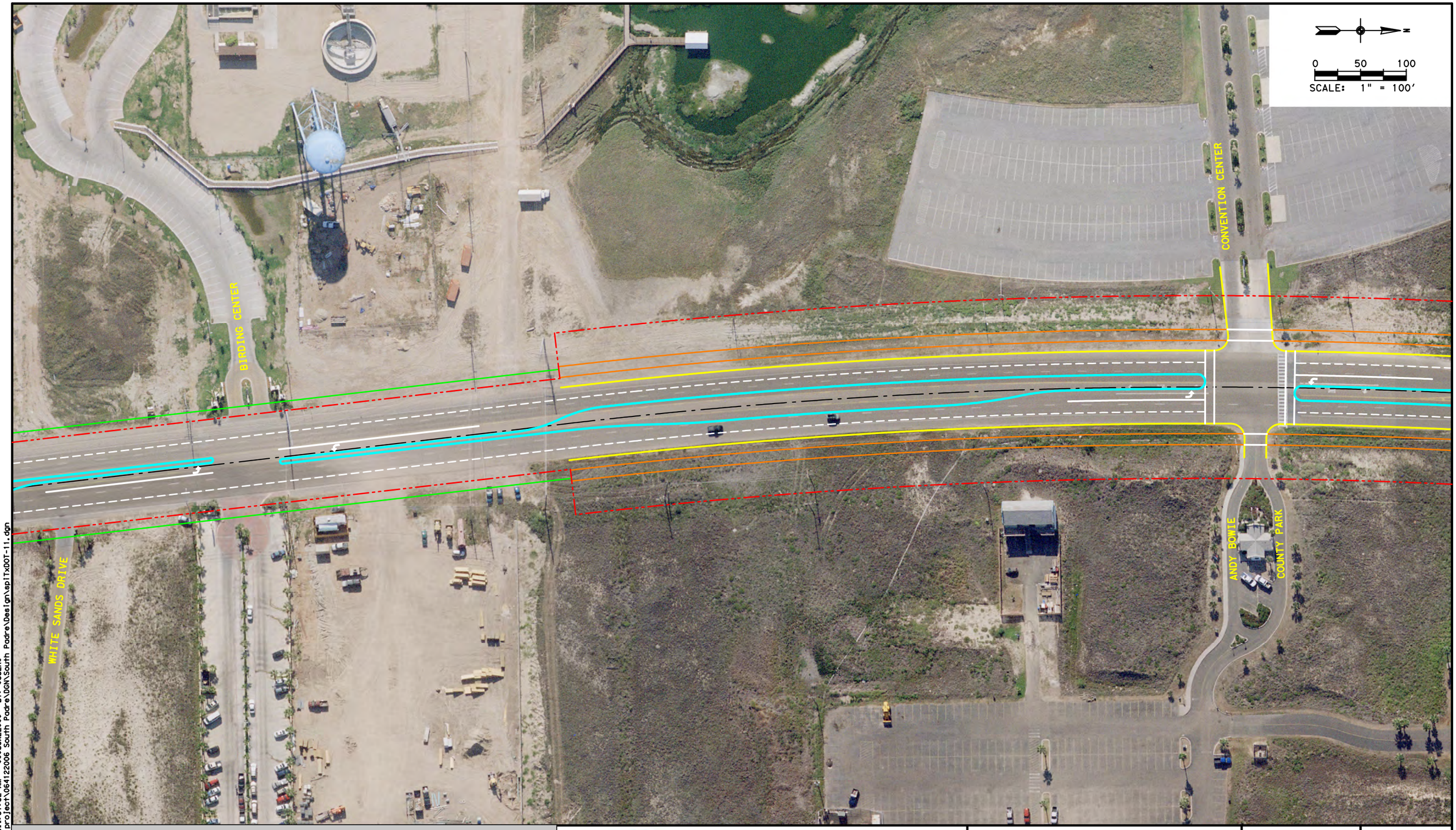

LEGEND

MULTI-USE TRAIL | RIGHT OF WAY | PROPOSED MEDIAN | EXISTING SIGNAL

PROPOSED EDGE OF PAVEMENT | PROPOSED EASEMENT | PROPOSED CROSSWALKS | POTENTIAL FUTURE SIGNAL

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SOUTH PADRE ISLAND, TX

TRANSPORTATION PLAN
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DATE:	4/25/2011
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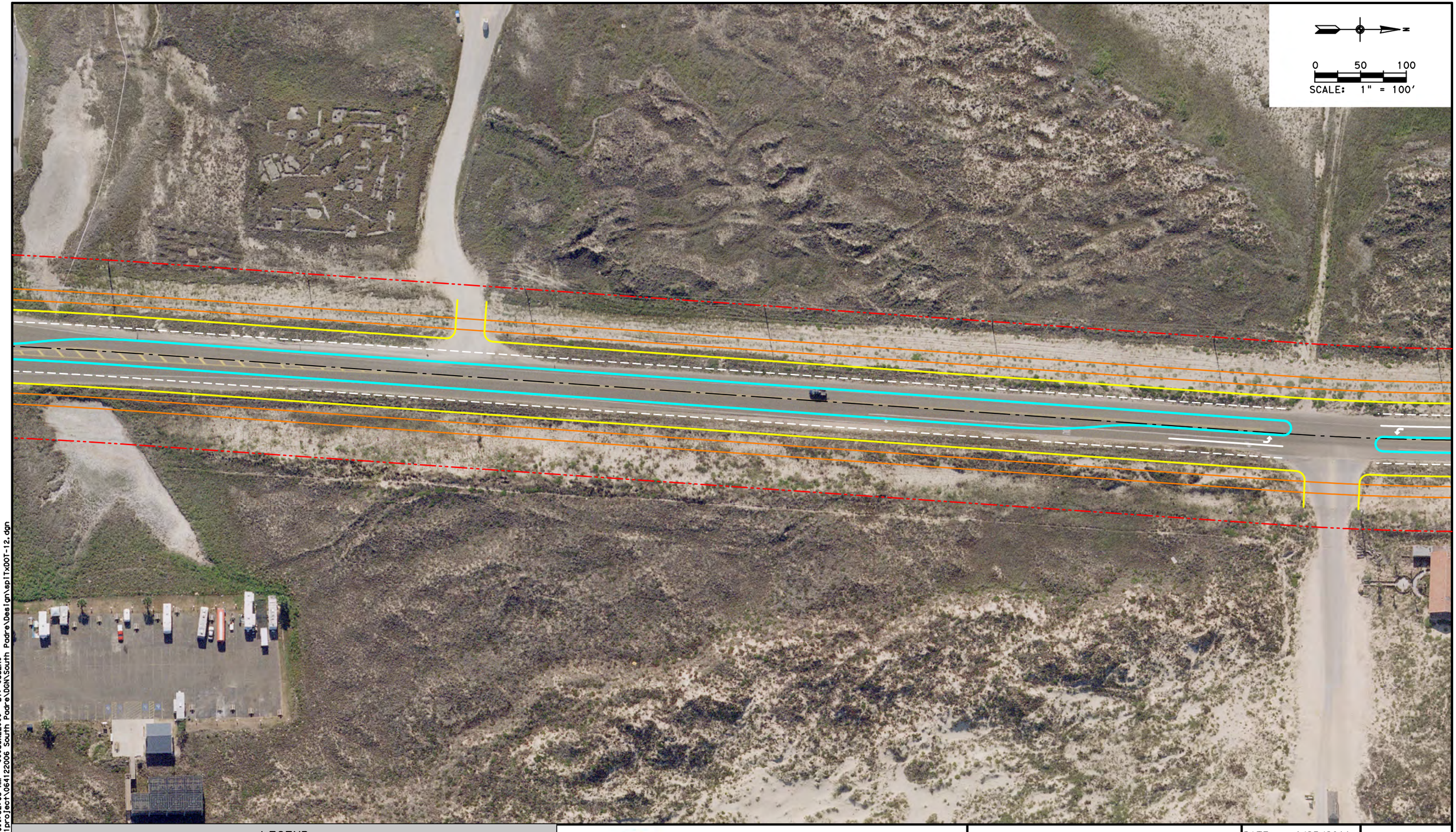
SHEET 11 OF 14



LEGEND

MULTI-USE TRAIL

RIGHT OF WAY

PROPOSED MEDIAN

EXISTING SIGNAL

PROPOSED EDGE OF PAVEMENT

PROPOSED EASEMENT

PROPOSED CROSSWALKS

POTENTIAL FUTURE SIGNAL

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SHEET 12 OF 14

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LEGEND

MULTI-USE TRAIL

RIGHT OF WAY

PROPOSED MEDIAN

EXISTING SIGNAL

PROPOSED EDGE OF PAVEMENT

PROPOSED EASEMENT

PROPOSED CROSSWALKS

POTENTIAL FUTURE SIGNAL

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SHEET 13 OF 14

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LEGEND

MULTI-USE TRAIL | RIGHT OF WAY | PROPOSED MEDIAN | EXISTING SIGNAL

PROPOSED EDGE OF PAVEMENT | PROPOSED EASEMENT | PROPOSED CROSSWALKS | POTENTIAL FUTURE SIGNAL

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SOUTH PADRE ISLAND, TX

TRANSPORTATION PLAN
DRAFT APR 1, 2011

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DESIGN:	TPG
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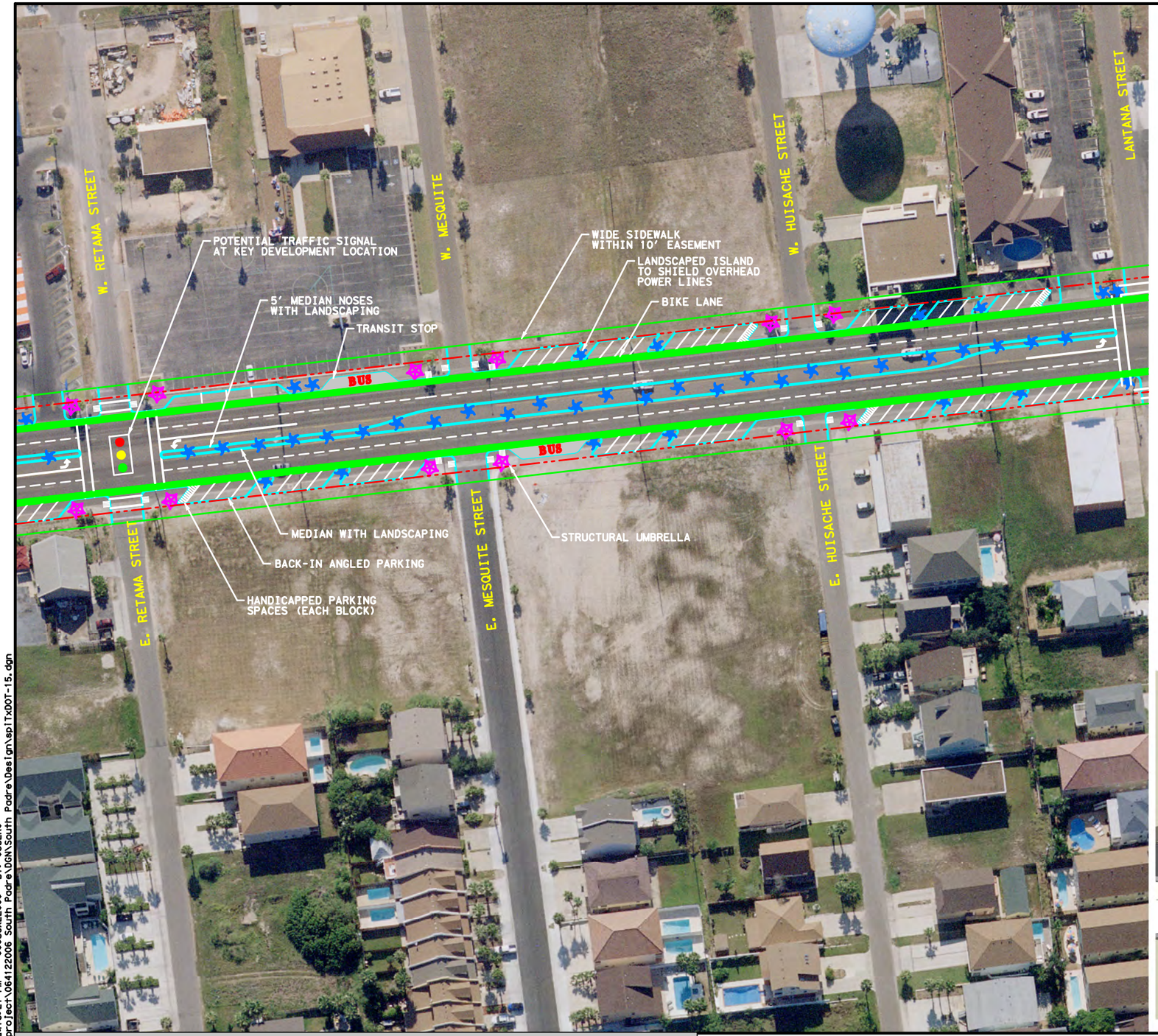
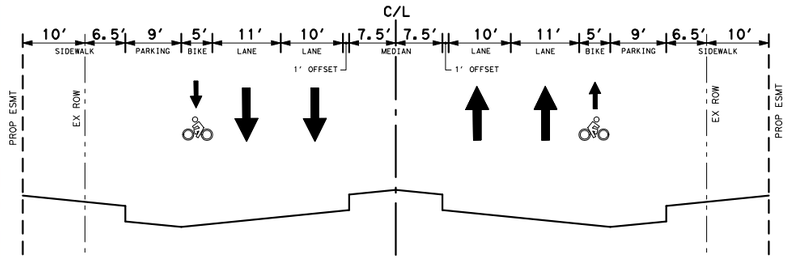


N

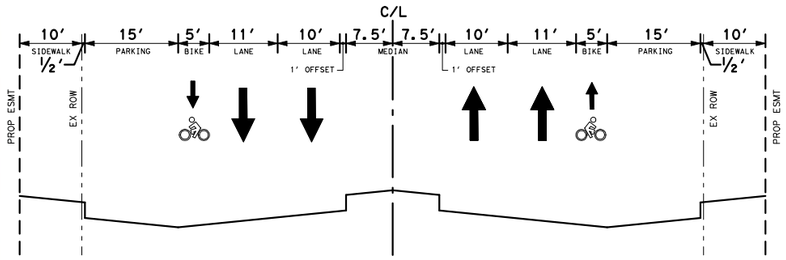
0 50 100

SCALE: 1" = 100'

PARALLEL PARKING



BACK-IN ANGLE PARKING



Gateway Planning/Dover Kohl

LEGEND

MULTI-USE TRAIL	RIGHT OF WAY	PROPOSED MEDIAN	EXISTING SIGNAL
PROPOSED EDGE OF PAVEMENT	PROPOSED EASEMENT	PROPOSED CROSSWALKS	POTENTIAL FUTURE SIGNAL

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SOUTH PADRE ISLAND, TX

200' EXISTING ROW
CONCEPTUAL TYPICAL
MULTI-MODAL LAYOUT
DRAFT APRIL 25, 2011

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DRAWN:	TLD
CHECKED:	TPG
KHA NO.:	064122006

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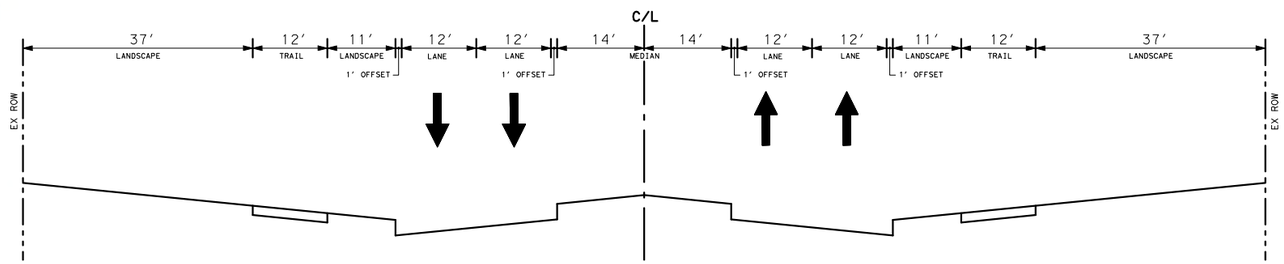
0 50 100
SCALE: 1" = 100'


Gateway Planning/Dover Kohl

SHORES TYPICAL SECTION



LEGEND

MULTI-USE TRAIL	RIGHT OF WAY	PROPOSED MEDIAN	EXISTING SIGNAL
PROPOSED EDGE OF PAVEMENT	PROPOSED EASEMENT	PROPOSED CROSSWALKS	POTENTIAL FUTURE SIGNAL

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SOUTH PADRE ISLAND, TX

200' EXISTING ROW
CONCEPTUAL TYPICAL
MULTI-MODAL LAYOUT
DRAFT APRIL 25, 2011

DATE:	4/25/2011
DESIGN:	TPG
DRAWN:	TLD
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KHA NO.:	064122006

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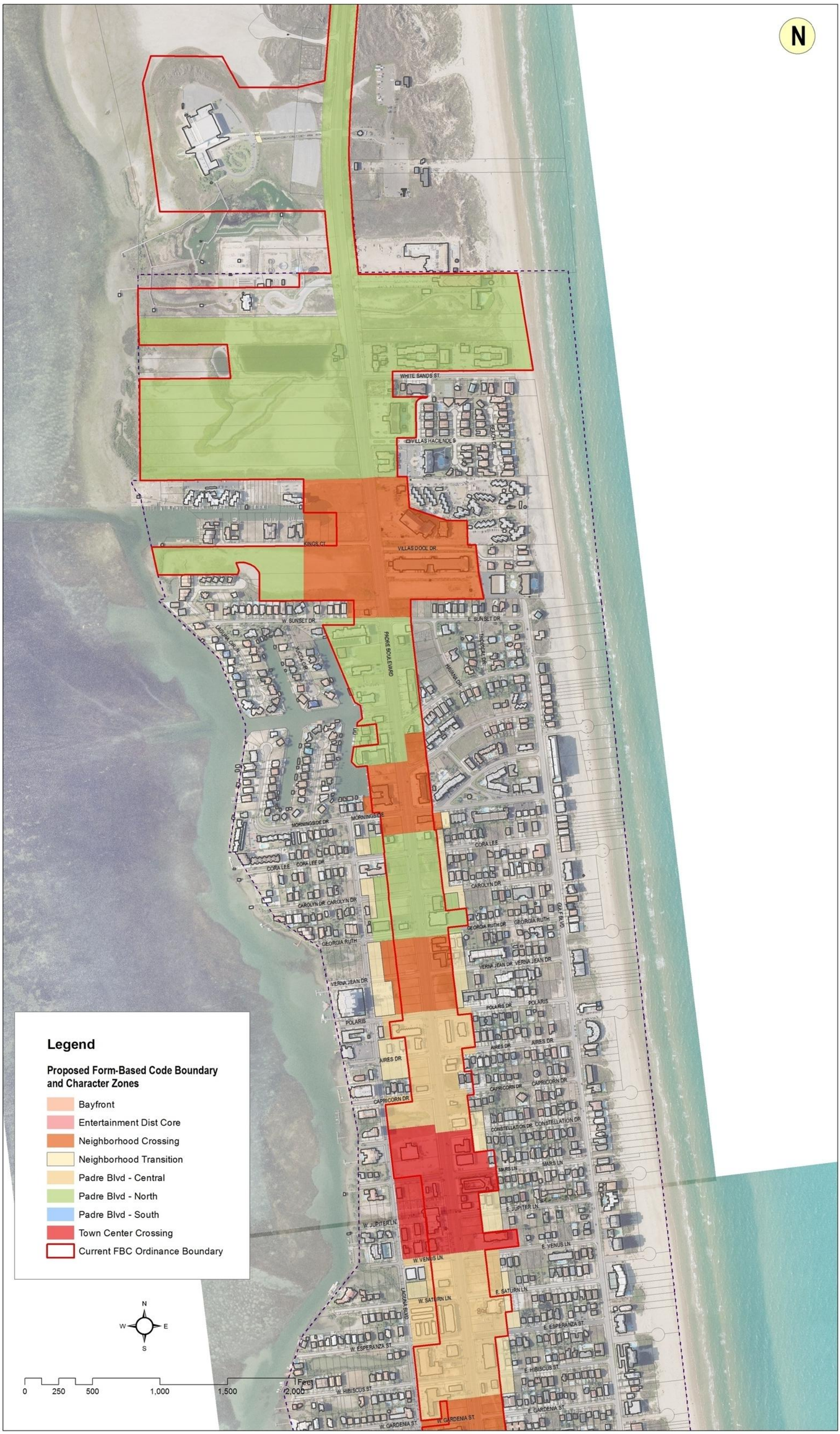
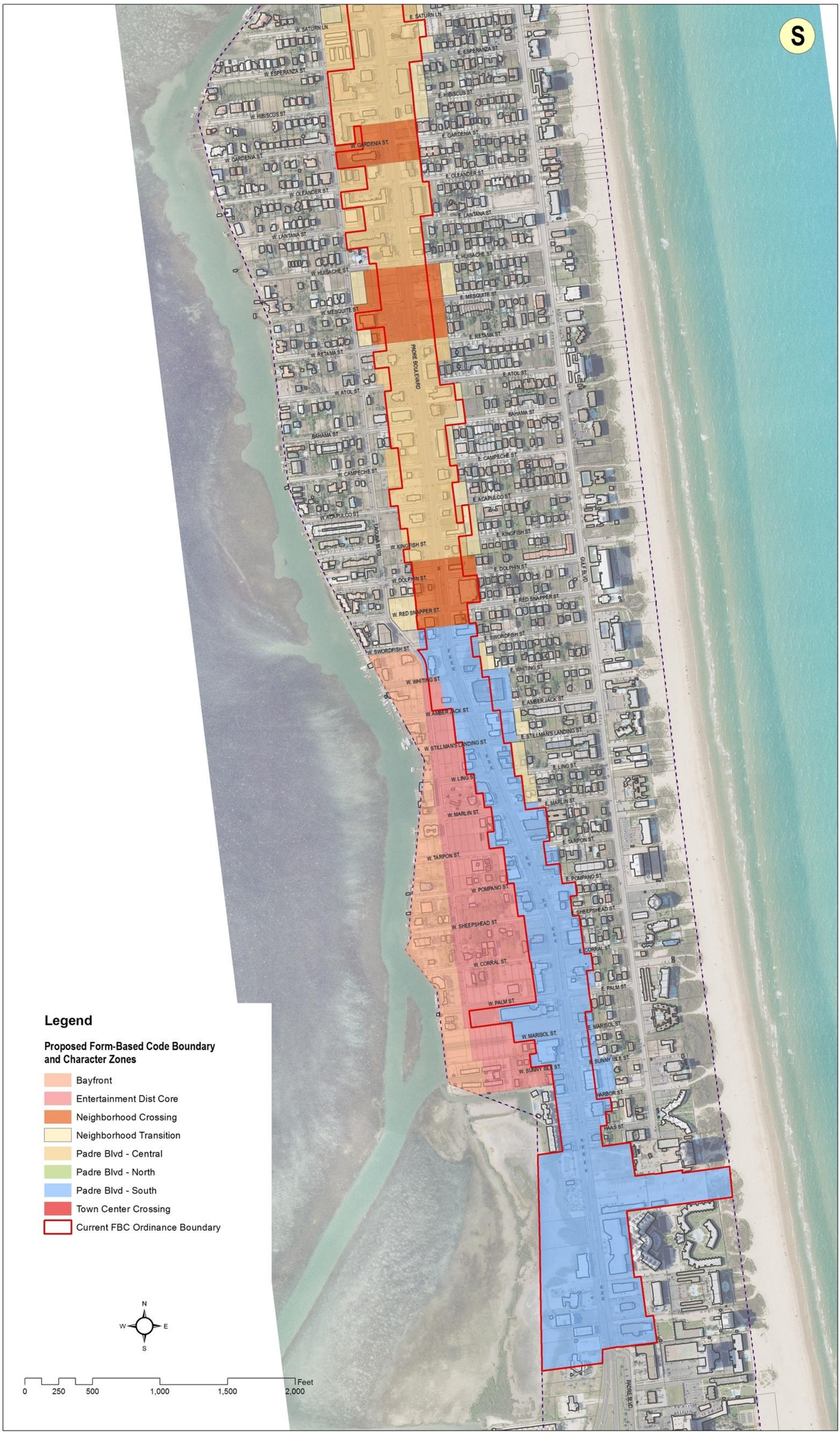
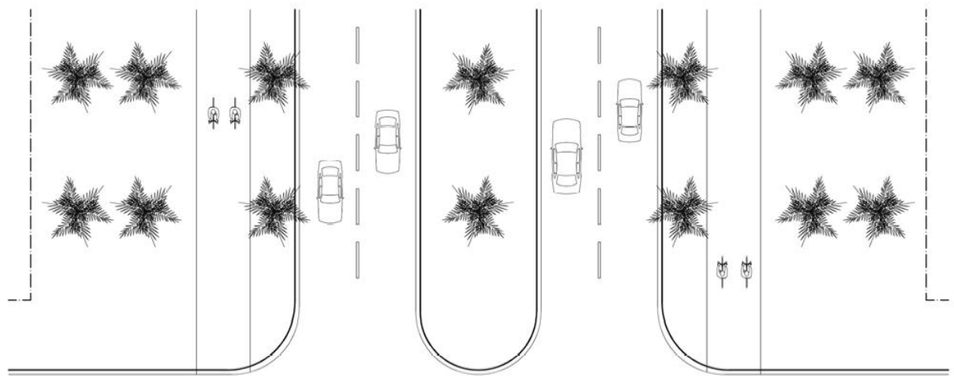
Appendix 2:
Form-Based Code Regulating Plan

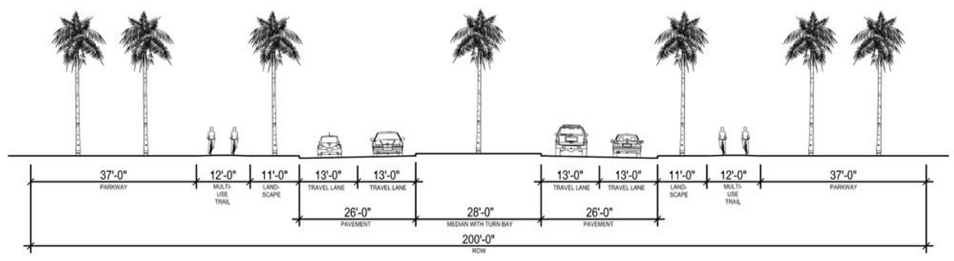

N
WHITE SANDS ST
VILLAS HACIENDE D
VILLAS DOCE DR
KINGS CT
W. SUNSET DR
E. SUNSET DR
PADRE BOULEVARD
MORNINGSIDE DR
CORA LEE
CORA LEE DR
CAROLYN DR
GEORGIA RUTH
GEORGIA RUTH DR
VERNA JEAN DR
POLARIS
POLARIS DR
AIRES DR
CAPRICORN DR
CONSTELLATION DR
MARS LN
W. JUPITER LN
E. JUPITER LN
W. VENUS LN
E. VENUS LN
W. SATURN LN
E. SATURN LN
W. ESPERANZA ST
E. ESPERANZA ST
W. HIBISCUS ST
E. HIBISCUS ST
W. GARDENIA ST
E. GARDENIA ST
Legend
Proposed Form-Based Code Boundary and Character Zones
Bayfront
Entertainment Dist Core
Neighborhood Crossing
Neighborhood Transition
Padre Blvd - Central
Padre Blvd - North
Padre Blvd - South
Town Center Crossing
Current FBC Ordinance Boundary
N
W
E
S
0
250
500
1,000
1,500
2,000
Feet


S
W. SATURN LN.
E. SATURN LN.
W. ESPERANZA ST.
E. ESPERANZA ST.
W. HIBISCUS ST.
E. HIBISCUS ST.
W. GARDENIA ST.
E. GARDENIA ST.
W. OLEANDER ST.
E. OLEANDER ST.
W. LANTANA ST.
E. LANTANA ST.
W. HUISACHE ST.
E. HUISACHE ST.
W. MESQUITE ST.
E. MESQUITE ST.
W. RETAMA ST.
E. RETAMA ST.
W. ATOL ST.
E. ATOL ST.
BAHAMA ST.
W. CAMPECHE ST.
E. CAMPECHE ST.
W. ACAPULCO ST.
E. ACAPULCO ST.
W. KINGFISH ST.
E. KINGFISH ST.
W. DOLPHIN ST.
E. DOLPHIN ST.
W. RED SNAPPER ST.
E. RED SNAPPER ST.
W. SWORDFISH ST.
E. SWORDFISH ST.
W. WHITING ST.
E. WHITING ST.
W. AMBER JACK ST.
E. AMBER JACK ST.
W. STILLMAN'S LANDING ST.
E. STILLMAN'S LANDING ST.
W. LING ST.
E. LING ST.
W. MARLIN ST.
E. MARLIN ST.
W. TARPON ST.
E. TARPON ST.
W. POMPANO ST.
E. POMPANO ST.
W. SHEEPSHEAD ST.
E. SHEEPSHEAD ST.
W. CORRAL ST.
E. CORRAL ST.
W. PALM ST.
E. PALM ST.
W. MARISOL ST.
E. MARISOL ST.
W. SUNNY ISLE ST.
E. SUNNY ISLE ST.
HARBOR ST.
HAAS ST.
PADRE BOULEVARD
PADRE BLVD
Legend
Proposed Form-Based Code Boundary and Character Zones
Bayfront
Entertainment Dist Core
Neighborhood Crossing
Neighborhood Transition
Padre Blvd - Central
Padre Blvd - North
Padre Blvd - South
Town Center Crossing
Current FBC Ordinance Boundary
N
W
E
S
0
250
500
1,000
1,500
2,000
Feet

Appendix 3:
Form-Based Code Street Sections

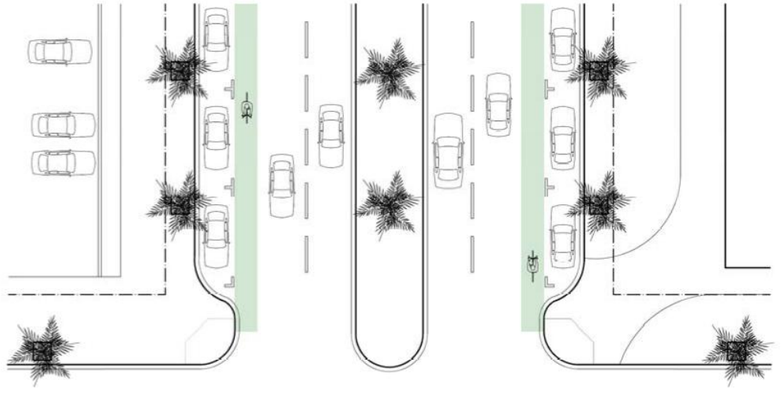
STREET TYPOLOGY - "BOULEVARD"

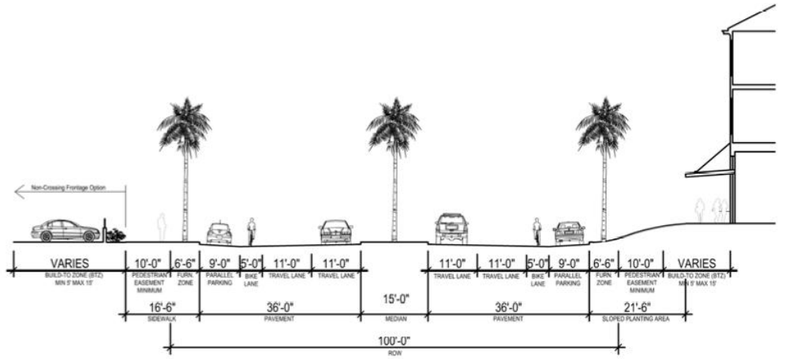




PADRE BOULEVARD: NORTH

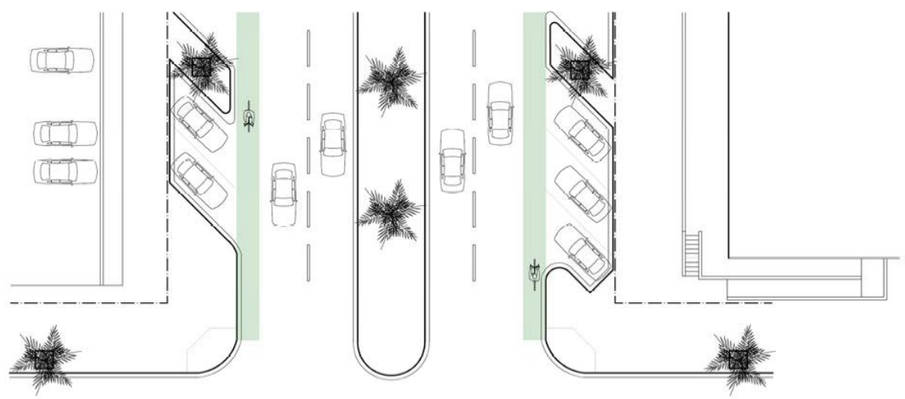
STREET TYPOLOGY - "BOULEVARD"

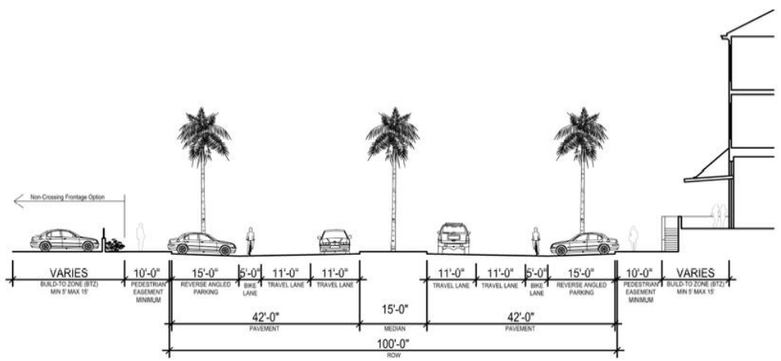




PADRE BOULEVARD: SOUTH AND CENTRAL
PARALLEL PARKING WITH SLOPED FRONTAGE

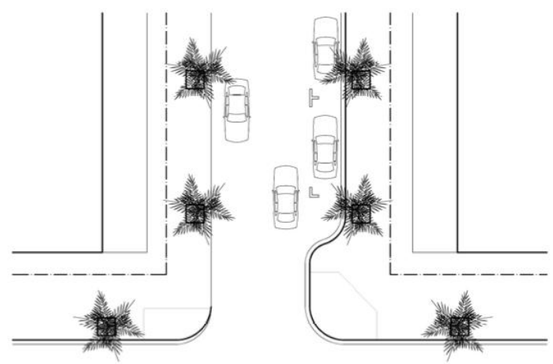
STREET TYPOLOGY - "BOULEVARD"

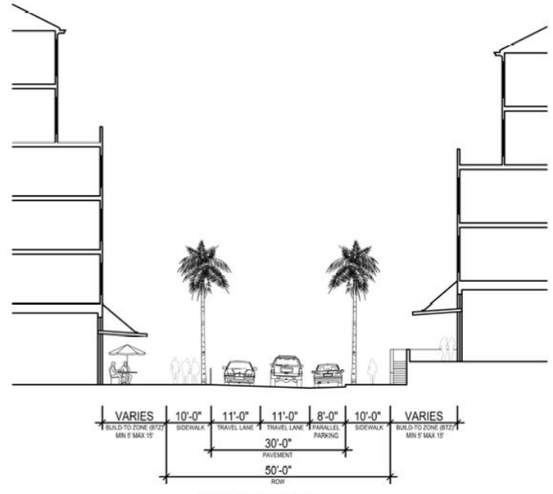




PADRE BOULEVARD: SOUTH AND CENTRAL
REVERSE ANGLE PARKING WITH TERRACED FRONTAGE

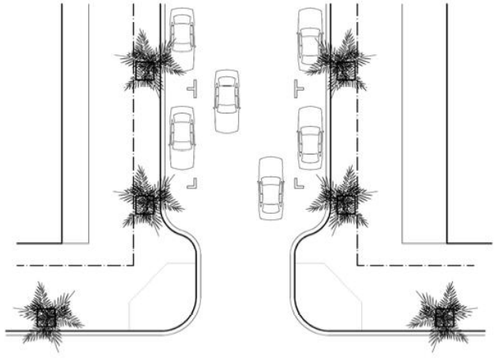
STREET TYPOLOGY - "AVENUE"

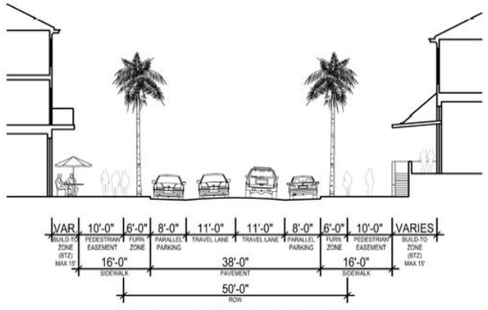




LAGUNA BOULEVARD

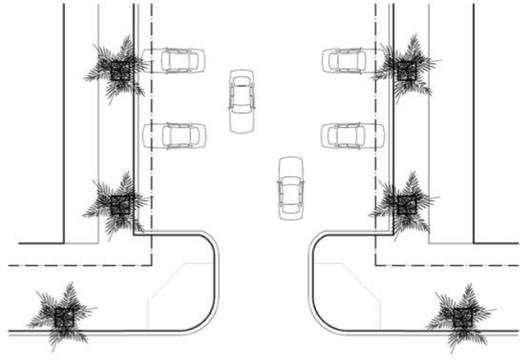
STREET TYPOLOGY - "STREET"

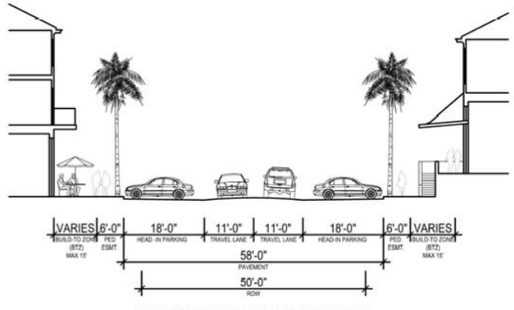




TYPE 'A' STREETS WITH PARALLEL PARKING
(EAST - WEST STREETS)

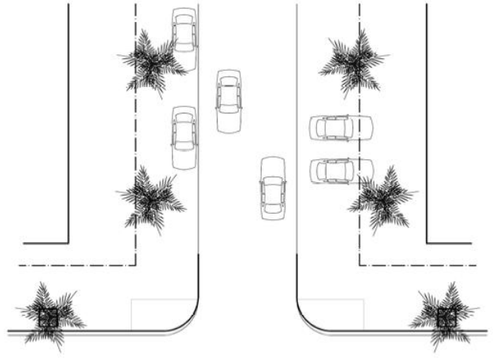
STREET TYPOLOGY - "STREET"

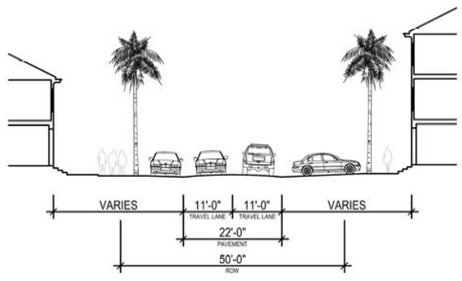




TYPE 'A' STREETS WITH HEAD-IN PARKING
(EAST - WEST STREETS)

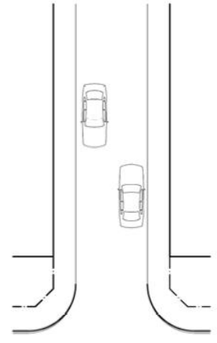
STREET TYPOLOGY - "STREET"

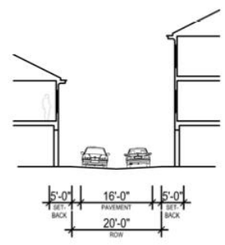




TYPE 'C' STREETS

STREET TYPOLOGY - N/A (ALLEY)





COMMERCIAL ALLEY

Appendix 4:
Traffic Counts

Excerpt from:

2007 PHARR DISTRICT TRAFFIC MAP

PREPARED BY THE
Texas Department of Transportation
Transportation Planning and Programming Division
IN COOPERATION WITH THE
U.S. Department of Transportation

N

AADT
Unincorp_Towns
Pharr Insets
Highways
Route Prefix
BF
BI
BS
BU
FM
FS
IH
PR
RE
RM
RR
RS
SH
SL
SS
UA
UP
US
Streets
Cnty_Roads
Water_Bodies
Cities
District
County

NOTICE: This map has been prepared for internal use by the Texas Department of Transportation. Accuracy is limited to the validity of available data.

Excerpt from:

2008 PHARR DISTRICT TRAFFIC MAP

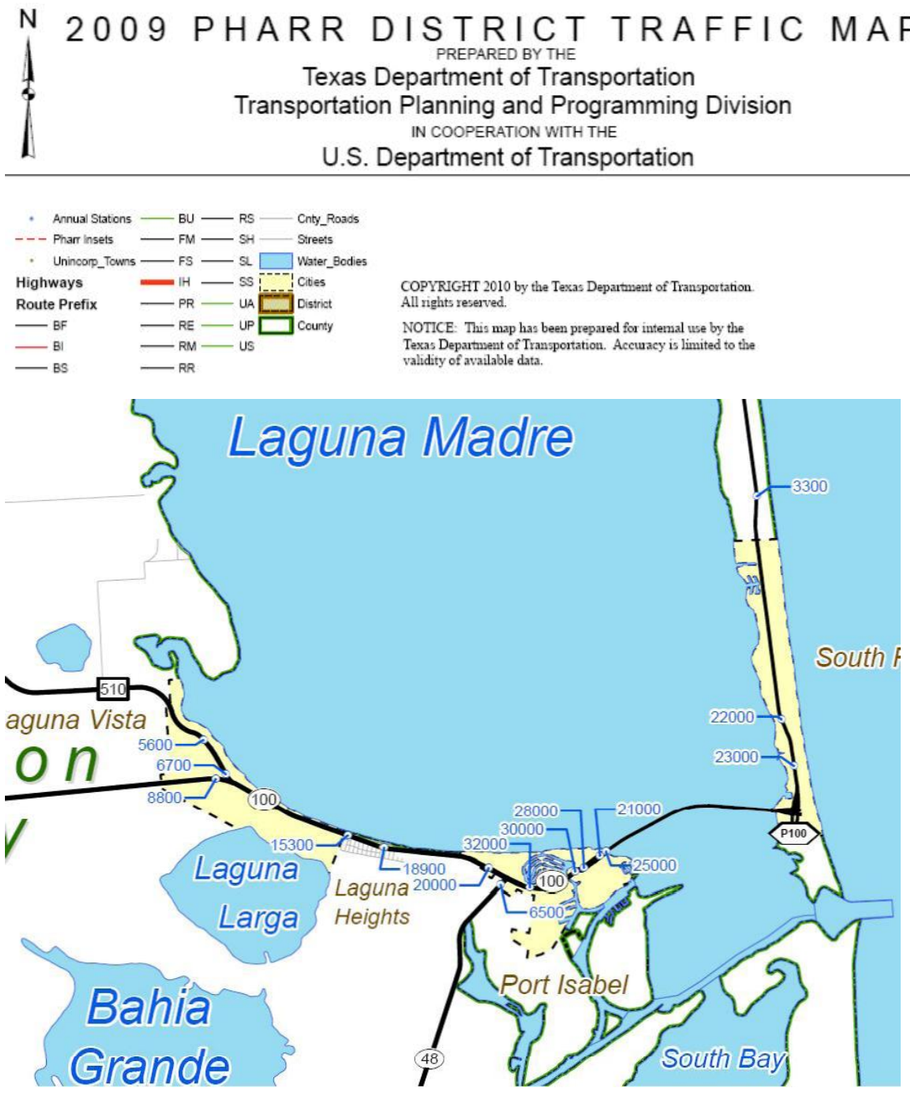
PREPARED BY THE
Texas Department of Transportation
Transportation Planning and Programming Division
IN COOPERATION WITH THE
U.S. Department of Transportation

N

AADT
Unincorp_Towns
Highways
Route Prefix
BF
BI
BS
BU
FM
FS
IH
PR
RE
RM
RR
RS
SH
SL
SS
UA
UP
US
Streets
Cnty_Roads
Water_Bodies
Cities
District
County

NOTICE: This map has been prepared for internal use by the Texas Department of Transportation. Accuracy is limited to the validity of available data.

Excerpt from:



GRAM Traffic Counting, Inc.
1506 Festival Houston, Texas 77062
832-752-3303

File Name : TMC 4 Thursday PADRE BLVD AT SOUTH PADRE
Site Code : 00000006
Start Date : 7/22/2010
Page No : 1

Groups Printed- All vehicles combined

	PADRE BLVD From North						SOUTH PADRE From East					PADRE BLVD From South						BANK DRIVEWAY From West					
Start Time	Left	U-turns	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	U-turns	Thru	Rights	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	43	18	242	2	0	305	1	0	65	2	68	3	0	214	8	0	225	3	0	4	0	7	605
04:15 PM	41	18	205	3	1	268	4	1	66	0	71	0	0	208	8	1	217	2	1	1	3	7	563
04:30 PM	44	14	228	1	0	287	6	0	64	4	74	3	0	215	7	0	225	1	1	3	0	5	591
04:45 PM	49	11	191	2	4	257	3	0	67	2	72	0	0	250	5	0	255	2	0	3	0	5	589
Total	177	61	866	8	5	1117	14	1	262	8	285	6	0	887	28	1	922	8	2	11	3	24	2348
05:00 PM	53	8	269	3	2	335	4	0	59	0	63	2	0	199	3	0	204	2	0	2	2	6	608
05:15 PM	51	15	248	1	0	315	5	0	74	0	79	1	0	217	11	2	231	2	0	3	0	5	630
05:30 PM	62	10	214	5	0	291	5	0	72	6	83	1	0	225	11	0	237	0	1	3	0	4	615
05:45 PM	41	8	205	1	3	258	4	0	54	0	58	0	0	248	10	0	258	0	0	2	6	8	582
Total	207	41	936	10	5	1199	18	0	259	6	283	4	0	889	35	2	930	4	1	10	8	23	2435
Grand Total	384	102	1802	18	10	2316	32	1	521	14	568	10	0	1776	63	3	1852	12	3	21	11	47	4783
Apprch %	16.6	4.4	77.8	0.8	0.4		5.6	0.2	91.7	2.5		0.5	0	95.9	3.4	0.2		25.5	6.4	44.7	23.4		
Total %	8	2.1	37.7	0.4	0.2	48.4	0.7	0	10.9	0.3	11.9	0.2	0	37.1	1.3	0.1	38.7	0.3	0.1	0.4	0.2	1	

	PADRE BLVD From North						SOUTH PADRE From East					PADRE BLVD From South						BANK DRIVEWAY From West					
Start Time	Left	U-turns	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	U-turns	Thru	Rights	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 04:45 PM																							
04:45 PM	49	11	191	2	**4**	257	3	0	67	2	72	0	0	**250**	5	0	**255**	**2**	0	**3**	0	5	589
05:00 PM	53	8	**269**	3	2	**335**	4	0	59	0	63	**2**	0	199	3	0	204	2	0	2	**2**	**6**	608
05:15 PM	51	**15**	248	1	0	315	**5**	0	**74**	0	79	1	0	217	**11**	**2**	231	2	0	3	0	5	**630**
05:30 PM	**62**	10	214	**5**	0	291	5	0	72	**6**	**83**	1	0	225	11	0	237	0	**1**	3	0	4	615
Total Volume	215	44	922	11	6	1198	17	0	272	8	297	4	0	891	30	2	927	6	1	11	2	20	2442
% App. Total	17.9	3.7	77	0.9	0.5		5.7	0	91.6	2.7		0.4	0	96.1	3.2	0.2		30	5	55	10		
PHF	.867	.733	.857	.550	.375	.894	.850	.000	.919	.333	.895	.500	.000	.891	.682	.250	.909	.750	.250	.917	.250	.833	.969

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM						04:45 PM					05:00 PM						04:00 PM					
+0 mins.	53	8	**269**	3	2	**335**	3	0	67	2	72	**2**	0	199	3	0	204	**3**	0	**4**	0	**7**	
+15 mins.	51	**15**	248	1	0	315	4	0	59	0	63	1	0	217	**11**	**2**	231	2	**1**	1	**3**	7	
+30 mins.	**62**	10	214	**5**	0	291	**5**	0	**74**	0	79	1	0	225	11	0	237	1	1	3	0	5	
+45 mins.	41	8	205	1	**3**	258	5	0	72	**6**	**83**	0	0	**248**	10	0	**258**	2	0	3	0	5	
Total Volume	207	41	936	10	5	1199	17	0	272	8	297	4	0	889	35	2	930	8	2	11	3	24	
% App. Total	17.3	3.4	78.1	0.8	0.4		5.7	0	91.6	2.7		0.4	0	95.6	3.8	0.2		33.3	8.3	45.8	12.5		
PHF	.835	.683	.870	.500	.417	.895	.850	.000	.919	.333	.895	.500	.000	.896	.795	.250	.901	.667	.500	.688	.250	.857	

GRAM Traffic Counting, Inc.
1506 Festival Houston, Texas 77062
832-752-3303

File Name : TMC 4 Saturday PADRE BLVD AT SOUTH PADRE
Site Code : 00000006
Start Date : 7/24/2010
Page No : 1

Groups Printed- All vehicles combined

	PADRE BLVD From North						PADRE BLVD From East					PARK ROAD 100-PADRE BLVD From South						BANK DRIVEWAY From West					
Start Time	Left	U-turns	Thru	Rights	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	U-turns	Thru	Rights	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	59	13	258	0	0	330	10	0	97	0	107	0	0	315	11	0	326	0	0	0	0	0	763
04:15 PM	51	13	315	1	0	380	7	0	81	0	88	0	0	378	7	1	386	1	0	0	2	3	857
04:30 PM	7	2	287	2	1	299	5	0	87	0	92	0	0	433	15	0	448	1	0	0	0	1	840
04:45 PM	25	7	278	3	0	313	1	0	75	0	76	0	0	424	10	0	434	2	0	0	0	2	825
Total	142	35	1138	6	1	1322	23	0	340	0	363	0	0	1550	43	1	1594	4	0	0	2	6	3285
05:00 PM	53	11	393	2	0	459	7	0	77	0	84	1	0	333	9	0	343	2	1	1	2	6	892
05:15 PM	52	17	307	0	1	377	5	0	71	0	76	0	0	326	12	1	339	0	0	0	0	0	792
05:30 PM	45	23	257	0	0	325	3	0	93	0	96	0	1	334	7	1	343	0	0	0	8	8	772
05:45 PM	42	18	286	4	0	350	4	0	77	0	81	0	0	300	11	0	311	2	0	2	0	4	746
Total	192	69	1243	6	1	1511	19	0	318	0	337	1	1	1293	39	2	1336	4	1	3	10	18	3202
Grand Total	334	104	2381	12	2	2833	42	0	658	0	700	1	1	2843	82	3	2930	8	1	3	12	24	6487
Apprch %	11.8	3.7	84	0.4	0.1		6	0	94	0		0	0	97	2.8	0.1		33.3	4.2	12.5	50		
Total %	5.1	1.6	36.7	0.2	0	43.7	0.6	0	10.1	0	10.8	0	0	43.8	1.3	0	45.2	0.1	0	0	0.2	0.4	

	PADRE BLVD From North						PADRE BLVD From East					PARK ROAD 100-PADRE BLVD From South						BANK DRIVEWAY From West					
Start Time	Left	U-turns	Thru	Rights	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	U-turns	Thru	Rights	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 04:15 PM																							
04:15 PM	51	**13**	315	1	0	380	**7**	0	81	0	88	0	0	378	7	**1**	386	1	0	0	**2**	3	857
04:30 PM	7	2	287	2	**1**	299	5	0	**87**	0	**92**	0	0	**433**	**15**	0	**448**	1	0	0	0	1	840
04:45 PM	25	7	278	**3**	0	313	1	0	75	0	76	0	0	424	10	0	434	**2**	0	0	0	2	825
05:00 PM	**53**	11	**393**	2	0	**459**	7	0	77	0	84	**1**	0	333	9	0	343	2	**1**	**1**	2	**6**	**892**
Total Volume	136	33	1273	8	1	1451	20	0	320	0	340	1	0	1568	41	1	1611	6	1	1	4	12	3414
% App. Total	9.4	2.3	87.7	0.6	0.1		5.9	0	94.1	0		0.1	0	97.3	2.5	0.1		.50	8.3	8.3	33.3		
PHF	.642	.635	.810	.667	.250	.790	.714	.000	.920	.000	.924	.250	.000	.905	.683	.250	.899	.750	.250	.250	.500	.500	.957

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM						04:00 PM					04:15 PM						05:00 PM					
+0 mins.	**53**	11	**393**	2	0	**459**	**10**	0	**97**	0	**107**	0	0	378	7	**1**	386	**2**	**1**	1	2	6	
+15 mins.	52	17	307	0	**1**	377	7	0	81	0	88	0	0	**433**	**15**	0	**448**	0	0	0	0	0	
+30 mins.	45	**23**	257	0	0	325	5	0	87	0	92	0	0	424	10	0	434	0	0	0	**8**	**8**	
+45 mins.	42	18	286	**4**	0	350	1	0	75	0	76	**1**	0	333	9	0	343	2	0	**2**	0	4	
Total Volume	192	69	1243	6	1	1511	23	0	340	0	363	1	0	1568	41	1	1611	4	1	3	10	18	
% App. Total	12.7	4.6	82.3	0.4	0.1		6.3	0	93.7	0		0.1	0	97.3	2.5	0.1		22.2	5.6	16.7	55.6		
PHF	.906	.750	.791	.375	.250	.823	.575	.000	.876	.000	.848	.250	.000	.905	.683	.250	.899	.500	.250	.375	.313	.563	

GRAM Traffic Counting, Inc.
1506 Festival Houston, Texas 77062
832-752-3303

File Name : TMC 3 Thursday PADRE AT HARBOR
Site Code : 00000022
Start Date : 7/22/2010
Page No : 1

Groups Printed- All vehicles combined

	PADRE BLVD From North						HARBOR From East					PADRE BLVD From South						HARBOR From West					
Start Time	Left	U-turns	Thru	Rights	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	U-turns	Thru	Rights	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	5	1	209	0	0	215	49	0	0	0	49	3	0	229	0	0	232	2	1	6	0	9	505
04:15 PM	15	1	196	0	0	212	44	0	5	8	57	6	1	231	6	0	244	4	1	4	0	9	522
04:30 PM	8	0	196	1	0	205	42	1	1	0	44	2	1	260	8	2	273	2	0	3	0	5	527
04:45 PM	12	0	198	4	2	216	47	0	3	0	50	1	1	247	12	0	261	2	0	0	0	2	529
Total	40	2	799	5	2	848	182	1	9	8	200	12	3	967	26	2	1010	10	2	13	0	25	2083
05:00 PM	13	0	210	0	0	223	57	0	5	0	62	13	2	247	8	0	270	0	1	3	0	4	559
05:15 PM	6	0	254	1	0	261	36	0	2	0	38	2	3	241	13	2	261	0	2	0	0	2	562
05:30 PM	21	5	211	1	4	242	38	0	3	0	41	2	4	232	12	0	250	0	0	1	0	1	534
05:45 PM	12	0	164	0	1	177	37	0	6	0	43	3	4	264	14	0	285	1	0	2	0	3	508
Total	52	5	839	2	5	903	168	0	16	0	184	20	13	984	47	2	1066	1	3	6	0	10	2163
Grand Total	92	7	1638	7	7	1751	350	1	25	8	384	32	16	1951	73	4	2076	11	5	19	0	35	4246
Apprch %	5.3	0.4	93.5	0.4	0.4		91.1	0.3	6.5	2.1		1.5	0.8	94	3.5	0.2		31.4	14.3	54.3	0		
Total %	2.2	0.2	38.6	0.2	0.2	41.2	8.2	0	0.6	0.2	9	0.8	0.4	45.9	1.7	0.1	48.9	0.3	0.1	0.4	0	0.8	

	PADRE BLVD From North						HARBOR From East					PADRE BLVD From South						HARBOR From West					
Start Time	Left	U-turns	Thru	Rights	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	U-turns	Thru	Rights	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 04:45 PM																							
04:45 PM	12	0	198	**4**	2	216	47	0	3	0	50	1	1	**247**	12	0	261	**2**	0	0	0	2	529
05:00 PM	13	0	210	0	0	223	**57**	0	**5**	0	**62**	**13**	2	247	8	0	**270**	0	1	**3**	0	**4**	559
05:15 PM	6	0	**254**	1	0	**261**	36	0	2	0	38	2	3	241	**13**	**2**	261	0	**2**	0	0	2	**562**
05:30 PM	**21**	**5**	211	1	**4**	242	38	0	3	0	41	2	**4**	232	12	0	250	0	0	1	0	1	534
Total Volume	52	5	873	6	6	942	178	0	13	0	191	18	10	967	45	2	1042	2	3	4	0	9	2184
% App. Total	5.5	0.5	92.7	0.6	0.6		93.2	0	6.8	0		1.7	1	92.8	4.3	0.2		22.2	33.3	44.4	0		
PHF	.619	.250	.859	.375	.375	.902	.781	.000	.650	.000	.770	.346	.625	.979	.865	.250	.965	.250	.375	.333	.000	.563	.972

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM						04:15 PM					05:00 PM						04:00 PM				
+0 mins.	12	0	198	**4**	2	216	44	0	**5**	**8**	57	**13**	2	247	8	0	270	2	**1**	**6**	0	**9**
+15 mins.	13	0	210	0	0	223	42	**1**	1	0	44	2	3	241	13	**2**	261	**4**	1	4	0	9
+30 mins.	6	0	**254**	1	0	**261**	47	0	3	0	50	2	**4**	232	12	0	250	2	0	3	0	5
+45 mins.	**21**	**5**	211	1	**4**	242	**57**	0	5	0	**62**	3	4	**264**	**14**	0	**285**	2	0	0	0	2
Total Volume	52	5	873	6	6	942	190	1	14	8	213	20	13	984	47	2	1066	10	2	13	0	25
% App. Total	5.5	0.5	92.7	0.6	0.6		89.2	0.5	6.6	3.8		1.9	1.2	92.3	4.4	0.2		40	8	52	0	
PHF	.619	.250	.859	.375	.375	.902	.833	.250	.700	.250	.859	.385	.813	.932	.839	.250	.935	.625	.500	.542	.000	.694

GRAM Traffic Counting, Inc.
1506 Festival Houston, Texas 77062
832-752-3303

File Name : TMC 3 SATURDAY PADRE AT HARBOR
Site Code : 00000022
Start Date : 7/24/2010
Page No : 1

Groups Printed- All vehicles combined

	PADRE BLVD From North						HARBOR From East					PADRE BLVD From South						HARBOR From West					
Start Time	Left	U-turns	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	U-turns	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	14	1	245	2	0	262	18	0	1	0	19	13	4	317	11	0	345	0	0	7	0	7	633
04:15 PM	21	1	287	0	0	309	35	0	10	1	46	4	9	324	28	5	370	0	1	2	0	3	728
04:30 PM	9	5	246	3	4	267	44	0	0	3	47	6	5	361	73	9	454	5	0	3	0	8	776
04:45 PM	5	5	221	2	0	233	54	0	8	0	62	4	3	383	35	2	427	0	0	0	2	2	724
Total	49	12	999	7	4	1071	151	0	19	4	174	27	21	1385	147	16	1596	5	1	12	2	20	2861
05:00 PM	14	4	301	5	0	324	63	0	11	0	74	2	8	350	28	4	392	4	1	0	0	5	795
05:15 PM	17	0	254	0	2	273	51	0	16	0	67	5	3	347	20	2	377	1	1	2	0	4	721
05:30 PM	18	1	246	1	0	266	43	0	11	0	54	3	9	372	24	0	408	5	0	1	2	8	736
05:45 PM	13	0	270	1	0	284	43	0	10	2	55	2	8	349	21	0	380	1	0	3	5	9	728
Total	62	5	1071	7	2	1147	200	0	48	2	250	12	28	1418	93	6	1557	11	2	6	7	26	2980
Grand Total	111	17	2070	14	6	2218	351	0	67	6	424	39	49	2803	240	22	3153	16	3	18	9	46	5841
Apprch %	5	0.8	93.3	0.6	0.3		82.8	0	15.8	1.4		1.2	1.6	88.9	7.6	0.7		34.8	6.5	39.1	19.6		
Total %	1.9	0.3	35.4	0.2	0.1	38	6	0	1.1	0.1	7.3	0.7	0.8	48	4.1	0.4	54	0.3	0.1	0.3	0.2	0.8	

	PADRE BLVD From North						HARBOR From East					PADRE BLVD From South						HARBOR From West					
Start Time	Left	U-turns	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	U-turns	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 04:15 PM																							
04:15 PM	**21**	1	287	0	0	309	35	0	10	1	46	4	**9**	324	28	5	370	0	**1**	2	0	3	728
04:30 PM	9	**5**	246	3	**4**	267	44	0	0	**3**	47	**6**	5	361	**73**	**9**	**454**	**5**	0	**3**	0	**8**	776
04:45 PM	5	5	221	2	0	233	54	0	8	0	62	4	3	**383**	35	2	427	0	0	0	**2**	2	724
05:00 PM	14	4	**301**	**5**	0	**324**	**63**	0	**11**	0	**74**	2	8	350	28	4	392	4	1	0	0	5	**795**
Total Volume	49	15	1055	10	4	1133	196	0	29	4	229	16	25	1418	164	20	1643	9	2	5	2	18	3023
% App. Total	4.3	1.3	93.1	0.9	0.4		85.6	0	12.7	1.7		1	1.5	86.3	10	1.2		50	11.1	27.8	11.1		
PHF	.583	.750	.876	.500	.250	.874	.778	.000	.659	.333	.774	.667	.694	.926	.562	.556	.905	.450	.500	.417	.250	.563	.951

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM						04:45 PM					04:30 PM						05:00 PM				
+0 mins.	14	**4**	**301**	**5**	0	**324**	54	0	8	0	62	**6**	5	361	**73**	**9**	**454**	4	**1**	0	0	5
+15 mins.	17	0	254	0	**2**	273	**63**	0	11	0	**74**	4	3	**383**	35	2	427	1	1	2	0	4
+30 mins.	**18**	1	246	1	0	266	51	0	**16**	0	67	2	**8**	350	28	4	392	**5**	0	1	2	8
+45 mins.	13	0	270	1	0	284	43	0	11	0	54	5	3	347	20	2	377	1	0	**3**	**5**	**9**
Total Volume	62	5	1071	7	2	1147	211	0	46	0	257	17	19	1441	156	17	1650	11	2	6	7	26
% App. Total	5.4	0.4	93.4	0.6	0.2		82.1	0	17.9	0		1	1.2	87.3	9.5	1		42.3	7.7	23.1	26.9	
PHF	.861	.313	.890	.350	.250	.885	.837	.000	.719	.000	.868	.708	.594	.941	.534	.472	.909	.550	.500	.500	.350	.722

GRAM Traffic Counting, Inc.
1506 Festival Houston, Texas 77062
832-752-3303

File Name : TMC 2 Thursday PADRE AT AMBERJACK
Site Code : 00000013
Start Date : 7/22/2010
Page No : 1

Groups Printed- All vehicles combined

	PADRE BLVD From North						AMBERJACK From East					PADRE BLVD From South						AMBERJACK From West					
Start Time	Left	U-turns	Thru	Rights	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	U-turns	Thru	Rights	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	2	2	184	1	9	198	6	0	6	2	14	7	4	184	2	1	198	3	2	2	0	7	417
04:15 PM	4	2	183	3	2	194	4	1	2	0	7	6	6	217	8	7	244	2	2	2	0	6	451
04:30 PM	2	3	181	2	5	193	7	1	1	0	9	8	6	240	7	1	262	3	0	3	0	6	470
04:45 PM	8	5	184	1	0	198	7	1	5	0	13	16	5	189	10	0	220	2	1	3	2	8	439
Total	16	12	732	7	16	783	24	3	14	2	43	37	21	830	27	9	924	10	5	10	2	27	1777
05:00 PM	3	3	224	4	2	236	10	0	2	0	12	7	5	209	8	6	235	9	0	5	0	14	497
05:15 PM	6	3	217	2	7	235	6	3	2	0	11	17	4	220	4	1	246	3	0	3	0	6	498
05:30 PM	5	2	207	2	2	218	7	2	2	1	12	6	3	209	6	4	228	6	0	3	0	9	467
05:45 PM	3	1	164	4	0	172	6	1	5	0	12	7	4	219	10	3	243	4	2	1	0	7	434
Total	17	9	812	12	11	861	29	6	11	1	47	37	16	857	28	14	952	22	2	12	0	36	1896
Grand Total	33	21	1544	19	27	1644	53	9	25	3	90	74	37	1687	55	23	1876	32	7	22	2	63	3673
Apprch %	2	1.3	93.9	1.2	1.6		58.9	10	27.8	3.3		3.9	2	89.9	2.9	1.2		50.8	11.1	34.9	3.2		
Total %	0.9	0.6	42	0.5	0.7	44.8	1.4	0.2	0.7	0.1	2.5	2	1	45.9	1.5	0.6	51.1	0.9	0.2	0.6	0.1	1.7	

	PADRE BLVD From North						AMBERJACK From East					PADRE BLVD From South						AMBERJACK From West					
Start Time	Left	U-turns	Thru	Rights	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	U-turns	Thru	Rights	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 04:30 PM																							
04:30 PM	2	3	181	2	5	193	7	1	1	0	9	8	**6**	**240**	7	1	**262**	3	0	3	0	6	470
04:45 PM	**8**	**5**	184	1	0	198	7	1	**5**	0	**13**	16	5	189	**10**	0	220	2	**1**	3	**2**	8	439
05:00 PM	3	3	**224**	**4**	2	**236**	**10**	0	2	0	12	7	5	209	8	**6**	235	**9**	0	**5**	0	**14**	497
05:15 PM	6	3	217	2	**7**	235	6	**3**	2	0	11	**17**	4	220	4	1	246	3	0	3	0	6	**498**
Total Volume	19	14	806	9	14	862	30	5	10	0	45	48	20	858	29	8	963	17	1	14	2	34	1904
% App. Total	2.2	1.6	93.5	1	1.6		66.7	11.1	22.2	0		5	2.1	89.1	3	0.8		50	2.9	41.2	5.9		
PHF	.594	.700	.900	.563	.500	.913	.750	.417	.500	.000	.865	.706	.833	.894	.725	.333	.919	.472	.250	.700	.250	.607	.956

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM						04:45 PM					04:30 PM						04:45 PM				
+0 mins.	**8**	**5**	184	1	0	198	7	1	**5**	0	**13**	8	**6**	**240**	7	1	**262**	2	**1**	3	**2**	8
+15 mins.	3	3	**224**	**4**	2	**236**	**10**	0	2	0	12	16	5	189	**10**	0	220	**9**	0	**5**	0	**14**
+30 mins.	6	3	217	2	**7**	235	6	**3**	2	0	11	7	5	209	8	**6**	235	3	0	3	0	6
+45 mins.	5	2	207	2	2	218	7	2	2	**1**	12	**17**	4	220	4	1	246	6	0	3	0	9
Total Volume	22	13	832	9	11	887	30	6	11	1	48	48	20	858	29	8	963	20	1	14	2	37
% App. Total	2.5	1.5	93.8	1	1.2		62.5	12.5	22.9	2.1		5	2.1	89.1	3	0.8		54.1	2.7	37.8	5.4	
PHF	.688	.650	.929	.563	.393	.940	.750	.500	.550	.250	.923	.706	.833	.894	.725	.333	.919	.556	.250	.700	.250	.661

GRAM Traffic Counting, Inc.
1506 Festival Houston, Texas 77062
832-752-3303

File Name : TMC 2 Saturday PADRE AT AMBERJACK
Site Code : 00001313
Start Date : 7/24/2010
Page No : 1

Groups Printed- All vehicles combined

	PADRE BLVD From North						AMBERJACK From East					PADRE BLVD From South						AMBERJACK From West					
Start Time	Left	U-turns	Thrus	Rights	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	U-turns	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	6	3	259	2	9	279	11	2	4	0	17	13	9	310	4	1	337	7	2	7	0	16	649
04:15 PM	6	4	279	5	3	297	6	0	8	0	14	18	12	315	8	2	355	5	6	3	0	14	680
04:30 PM	6	0	257	5	4	272	14	2	12	1	29	14	12	333	12	8	379	4	0	3	4	11	691
04:45 PM	11	4	242	2	1	260	7	2	9	1	19	19	6	337	7	2	371	12	5	5	5	27	677
Total	29	11	1037	14	17	1108	38	6	33	2	79	64	39	1295	31	13	1442	28	13	18	9	68	2697
05:00 PM	7	2	269	3	2	283	6	0	6	10	22	8	7	324	9	0	348	3	3	14	0	20	673
05:15 PM	9	3	247	9	2	270	10	1	2	0	13	8	8	295	9	4	324	11	1	7	0	19	626
05:30 PM	9	0	264	5	0	278	9	0	6	0	15	13	4	348	12	2	379	8	4	0	2	14	686
05:45 PM	6	0	258	9	3	276	8	4	2	0	14	22	3	261	14	5	305	6	5	9	0	20	615
Total	31	5	1038	26	7	1107	33	5	16	10	64	51	22	1228	44	11	1356	28	13	30	2	73	2600
Grand Total	60	16	2075	40	24	2215	71	11	49	12	143	115	61	2523	75	24	2798	56	26	48	11	141	5297
Apprch %	2.7	0.7	93.7	1.8	1.1		49.7	7.7	34.3	8.4		4.1	2.2	90.2	2.7	0.9		39.7	18.4	34	7.8		
Total %	1.1	0.3	39.2	0.8	0.5	41.8	1.3	0.2	0.9	0.2	2.7	2.2	1.2	47.6	1.4	0.5	52.8	1.1	0.5	0.9	0.2	2.7	

	PADRE BLVD From North						AMBERJACK From East					PADRE BLVD From South						AMBERJACK From West					
Start Time	Left	U-turns	Thrus	Rights	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	U-turns	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 04:15 PM																							
04:15 PM	6	**4**	**279**	**5**	3	**297**	6	0	8	0	14	18	**12**	315	8	2	355	5	**6**	3	0	14	680
04:30 PM	6	0	257	5	**4**	272	**14**	**2**	**12**	1	**29**	14	12	333	**12**	**8**	**379**	4	0	3	4	11	**691**
04:45 PM	**11**	4	242	2	1	260	7	2	9	1	19	**19**	6	**337**	7	2	371	**12**	5	5	**5**	**27**	677
05:00 PM	7	2	269	3	2	283	6	0	6	**10**	22	8	7	324	9	0	348	3	3	**14**	0	20	673
Total Volume	30	10	1047	15	10	1112	33	4	35	12	84	59	37	1309	36	12	1453	24	14	25	9	72	2721
% App. Total	2.7	0.9	94.2	1.3	0.9		39.3	4.8	41.7	14.3		4.1	2.5	90.1	2.5	0.8		33.3	19.4	34.7	12.5		
PHF	.682	.625	.938	.750	.625	.936	.589	.500	.729	.300	.724	.776	.771	.971	.750	.375	.958	.500	.583	.446	.450	.667	.984

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM						04:15 PM					04:15 PM						04:45 PM				
+0 mins.	6	**4**	**279**	**5**	3	**297**	6	0	8	0	14	18	**12**	315	8	2	355	**12**	**5**	5	**5**	**27**
+15 mins.	6	0	257	5	**4**	272	**14**	**2**	**12**	1	**29**	14	12	333	**12**	**8**	**379**	3	3	**14**	0	20
+30 mins.	**11**	4	242	2	1	260	7	2	9	1	19	**19**	6	**337**	7	2	371	11	1	7	0	19
+45 mins.	7	2	269	3	2	283	6	0	6	**10**	22	8	7	324	9	0	348	8	4	0	2	14
Total Volume	30	10	1047	15	10	1112	33	4	35	12	84	59	37	1309	36	12	1453	34	13	26	7	80
% App. Total	2.7	0.9	94.2	1.3	0.9		39.3	4.8	41.7	14.3		4.1	2.5	90.1	2.5	0.8		42.5	16.2	32.5	8.8	
PHF	.682	.625	.938	.750	.625	.936	.589	.500	.729	.300	.724	.776	.771	.971	.750	.375	.958	.708	.650	.464	.350	.741

GRAM Traffic Counting, Inc.
1506 Festival Houston, Texas 77062
832-752-3303

File Name : TMC 1 Thursday PADRE BLVD AT MORNINGSIDE
Site Code : 00000037
Start Date : 7/22/2010
Page No : 1

Groups Printed- All vehicles combined

	PADRE BLVD From North						MORNINGSIDE From East					PADRE BLVD From South						MORNINGSIDE From West					
Start Time	Left	U-turns	Thru	Rights	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	U-TURN	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	3	0	104	0	0	107	12	0	2	0	14	6	0	95	10	0	111	6	2	4	0	12	244
04:15 PM	3	0	89	2	0	94	11	1	0	1	13	7	0	94	13	0	114	6	1	6	0	13	234
04:30 PM	0	0	91	5	0	96	6	0	1	0	7	0	0	94	6	1	101	4	1	4	0	9	213
04:45 PM	0	0	88	4	0	92	7	0	1	5	13	8	0	96	10	1	115	2	2	2	0	6	226
Total	6	0	372	11	0	389	36	1	4	6	47	21	0	379	39	2	441	18	6	16	0	40	917
05:00 PM	3	0	131	0	0	134	10	2	0	0	12	6	0	98	11	0	115	3	0	5	0	8	269
05:15 PM	2	0	113	3	0	118	10	0	0	2	12	9	0	101	8	0	118	0	0	7	0	7	255
05:30 PM	2	0	101	4	0	107	8	2	0	0	10	4	0	90	3	0	97	8	1	3	1	13	227
05:45 PM	1	0	87	1	0	89	7	7	1	0	15	7	0	103	8	0	118	6	3	8	2	19	241
Total	8	0	432	8	0	448	35	11	1	2	49	26	0	392	30	0	448	17	4	23	3	47	992
Grand Total	14	0	804	19	0	837	71	12	5	8	96	47	0	771	69	2	889	35	10	39	3	87	1909
Apprch %	1.7	0	96.1	2.3	0		74	12.5	5.2	8.3		5.3	0	86.7	7.8	0.2		40.2	11.5	44.8	3.4		
Total %	0.7	0	42.1	1	0	43.8	3.7	0.6	0.3	0.4	5	2.5	0	40.4	3.6	0.1	46.6	1.8	0.5	2	0.2	4.6	

	PADRE BLVD From North						MORNINGSIDE From East					PADRE BLVD From South						MORNINGSIDE From West					
Start Time	Left	U-turns	Thru	Rights	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	U-TURN	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 05:00 PM																							
05:00 PM	**3**	0	**131**	0	0	**134**	**10**	2	0	0	12	6	0	98	**11**	0	115	3	0	5	0	8	**269**
05:15 PM	2	0	113	3	0	118	10	0	0	**2**	12	**9**	0	101	8	0	**118**	0	0	7	0	7	255
05:30 PM	2	0	101	**4**	0	107	8	2	0	0	10	4	0	90	3	0	97	**8**	1	3	1	13	227
05:45 PM	1	0	87	1	0	89	7	**7**	**1**	0	**15**	7	0	**103**	8	0	118	6	**3**	**8**	**2**	**19**	241
Total Volume	8	0	432	8	0	448	35	11	1	2	49	26	0	392	30	0	448	17	4	23	3	47	992
% App. Total	1.8	0	96.4	1.8	0		71.4	22.4	2	4.1		5.8	0	87.5	6.7	0		36.2	8.5	48.9	6.4		
PHF	.667	.000	.824	.500	.000	.836	.875	.393	.250	.250	.817	.722	.000	.951	.682	.000	.949	.531	.333	.719	.375	.618	.922

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM						05:00 PM					04:30 PM						05:00 PM					
+0 mins.	0	0	88	**4**	0	92	**10**	2	0	0	12	0	0	94	6	**1**	101	3	0	5	0	8	
+15 mins.	**3**	0	**131**	0	0	**134**	10	0	0	**2**	12	8	0	96	10	1	115	0	0	7	0	7	
+30 mins.	2	0	113	3	0	118	8	2	0	0	10	6	0	98	**11**	0	115	**8**	1	3	1	13	
+45 mins.	2	0	101	4	0	107	7	**7**	**1**	0	**15**	**9**	0	**101**	8	0	**118**	6	**3**	**8**	**2**	**19**	
Total Volume	7	0	433	11	0	451	35	11	1	2	49	23	0	389	35	2	449	17	4	23	3	47	
% App. Total	1.6	0	96	2.4	0		71.4	22.4	2	4.1		5.1	0	86.6	7.8	0.4		36.2	8.5	48.9	6.4		
PHF	.583	.000	.826	.688	.000	.841	.875	.393	.250	.250	.817	.639	.000	.963	.795	.500	.951	.531	.333	.719	.375	.618	

GRAM Traffic Counting, Inc.
1506 Festival Houston, Texas 77062
832-752-3303

File Name : TMC 1 Saturday PADRE BLVD AT MORNINGSIDE
Site Code : 00000037
Start Date : 7/24/2010
Page No : 1

Groups Printed- All vehicles combined

	PADRE BLVD From North						MORNINGSIDE From East					PADRE BLVD From South						MORNINGSIDE From West					
Start Time	Lefts	U-turns	Thru	Rights	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	U-turns	Thrus	Rights	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	4	4	198	7	4	217	11	1	0	0	12	11	0	193	9	0	213	5	4	6	1	16	458
04:15 PM	3	3	167	3	0	176	3	1	4	0	8	4	0	152	12	1	169	8	2	8	0	18	371
04:30 PM	2	2	181	2	0	187	12	2	3	0	17	12	1	208	9	0	230	9	1	10	2	22	456
04:45 PM	1	1	145	7	0	154	11	1	3	0	15	7	0	227	9	0	243	4	6	6	0	16	428
Total	10	10	691	19	4	734	37	5	10	0	52	34	1	780	39	1	855	26	13	30	3	72	1713
05:00 PM	4	4	181	3	1	193	10	2	1	0	13	10	0	215	16	2	243	7	4	11	1	23	472
05:15 PM	5	5	166	2	2	180	11	1	0	6	18	11	0	169	13	4	197	3	5	3	0	11	406
05:30 PM	3	3	199	7	1	213	9	1	3	1	14	7	1	180	9	0	197	7	5	3	0	15	439
05:45 PM	4	4	193	3	0	204	10	1	2	0	13	20	2	164	12	0	198	4	1	4	0	9	424
Total	16	16	739	15	4	790	40	5	6	7	58	48	3	728	50	6	835	21	15	21	1	58	1741
Grand Total	26	26	1430	34	8	1524	77	10	16	7	110	82	4	1508	89	7	1690	47	28	51	4	130	3454
Apprch %	1.7	1.7	93.8	2.2	0.5		70	9.1	14.5	6.4		4.9	0.2	89.2	5.3	0.4		36.2	21.5	39.2	3.1		
Total %	0.8	0.8	41.4	1	0.2	44.1	2.2	0.3	0.5	0.2	3.2	2.4	0.1	43.7	2.6	0.2	48.9	1.4	0.8	1.5	0.1	3.8	

	PADRE BLVD From North						MORNINGSIDE From East					PADRE BLVD From South						MORNINGSIDE From West					
Start Time	Lefts	U-turns	Thru	Rights	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	U-turns	Thrus	Rights	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 04:30 PM																							
04:30 PM	2	2	**181**	2	0	187	**12**	**2**	**3**	0	17	**12**	**1**	208	9	0	230	**9**	1	10	**2**	22	456
04:45 PM	1	1	145	**7**	0	154	11	1	3	0	15	7	0	**227**	9	0	**243**	4	**6**	6	0	16	428
05:00 PM	4	4	181	3	1	**193**	10	2	1	0	13	10	0	215	**16**	2	243	7	4	**11**	1	**23**	**472**
05:15 PM	**5**	**5**	166	2	**2**	180	11	1	0	**6**	**18**	11	0	169	13	**4**	197	3	5	3	0	11	406
Total Volume	12	12	673	14	3	714	44	6	7	6	63	40	1	819	47	6	913	23	16	30	3	72	1762
% App. Total	1.7	1.7	94.3	2	0.4		69.8	9.5	11.1	9.5		4.4	0.1	89.7	5.1	0.7		31.9	22.2	41.7	4.2		
PHF	.600	.600	.930	.500	.375	.925	.917	.750	.583	.250	.875	.833	.250	.902	.734	.375	.939	.639	.667	.682	.375	.783	.933

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM						04:30 PM					04:30 PM						04:15 PM					
+0 mins.	4	4	181	3	1	193	**12**	**2**	**3**	0	17	**12**	**1**	208	9	0	230	8	2	8	0	18	
+15 mins.	**5**	**5**	166	2	**2**	180	11	1	3	0	15	7	0	**227**	9	0	**243**	**9**	1	10	**2**	22	
+30 mins.	3	3	**199**	**7**	1	**213**	10	2	1	0	13	10	0	215	**16**	2	243	4	**6**	6	0	16	
+45 mins.	4	4	193	3	0	204	11	1	0	**6**	**18**	11	0	169	13	**4**	197	7	4	**11**	1	**23**	
Total Volume	16	16	739	15	4	790	44	6	7	6	63	40	1	819	47	6	913	28	13	35	3	79	
% App. Total	2	2	93.5	1.9	0.5		69.8	9.5	11.1	9.5		4.4	0.1	89.7	5.1	0.7		35.4	16.5	44.3	3.8		
PHF	.800	.800	.928	.536	.500	.927	.917	.750	.583	.250	.875	.833	.250	.902	.734	.375	.939	.778	.542	.795	.375	.859	

Site 1 Padre Blvd between Kings Court and Sunset

Thursday	Time	NB	SB	Friday	NB	SB	Saturday	NB	SB
22-Jul	12:00 AM	14	15	23-Jul	20	11	24-Jul	40	28
22-Jul	12:15 AM	14	9	23-Jul	21	10	24-Jul	33	24
22-Jul	12:30 AM	9	12	23-Jul	14	12	24-Jul	31	15
22-Jul	12:45 AM	8	10	23-Jul	8	12	24-Jul	16	13
22-Jul	01:00 AM	9	8	23-Jul	12	7	24-Jul	21	24
22-Jul	01:15 AM	6	5	23-Jul	7	6	24-Jul	20	9
22-Jul	01:30 AM	6	12	23-Jul	5	3	24-Jul	19	23
22-Jul	01:45 AM	12	12	23-Jul	6	11	24-Jul	18	15
22-Jul	02:00 AM	5	3	23-Jul	9	6	24-Jul	23	18
22-Jul	02:15 AM	6	7	23-Jul	6	6	24-Jul	22	16
22-Jul	02:30 AM	6	5	23-Jul	2	7	24-Jul	11	16
22-Jul	02:45 AM	6	2	23-Jul	7	5	24-Jul	6	8
22-Jul	03:00 AM	4	2	23-Jul	7	10	24-Jul	11	9
22-Jul	03:15 AM	1	3	23-Jul	4	8	24-Jul	6	7
22-Jul	03:30 AM	2	2	23-Jul	6	13	24-Jul	6	9
22-Jul	03:45 AM	2	3	23-Jul	2	5	24-Jul	6	8
22-Jul	04:00 AM	0	3	23-Jul	3	3	24-Jul	3	7
22-Jul	04:15 AM	2	2	23-Jul	3	4	24-Jul	7	8
22-Jul	04:30 AM	0	2	23-Jul	3	4	24-Jul	4	10
22-Jul	04:45 AM	5	1	23-Jul	5	5	24-Jul	4	9
22-Jul	05:00 AM	2	6	23-Jul	5	7	24-Jul	7	8
22-Jul	05:15 AM	2	3	23-Jul	2	3	24-Jul	6	11
22-Jul	05:30 AM	1	4	23-Jul	4	9	24-Jul	2	8
22-Jul	05:45 AM	8	6	23-Jul	6	9	24-Jul	15	10
22-Jul	06:00 AM	6	7	23-Jul	6	8	24-Jul	8	8
22-Jul	06:15 AM	13	9	23-Jul	9	7	24-Jul	14	11
22-Jul	06:30 AM	6	14	23-Jul	8	5	24-Jul	9	9
22-Jul	06:45 AM	14	12	23-Jul	31	15	24-Jul	19	11
22-Jul	07:00 AM	20	22	23-Jul	19	19	24-Jul	26	18
22-Jul	07:15 AM	21	16	23-Jul	22	20	24-Jul	18	17
22-Jul	07:30 AM	22	15	23-Jul	33	28	24-Jul	21	25
22-Jul	07:45 AM	49	18	23-Jul	65	27	24-Jul	49	36
22-Jul	08:00 AM	36	25	23-Jul	41	20	24-Jul	47	26
22-Jul	08:15 AM	37	30	23-Jul	45	37	24-Jul	49	38
22-Jul	08:30 AM	34	32	23-Jul	49	42	24-Jul	75	53
22-Jul	08:45 AM	47	43	23-Jul	50	48	24-Jul	66	53
22-Jul	09:00 AM	44	50	23-Jul	51	46	24-Jul	61	51
22-Jul	09:15 AM	49	57	23-Jul	56	59	24-Jul	89	66
22-Jul	09:30 AM	42	56	23-Jul	71	61	24-Jul	81	73
22-Jul	09:45 AM	62	63	23-Jul	73	67	24-Jul	87	93
22-Jul	10:00 AM	61	65	23-Jul	56	63	24-Jul	104	74
22-Jul	10:15 AM	66	55	23-Jul	85	77	24-Jul	121	93
22-Jul	10:30 AM	70	66	23-Jul	71	86	24-Jul	135	108
22-Jul	10:45 AM	68	86	23-Jul	90	99	24-Jul	128	108
22-Jul	11:00 AM	85	83	23-Jul	90	114	24-Jul	129	122
22-Jul	11:15 AM	72	80	23-Jul	80	81	24-Jul	153	123
22-Jul	11:30 AM	72	89	23-Jul	96	104	24-Jul	141	129
22-Jul	11:45 AM	93	89	23-Jul	108	123	24-Jul	150	150

Site 1 Padre Blvd between Kings Court and Sunset

Thursday	Time	NB	SB	Friday	NB	SB	Saturday	NB	SB
22-Jul	12:00 PM	98	113	23-Jul	109	130	24-Jul	161	144
22-Jul	12:15 PM	92	97	23-Jul	123	135	24-Jul	166	131
22-Jul	12:30 PM	108	102	23-Jul	103	109	24-Jul	187	151
22-Jul	12:45 PM	90	94	23-Jul	102	94	24-Jul	188	136
22-Jul	01:00 PM	96	77	23-Jul	99	115	24-Jul	170	129
22-Jul	01:15 PM	104	84	23-Jul	131	111	24-Jul	177	101
22-Jul	01:30 PM	84	86	23-Jul	121	98	24-Jul	169	141
22-Jul	01:45 PM	80	59	23-Jul	113	93	24-Jul	206	132
22-Jul	02:00 PM	101	93	23-Jul	129	99	24-Jul	200	137
22-Jul	02:15 PM	91	87	23-Jul	113	108	24-Jul	148	153
22-Jul	02:30 PM	77	63	23-Jul	124	115	24-Jul	173	127
22-Jul	02:45 PM	96	77	23-Jul	103	98	24-Jul	188	137
22-Jul	03:00 PM	121	88	23-Jul	111	104	24-Jul	202	155
22-Jul	03:15 PM	91	91	23-Jul	140	108	24-Jul	192	129
22-Jul	03:30 PM	88	91	23-Jul	109	96	24-Jul	214	147
22-Jul	03:45 PM	83	73	23-Jul	105	86	24-Jul	186	155
22-Jul	04:00 PM	94	91	23-Jul	95	101	24-Jul	179	192
22-Jul	04:15 PM	73	85	23-Jul	88	95	24-Jul	163	144
22-Jul	04:30 PM	90	80	23-Jul	92	93	24-Jul	193	161
22-Jul	04:45 PM	81	98	23-Jul	96	120	24-Jul	213	166
22-Jul	05:00 PM	95	129	23-Jul	96	107	24-Jul	197	159
22-Jul	05:15 PM	87	104	23-Jul	106	125	24-Jul	159	184
22-Jul	05:30 PM	72	88	23-Jul	96	109	24-Jul	189	188
22-Jul	05:45 PM	89	88	23-Jul	81	102	24-Jul	153	185
22-Jul	06:00 PM	75	110	23-Jul	95	91	24-Jul	160	260
22-Jul	06:15 PM	82	98	23-Jul	74	101	24-Jul	170	191
22-Jul	06:30 PM	69	113	23-Jul	94	119	24-Jul	141	201
22-Jul	06:45 PM	63	110	23-Jul	94	127	24-Jul	155	158
22-Jul	07:00 PM	71	108	23-Jul	89	120	24-Jul	175	184
22-Jul	07:15 PM	71	81	23-Jul	98	111	24-Jul	149	168
22-Jul	07:30 PM	69	79	23-Jul	84	113	24-Jul	127	206
22-Jul	07:45 PM	75	110	23-Jul	96	145	24-Jul	100	240
22-Jul	08:00 PM	84	95	23-Jul	87	129	24-Jul	109	222
22-Jul	08:15 PM	75	108	23-Jul	74	108	24-Jul	116	233
22-Jul	08:30 PM	60	79	23-Jul	83	123	24-Jul	105	237
22-Jul	08:45 PM	73	91	23-Jul	83	98	24-Jul	120	237
22-Jul	09:00 PM	54	67	23-Jul	73	78	24-Jul	95	202
22-Jul	09:15 PM	51	51	23-Jul	63	83	24-Jul	83	163
22-Jul	09:30 PM	58	47	23-Jul	89	55	24-Jul	86	118
22-Jul	09:45 PM	39	34	23-Jul	62	74	24-Jul	84	101
22-Jul	10:00 PM	41	36	23-Jul	89	47	24-Jul	74	104
22-Jul	10:15 PM	61	48	23-Jul	98	44	24-Jul	86	114
22-Jul	10:30 PM	54	44	23-Jul	54	38	24-Jul	75	87
22-Jul	10:45 PM	47	31	23-Jul	47	46	24-Jul	71	75
22-Jul	11:00 PM	37	32	23-Jul	52	41	24-Jul	72	76
22-Jul	11:15 PM	28	22	23-Jul	41	33	24-Jul	76	73
22-Jul	11:30 PM	21	12	23-Jul	60	38	24-Jul	65	62
22-Jul	11:45 PM	29	21	23-Jul	37	34	24-Jul	63	43
Directional Totals		**4787**	**4984**		**5873**	**5979**		**9047**	**9147**
Daily 24-hour totals			**9771**			**11852**			**18194**

Site 2 Laguna Blvd between Venus and Saturn

Thursday	Time	SB	NB	Friday	SB	NB	Saturday	SB	NB
22-Jul	12:00 AM	3	6	23-Jul	1	4	24-Jul	4	6
22-Jul	12:15 AM	5	3	23-Jul	2	3	24-Jul	5	11
22-Jul	12:30 AM	2	4	23-Jul	3	3	24-Jul	2	10
22-Jul	12:45 AM	1	7	23-Jul	1	4	24-Jul	3	7
22-Jul	01:00 AM	2	2	23-Jul	0	1	24-Jul	3	11
22-Jul	01:15 AM	3	4	23-Jul	1	2	24-Jul	2	2
22-Jul	01:30 AM	2	3	23-Jul	2	3	24-Jul	3	10
22-Jul	01:45 AM	4	4	23-Jul	1	2	24-Jul	5	2
22-Jul	02:00 AM	8	6	23-Jul	1	4	24-Jul	9	13
22-Jul	02:15 AM	1	2	23-Jul	1	2	24-Jul	5	5
22-Jul	02:30 AM	0	4	23-Jul	2	2	24-Jul	0	4
22-Jul	02:45 AM	0	0	23-Jul	2	2	24-Jul	1	4
22-Jul	03:00 AM	2	1	23-Jul	0	0	24-Jul	1	1
22-Jul	03:15 AM	0	1	23-Jul	0	1	24-Jul	1	0
22-Jul	03:30 AM	1	2	23-Jul	0	0	24-Jul	0	0
22-Jul	03:45 AM	0	2	23-Jul	1	0	24-Jul	0	2
22-Jul	04:00 AM	1	0	23-Jul	0	0	24-Jul	3	3
22-Jul	04:15 AM	0	0	23-Jul	1	2	24-Jul	2	2
22-Jul	04:30 AM	0	1	23-Jul	2	0	24-Jul	3	0
22-Jul	04:45 AM	0	0	23-Jul	1	1	24-Jul	0	2
22-Jul	05:00 AM	0	0	23-Jul	0	0	24-Jul	1	3
22-Jul	05:15 AM	0	3	23-Jul	0	1	24-Jul	1	1
22-Jul	05:30 AM	0	1	23-Jul	1	0	24-Jul	2	0
22-Jul	05:45 AM	1	0	23-Jul	1	0	24-Jul	1	0
22-Jul	06:00 AM	2	1	23-Jul	3	0	24-Jul	0	0
22-Jul	06:15 AM	2	2	23-Jul	0	0	24-Jul	1	3
22-Jul	06:30 AM	4	2	23-Jul	1	1	24-Jul	4	3
22-Jul	06:45 AM	2	5	23-Jul	0	0	24-Jul	1	6
22-Jul	07:00 AM	4	2	23-Jul	2	3	24-Jul	2	4
22-Jul	07:15 AM	4	4	23-Jul	8	3	24-Jul	4	3
22-Jul	07:30 AM	2	1	23-Jul	1	8	24-Jul	2	6
22-Jul	07:45 AM	6	9	23-Jul	3	4	24-Jul	2	7
22-Jul	08:00 AM	3	10	23-Jul	4	12	24-Jul	4	9
22-Jul	08:15 AM	5	7	23-Jul	5	8	24-Jul	4	11
22-Jul	08:30 AM	7	10	23-Jul	7	3	24-Jul	7	2
22-Jul	08:45 AM	6	7	23-Jul	10	6	24-Jul	3	12
22-Jul	09:00 AM	8	10	23-Jul	8	7	24-Jul	3	15
22-Jul	09:15 AM	7	12	23-Jul	8	12	24-Jul	6	9
22-Jul	09:30 AM	11	14	23-Jul	7	11	24-Jul	15	11
22-Jul	09:45 AM	3	14	23-Jul	5	11	24-Jul	6	8
22-Jul	10:00 AM	12	9	23-Jul	12	14	24-Jul	6	8
22-Jul	10:15 AM	6	9	23-Jul	9	9	24-Jul	8	10
22-Jul	10:30 AM	7	12	23-Jul	12	8	24-Jul	5	12
22-Jul	10:45 AM	14	9	23-Jul	15	20	24-Jul	13	10
22-Jul	11:00 AM	9	22	23-Jul	13	16	24-Jul	14	13
22-Jul	11:15 AM	18	13	23-Jul	9	10	24-Jul	10	23
22-Jul	11:30 AM	8	13	23-Jul	12	11	24-Jul	12	18
22-Jul	11:45 AM	14	16	23-Jul	23	14	24-Jul	19	21

Site 2 Laguna Blvd between Venus and Saturn

Thursday	Time	SB	NB	Friday	SB	NB	Saturday	SB	NB
22-Jul	12:00 PM	11	18	23-Jul	10	13	24-Jul	12	20
22-Jul	12:15 PM	13	17	23-Jul	14	13	24-Jul	11	18
22-Jul	12:30 PM	17	23	23-Jul	18	16	24-Jul	12	17
22-Jul	12:45 PM	11	21	23-Jul	13	9	24-Jul	17	17
22-Jul	01:00 PM	11	28	23-Jul	19	15	24-Jul	14	14
22-Jul	01:15 PM	13	15	23-Jul	19	8	24-Jul	10	32
22-Jul	01:30 PM	17	12	23-Jul	14	18	24-Jul	12	16
22-Jul	01:45 PM	23	11	23-Jul	12	21	24-Jul	17	11
22-Jul	02:00 PM	12	8	23-Jul	14	18	24-Jul	8	11
22-Jul	02:15 PM	16	16	23-Jul	13	14	24-Jul	21	16
22-Jul	02:30 PM	7	19	23-Jul	9	22	24-Jul	13	22
22-Jul	02:45 PM	13	25	23-Jul	7	21	24-Jul	16	20
22-Jul	03:00 PM	19	14	23-Jul	11	11	24-Jul	19	15
22-Jul	03:15 PM	10	12	23-Jul	16	25	24-Jul	12	19
22-Jul	03:30 PM	10	15	23-Jul	18	20	24-Jul	11	16
22-Jul	03:45 PM	11	13	23-Jul	21	21	24-Jul	15	15
22-Jul	04:00 PM	10	21	23-Jul	13	16	24-Jul	15	18
22-Jul	04:15 PM	9	12	23-Jul	14	16	24-Jul	18	20
22-Jul	04:30 PM	14	19	23-Jul	8	18	24-Jul	19	24
22-Jul	04:45 PM	17	10	23-Jul	17	12	24-Jul	16	23
22-Jul	05:00 PM	12	9	23-Jul	15	14	24-Jul	21	23
22-Jul	05:15 PM	10	9	23-Jul	14	18	24-Jul	14	18
22-Jul	05:30 PM	12	14	23-Jul	11	16	24-Jul	18	30
22-Jul	05:45 PM	11	15	23-Jul	9	16	24-Jul	17	15
22-Jul	06:00 PM	13	9	23-Jul	26	15	24-Jul	21	17
22-Jul	06:15 PM	14	12	23-Jul	13	18	24-Jul	16	20
22-Jul	06:30 PM	11	8	23-Jul	15	14	24-Jul	15	21
22-Jul	06:45 PM	23	11	23-Jul	20	19	24-Jul	17	16
22-Jul	07:00 PM	15	11	23-Jul	15	17	24-Jul	23	25
22-Jul	07:15 PM	9	12	23-Jul	15	13	24-Jul	15	22
22-Jul	07:30 PM	13	19	23-Jul	27	17	24-Jul	26	24
22-Jul	07:45 PM	9	6	23-Jul	17	27	24-Jul	14	23
22-Jul	08:00 PM	12	16	23-Jul	18	16	24-Jul	13	23
22-Jul	08:15 PM	9	12	23-Jul	13	16	24-Jul	27	28
22-Jul	08:30 PM	7	16	23-Jul	25	15	24-Jul	24	21
22-Jul	08:45 PM	7	7	23-Jul	21	15	24-Jul	19	22
22-Jul	09:00 PM	19	8	23-Jul	15	16	24-Jul	16	10
22-Jul	09:15 PM	5	7	23-Jul	6	18	24-Jul	21	25
22-Jul	09:30 PM	10	9	23-Jul	7	27	24-Jul	11	13
22-Jul	09:45 PM	6	10	23-Jul	7	27	24-Jul	13	19
22-Jul	10:00 PM	12	8	23-Jul	4	20	24-Jul	13	12
22-Jul	10:15 PM	4	10	23-Jul	11	20	24-Jul	9	12
22-Jul	10:30 PM	8	4	23-Jul	15	10	24-Jul	13	8
22-Jul	10:45 PM	5	9	23-Jul	9	13	24-Jul	7	13
22-Jul	11:00 PM	8	11	23-Jul	13	10	24-Jul	6	10
22-Jul	11:15 PM	3	2	23-Jul	4	8	24-Jul	9	8
22-Jul	11:30 PM	2	6	23-Jul	11	3	24-Jul	7	12
22-Jul	11:45 PM	2	5	23-Jul	8	6	24-Jul	3	10
Directional Totals		**735**	**873**		**865**	**999**		**924**	**1187**
Daily 24-hour totals			**1608**			**1864**			**2111**

Site 3 Padre Blvd between Venus and Saturn

Thursday	Time	NB	SB	Friday	NB	SB	Saturday	NB	SB
22-Jul	12:00 AM	38	34	23-Jul	52	37	24-Jul	96	60
22-Jul	12:15 AM	38	20	23-Jul	38	25	24-Jul	71	73
22-Jul	12:30 AM	23	22	23-Jul	33	31	24-Jul	68	47
22-Jul	12:45 AM	21	27	23-Jul	25	22	24-Jul	56	36
22-Jul	01:00 AM	19	16	23-Jul	23	17	24-Jul	37	34
22-Jul	01:15 AM	13	11	23-Jul	17	17	24-Jul	46	39
22-Jul	01:30 AM	19	23	23-Jul	11	13	24-Jul	33	25
22-Jul	01:45 AM	17	22	23-Jul	19	17	24-Jul	37	27
22-Jul	02:00 AM	14	20	23-Jul	17	27	24-Jul	46	40
22-Jul	02:15 AM	14	12	23-Jul	14	14	24-Jul	35	57
22-Jul	02:30 AM	8	17	23-Jul	6	14	24-Jul	30	28
22-Jul	02:45 AM	4	5	23-Jul	11	9	24-Jul	14	15
22-Jul	03:00 AM	10	6	23-Jul	11	11	24-Jul	16	10
22-Jul	03:15 AM	7	4	23-Jul	8	13	24-Jul	13	20
22-Jul	03:30 AM	3	7	23-Jul	5	20	24-Jul	11	13
22-Jul	03:45 AM	4	7	23-Jul	6	4	24-Jul	9	11
22-Jul	04:00 AM	5	5	23-Jul	7	4	24-Jul	16	24
22-Jul	04:15 AM	4	4	23-Jul	2	2	24-Jul	13	9
22-Jul	04:30 AM	2	6	23-Jul	3	8	24-Jul	10	19
22-Jul	04:45 AM	7	2	23-Jul	7	8	24-Jul	12	17
22-Jul	05:00 AM	2	7	23-Jul	6	8	24-Jul	8	16
22-Jul	05:15 AM	4	7	23-Jul	7	8	24-Jul	12	12
22-Jul	05:30 AM	9	14	23-Jul	10	9	24-Jul	13	14
22-Jul	05:45 AM	16	13	23-Jul	18	17	24-Jul	23	22
22-Jul	06:00 AM	10	27	23-Jul	19	21	24-Jul	9	27
22-Jul	06:15 AM	22	27	23-Jul	21	28	24-Jul	17	17
22-Jul	06:30 AM	20	38	23-Jul	37	25	24-Jul	28	25
22-Jul	06:45 AM	39	29	23-Jul	52	36	24-Jul	35	23
22-Jul	07:00 AM	36	42	23-Jul	43	43	24-Jul	37	34
22-Jul	07:15 AM	37	60	23-Jul	38	47	24-Jul	32	45
22-Jul	07:30 AM	56	46	23-Jul	60	70	24-Jul	47	46
22-Jul	07:45 AM	94	50	23-Jul	122	57	24-Jul	84	68
22-Jul	08:00 AM	78	73	23-Jul	83	66	24-Jul	94	65
22-Jul	08:15 AM	79	73	23-Jul	83	63	24-Jul	62	65
22-Jul	08:30 AM	83	80	23-Jul	75	100	24-Jul	114	110
22-Jul	08:45 AM	91	107	23-Jul	99	91	24-Jul	135	113
22-Jul	09:00 AM	106	104	23-Jul	105	111	24-Jul	116	120
22-Jul	09:15 AM	104	100	23-Jul	102	137	24-Jul	148	135
22-Jul	09:30 AM	89	128	23-Jul	128	134	24-Jul	138	158
22-Jul	09:45 AM	103	131	23-Jul	128	133	24-Jul	140	172
22-Jul	10:00 AM	131	148	23-Jul	114	163	24-Jul	180	178
22-Jul	10:15 AM	121	135	23-Jul	143	146	24-Jul	174	223
22-Jul	10:30 AM	118	150	23-Jul	123	163	24-Jul	189	200
22-Jul	10:45 AM	118	170	23-Jul	159	168	24-Jul	190	200
22-Jul	11:00 AM	142	171	23-Jul	149	215	24-Jul	190	201
22-Jul	11:15 AM	117	164	23-Jul	149	172	24-Jul	204	224
22-Jul	11:30 AM	136	159	23-Jul	173	169	24-Jul	211	208
22-Jul	11:45 AM	162	166	23-Jul	192	190	24-Jul	228	199

Site 3 Padre Blvd between Venus and Saturn

Thursday	Time	NB	SB	Friday	NB	SB	Saturday	NB	SB
22-Jul	12:00 PM	148	192	23-Jul	166	223	24-Jul	230	241
22-Jul	12:15 PM	137	167	23-Jul	178	206	24-Jul	237	224
22-Jul	12:30 PM	168	164	23-Jul	185	190	24-Jul	237	242
22-Jul	12:45 PM	154	176	23-Jul	169	171	24-Jul	249	220
22-Jul	01:00 PM	202	145	23-Jul	192	194	24-Jul	251	199
22-Jul	01:15 PM	170	187	23-Jul	211	186	24-Jul	253	177
22-Jul	01:30 PM	154	141	23-Jul	194	177	24-Jul	245	188
22-Jul	01:45 PM	169	144	23-Jul	193	181	24-Jul	271	202
22-Jul	02:00 PM	177	137	23-Jul	214	157	24-Jul	259	195
22-Jul	02:15 PM	161	162	23-Jul	178	176	24-Jul	232	226
22-Jul	02:30 PM	157	159	23-Jul	207	184	24-Jul	259	198
22-Jul	02:45 PM	165	126	23-Jul	169	168	24-Jul	271	217
22-Jul	03:00 PM	197	161	23-Jul	185	171	24-Jul	264	220
22-Jul	03:15 PM	149	155	23-Jul	211	178	24-Jul	263	217
22-Jul	03:30 PM	159	159	23-Jul	200	195	24-Jul	254	213
22-Jul	03:45 PM	148	145	23-Jul	178	177	24-Jul	264	200
22-Jul	04:00 PM	160	164	23-Jul	191	173	24-Jul	263	249
22-Jul	04:15 PM	171	160	23-Jul	188	156	24-Jul	250	234
22-Jul	04:30 PM	178	151	23-Jul	186	177	24-Jul	287	246
22-Jul	04:45 PM	131	159	23-Jul	164	193	24-Jul	297	233
22-Jul	05:00 PM	159	216	23-Jul	197	235	24-Jul	282	228
22-Jul	05:15 PM	168	181	23-Jul	197	207	24-Jul	245	246
22-Jul	05:30 PM	144	179	23-Jul	181	197	24-Jul	259	260
22-Jul	05:45 PM	160	141	23-Jul	158	172	24-Jul	243	254
22-Jul	06:00 PM	150	179	23-Jul	185	164	24-Jul	235	336
22-Jul	06:15 PM	136	182	23-Jul	141	192	24-Jul	219	287
22-Jul	06:30 PM	145	181	23-Jul	173	206	24-Jul	215	307
22-Jul	06:45 PM	145	177	23-Jul	176	190	24-Jul	230	301
22-Jul	07:00 PM	152	179	23-Jul	154	209	24-Jul	227	276
22-Jul	07:15 PM	155	142	23-Jul	195	199	24-Jul	223	246
22-Jul	07:30 PM	133	162	23-Jul	170	182	24-Jul	183	248
22-Jul	07:45 PM	150	179	23-Jul	156	185	24-Jul	188	318
22-Jul	08:00 PM	141	159	23-Jul	154	216	24-Jul	181	332
22-Jul	08:15 PM	132	171	23-Jul	152	192	24-Jul	206	335
22-Jul	08:30 PM	124	155	23-Jul	151	186	24-Jul	159	324
22-Jul	08:45 PM	141	125	23-Jul	162	180	24-Jul	191	337
22-Jul	09:00 PM	129	145	23-Jul	147	185	24-Jul	186	310
22-Jul	09:15 PM	138	100	23-Jul	151	152	24-Jul	184	302
22-Jul	09:30 PM	117	98	23-Jul	181	146	24-Jul	170	189
22-Jul	09:45 PM	89	87	23-Jul	158	126	24-Jul	165	194
22-Jul	10:00 PM	129	83	23-Jul	174	119	24-Jul	159	174
22-Jul	10:15 PM	140	89	23-Jul	193	84	24-Jul	169	189
22-Jul	10:30 PM	98	101	23-Jul	103	104	24-Jul	142	147
22-Jul	10:45 PM	85	63	23-Jul	119	83	24-Jul	118	121
22-Jul	11:00 PM	77	63	23-Jul	115	98	24-Jul	147	149
22-Jul	11:15 PM	49	56	23-Jul	99	73	24-Jul	123	128
22-Jul	11:30 PM	64	37	23-Jul	99	85	24-Jul	136	125
22-Jul	11:45 PM	69	43	23-Jul	70	68	24-Jul	110	81
Directional Totals		**9167**	**9516**		**10823**	**10971**		**13958**	**14609**
Daily 24-hour totals			**18683**			**21794**			**28567**

Site 4 Gulf Blvd between Venus and Saturn

Thursday	Time	NB	SB	Friday	NB	SB	Saturday	NB	SB
22-Jul	12:00 AM	9	8	23-Jul	13	7	24-Jul	17	9
22-Jul	12:15 AM	4	4	23-Jul	7	9	24-Jul	16	14
22-Jul	12:30 AM	1	6	23-Jul	14	12	24-Jul	15	17
22-Jul	12:45 AM	3	6	23-Jul	7	4	24-Jul	6	7
22-Jul	01:00 AM	5	3	23-Jul	2	2	24-Jul	11	7
22-Jul	01:15 AM	7	7	23-Jul	4	6	24-Jul	5	11
22-Jul	01:30 AM	5	6	23-Jul	1	3	24-Jul	4	8
22-Jul	01:45 AM	3	2	23-Jul	2	2	24-Jul	5	6
22-Jul	02:00 AM	8	4	23-Jul	11	6	24-Jul	21	7
22-Jul	02:15 AM	4	4	23-Jul	9	6	24-Jul	13	10
22-Jul	02:30 AM	4	2	23-Jul	8	3	24-Jul	5	6
22-Jul	02:45 AM	1	1	23-Jul	6	2	24-Jul	6	7
22-Jul	03:00 AM	2	3	23-Jul	3	4	24-Jul	8	7
22-Jul	03:15 AM	2	3	23-Jul	1	1	24-Jul	5	4
22-Jul	03:30 AM	2	0	23-Jul	3	1	24-Jul	3	3
22-Jul	03:45 AM	1	3	23-Jul	0	1	24-Jul	3	5
22-Jul	04:00 AM	0	0	23-Jul	0	2	24-Jul	5	2
22-Jul	04:15 AM	1	0	23-Jul	4	0	24-Jul	1	3
22-Jul	04:30 AM	0	0	23-Jul	0	1	24-Jul	1	2
22-Jul	04:45 AM	0	1	23-Jul	0	1	24-Jul	1	0
22-Jul	05:00 AM	0	0	23-Jul	0	0	24-Jul	2	0
22-Jul	05:15 AM	2	0	23-Jul	0	1	24-Jul	2	1
22-Jul	05:30 AM	1	1	23-Jul	2	1	24-Jul	1	1
22-Jul	05:45 AM	1	0	23-Jul	3	1	24-Jul	5	0
22-Jul	06:00 AM	0	0	23-Jul	0	1	24-Jul	1	1
22-Jul	06:15 AM	2	3	23-Jul	4	2	24-Jul	2	3
22-Jul	06:30 AM	0	3	23-Jul	0	2	24-Jul	0	1
22-Jul	06:45 AM	2	3	23-Jul	1	1	24-Jul	0	3
22-Jul	07:00 AM	7	2	23-Jul	2	0	24-Jul	3	3
22-Jul	07:15 AM	2	8	23-Jul	4	6	24-Jul	8	6
22-Jul	07:30 AM	6	9	23-Jul	6	10	24-Jul	4	5
22-Jul	07:45 AM	11	6	23-Jul	5	8	24-Jul	9	7
22-Jul	08:00 AM	8	7	23-Jul	11	11	24-Jul	19	10
22-Jul	08:15 AM	21	7	23-Jul	12	11	24-Jul	15	8
22-Jul	08:30 AM	15	11	23-Jul	13	6	24-Jul	10	9
22-Jul	08:45 AM	14	14	23-Jul	21	14	24-Jul	17	28
22-Jul	09:00 AM	10	21	23-Jul	16	6	24-Jul	11	15
22-Jul	09:15 AM	22	24	23-Jul	25	15	24-Jul	16	20
22-Jul	09:30 AM	22	24	23-Jul	18	19	24-Jul	11	12
22-Jul	09:45 AM	19	18	23-Jul	32	25	24-Jul	28	20
22-Jul	10:00 AM	20	17	23-Jul	24	20	24-Jul	26	31
22-Jul	10:15 AM	28	28	23-Jul	30	20	24-Jul	38	26
22-Jul	10:30 AM	22	18	23-Jul	28	22	24-Jul	37	22
22-Jul	10:45 AM	27	24	23-Jul	26	22	24-Jul	40	34
22-Jul	11:00 AM	20	20	23-Jul	30	33	24-Jul	33	37
22-Jul	11:15 AM	25	16	23-Jul	28	30	24-Jul	42	34
22-Jul	11:30 AM	25	25	23-Jul	29	37	24-Jul	49	25
22-Jul	11:45 AM	27	21	23-Jul	29	15	24-Jul	48	39

Site 4 Gulf Blvd between Venus and Saturn

Thursday	Time	NB	SB	Friday	NB	SB	Saturday	NB	SB
22-Jul	12:00 PM	36	29	23-Jul	27	22	24-Jul	50	25
22-Jul	12:15 PM	16	24	23-Jul	30	32	24-Jul	57	31
22-Jul	12:30 PM	35	22	23-Jul	26	38	24-Jul	46	35
22-Jul	12:45 PM	31	37	23-Jul	34	31	24-Jul	55	32
22-Jul	01:00 PM	25	38	23-Jul	31	22	24-Jul	64	30
22-Jul	01:15 PM	35	24	23-Jul	39	31	24-Jul	62	34
22-Jul	01:30 PM	27	35	23-Jul	40	15	24-Jul	59	28
22-Jul	01:45 PM	38	25	23-Jul	52	25	24-Jul	64	37
22-Jul	02:00 PM	34	19	23-Jul	36	35	24-Jul	73	42
22-Jul	02:15 PM	27	27	23-Jul	47	35	24-Jul	79	39
22-Jul	02:30 PM	39	31	23-Jul	44	32	24-Jul	82	16
22-Jul	02:45 PM	32	24	23-Jul	47	32	24-Jul	74	38
22-Jul	03:00 PM	40	26	23-Jul	49	41	24-Jul	56	40
22-Jul	03:15 PM	38	30	23-Jul	42	33	24-Jul	68	32
22-Jul	03:30 PM	32	34	23-Jul	60	36	24-Jul	71	48
22-Jul	03:45 PM	33	25	23-Jul	42	25	24-Jul	62	42
22-Jul	04:00 PM	34	36	23-Jul	48	40	24-Jul	64	53
22-Jul	04:15 PM	30	34	23-Jul	61	35	24-Jul	68	25
22-Jul	04:30 PM	41	41	23-Jul	37	28	24-Jul	76	52
22-Jul	04:45 PM	20	29	23-Jul	45	29	24-Jul	63	32
22-Jul	05:00 PM	35	35	23-Jul	46	32	24-Jul	68	39
22-Jul	05:15 PM	35	23	23-Jul	36	36	24-Jul	77	39
22-Jul	05:30 PM	28	20	23-Jul	48	22	24-Jul	59	41
22-Jul	05:45 PM	37	19	23-Jul	28	22	24-Jul	56	41
22-Jul	06:00 PM	31	18	23-Jul	35	29	24-Jul	51	55
22-Jul	06:15 PM	33	31	23-Jul	49	31	24-Jul	60	49
22-Jul	06:30 PM	32	22	23-Jul	45	28	24-Jul	56	35
22-Jul	06:45 PM	29	18	23-Jul	36	33	24-Jul	58	42
22-Jul	07:00 PM	29	33	23-Jul	33	33	24-Jul	56	36
22-Jul	07:15 PM	37	20	23-Jul	34	33	24-Jul	50	46
22-Jul	07:30 PM	41	29	23-Jul	33	22	24-Jul	46	40
22-Jul	07:45 PM	31	26	23-Jul	41	37	24-Jul	45	39
22-Jul	08:00 PM	24	17	23-Jul	40	33	24-Jul	41	27
22-Jul	08:15 PM	23	23	23-Jul	39	32	24-Jul	45	31
22-Jul	08:30 PM	30	27	23-Jul	25	36	24-Jul	38	44
22-Jul	08:45 PM	24	19	23-Jul	25	27	24-Jul	45	35
22-Jul	09:00 PM	27	26	23-Jul	25	24	24-Jul	51	35
22-Jul	09:15 PM	27	19	23-Jul	23	18	24-Jul	48	34
22-Jul	09:30 PM	13	15	23-Jul	38	13	24-Jul	28	23
22-Jul	09:45 PM	20	9	23-Jul	32	19	24-Jul	51	17
22-Jul	10:00 PM	17	14	23-Jul	32	17	24-Jul	22	26
22-Jul	10:15 PM	20	21	23-Jul	25	24	24-Jul	19	17
22-Jul	10:30 PM	19	9	23-Jul	17	11	24-Jul	26	27
22-Jul	10:45 PM	18	7	23-Jul	19	15	24-Jul	28	18
22-Jul	11:00 PM	13	9	23-Jul	22	16	24-Jul	24	15
22-Jul	11:15 PM	17	9	23-Jul	21	13	24-Jul	21	10
22-Jul	11:30 PM	7	10	23-Jul	15	12	24-Jul	27	26
22-Jul	11:45 PM	6	4	23-Jul	10	8	24-Jul	21	12
Directional Totals		**1767**	**1515**		**2203**	**1705**		**3138**	**2146**
Daily 24-hour totals			**3282**			**3908**			**5284**

Site 5 Laguna Blvd between Sheepshead and Coral

Thursday	Time	SB	NB	Friday	SB	NB	Saturday	SB	NB
22-Jul	12:00 AM	2	1	23-Jul	6	2	24-Jul	10	2
22-Jul	12:15 AM	5	1	23-Jul	3	5	24-Jul	7	7
22-Jul	12:30 AM	3	1	23-Jul	4	3	24-Jul	4	4
22-Jul	12:45 AM	1	0	23-Jul	2	3	24-Jul	2	4
22-Jul	01:00 AM	0	2	23-Jul	4	0	24-Jul	5	2
22-Jul	01:15 AM	1	0	23-Jul	1	0	24-Jul	3	0
22-Jul	01:30 AM	1	1	23-Jul	0	1	24-Jul	1	2
22-Jul	01:45 AM	3	1	23-Jul	4	3	24-Jul	6	0
22-Jul	02:00 AM	4	0	23-Jul	4	1	24-Jul	6	1
22-Jul	02:15 AM	3	0	23-Jul	0	1	24-Jul	4	1
22-Jul	02:30 AM	0	0	23-Jul	1	0	24-Jul	3	1
22-Jul	02:45 AM	0	0	23-Jul	0	0	24-Jul	2	5
22-Jul	03:00 AM	3	0	23-Jul	2	0	24-Jul	5	0
22-Jul	03:15 AM	0	1	23-Jul	0	0	24-Jul	1	0
22-Jul	03:30 AM	0	0	23-Jul	1	0	24-Jul	3	0
22-Jul	03:45 AM	0	1	23-Jul	0	0	24-Jul	1	0
22-Jul	04:00 AM	1	0	23-Jul	0	0	24-Jul	1	1
22-Jul	04:15 AM	0	0	23-Jul	0	0	24-Jul	1	0
22-Jul	04:30 AM	0	0	23-Jul	0	0	24-Jul	2	0
22-Jul	04:45 AM	0	2	23-Jul	0	0	24-Jul	0	0
22-Jul	05:00 AM	0	0	23-Jul	0	0	24-Jul	0	0
22-Jul	05:15 AM	1	1	23-Jul	0	1	24-Jul	1	0
22-Jul	05:30 AM	0	0	23-Jul	0	0	24-Jul	0	0
22-Jul	05:45 AM	0	0	23-Jul	2	0	24-Jul	0	0
22-Jul	06:00 AM	1	0	23-Jul	0	1	24-Jul	0	0
22-Jul	06:15 AM	0	0	23-Jul	3	0	24-Jul	0	2
22-Jul	06:30 AM	4	1	23-Jul	0	0	24-Jul	1	0
22-Jul	06:45 AM	1	0	23-Jul	2	0	24-Jul	0	0
22-Jul	07:00 AM	2	1	23-Jul	3	1	24-Jul	0	2
22-Jul	07:15 AM	2	3	23-Jul	3	4	24-Jul	2	2
22-Jul	07:30 AM	3	2	23-Jul	1	5	24-Jul	3	0
22-Jul	07:45 AM	6	1	23-Jul	6	2	24-Jul	3	1
22-Jul	08:00 AM	2	4	23-Jul	3	4	24-Jul	3	5
22-Jul	08:15 AM	5	2	23-Jul	8	0	24-Jul	3	2
22-Jul	08:30 AM	4	8	23-Jul	11	6	24-Jul	2	7
22-Jul	08:45 AM	8	0	23-Jul	4	3	24-Jul	4	7
22-Jul	09:00 AM	3	9	23-Jul	3	4	24-Jul	4	4
22-Jul	09:15 AM	10	6	23-Jul	1	5	24-Jul	8	3
22-Jul	09:30 AM	7	7	23-Jul	6	2	24-Jul	11	7
22-Jul	09:45 AM	3	3	23-Jul	3	4	24-Jul	9	3
22-Jul	10:00 AM	6	8	23-Jul	8	0	24-Jul	10	11
22-Jul	10:15 AM	3	3	23-Jul	11	6	24-Jul	8	8
22-Jul	10:30 AM	5	4	23-Jul	6	2	24-Jul	8	7
22-Jul	10:45 AM	3	9	23-Jul	14	4	24-Jul	7	2
22-Jul	11:00 AM	4	7	23-Jul	9	7	24-Jul	12	3
22-Jul	11:15 AM	4	16	23-Jul	13	7	24-Jul	10	9
22-Jul	11:30 AM	4	8	23-Jul	15	6	24-Jul	11	5
22-Jul	11:45 AM	16	3	23-Jul	18	7	24-Jul	7	10

Site 5 Laguna Blvd between Sheepshead and Coral

Thursday	Time	SB	NB	Friday	SB	NB	Saturday	SB	NB
22-Jul	12:00 PM	9	10	23-Jul	20	8	24-Jul	12	8
22-Jul	12:15 PM	11	8	23-Jul	20	12	24-Jul	12	10
22-Jul	12:30 PM	6	5	23-Jul	14	10	24-Jul	5	13
22-Jul	12:45 PM	10	9	23-Jul	13	9	24-Jul	10	6
22-Jul	01:00 PM	17	8	23-Jul	11	11	24-Jul	14	10
22-Jul	01:15 PM	11	11	23-Jul	11	4	24-Jul	5	12
22-Jul	01:30 PM	3	7	23-Jul	12	9	24-Jul	11	13
22-Jul	01:45 PM	0	0	23-Jul	18	5	24-Jul	21	12
22-Jul	02:00 PM	3	6	23-Jul	15	16	24-Jul	15	13
22-Jul	02:15 PM	4	16	23-Jul	11	7	24-Jul	17	12
22-Jul	02:30 PM	6	6	23-Jul	7	5	24-Jul	9	13
22-Jul	02:45 PM	13	6	23-Jul	7	13	24-Jul	17	7
22-Jul	03:00 PM	9	7	23-Jul	7	6	24-Jul	15	12
22-Jul	03:15 PM	8	7	23-Jul	7	8	24-Jul	24	6
22-Jul	03:30 PM	11	11	23-Jul	7	5	24-Jul	11	20
22-Jul	03:45 PM	18	7	23-Jul	6	12	24-Jul	17	12
22-Jul	04:00 PM	10	18	23-Jul	14	13	24-Jul	11	10
22-Jul	04:15 PM	14	10	23-Jul	8	8	24-Jul	12	9
22-Jul	04:30 PM	13	7	23-Jul	11	12	24-Jul	12	10
22-Jul	04:45 PM	4	6	23-Jul	20	12	24-Jul	20	11
22-Jul	05:00 PM	13	13	23-Jul	10	7	24-Jul	24	14
22-Jul	05:15 PM	13	7	23-Jul	6	13	24-Jul	10	17
22-Jul	05:30 PM	12	13	23-Jul	18	16	24-Jul	10	13
22-Jul	05:45 PM	9	9	23-Jul	9	9	24-Jul	21	13
22-Jul	06:00 PM	11	10	23-Jul	12	15	24-Jul	15	8
22-Jul	06:15 PM	11	9	23-Jul	13	9	24-Jul	17	13
22-Jul	06:30 PM	12	10	23-Jul	7	6	24-Jul	18	14
22-Jul	06:45 PM	9	15	23-Jul	15	18	24-Jul	14	15
22-Jul	07:00 PM	14	3	23-Jul	12	16	24-Jul	22	13
22-Jul	07:15 PM	9	5	23-Jul	13	13	24-Jul	20	24
22-Jul	07:30 PM	4	7	23-Jul	20	14	24-Jul	22	14
22-Jul	07:45 PM	10	2	23-Jul	10	10	24-Jul	18	16
22-Jul	08:00 PM	10	7	23-Jul	12	17	24-Jul	35	16
22-Jul	08:15 PM	14	9	23-Jul	21	13	24-Jul	16	10
22-Jul	08:30 PM	11	15	23-Jul	24	17	24-Jul	24	16
22-Jul	08:45 PM	6	10	23-Jul	15	16	24-Jul	19	15
22-Jul	09:00 PM	10	8	23-Jul	22	20	24-Jul	31	9
22-Jul	09:15 PM	7	9	23-Jul	26	23	24-Jul	36	15
22-Jul	09:30 PM	6	6	23-Jul	15	18	24-Jul	24	27
22-Jul	09:45 PM	8	4	23-Jul	11	10	24-Jul	14	9
22-Jul	10:00 PM	10	9	23-Jul	7	10	24-Jul	20	11
22-Jul	10:15 PM	10	9	23-Jul	13	10	24-Jul	13	8
22-Jul	10:30 PM	8	6	23-Jul	13	7	24-Jul	9	11
22-Jul	10:45 PM	9	5	23-Jul	16	17	24-Jul	22	11
22-Jul	11:00 PM	7	2	23-Jul	7	10	24-Jul	16	9
22-Jul	11:15 PM	7	6	23-Jul	9	9	24-Jul	10	10
22-Jul	11:30 PM	5	4	23-Jul	12	5	24-Jul	8	11
22-Jul	11:45 PM	4	4	23-Jul	3	3	24-Jul	8	8
Directional Totals		**573**	**498**		**795**	**636**		**980**	**719**
Daily 24-hour totals			**1071**			**1431**			**1699**

Site 6 Padre Blvd between Sheepshead and Coral

Thursday	Time	NB	SB	Friday	NB	SB	Saturday	NB	SB
22-Jul	12:00 AM	56	79	23-Jul	69	101	24-Jul	130	141
22-Jul	12:15 AM	52	49	23-Jul	44	65	24-Jul	88	153
22-Jul	12:30 AM	34	54	23-Jul	55	64	24-Jul	95	106
22-Jul	12:45 AM	30	30	23-Jul	43	53	24-Jul	62	92
22-Jul	01:00 AM	17	37	23-Jul	25	30	24-Jul	52	76
22-Jul	01:15 AM	21	33	23-Jul	21	28	24-Jul	52	60
22-Jul	01:30 AM	18	29	23-Jul	20	33	24-Jul	43	71
22-Jul	01:45 AM	18	26	23-Jul	19	27	24-Jul	49	76
22-Jul	02:00 AM	16	23	23-Jul	20	38	24-Jul	47	120
22-Jul	02:15 AM	12	28	23-Jul	19	30	24-Jul	35	68
22-Jul	02:30 AM	16	22	23-Jul	14	16	24-Jul	35	62
22-Jul	02:45 AM	11	18	23-Jul	18	24	24-Jul	14	33
22-Jul	03:00 AM	16	6	23-Jul	16	9	24-Jul	24	28
22-Jul	03:15 AM	10	9	23-Jul	6	17	24-Jul	14	29
22-Jul	03:30 AM	7	9	23-Jul	14	16	24-Jul	23	25
22-Jul	03:45 AM	6	5	23-Jul	9	5	24-Jul	13	15
22-Jul	04:00 AM	5	11	23-Jul	15	7	24-Jul	21	15
22-Jul	04:15 AM	8	6	23-Jul	4	6	24-Jul	8	17
22-Jul	04:30 AM	4	9	23-Jul	9	14	24-Jul	21	20
22-Jul	04:45 AM	10	4	23-Jul	7	7	24-Jul	17	14
22-Jul	05:00 AM	9	11	23-Jul	16	18	24-Jul	20	19
22-Jul	05:15 AM	12	11	23-Jul	7	14	24-Jul	14	24
22-Jul	05:30 AM	11	15	23-Jul	20	17	24-Jul	21	17
22-Jul	05:45 AM	16	14	23-Jul	19	20	24-Jul	33	27
22-Jul	06:00 AM	21	42	23-Jul	28	27	24-Jul	20	29
22-Jul	06:15 AM	26	37	23-Jul	25	33	24-Jul	32	44
22-Jul	06:30 AM	30	45	23-Jul	45	39	24-Jul	35	26
22-Jul	06:45 AM	49	42	23-Jul	61	50	24-Jul	59	40
22-Jul	07:00 AM	50	66	23-Jul	53	47	24-Jul	51	38
22-Jul	07:15 AM	58	93	23-Jul	52	84	24-Jul	53	72
22-Jul	07:30 AM	87	71	23-Jul	93	79	24-Jul	59	60
22-Jul	07:45 AM	136	66	23-Jul	149	87	24-Jul	136	86
22-Jul	08:00 AM	116	85	23-Jul	125	90	24-Jul	117	78
22-Jul	08:15 AM	108	95	23-Jul	106	74	24-Jul	81	92
22-Jul	08:30 AM	124	108	23-Jul	135	125	24-Jul	146	126
22-Jul	08:45 AM	164	149	23-Jul	178	128	24-Jul	176	131
22-Jul	09:00 AM	174	136	23-Jul	194	145	24-Jul	170	177
22-Jul	09:15 AM	151	135	23-Jul	152	171	24-Jul	181	182
22-Jul	09:30 AM	141	158	23-Jul	178	180	24-Jul	228	180
22-Jul	09:45 AM	205	173	23-Jul	237	207	24-Jul	212	209
22-Jul	10:00 AM	181	187	23-Jul	194	207	24-Jul	251	234
22-Jul	10:15 AM	176	194	23-Jul	207	236	24-Jul	233	237
22-Jul	10:30 AM	190	203	23-Jul	191	234	24-Jul	244	288
22-Jul	10:45 AM	194	222	23-Jul	224	243	24-Jul	269	254
22-Jul	11:00 AM	193	251	23-Jul	277	251	24-Jul	282	267
22-Jul	11:15 AM	202	216	23-Jul	231	253	24-Jul	339	253
22-Jul	11:30 AM	208	205	23-Jul	248	236	24-Jul	289	244
22-Jul	11:45 AM	234	189	23-Jul	286	279	24-Jul	347	249

Site 6 Padre Blvd between Sheepshead and Coral

Thursday	Time	NB	SB	Friday	NB	SB	Saturday	NB	SB
22-Jul	12:00 PM	276	222	23-Jul	252	273	24-Jul	319	255
22-Jul	12:15 PM	235	224	23-Jul	310	266	24-Jul	350	296
22-Jul	12:30 PM	213	205	23-Jul	266	261	24-Jul	352	292
22-Jul	12:45 PM	229	225	23-Jul	251	245	24-Jul	368	276
22-Jul	01:00 PM	245	205	23-Jul	313	252	24-Jul	364	258
22-Jul	01:15 PM	250	227	23-Jul	278	227	24-Jul	360	232
22-Jul	01:30 PM	227	213	23-Jul	292	243	24-Jul	344	230
22-Jul	01:45 PM	258	196	23-Jul	282	244	24-Jul	416	244
22-Jul	02:00 PM	227	190	23-Jul	278	214	24-Jul	362	253
22-Jul	02:15 PM	225	206	23-Jul	309	215	24-Jul	386	297
22-Jul	02:30 PM	228	213	23-Jul	286	226	24-Jul	360	250
22-Jul	02:45 PM	270	184	23-Jul	277	224	24-Jul	363	304
22-Jul	03:00 PM	248	203	23-Jul	284	245	24-Jul	378	264
22-Jul	03:15 PM	233	247	23-Jul	301	219	24-Jul	371	275
22-Jul	03:30 PM	239	199	23-Jul	298	248	24-Jul	395	270
22-Jul	03:45 PM	280	227	23-Jul	344	254	24-Jul	378	272
22-Jul	04:00 PM	237	234	23-Jul	300	250	24-Jul	352	281
22-Jul	04:15 PM	252	228	23-Jul	312	229	24-Jul	364	315
22-Jul	04:30 PM	274	198	23-Jul	303	205	24-Jul	425	290
22-Jul	04:45 PM	261	227	23-Jul	293	256	24-Jul	437	302
22-Jul	05:00 PM	263	244	23-Jul	318	321	24-Jul	391	303
22-Jul	05:15 PM	243	247	23-Jul	346	265	24-Jul	380	298
22-Jul	05:30 PM	268	233	23-Jul	286	255	24-Jul	371	305
22-Jul	05:45 PM	273	190	23-Jul	308	234	24-Jul	361	287
22-Jul	06:00 PM	268	212	23-Jul	304	234	24-Jul	359	334
22-Jul	06:15 PM	242	237	23-Jul	268	233	24-Jul	329	352
22-Jul	06:30 PM	266	212	23-Jul	301	234	24-Jul	328	380
22-Jul	06:45 PM	266	225	23-Jul	287	246	24-Jul	389	334
22-Jul	07:00 PM	246	230	23-Jul	318	247	24-Jul	332	324
22-Jul	07:15 PM	258	216	23-Jul	365	256	24-Jul	339	325
22-Jul	07:30 PM	204	160	23-Jul	333	211	24-Jul	308	294
22-Jul	07:45 PM	243	189	23-Jul	309	261	24-Jul	283	365
22-Jul	08:00 PM	251	209	23-Jul	330	266	24-Jul	306	359
22-Jul	08:15 PM	222	225	23-Jul	337	234	24-Jul	350	356
22-Jul	08:30 PM	241	210	23-Jul	312	217	24-Jul	272	368
22-Jul	08:45 PM	245	207	23-Jul	320	224	24-Jul	332	371
22-Jul	09:00 PM	206	186	23-Jul	332	217	24-Jul	314	389
22-Jul	09:15 PM	223	181	23-Jul	254	289	24-Jul	308	374
22-Jul	09:30 PM	168	195	23-Jul	269	365	24-Jul	286	341
22-Jul	09:45 PM	120	142	23-Jul	210	250	24-Jul	265	296
22-Jul	10:00 PM	190	135	23-Jul	261	257	24-Jul	252	275
22-Jul	10:15 PM	172	174	23-Jul	253	195	24-Jul	275	283
22-Jul	10:30 PM	129	143	23-Jul	195	199	24-Jul	229	245
22-Jul	10:45 PM	121	120	23-Jul	174	166	24-Jul	208	267
22-Jul	11:00 PM	103	119	23-Jul	168	200	24-Jul	250	230
22-Jul	11:15 PM	85	114	23-Jul	170	200	24-Jul	217	238
22-Jul	11:30 PM	107	99	23-Jul	168	161	24-Jul	204	221
22-Jul	11:45 PM	77	112	23-Jul	119	158	24-Jul	181	198
Directional Totals		**14240**	**13145**		**17622**	**15555**		**20804**	**19072**
Daily 24-hour totals			**27385**			**33177**			**39876**

Site 7 Gulf between Sheepshead and Coral

Thursday	Time	SB	NB	Friday	SB	NB	Saturday	SB	NB
22-Jul	12:00 AM	16	10	23-Jul	21	9	24-Jul	19	21
22-Jul	12:15 AM	4	6	23-Jul	8	7	24-Jul	15	15
22-Jul	12:30 AM	8	5	23-Jul	13	13	24-Jul	16	8
22-Jul	12:45 AM	6	5	23-Jul	9	7	24-Jul	14	12
22-Jul	01:00 AM	5	4	23-Jul	6	2	24-Jul	9	10
22-Jul	01:15 AM	2	7	23-Jul	2	5	24-Jul	12	9
22-Jul	01:30 AM	6	7	23-Jul	4	3	24-Jul	9	4
22-Jul	01:45 AM	6	5	23-Jul	4	5	24-Jul	8	13
22-Jul	02:00 AM	5	3	23-Jul	6	2	24-Jul	15	10
22-Jul	02:15 AM	7	3	23-Jul	3	3	24-Jul	12	5
22-Jul	02:30 AM	4	2	23-Jul	7	4	24-Jul	8	7
22-Jul	02:45 AM	2	3	23-Jul	5	6	24-Jul	4	4
22-Jul	03:00 AM	4	3	23-Jul	8	5	24-Jul	11	5
22-Jul	03:15 AM	3	2	23-Jul	2	4	24-Jul	5	5
22-Jul	03:30 AM	4	3	23-Jul	5	1	24-Jul	5	4
22-Jul	03:45 AM	3	0	23-Jul	2	2	24-Jul	8	2
22-Jul	04:00 AM	0	1	23-Jul	1	0	24-Jul	3	4
22-Jul	04:15 AM	2	3	23-Jul	1	4	24-Jul	6	5
22-Jul	04:30 AM	2	3	23-Jul	5	4	24-Jul	4	2
22-Jul	04:45 AM	4	0	23-Jul	1	2	24-Jul	1	2
22-Jul	05:00 AM	1	2	23-Jul	1	0	24-Jul	2	4
22-Jul	05:15 AM	1	1	23-Jul	2	1	24-Jul	2	1
22-Jul	05:30 AM	2	2	23-Jul	0	0	24-Jul	3	5
22-Jul	05:45 AM	2	0	23-Jul	2	1	24-Jul	3	0
22-Jul	06:00 AM	1	0	23-Jul	3	2	24-Jul	2	0
22-Jul	06:15 AM	6	1	23-Jul	4	5	24-Jul	6	1
22-Jul	06:30 AM	3	0	23-Jul	4	0	24-Jul	2	4
22-Jul	06:45 AM	2	4	23-Jul	5	2	24-Jul	7	3
22-Jul	07:00 AM	6	6	23-Jul	9	4	24-Jul	7	9
22-Jul	07:15 AM	10	4	23-Jul	5	8	24-Jul	8	4
22-Jul	07:30 AM	11	13	23-Jul	12	10	24-Jul	5	13
22-Jul	07:45 AM	20	21	23-Jul	17	19	24-Jul	17	11
22-Jul	08:00 AM	15	12	23-Jul	14	23	24-Jul	17	15
22-Jul	08:15 AM	10	13	23-Jul	23	9	24-Jul	13	12
22-Jul	08:30 AM	9	4	23-Jul	9	16	24-Jul	17	14
22-Jul	08:45 AM	22	26	23-Jul	25	21	24-Jul	24	24
22-Jul	09:00 AM	21	11	23-Jul	26	15	24-Jul	24	16
22-Jul	09:15 AM	25	17	23-Jul	23	15	24-Jul	28	14
22-Jul	09:30 AM	28	19	23-Jul	27	21	24-Jul	25	11
22-Jul	09:45 AM	28	22	23-Jul	28	23	24-Jul	29	25
22-Jul	10:00 AM	26	23	23-Jul	35	22	24-Jul	37	25
22-Jul	10:15 AM	31	18	23-Jul	23	13	24-Jul	34	27
22-Jul	10:30 AM	33	19	23-Jul	33	22	24-Jul	35	23
22-Jul	10:45 AM	27	31	23-Jul	31	20	24-Jul	38	26
22-Jul	11:00 AM	26	17	23-Jul	34	22	24-Jul	37	30
22-Jul	11:15 AM	28	27	23-Jul	49	30	24-Jul	44	29
22-Jul	11:30 AM	27	21	23-Jul	43	37	24-Jul	42	47
22-Jul	11:45 AM	31	23	23-Jul	44	21	24-Jul	42	37

Site 7 Gulf between Sheepshead and Coral

Thursday	Time	SB	NB	Friday	SB	NB	Saturday	SB	NB
22-Jul	12:00 PM	42	22	23-Jul	36	32	24-Jul	44	39
22-Jul	12:15 PM	37	31	23-Jul	38	27	24-Jul	43	58
22-Jul	12:30 PM	34	21	23-Jul	54	34	24-Jul	46	42
22-Jul	12:45 PM	31	22	23-Jul	40	39	24-Jul	45	48
22-Jul	01:00 PM	45	35	23-Jul	40	44	24-Jul	49	64
22-Jul	01:15 PM	50	32	23-Jul	49	29	24-Jul	57	63
22-Jul	01:30 PM	33	35	23-Jul	33	58	24-Jul	42	69
22-Jul	01:45 PM	30	31	23-Jul	52	37	24-Jul	53	76
22-Jul	02:00 PM	37	32	23-Jul	45	47	24-Jul	54	47
22-Jul	02:15 PM	37	31	23-Jul	34	46	24-Jul	49	45
22-Jul	02:30 PM	32	29	23-Jul	43	36	24-Jul	50	75
22-Jul	02:45 PM	30	40	23-Jul	51	48	24-Jul	50	63
22-Jul	03:00 PM	48	34	23-Jul	54	38	24-Jul	50	62
22-Jul	03:15 PM	48	39	23-Jul	44	41	24-Jul	58	70
22-Jul	03:30 PM	37	23	23-Jul	44	49	24-Jul	54	67
22-Jul	03:45 PM	47	37	23-Jul	51	42	24-Jul	58	42
22-Jul	04:00 PM	39	27	23-Jul	50	42	24-Jul	54	73
22-Jul	04:15 PM	43	27	23-Jul	53	42	24-Jul	56	87
22-Jul	04:30 PM	61	28	23-Jul	62	45	24-Jul	54	65
22-Jul	04:45 PM	27	27	23-Jul	48	43	24-Jul	66	76
22-Jul	05:00 PM	60	24	23-Jul	43	46	24-Jul	72	59
22-Jul	05:15 PM	48	38	23-Jul	54	44	24-Jul	54	64
22-Jul	05:30 PM	36	27	23-Jul	33	31	24-Jul	64	45
22-Jul	05:45 PM	37	30	23-Jul	32	35	24-Jul	54	57
22-Jul	06:00 PM	34	28	23-Jul	44	22	24-Jul	55	41
22-Jul	06:15 PM	32	26	23-Jul	44	22	24-Jul	53	50
22-Jul	06:30 PM	54	29	23-Jul	47	37	24-Jul	52	52
22-Jul	06:45 PM	43	25	23-Jul	43	30	24-Jul	48	48
22-Jul	07:00 PM	30	26	23-Jul	36	51	24-Jul	53	50
22-Jul	07:15 PM	40	25	23-Jul	41	34	24-Jul	66	41
22-Jul	07:30 PM	19	34	23-Jul	37	40	24-Jul	65	44
22-Jul	07:45 PM	34	25	23-Jul	47	47	24-Jul	56	39
22-Jul	08:00 PM	42	42	23-Jul	47	60	24-Jul	66	34
22-Jul	08:15 PM	32	29	23-Jul	49	46	24-Jul	60	55
22-Jul	08:30 PM	40	30	23-Jul	32	26	24-Jul	57	32
22-Jul	08:45 PM	29	18	23-Jul	44	32	24-Jul	56	49
22-Jul	09:00 PM	24	22	23-Jul	33	39	24-Jul	65	34
22-Jul	09:15 PM	31	31	23-Jul	29	29	24-Jul	63	45
22-Jul	09:30 PM	25	30	23-Jul	36	42	24-Jul	47	40
22-Jul	09:45 PM	26	18	23-Jul	39	41	24-Jul	32	32
22-Jul	10:00 PM	26	23	23-Jul	32	32	24-Jul	48	22
22-Jul	10:15 PM	23	21	23-Jul	33	16	24-Jul	40	19
22-Jul	10:30 PM	20	21	23-Jul	28	15	24-Jul	35	28
22-Jul	10:45 PM	14	21	23-Jul	24	18	24-Jul	28	22
22-Jul	11:00 PM	12	12	23-Jul	30	28	24-Jul	39	20
22-Jul	11:15 PM	12	12	23-Jul	36	19	24-Jul	27	16
22-Jul	11:30 PM	7	7	23-Jul	21	14	24-Jul	22	24
22-Jul	11:45 PM	11	11	23-Jul	15	19	24-Jul	31	20
Directional Totals		**2174**	**1720**		**2594**	**2204**		**3174**	**2890**
Daily 24-hour totals			**3894**			**4798**			**6064**

Site 8 Padre Blvd between Haas and S Padre Blvd.

Thursday	Time	NB	SB	Friday	NB	SB	Saturday	NB	SB
22-Jul	12:00 AM	68	102	23-Jul	82	122	24-Jul	129	174
22-Jul	12:15 AM	35	62	23-Jul	41	81	24-Jul	96	185
22-Jul	12:30 AM	38	60	23-Jul	64	78	24-Jul	95	119
22-Jul	12:45 AM	27	35	23-Jul	46	61	24-Jul	78	100
22-Jul	01:00 AM	23	41	23-Jul	32	40	24-Jul	66	95
22-Jul	01:15 AM	28	35	23-Jul	24	37	24-Jul	54	73
22-Jul	01:30 AM	21	37	23-Jul	18	37	24-Jul	54	78
22-Jul	01:45 AM	21	31	23-Jul	27	32	24-Jul	53	82
22-Jul	02:00 AM	17	32	23-Jul	25	43	24-Jul	48	126
22-Jul	02:15 AM	12	31	23-Jul	14	33	24-Jul	44	89
22-Jul	02:30 AM	15	24	23-Jul	15	24	24-Jul	29	63
22-Jul	02:45 AM	13	20	23-Jul	20	27	24-Jul	21	42
22-Jul	03:00 AM	16	13	23-Jul	19	15	24-Jul	26	33
22-Jul	03:15 AM	12	8	23-Jul	10	20	24-Jul	13	29
22-Jul	03:30 AM	7	10	23-Jul	13	20	24-Jul	28	29
22-Jul	03:45 AM	5	6	23-Jul	11	9	24-Jul	13	24
22-Jul	04:00 AM	7	12	23-Jul	15	9	24-Jul	18	18
22-Jul	04:15 AM	14	7	23-Jul	6	5	24-Jul	15	21
22-Jul	04:30 AM	6	12	23-Jul	10	15	24-Jul	18	23
22-Jul	04:45 AM	12	9	23-Jul	9	13	24-Jul	20	15
22-Jul	05:00 AM	9	11	23-Jul	18	20	24-Jul	25	21
22-Jul	05:15 AM	16	10	23-Jul	6	13	24-Jul	16	28
22-Jul	05:30 AM	18	19	23-Jul	23	17	24-Jul	20	15
22-Jul	05:45 AM	14	19	23-Jul	27	30	24-Jul	35	33
22-Jul	06:00 AM	30	49	23-Jul	31	36	24-Jul	26	34
22-Jul	06:15 AM	36	53	23-Jul	35	42	24-Jul	38	55
22-Jul	06:30 AM	32	49	23-Jul	49	48	24-Jul	37	34
22-Jul	06:45 AM	69	59	23-Jul	67	61	24-Jul	64	54
22-Jul	07:00 AM	67	86	23-Jul	58	61	24-Jul	64	49
22-Jul	07:15 AM	75	110	23-Jul	89	100	24-Jul	74	86
22-Jul	07:30 AM	115	91	23-Jul	130	101	24-Jul	89	83
22-Jul	07:45 AM	177	111	23-Jul	208	123	24-Jul	191	120
22-Jul	08:00 AM	147	126	23-Jul	156	128	24-Jul	157	121
22-Jul	08:15 AM	136	119	23-Jul	142	114	24-Jul	116	121
22-Jul	08:30 AM	144	132	23-Jul	175	152	24-Jul	194	160
22-Jul	08:45 AM	214	182	23-Jul	217	178	24-Jul	221	185
22-Jul	09:00 AM	218	173	23-Jul	221	188	24-Jul	190	226
22-Jul	09:15 AM	150	193	23-Jul	198	211	24-Jul	225	225
22-Jul	09:30 AM	190	218	23-Jul	204	209	24-Jul	250	239
22-Jul	09:45 AM	267	211	23-Jul	267	243	24-Jul	264	257
22-Jul	10:00 AM	218	255	23-Jul	212	248	24-Jul	320	302
22-Jul	10:15 AM	228	237	23-Jul	250	286	24-Jul	288	300
22-Jul	10:30 AM	220	260	23-Jul	233	312	24-Jul	327	367
22-Jul	10:45 AM	250	292	23-Jul	278	299	24-Jul	321	332
22-Jul	11:00 AM	214	292	23-Jul	297	303	24-Jul	357	373
22-Jul	11:15 AM	241	251	23-Jul	258	325	24-Jul	375	310
22-Jul	11:30 AM	257	266	23-Jul	315	296	24-Jul	353	309
22-Jul	11:45 AM	267	248	23-Jul	293	324	24-Jul	374	302

Site 8 Padre Blvd between Haas and S Padre Blvd.

Thursday	Time	NB	SB	Friday	NB	SB	Saturday	NB	SB
22-Jul	12:00 PM	302	306	23-Jul	317	331	24-Jul	421	343
22-Jul	12:15 PM	264	276	23-Jul	347	333	24-Jul	425	376
22-Jul	12:30 PM	238	264	23-Jul	302	331	24-Jul	420	341
22-Jul	12:45 PM	265	270	23-Jul	308	294	24-Jul	428	331
22-Jul	01:00 PM	273	274	23-Jul	333	292	24-Jul	439	322
22-Jul	01:15 PM	277	279	23-Jul	321	276	24-Jul	427	287
22-Jul	01:30 PM	297	275	23-Jul	339	301	24-Jul	454	284
22-Jul	01:45 PM	294	242	23-Jul	316	291	24-Jul	493	311
22-Jul	02:00 PM	252	231	23-Jul	358	276	24-Jul	404	324
22-Jul	02:15 PM	268	246	23-Jul	369	277	24-Jul	454	344
22-Jul	02:30 PM	275	275	23-Jul	315	281	24-Jul	476	327
22-Jul	02:45 PM	309	236	23-Jul	350	293	24-Jul	406	351
22-Jul	03:00 PM	302	257	23-Jul	327	310	24-Jul	456	320
22-Jul	03:15 PM	290	299	23-Jul	341	274	24-Jul	459	336
22-Jul	03:30 PM	254	253	23-Jul	350	298	24-Jul	452	327
22-Jul	03:45 PM	323	270	23-Jul	412	303	24-Jul	447	346
22-Jul	04:00 PM	305	327	23-Jul	363	335	24-Jul	459	341
22-Jul	04:15 PM	306	283	23-Jul	375	311	24-Jul	460	403
22-Jul	04:30 PM	313	293	23-Jul	344	268	24-Jul	545	341
22-Jul	04:45 PM	317	267	23-Jul	388	332	24-Jul	500	299
22-Jul	05:00 PM	283	338	23-Jul	397	403	24-Jul	457	472
22-Jul	05:15 PM	303	331	23-Jul	382	353	24-Jul	424	390
22-Jul	05:30 PM	314	296	23-Jul	345	319	24-Jul	457	361
22-Jul	05:45 PM	323	260	23-Jul	341	283	24-Jul	430	351
22-Jul	06:00 PM	288	264	23-Jul	334	279	24-Jul	420	396
22-Jul	06:15 PM	278	295	23-Jul	340	306	24-Jul	422	396
22-Jul	06:30 PM	293	268	23-Jul	345	291	24-Jul	399	457
22-Jul	06:45 PM	306	267	23-Jul	333	297	24-Jul	422	410
22-Jul	07:00 PM	276	263	23-Jul	377	283	24-Jul	377	386
22-Jul	07:15 PM	268	251	23-Jul	392	298	24-Jul	385	411
22-Jul	07:30 PM	241	184	23-Jul	366	252	24-Jul	334	386
22-Jul	07:45 PM	312	242	23-Jul	392	315	24-Jul	349	410
22-Jul	08:00 PM	288	245	23-Jul	397	319	24-Jul	350	439
22-Jul	08:15 PM	228	257	23-Jul	372	272	24-Jul	390	418
22-Jul	08:30 PM	262	262	23-Jul	349	263	24-Jul	328	449
22-Jul	08:45 PM	243	234	23-Jul	357	261	24-Jul	397	434
22-Jul	09:00 PM	239	214	23-Jul	372	283	24-Jul	349	439
22-Jul	09:15 PM	246	223	23-Jul	271	304	24-Jul	320	443
22-Jul	09:30 PM	178	213	23-Jul	259	370	24-Jul	317	416
22-Jul	09:45 PM	111	167	23-Jul	261	289	24-Jul	266	370
22-Jul	10:00 PM	248	173	23-Jul	255	281	24-Jul	269	327
22-Jul	10:15 PM	178	194	23-Jul	274	245	24-Jul	274	330
22-Jul	10:30 PM	147	183	23-Jul	206	225	24-Jul	233	289
22-Jul	10:45 PM	125	124	23-Jul	197	221	24-Jul	239	299
22-Jul	11:00 PM	112	143	23-Jul	169	226	24-Jul	266	283
22-Jul	11:15 PM	98	137	23-Jul	189	233	24-Jul	226	263
22-Jul	11:30 PM	106	111	23-Jul	169	193	24-Jul	204	233
22-Jul	11:45 PM	81	134	23-Jul	150	181	24-Jul	185	238
Directional Totals		**16515**	**16405**		**20424**	**19041**		**24443**	**23309**
Daily 24-hour totals			**32920**			**39465**			**47752**

Appendix 5:
Synchro Intersection Analysis

1: Padre Blvd Loop & Padre Boulevard

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	1	11	17	0	272	4	891	30	259	922	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00	1.00		0.95	0.95	1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.87	0.85	1.00	1.00		1.00	1.00	
Flt Protected		0.96	1.00		0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1786	1583		1527	1504	1770	3522		1770	3533	
Flt Permitted		1.00	1.00		0.97	1.00	0.29	1.00		0.17	1.00	
Satd. Flow (perm)		1863	1583		1487	1504	549	3522		326	3533	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	6	1	11	18	0	283	4	928	31	270	960	11
RTOR Reduction (vph)	0	0	11	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	7	0	0	151	150	4	958	0	270	971	0
Turn Type	Perm		Perm	Perm		Perm	pm+pt			pm+pt		
Protected Phases		3			4		5	2		1	6	
Permitted Phases	3		3	4		4	2			6		
Actuated Green, G (s)		2.7	2.7		16.2	16.2	43.6	42.9		59.9	54.2	
Effective Green, g (s)		2.7	2.7		16.2	16.2	43.6	42.9		59.9	54.2	
Actuated g/C Ratio		0.03	0.03		0.17	0.17	0.46	0.46		0.64	0.58	
Clearance Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.0	2.0		2.5	2.5	1.0	3.0		1.0	3.0	
Lane Grp Cap (vph)		54	46		257	260	264	1611		393	2041	
v/s Ratio Prot							0.00	0.27		c0.09	0.27	
v/s Ratio Perm		c0.00	0.00		c0.10	0.10	0.01			c0.35		
v/c Ratio		0.13	0.01		0.59	0.58	0.02	0.59		0.69	0.48	
Uniform Delay, d1		44.4	44.2		35.7	35.7	13.5	19.0		11.3	11.5	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.4	0.0		2.8	2.5	0.0	0.6		4.0	0.2	
Delay (s)		44.8	44.3		38.6	38.2	13.5	19.6		15.3	11.7	
Level of Service		D	D		D	D	B	B		B	B	
Approach Delay (s)		44.5			38.4			19.5			12.5	
Approach LOS		D			D			B			B	

Intersection Summary			
HCM Average Control Delay	18.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	93.8	Sum of lost time (s)	15.0
Intersection Capacity Utilization	65.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

2: Harbor Street & Padre Boulevard

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	3	4	178	0	13	28	967	45	57	873	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt		0.94		1.00	0.85		1.00	0.99		1.00	1.00	
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1732		1770	1583		1770	3516		1770	3536	
Flt Permitted		0.96		0.75	1.00		0.27	1.00		0.16	1.00	
Satd. Flow (perm)		1688		1400	1583		512	3516		299	3536	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	2	3	4	184	0	13	29	997	46	59	900	6
RTOR Reduction (vph)	0	3	0	0	10	0	0	3	0	0	1	0
Lane Group Flow (vph)	0	6	0	184	3	0	29	1040	0	59	905	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)		14.3		14.3	14.3		29.1	27.4		34.5	30.1	
Effective Green, g (s)		14.3		14.3	14.3		29.1	27.4		34.5	30.1	
Actuated g/C Ratio		0.23		0.23	0.23		0.48	0.45		0.56	0.49	
Clearance Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.1		2.1	2.1		1.5	2.1		1.5	2.1	
Lane Grp Cap (vph)		395		328	370		279	1577		275	1742	
v/s Ratio Prot					0.00		0.00	c0.30		c0.02	c0.26	
v/s Ratio Perm	0.00	c0.13		0.05						0.11		
v/c Ratio	0.02	0.56	0.01	0.10	0.66		0.21	0.52				
Uniform Delay, d1	18.0	20.6	18.0	8.6	13.2		7.4	10.6				
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00				
Incremental Delay, d2	0.0	1.4	0.0	0.1	0.8		0.1	0.1				
Delay (s)	18.0	22.0	18.0	8.7	14.0		7.6	10.7				
Level of Service	B	C	B	A	B		A	B				
Approach Delay (s)	18.0		21.8		13.8			10.5				
Approach LOS	B		C		B			B				

Intersection Summary			
HCM Average Control Delay	13.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	61.1	Sum of lost time (s)	20.0
Intersection Capacity Utilization	61.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

3: Amberjack Street & Padre Boulevard

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	1	14	30	5	10	68	858	29	33	806	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.86		1.00	0.90		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1601		1770	1676		1770	3522		1770	3534	
Flt Permitted	1.00	1.00		1.00	1.00		0.25	1.00		0.29	1.00	
Satd. Flow (perm)	1863	1601		1863	1676		463	3522		545	3534	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	18	1	15	31	5	10	71	894	30	34	840	9
RTOR Reduction (vph)	0	15	0	0	9	0	0	1	0	0	1	0
Lane Group Flow (vph)	18	1	0	31	6	0	71	923	0	34	848	0
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)	1.9	1.3		5.5	3.1		33.6	29.0		27.6	26.0	
Effective Green, g (s)	1.9	1.3		5.5	3.1		33.6	29.0		27.6	26.0	
Actuated g/C Ratio	0.03	0.02		0.10	0.06		0.62	0.53		0.51	0.48	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	1.5	2.1		1.5	2.1		1.5	2.1		1.5	2.1	
Lane Grp Cap (vph)	64	38		185	96		397	1881		313	1692	
v/s Ratio Prot	0.00	0.00		c0.01	0.00		c0.02	c0.26		0.00	0.24	
v/s Ratio Perm	0.01			c0.01			0.10			0.05		
v/c Ratio	0.28	0.04		0.17	0.06		0.18	0.49		0.11	0.50	
Uniform Delay, d1	25.6	25.9		22.3	24.2		4.7	8.0		6.7	9.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.9	0.2		0.2	0.1		0.1	0.1		0.1	0.1	
Delay (s)	26.5	26.1		22.5	24.3		4.8	8.1		6.8	9.8	
Level of Service	C	C		C	C		A	A		A	A	
Approach Delay (s)		26.3			23.1			7.8			9.7	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM Average Control Delay	9.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	54.3	Sum of lost time (s)	15.0
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

4: Morningside Drive & Padre Boulevard

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	4	23	35	11	1	26	392	30	8	432	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.93			1.00		1.00	0.99		1.00	1.00	
Flt Protected		0.98			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1696			1791		1770	3501		1770	3529	
Flt Permitted		0.95			1.00		0.48	1.00		0.49	1.00	
Satd. Flow (perm)		1649			1858		891	3501		908	3529	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	18	4	25	38	12	1	28	426	33	9	470	9
RTOR Reduction (vph)	0	23	0	0	1	0	0	4	0	0	1	0
Lane Group Flow (vph)	0	24	0	0	50	0	28	455	0	9	478	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		2.9			2.9		27.5	26.7		27.5	26.7	
Effective Green, g (s)		2.9			2.9		27.5	26.7		27.5	26.7	
Actuated g/C Ratio		0.06			0.06		0.61	0.59		0.61	0.59	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.0			2.0		1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)		105			119		555	2059		565	2075	
v/s Ratio Prot							c0.00	0.13		0.00	c0.14	
v/s Ratio Perm	0.01			c0.03	0.03					0.01		
v/c Ratio	0.22			0.42	0.05	0.22				0.02	0.23	
Uniform Delay, d1	20.2			20.4	3.6	4.4				3.5	4.5	
Progression Factor	1.00			1.00	1.00	1.00				1.00	1.00	
Incremental Delay, d2	0.4			0.9	0.0	0.0				0.0	0.0	
Delay (s)	20.6			21.3	3.6	4.4				3.6	4.5	
Level of Service	C			C	A	A				A	A	
Approach Delay (s)	20.6			21.3		4.4					4.5	
Approach LOS	C			C		A					A	

Intersection Summary			
HCM Average Control Delay	5.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	45.4	Sum of lost time (s)	15.0
Intersection Capacity Utilization	36.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

1: Padre Blvd Loop & Padre Boulevard

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	1	1	20	0	320	1	1568	41	169	1273	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00	1.00		0.95	0.95	1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.87	0.85	1.00	1.00		1.00	1.00	
Flt Protected		0.96	1.00		0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1786	1583		1526	1504	1770	3526		1770	3536	
Flt Permitted		1.00	1.00		0.97	1.00	0.18	1.00		0.06	1.00	
Satd. Flow (perm)		1863	1583		1484	1504	337	3526		107	3536	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	6	1	1	21	0	333	1	1633	43	176	1326	8
RTOR Reduction (vph)	0	0	1	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	7	0	0	178	176	1	1675	0	176	1334	0
Turn Type	Perm		Perm	Perm		Perm	pm+pt			pm+pt		
Protected Phases		3			4		5	2		1	6	
Permitted Phases	3		3	4		4	2			6		
Actuated Green, G (s)		3.4	3.4		24.4	24.4	96.6	95.8		116.3	110.5	
Effective Green, g (s)		3.4	3.4		24.4	24.4	96.6	95.8		116.3	110.5	
Actuated g/C Ratio		0.02	0.02		0.15	0.15	0.61	0.60		0.73	0.69	
Clearance Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.0	2.0		2.5	2.5	1.0	3.0		1.0	3.0	
Lane Grp Cap (vph)		40	34		228	231	212	2123		240	2456	
v/s Ratio Prot							0.00	c0.48		c0.07	0.38	
v/s Ratio Perm		c0.00	0.00		c0.12	0.12	0.00			0.46		
v/c Ratio		0.17	0.00		0.78	0.76	0.00	0.79		0.73	0.54	
Uniform Delay, d1		76.5	76.2		64.8	64.6	12.7	24.0		43.0	11.9	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.8	0.0		15.3	13.2	0.0	2.0		9.6	0.2	
Delay (s)		77.2	76.2		80.1	77.8	12.7	26.0		52.5	12.2	
Level of Service		E	E		F	E	B	C		D	B	
Approach Delay (s)		77.1			78.9			26.0			16.9	
Approach LOS		E			E			C			B	

Intersection Summary			
HCM Average Control Delay	27.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	159.1	Sum of lost time (s)	20.0
Intersection Capacity Utilization	80.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

2: Harbor Street & Padre Boulevard

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	2	5	196	0	29	41	1418	164	64	1055	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt		0.96		1.00	0.85		1.00	0.98		1.00	1.00	
Flt Protected		0.97		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1735		1770	1583		1770	3484		1770	3534	
Flt Permitted		0.90		0.75	1.00		0.19	1.00		0.08	1.00	
Satd. Flow (perm)		1605		1392	1583		352	3484		141	3534	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	9	2	5	206	0	31	43	1493	173	67	1111	11
RTOR Reduction (vph)	0	4	0	0	24	0	0	7	0	0	0	0
Lane Group Flow (vph)	0	12	0	206	7	0	43	1659	0	67	1122	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)		21.5		21.5	21.5		55.2	51.4		58.2	52.9	
Effective Green, g (s)		21.5		21.5	21.5		55.2	51.4		58.2	52.9	
Actuated g/C Ratio		0.23		0.23	0.23		0.59	0.55		0.62	0.57	
Clearance Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.1		2.1	2.1		1.5	2.1		1.5	2.1	
Lane Grp Cap (vph)		370		321	365		266	1921		181	2006	
v/s Ratio Prot					0.00		0.01	c0.48		c0.02	0.32	
v/s Ratio Perm		0.01		c0.15			0.09			0.21		
v/c Ratio		0.03		0.64	0.02		0.16	0.86		0.37	0.56	
Uniform Delay, d1		27.8		32.4	27.7		9.0	17.9		15.1	12.8	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0		3.4	0.0		0.1	4.2		0.5	0.2	
Delay (s)		27.8		35.8	27.7		9.1	22.1		15.6	13.0	
Level of Service		C		D	C		A	C		B	B	
Approach Delay (s)		27.8			34.7			21.7			13.1	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM Average Control Delay	19.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	93.2	Sum of lost time (s)	15.0
Intersection Capacity Utilization	78.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

3: Amberjack Street & Padre Boulevard

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	14	25	33	4	35	96	1309	36	40	1047	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.90		1.00	0.87		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1684		1770	1612		1770	3525		1770	3532	
Flt Permitted	0.73	1.00		0.59	1.00		0.19	1.00		0.13	1.00	
Satd. Flow (perm)	1363	1684		1106	1612		349	3525		239	3532	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	24	14	25	33	4	35	97	1322	36	40	1058	15
RTOR Reduction (vph)	0	23	0	0	32	0	0	1	0	0	0	0
Lane Group Flow (vph)	24	16	0	33	7	0	97	1357	0	40	1073	0
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)	7.3	5.6		9.9	6.9		45.2	40.5		41.6	38.7	
Effective Green, g (s)	7.3	5.6		9.9	6.9		45.2	40.5		41.6	38.7	
Actuated g/C Ratio	0.10	0.08		0.14	0.10		0.63	0.56		0.58	0.54	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	1.5	2.1		1.5	2.1		1.5	2.1		1.5	2.1	
Lane Grp Cap (vph)	148	131		180	154		312	1983		200	1898	
v/s Ratio Prot	0.00	0.01		c0.01	0.00		c0.02	c0.38		0.01	0.30	
v/s Ratio Perm	0.01			c0.02			0.17			0.11		
v/c Ratio	0.16	0.12		0.18	0.05		0.31	0.68		0.20	0.57	
Uniform Delay, d1	29.5	30.9		27.3	29.6		6.5	11.2		8.1	11.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.2		0.2	0.1		0.2	0.8		0.2	0.2	
Delay (s)	29.7	31.1		27.5	29.6		6.7	12.0		8.3	11.3	
Level of Service	C	C		C	C		A	B		A	B	
Approach Delay (s)		30.5			28.6			11.7			11.2	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	12.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	72.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	62.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

4: Morningside Drive & Padre Boulevard

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	16	30	44	6	7	41	819	47	24	673	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.94			0.98		1.00	0.99		1.00	1.00	
Flt Protected		0.98			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1725			1762		1770	3510		1770	3528	
Flt Permitted		0.86			0.77		0.35	1.00		0.28	1.00	
Satd. Flow (perm)		1515			1409		648	3510		530	3528	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	25	17	32	47	6	8	44	881	51	26	724	15
RTOR Reduction (vph)	0	29	0	0	7	0	0	3	0	0	1	0
Lane Group Flow (vph)	0	45	0	0	54	0	44	929	0	26	738	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		4.6			4.6		28.1	26.5		26.5	25.7	
Effective Green, g (s)		4.6			4.6		28.1	26.5		26.5	25.7	
Actuated g/C Ratio		0.10			0.10		0.60	0.57		0.57	0.55	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.0			2.0		1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)		149			138		427	1983		321	1933	
v/s Ratio Prot							c0.00	c0.26		0.00	0.21	
v/s Ratio Perm	0.03			c0.04	0.06					0.04		
v/c Ratio	0.30			0.39	0.10	0.47				0.08	0.38	
Uniform Delay, d1	19.7			19.8	3.9	6.0				4.5	6.1	
Progression Factor	1.00			1.00	1.00	1.00				1.00	1.00	
Incremental Delay, d2	0.4			0.7	0.0	0.1				0.0	0.0	
Delay (s)	20.1			20.5	3.9	6.1				4.6	6.1	
Level of Service	C			C	A	A				A	A	
Approach Delay (s)	20.1			20.5		6.0					6.1	
Approach LOS	C			C		A					A	

Intersection Summary			
HCM Average Control Delay	7.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	46.9	Sum of lost time (s)	10.0
Intersection Capacity Utilization	47.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

1: Padre Blvd Loop & Padre Boulevard

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	1	12	18	0	293	4	960	32	279	993	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00	1.00		0.95	0.95	1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.87	0.85	1.00	1.00		1.00	1.00	
Flt Protected		0.96	1.00		0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1786	1583		1526	1504	1770	3522		1770	3533	
Flt Permitted		1.00	1.00		0.97	1.00	0.27	1.00		0.15	1.00	
Satd. Flow (perm)		1863	1583		1484	1504	510	3522		285	3533	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	6	1	12	19	0	305	4	1000	33	291	1034	12
RTOR Reduction (vph)	0	0	12	0	0	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	7	0	0	162	162	4	1031	0	291	1045	0
Turn Type	Perm		Perm	Perm		Perm	pm+pt			pm+pt		
Protected Phases		3			4		5	2		1	6	
Permitted Phases	3		3	4		4	2			6		
Actuated Green, G (s)		1.5	1.5		14.2	14.2	41.9	41.2		58.4	52.7	
Effective Green, g (s)		1.5	1.5		14.2	14.2	41.9	41.2		58.4	52.7	
Actuated g/C Ratio		0.02	0.02		0.16	0.16	0.47	0.46		0.66	0.59	
Clearance Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.0	2.0		2.5	2.5	1.0	3.0		1.0	3.0	
Lane Grp Cap (vph)		31	27		237	240	250	1629		390	2090	
v/s Ratio Prot							0.00	0.29		c0.10	0.30	
v/s Ratio Perm		c0.00	0.00		c0.11	0.11	0.01			c0.39		
v/c Ratio		0.23	0.01		0.68	0.68	0.02	0.63		0.75	0.50	
Uniform Delay, d1		43.2	43.1		35.3	35.3	12.5	18.2		12.3	10.6	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.3	0.0		7.2	6.6	0.0	0.8		6.7	0.2	
Delay (s)		44.6	43.1		42.6	41.9	12.5	19.0		18.9	10.7	
Level of Service		D	D		D	D	B	B		B	B	
Approach Delay (s)		43.6			42.2			19.0			12.5	
Approach LOS		D			D			B			B	

Intersection Summary			
HCM Average Control Delay	18.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	89.1	Sum of lost time (s)	15.0
Intersection Capacity Utilization	69.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

2: Harbor Street & Padre Boulevard

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	3	4	192	0	14	30	1041	48	61	940	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt		0.94		1.00	0.85		1.00	0.99		1.00	1.00	
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1732		1770	1583		1770	3516		1770	3536	
Flt Permitted		0.97		0.75	1.00		0.24	1.00		0.13	1.00	
Satd. Flow (perm)		1692		1400	1583		443	3516		237	3536	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2	3	4	202	0	15	32	1096	51	64	989	6
RTOR Reduction (vph)	0	3	0	0	11	0	0	3	0	0	0	0
Lane Group Flow (vph)	0	6	0	202	4	0	32	1144	0	64	995	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)		15.9		15.9	15.9		31.5	29.9		37.7	33.0	
Effective Green, g (s)		15.9		15.9	15.9		31.5	29.9		37.7	33.0	
Actuated g/C Ratio		0.24		0.24	0.24		0.48	0.46		0.58	0.50	
Clearance Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.1		2.1	2.1		1.5	2.1		1.5	2.1	
Lane Grp Cap (vph)		411		340	384		245	1605		246	1781	
v/s Ratio Prot					0.00		0.00	c0.33		c0.02	c0.28	
v/s Ratio Perm	0.00	c0.14		0.06						0.13		
v/c Ratio	0.01	0.59	0.01	0.13	0.71		0.26	0.56				
Uniform Delay, d1	18.8	21.9	18.8	9.2	14.3		8.4	11.2				
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00				
Incremental Delay, d2	0.0	2.0	0.0	0.1	1.3		0.2	0.2				
Delay (s)	18.9	23.9	18.8	9.3	15.6		8.6	11.5				
Level of Service	B	C	B	A	B		A	B				
Approach Delay (s)	18.9		23.5		15.5			11.3				
Approach LOS	B		C		B			B				

Intersection Summary			
HCM Average Control Delay	14.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	65.5	Sum of lost time (s)	20.0
Intersection Capacity Utilization	64.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

3: Amberjack Street & Padre Boulevard

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	18	1	15	32	5	11	73	924	31	36	868	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.86		1.00	0.90		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1601		1770	1671		1770	3522		1770	3533	
Flt Permitted	1.00	1.00		1.00	1.00		0.26	1.00		0.26	1.00	
Satd. Flow (perm)	1863	1601		1863	1671		477	3522		489	3533	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	18	1	15	32	5	11	74	933	31	36	877	10
RTOR Reduction (vph)	0	15	0	0	10	0	0	2	0	0	0	0
Lane Group Flow (vph)	18	1	0	32	6	0	74	962	0	36	887	0
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)	2.0	1.3		5.4	3.0		32.9	29.8		29.7	28.2	
Effective Green, g (s)	2.0	1.3		5.4	3.0		32.9	29.8		29.7	28.2	
Actuated g/C Ratio	0.04	0.02		0.10	0.05		0.60	0.54		0.54	0.51	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	1.5	2.1		1.5	2.1		1.5	2.1		1.5	2.1	
Lane Grp Cap (vph)	67	38		179	91		358	1908		299	1811	
v/s Ratio Prot	0.00	0.00		c0.01	0.00		c0.01	c0.27		0.00	0.25	
v/s Ratio Perm	0.01			c0.01			0.11			0.06		
v/c Ratio	0.27	0.04		0.18	0.06		0.21	0.50		0.12	0.49	
Uniform Delay, d1	25.9	26.2		22.8	24.7		5.0	7.9		6.0	8.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.8	0.2		0.2	0.1		0.1	0.1		0.1	0.1	
Delay (s)	26.7	26.4		23.0	24.8		5.1	8.0		6.1	8.8	
Level of Service	C	C		C	C		A	A		A	A	
Approach Delay (s)		26.5			23.6			7.8			8.7	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM Average Control Delay	8.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	55.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	51.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

4: Morningside Drive & Padre Boulevard

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	18	4	25	38	12	1	28	422	32	9	465	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.93			1.00		1.00	0.99		1.00	1.00	
Flt Protected		0.98			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1695			1791		1770	3502		1770	3529	
Flt Permitted		0.95			1.00		0.46	1.00		0.47	1.00	
Satd. Flow (perm)		1644			1858		865	3502		883	3529	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	19	4	27	41	13	1	30	454	34	10	500	10
RTOR Reduction (vph)	0	25	0	0	1	0	0	4	0	0	1	0
Lane Group Flow (vph)	0	25	0	0	54	0	30	484	0	10	509	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		2.9			2.9		27.4	26.6		27.4	26.6	
Effective Green, g (s)		2.9			2.9		27.4	26.6		27.4	26.6	
Actuated g/C Ratio		0.06			0.06		0.60	0.59		0.60	0.59	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.0			2.0		1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)		105			119		539	2056		550	2072	
v/s Ratio Prot							c0.00	0.14		0.00	c0.14	
v/s Ratio Perm	0.02			c0.03	0.03					0.01		
v/c Ratio	0.24			0.45	0.06	0.24				0.02	0.25	
Uniform Delay, d1	20.1			20.4	3.6	4.5				3.6	4.5	
Progression Factor	1.00			1.00	1.00	1.00				1.00	1.00	
Incremental Delay, d2	0.4			1.0	0.0	0.0				0.0	0.0	
Delay (s)	20.6			21.4	3.6	4.5				3.6	4.5	
Level of Service	C			C	A	A				A	A	
Approach Delay (s)	20.6			21.4		4.4					4.5	
Approach LOS	C			C		A					A	

Intersection Summary			
HCM Average Control Delay	6.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.26		
Actuated Cycle Length (s)	45.3	Sum of lost time (s)	15.0
Intersection Capacity Utilization	38.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

1: Padre Blvd Loop & Padre Boulevard

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	1	1	22	0	345	1	1689	44	182	1371	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00	1.00		0.95	0.95	1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.87	0.85	1.00	1.00		1.00	1.00	
Flt Protected		0.96	1.00		0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1786	1583		1527	1504	1770	3526		1770	3536	
Flt Permitted		1.00	1.00		0.96	1.00	0.15	1.00		0.06	1.00	
Satd. Flow (perm)		1863	1583		1481	1504	272	3526		109	3536	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	6	1	1	23	0	359	1	1759	46	190	1428	9
RTOR Reduction (vph)	0	0	1	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	7	0	0	192	190	1	1804	0	190	1437	0
Turn Type	Perm		Perm	Perm		Perm	pm+pt			pm+pt		
Protected Phases		3			4		5	2		1	6	
Permitted Phases	3		3	4		4	2			6		
Actuated Green, G (s)		0.9	0.9		16.3	16.3	64.5	63.6		78.7	72.8	
Effective Green, g (s)		0.9	0.9		16.3	16.3	64.5	63.6		78.7	72.8	
Actuated g/C Ratio		0.01	0.01		0.15	0.15	0.58	0.57		0.71	0.66	
Clearance Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.0	2.0		2.5	2.5	1.0	3.0		1.0	3.0	
Lane Grp Cap (vph)		15	13		218	221	170	2022		229	2321	
v/s Ratio Prot							0.00	c0.51		c0.08	0.41	
v/s Ratio Perm		c0.00	0.00		c0.13	0.13	0.00			0.52		
v/c Ratio		0.47	0.00		0.88	0.86	0.01	0.89		0.83	0.62	
Uniform Delay, d1		54.8	54.6		46.3	46.2	10.5	20.7		33.7	11.0	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		8.1	0.0		31.1	26.4	0.0	5.4		20.4	0.5	
Delay (s)		62.9	54.6		77.4	72.6	10.5	26.1		54.1	11.5	
Level of Service		E	D		E	E	B	C		D	B	
Approach Delay (s)		61.8			75.0			26.1			16.5	
Approach LOS		E			E			C			B	

Intersection Summary			
HCM Average Control Delay	27.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	110.9	Sum of lost time (s)	20.0
Intersection Capacity Utilization	85.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

2: Harbor Street & Padre Boulevard

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	2	5	211	0	31	44	1527	177	69	1136	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt		0.96		1.00	0.85		1.00	0.98		1.00	1.00	
Flt Protected		0.97		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1740		1770	1583		1770	3484		1770	3534	
Flt Permitted		0.88		0.75	1.00		0.17	1.00		0.07	1.00	
Satd. Flow (perm)		1581		1389	1583		322	3484		131	3534	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	11	2	5	222	0	33	46	1607	186	73	1196	12
RTOR Reduction (vph)	0	4	0	0	26	0	0	8	0	0	0	0
Lane Group Flow (vph)	0	14	0	222	7	0	46	1785	0	73	1208	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)		20.0		20.0	20.0		58.1	55.6		60.3	56.7	
Effective Green, g (s)		20.0		20.0	20.0		58.1	55.6		60.3	56.7	
Actuated g/C Ratio		0.21		0.21	0.21		0.62	0.59		0.64	0.60	
Clearance Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.1		2.1	2.1		1.5	2.1		1.5	2.1	
Lane Grp Cap (vph)		336		295	336		237	2056		146	2127	
v/s Ratio Prot					0.00		0.01	c0.51		c0.02	0.34	
v/s Ratio Perm		0.01		c0.16			0.11			0.30		
v/c Ratio		0.04		0.75	0.02		0.19	0.87		0.50	0.57	
Uniform Delay, d1		29.5		34.8	29.4		8.3	16.2		16.0	11.3	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0		9.4	0.0		0.1	4.1		1.0	0.2	
Delay (s)		29.5		44.2	29.4		8.5	20.3		17.0	11.6	
Level of Service		C		D	C		A	C		B	B	
Approach Delay (s)		29.5			42.2			20.0			11.9	
Approach LOS		C			D			B			B	

Intersection Summary			
HCM Average Control Delay	18.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	94.2	Sum of lost time (s)	15.0
Intersection Capacity Utilization	82.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

3: Amberjack Street & Padre Boulevard

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	15	27	36	4	38	103	1410	39	43	1128	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.90		1.00	0.86		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1683		1770	1610		1770	3525		1770	3532	
Flt Permitted	0.73	1.00		0.64	1.00		0.16	1.00		0.11	1.00	
Satd. Flow (perm)	1359	1683		1187	1610		302	3525		207	3532	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	26	15	27	36	4	38	104	1424	39	43	1139	16
RTOR Reduction (vph)	0	25	0	0	35	0	0	2	0	0	1	0
Lane Group Flow (vph)	26	17	0	36	7	0	104	1461	0	43	1154	0
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)	7.0	5.5		8.6	6.3		46.5	41.7		41.5	39.2	
Effective Green, g (s)	7.0	5.5		8.6	6.3		46.5	41.7		41.5	39.2	
Actuated g/C Ratio	0.10	0.08		0.12	0.09		0.65	0.58		0.58	0.55	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	1.5	2.1		1.5	2.1		1.5	2.1		1.5	2.1	
Lane Grp Cap (vph)	141	129		161	141		294	2047		170	1928	
v/s Ratio Prot	0.00	0.01		c0.01	0.00		c0.02	c0.41		0.01	0.33	
v/s Ratio Perm	0.01			c0.02			0.21			0.14		
v/c Ratio	0.18	0.13		0.22	0.05		0.35	0.71		0.25	0.60	
Uniform Delay, d1	29.7	30.9		28.4	30.0		6.5	10.8		8.4	11.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.2		0.3	0.1		0.3	1.0		0.3	0.4	
Delay (s)	29.9	31.1		28.7	30.1		6.8	11.8		8.6	11.3	
Level of Service	C	C		C	C		A	B		A	B	
Approach Delay (s)		30.7			29.4			11.5			11.2	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	12.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	71.8	Sum of lost time (s)	10.0
Intersection Capacity Utilization	65.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

4: Morningside Drive & Padre Boulevard

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	17	32	47	6	8	44	882	51	26	725	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.94			0.98		1.00	0.99		1.00	1.00	
Flt Protected		0.98			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1725			1760		1770	3510		1770	3529	
Flt Permitted		0.86			0.77		0.33	1.00		0.24	1.00	
Satd. Flow (perm)		1509			1409		619	3510		449	3529	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	27	18	34	51	6	9	47	948	55	28	780	16
RTOR Reduction (vph)	0	31	0	0	7	0	0	4	0	0	1	0
Lane Group Flow (vph)	0	48	0	0	59	0	47	999	0	28	795	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		4.6			4.6		26.8	25.2		27.0	25.3	
Effective Green, g (s)		4.6			4.6		26.8	25.2		27.0	25.3	
Actuated g/C Ratio		0.10			0.10		0.58	0.54		0.58	0.54	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.0			2.0		1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)		149			139		396	1902		309	1920	
v/s Ratio Prot							c0.00	c0.28		0.00	0.23	
v/s Ratio Perm	0.03			c0.04	0.06					0.05		
v/c Ratio	0.32			0.42	0.12	0.53				0.09	0.41	
Uniform Delay, d1	19.5			19.7	4.3	6.8				4.3	6.2	
Progression Factor	1.00			1.00	1.00	1.00				1.00	1.00	
Incremental Delay, d2	0.5			0.8	0.0	0.1				0.0	0.1	
Delay (s)	20.0			20.5	4.4	6.9				4.4	6.3	
Level of Service	B			C	A	A				A	A	
Approach Delay (s)	20.0			20.5		6.8					6.2	
Approach LOS	B			C		A					A	

Intersection Summary			
HCM Average Control Delay	7.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	46.5	Sum of lost time (s)	15.0
Intersection Capacity Utilization	49.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

1: Padre Blvd Loop & Padre Boulevard

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	1	15	23	0	366	5	1200	40	349	1242	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00	1.00		0.95	0.95	1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.87	0.85	1.00	1.00		1.00	1.00	
Flt Protected		0.96	1.00		0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1783	1583		1527	1504	1770	3522		1770	3533	
Flt Permitted		1.00	1.00		0.97	1.00	0.21	1.00		0.07	1.00	
Satd. Flow (perm)		1863	1583		1482	1504	390	3522		139	3533	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	8	1	16	24	0	381	5	1250	42	364	1294	16
RTOR Reduction (vph)	0	0	16	0	0	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	9	0	0	203	202	5	1290	0	364	1309	0
Turn Type	Perm		Perm	Perm		Perm	pm+pt			pm+pt		
Protected Phases		3			4		5	2		1	6	
Permitted Phases	3		3	4		4	2			6		
Actuated Green, G (s)		3.0	3.0		19.1	19.1	56.3	55.3		82.9	76.9	
Effective Green, g (s)		3.0	3.0		19.1	19.1	56.3	55.3		82.9	76.9	
Actuated g/C Ratio		0.02	0.02		0.16	0.16	0.47	0.46		0.69	0.64	
Clearance Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.0	2.0		2.5	2.5	1.0	3.0		1.0	3.0	
Lane Grp Cap (vph)		47	40		236	239	194	1623		403	2264	
v/s Ratio Prot							0.00	0.37		c0.17	0.37	
v/s Ratio Perm		c0.00	0.00		c0.14	0.13	0.01			c0.45		
v/c Ratio		0.19	0.01		0.86	0.85	0.03	0.80		0.90	0.58	
Uniform Delay, d1		57.3	57.1		49.1	49.0	17.0	27.5		36.4	12.3	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.09	0.54	
Incremental Delay, d2		0.7	0.0		25.6	22.7	0.0	4.1		17.8	0.8	
Delay (s)		58.0	57.1		74.8	71.7	17.0	31.6		57.4	7.4	
Level of Service		E	E		E	E	B	C		E	A	
Approach Delay (s)		57.4			73.2			31.6			18.3	
Approach LOS		E			E			C			B	

Intersection Summary			
HCM Average Control Delay	30.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	81.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

2: Harbor Street & Padre Boulevard

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	4	5	240	0	18	38	1303	61	77	1176	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt		0.94		1.00	0.85		1.00	0.99		1.00	1.00	
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1736		1770	1583		1770	3516		1770	3536	
Flt Permitted		0.97		0.75	1.00		0.16	1.00		0.11	1.00	
Satd. Flow (perm)		1698		1397	1583		303	3516		207	3536	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	3	4	5	253	0	19	40	1372	64	81	1238	8
RTOR Reduction (vph)	0	4	0	0	15	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	8	0	253	4	0	40	1434	0	81	1246	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)		26.3		26.3	26.3		77.7	73.4		79.7	74.4	
Effective Green, g (s)		26.3		26.3	26.3		77.7	73.4		79.7	74.4	
Actuated g/C Ratio		0.22		0.22	0.22		0.65	0.61		0.66	0.62	
Clearance Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.1		2.1	2.1		1.5	2.1		1.5	2.1	
Lane Grp Cap (vph)		372		306	347		249	2151		207	2192	
v/s Ratio Prot					0.00		0.01	c0.41		c0.02	0.35	
v/s Ratio Perm		c0.18					0.10			0.24		
v/c Ratio		0.02	0.83	0.01	0.16	0.67		0.39	0.57			
Uniform Delay, d1		36.8	44.7	36.7	9.5	15.3		11.9	13.4			
Progression Factor		1.00	1.00	1.00	0.72	0.68		0.51	0.89			
Incremental Delay, d2		0.0	15.9	0.0	0.1	1.0		0.4	1.0			
Delay (s)		36.8	60.5	36.7	6.9	11.3		6.5	12.8			
Level of Service		D	E	D	A	B		A	B			
Approach Delay (s)		36.8		58.9		11.2			12.4			
Approach LOS		D		E		B			B			

Intersection Summary			
HCM Average Control Delay	16.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	74.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

3: Amberjack Street & Padre Boulevard

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	1	19	40	7	13	92	1156	39	44	1086	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.86		1.00	0.90		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1597		1770	1681		1770	3522		1770	3533	
Flt Permitted	1.00	1.00		0.60	1.00		0.21	1.00		0.20	1.00	
Satd. Flow (perm)	1863	1597		1112	1681		396	3522		372	3533	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	23	1	19	40	7	13	93	1168	39	44	1097	12
RTOR Reduction (vph)	0	18	0	0	12	0	0	1	0	0	0	0
Lane Group Flow (vph)	23	2	0	40	8	0	93	1206	0	44	1109	0
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)	7.9	4.0		13.3	6.7		91.4	85.2		87.4	83.2	
Effective Green, g (s)	7.9	4.0		13.3	6.7		91.4	85.2		87.4	83.2	
Actuated g/C Ratio	0.07	0.03		0.11	0.06		0.76	0.71		0.73	0.69	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	1.5	2.1		1.5	2.1		1.5	2.1		1.5	2.1	
Lane Grp Cap (vph)	120	53		159	94		373	2501		320	2450	
v/s Ratio Prot	0.01	0.00		c0.01	0.00		c0.01	c0.34		0.00	0.31	
v/s Ratio Perm	0.01			c0.01			0.18			0.10		
v/c Ratio	0.19	0.03		0.25	0.08		0.25	0.48		0.14	0.45	
Uniform Delay, d1	53.0	56.1		48.6	53.7		4.7	7.7		5.2	8.2	
Progression Factor	1.00	1.00		1.00	1.00		2.18	2.01		1.00	1.00	
Incremental Delay, d2	0.3	0.1		0.3	0.2		0.1	0.5		0.1	0.6	
Delay (s)	53.3	56.2		48.9	53.9		10.3	16.0		5.3	8.8	
Level of Service	D	E		D	D		B	B		A	A	
Approach Delay (s)		54.7			50.5			15.6			8.7	
Approach LOS		D			D			B			A	

Intersection Summary			
HCM Average Control Delay	13.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	58.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

4: Morningside Drive & Padre Boulevard

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	5	31	47	15	1	35	528	40	11	582	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.93			1.00		1.00	0.99		1.00	1.00	
Flt Protected		0.98			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1697			1792		1770	3502		1770	3529	
Flt Permitted		0.84			0.76		0.40	1.00		0.42	1.00	
Satd. Flow (perm)		1455			1414		737	3502		783	3529	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	25	5	33	51	16	1	38	568	43	12	626	12
RTOR Reduction (vph)	0	30	0	0	1	0	0	4	0	0	1	0
Lane Group Flow (vph)	0	33	0	0	67	0	38	607	0	12	637	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		4.6			4.6		28.4	26.7		26.6	25.8	
Effective Green, g (s)		4.6			4.6		28.4	26.7		26.6	25.8	
Actuated g/C Ratio		0.10			0.10		0.60	0.57		0.56	0.55	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.0			2.0		1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)		142			138		482	1985		459	1933	
v/s Ratio Prot							c0.00	0.17		0.00	c0.18	
v/s Ratio Perm	0.02			c0.05	0.04					0.01		
v/c Ratio	0.23			0.49	0.08	0.31				0.03	0.33	
Uniform Delay, d1	19.6			20.1	3.8	5.3				4.5	5.9	
Progression Factor	1.00			1.00	1.00	1.00				1.00	1.00	
Incremental Delay, d2	0.3			1.0	0.0	0.0				0.0	0.0	
Delay (s)	19.9			21.1	3.8	5.4				4.5	5.9	
Level of Service	B			C	A	A				A	A	
Approach Delay (s)	19.9			21.1		5.3					5.9	
Approach LOS	B			C		A					A	

Intersection Summary			
HCM Average Control Delay	7.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	47.1	Sum of lost time (s)	15.0
Intersection Capacity Utilization	40.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	1	1	27	0	431	1	2112	55	228	1715	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00	1.00		0.95	0.95	1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.87	0.85	1.00	1.00		1.00	1.00	
Flt Protected		0.96	1.00		0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1783	1583		1526	1504	1770	3526		1770	3536	
Flt Permitted		1.00	1.00		0.97	1.00	0.06	1.00		0.06	1.00	
Satd. Flow (perm)		1863	1583		1483	1504	119	3526		110	3536	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	8	1	1	28	0	449	1	2200	57	238	1786	11
RTOR Reduction (vph)	0	0	1	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	9	0	0	239	238	1	2256	0	238	1797	0
Turn Type	Perm		Perm	Perm		Perm	pm+pt			pm+pt		
Protected Phases		3			4		5	2		1	6	
Permitted Phases	3		3	4		4	2			6		
Actuated Green, G (s)		2.0	2.0		22.0	22.0	63.8	62.8		81.0	75.0	
Effective Green, g (s)		2.0	2.0		22.0	22.0	63.8	62.8		81.0	75.0	
Actuated g/C Ratio		0.02	0.02		0.18	0.18	0.53	0.52		0.68	0.62	
Clearance Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.0	2.0		2.5	2.5	1.0	3.0		1.0	3.0	
Lane Grp Cap (vph)		31	26		272	276	77	1845		257	2210	
v/s Ratio Prot							0.00	c0.64		c0.10	0.51	
v/s Ratio Perm		c0.00	0.00		c0.16	0.16	0.01			0.52		
v/c Ratio		0.29	0.00		0.88	0.86	0.01	1.22		0.93	0.81	
Uniform Delay, d1		58.3	58.0		47.7	47.5	17.6	28.6		40.5	17.2	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.10	0.93	
Incremental Delay, d2		1.9	0.0		25.6	22.9	0.0	105.2		26.2	2.1	
Delay (s)		60.2	58.0		73.3	70.4	17.6	133.8		70.9	18.0	
Level of Service		E	E		E	E	B	F		E	B	
Approach Delay (s)		60.0			71.9			133.8			24.2	
Approach LOS		E			E			F			C	

Intersection Summary			
HCM Average Control Delay	80.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	102.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	3	7	264	0	39	55	1910	221	86	1421	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt		0.96		1.00	0.85		1.00	0.98		1.00	1.00	
Flt Protected		0.97		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1737		1770	1583		1770	3484		1770	3534	
Flt Permitted		0.88		0.74	1.00		0.10	1.00		0.05	1.00	
Satd. Flow (perm)		1577		1383	1583		192	3484		99	3534	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	13	3	7	278	0	41	58	2011	233	91	1496	14
RTOR Reduction (vph)	0	5	0	0	32	0	0	7	0	0	0	0
Lane Group Flow (vph)	0	18	0	278	9	0	58	2237	0	91	1510	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)		25.9		25.9	25.9		78.1	74.1		80.1	75.1	
Effective Green, g (s)		25.9		25.9	25.9		78.1	74.1		80.1	75.1	
Actuated g/C Ratio		0.22		0.22	0.22		0.65	0.62		0.67	0.63	
Clearance Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.1		2.1	2.1		1.5	2.1		1.5	2.1	
Lane Grp Cap (vph)		340		298	342		178	2151		136	2212	
v/s Ratio Prot					0.01		0.01	c0.64		c0.03	0.43	
v/s Ratio Perm		0.01		c0.20			0.20			0.42		
v/c Ratio		0.05		0.93	0.03		0.33	1.04		0.67	0.68	
Uniform Delay, d1		37.3		46.2	37.1		12.0	23.0		29.1	14.7	
Progression Factor		1.00		1.00	1.00		0.64	0.57		1.92	0.54	
Incremental Delay, d2		0.0		34.4	0.0		0.0	19.7		7.0	1.3	
Delay (s)		37.3		80.6	37.1		7.7	32.8		62.8	9.2	
Level of Service		D		F	D		A	C		E	A	
Approach Delay (s)		37.3			75.0			32.1			12.2	
Approach LOS		D			E			C			B	

Intersection Summary			
HCM Average Control Delay	27.9	HCM Level of Service	C
HCM Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	98.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

3: Amberjack Street & Padre Boulevard

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	19	34	44	5	47	129	1763	48	54	1410	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.90		1.00	0.86		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1683		1770	1610		1770	3525		1770	3532	
Flt Permitted	0.72	1.00		0.63	1.00		0.12	1.00		0.07	1.00	
Satd. Flow (perm)	1347	1683		1165	1610		224	3525		126	3532	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	32	19	34	44	5	47	130	1781	48	55	1424	20
RTOR Reduction (vph)	0	31	0	0	43	0	0	1	0	0	1	0
Lane Group Flow (vph)	32	22	0	44	9	0	130	1828	0	55	1443	0
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)	12.5	9.0		15.3	10.4		89.1	81.8		83.1	78.8	
Effective Green, g (s)	12.5	9.0		15.3	10.4		89.1	81.8		83.1	78.8	
Actuated g/C Ratio	0.10	0.08		0.13	0.09		0.74	0.68		0.69	0.66	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	1.5	2.1		1.5	2.1		1.5	2.1		1.5	2.1	
Lane Grp Cap (vph)	153	126		173	140		260	2403		146	2319	
v/s Ratio Prot	0.01	0.01		c0.01	0.01		c0.03	c0.52		0.01	0.41	
v/s Ratio Perm	0.02			c0.02			0.34			0.25		
v/c Ratio	0.21	0.17		0.25	0.06		0.50	0.76		0.38	0.62	
Uniform Delay, d1	49.0	52.0		46.8	50.3		9.6	12.6		12.9	12.0	
Progression Factor	1.00	1.00		1.00	1.00		3.12	0.50		1.00	1.00	
Incremental Delay, d2	0.2	0.3		0.3	0.1		0.0	0.2		0.6	1.3	
Delay (s)	49.3	52.3		47.1	50.4		30.0	6.6		13.5	13.2	
Level of Service	D	D		D	D		C	A		B	B	
Approach Delay (s)		51.2			48.9			8.1			13.2	
Approach LOS		D			D			A			B	

Intersection Summary			
HCM Average Control Delay	12.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	76.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

4: Morningside Drive & Padre Boulevard

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	22	40	59	8	9	55	1103	63	32	907	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.94			0.98		1.00	0.99		1.00	1.00	
Flt Protected		0.98			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1726			1764		1770	3510		1770	3529	
Flt Permitted		0.86			0.82		0.23	1.00		0.16	1.00	
Satd. Flow (perm)		1506			1508		425	3510		302	3529	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	33	24	43	63	9	10	59	1186	68	34	975	20
RTOR Reduction (vph)	0	34	0	0	6	0	0	4	0	0	1	0
Lane Group Flow (vph)	0	66	0	0	76	0	59	1250	0	34	994	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		7.3			7.3		33.1	30.3		31.1	29.3	
Effective Green, g (s)		7.3			7.3		33.1	30.3		31.1	29.3	
Actuated g/C Ratio		0.13			0.13		0.61	0.56		0.57	0.54	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.0			2.0		1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)		202			202		328	1955		221	1901	
v/s Ratio Prot							c0.01	c0.36		0.01	0.28	
v/s Ratio Perm	0.04			c0.05			0.10			0.08		
v/c Ratio	0.33			0.38			0.18	0.64		0.15	0.52	
Uniform Delay, d1	21.3			21.5			4.7	8.3		5.7	8.1	
Progression Factor	1.00			1.00			1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3			0.4			0.1	0.5		0.1	0.1	
Delay (s)	21.7			21.9			4.8	8.8		5.8	8.2	
Level of Service	C			C			A	A		A	A	
Approach Delay (s)	21.7			21.9				8.6			8.1	
Approach LOS	C			C				A			A	

Intersection Summary			
HCM Average Control Delay	9.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	54.4	Sum of lost time (s)	10.0
Intersection Capacity Utilization	58.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

1: Padre Blvd Loop & Padre Boulevard

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	1	15	23	0	366	5	900	40	349	932	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00	1.00		0.95	0.95	1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.87	0.85	1.00	0.99		1.00	1.00	
Flt Protected		0.96	1.00		0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1783	1583		1527	1504	1770	3516		1770	3531	
Flt Permitted		1.00	1.00		0.97	1.00	0.29	1.00		0.17	1.00	
Satd. Flow (perm)		1863	1583		1483	1504	541	3516		316	3531	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	8	1	16	24	0	381	5	938	42	364	971	16
RTOR Reduction (vph)	0	0	16	0	0	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	9	0	0	203	202	5	978	0	364	986	0
Turn Type	Perm		Perm	Perm		Perm	pm+pt			pm+pt		
Protected Phases		3			4		5	2		1	6	
Permitted Phases	3		3	4		4	2			6		
Actuated Green, G (s)		3.4	3.4		20.1	20.1	57.1	56.1		81.5	75.5	
Effective Green, g (s)		3.4	3.4		20.1	20.1	57.1	56.1		81.5	75.5	
Actuated g/C Ratio		0.03	0.03		0.17	0.17	0.48	0.47		0.68	0.63	
Clearance Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.0	2.0		2.5	2.5	1.0	3.0		1.0	3.0	
Lane Grp Cap (vph)		53	45		248	252	268	1644		462	2222	
v/s Ratio Prot							0.00	0.28		c0.13	0.28	
v/s Ratio Perm		c0.00	0.00		c0.14	0.13	0.01			c0.40		
v/c Ratio		0.17	0.01		0.82	0.80	0.02	0.59		0.79	0.44	
Uniform Delay, d1		56.9	56.7		48.2	48.0	16.5	23.6		18.8	11.4	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		0.91	0.72	
Incremental Delay, d2		0.6	0.0		18.2	16.1	0.0	1.6		6.9	0.5	
Delay (s)		57.5	56.7		66.4	64.2	16.5	25.2		24.0	8.8	
Level of Service		E	E		E	E	B	C		C	A	
Approach Delay (s)		57.0			65.3			25.1			12.9	
Approach LOS		E			E			C			B	

Intersection Summary			
HCM Average Control Delay	25.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	73.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

2: Harbor Street & Padre Boulevard

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	4	5	240	0	18	38	977	61	77	882	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt		0.94		1.00	0.85		1.00	0.99		1.00	1.00	
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1736		1770	1583		1770	3508		1770	3535	
Flt Permitted		0.97		0.75	1.00		0.26	1.00		0.20	1.00	
Satd. Flow (perm)		1698		1397	1583		480	3508		373	3535	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	3	4	5	253	0	19	40	1028	64	81	928	8
RTOR Reduction (vph)	0	4	0	0	15	0	0	3	0	0	0	0
Lane Group Flow (vph)	0	8	0	253	4	0	40	1089	0	81	936	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)		26.3		26.3	26.3		78.0	73.7		79.4	74.4	
Effective Green, g (s)		26.3		26.3	26.3		78.0	73.7		79.4	74.4	
Actuated g/C Ratio		0.22		0.22	0.22		0.65	0.61		0.66	0.62	
Clearance Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.1		2.1	2.1		1.5	2.1		1.5	2.1	
Lane Grp Cap (vph)		372		306	347		358	2154		305	2192	
v/s Ratio Prot					0.00		0.00	c0.31		c0.01	0.26	
v/s Ratio Perm		c0.18					0.07			0.16		
v/c Ratio		0.02	0.83	0.01	0.11	0.51		0.27	0.43			
Uniform Delay, d1		36.8	44.7	36.7	8.1	13.0		8.7	11.8			
Progression Factor		1.00	1.00	1.00	1.03	0.87		0.43	0.85			
Incremental Delay, d2		0.0	15.9	0.0	0.0	0.7		0.2	0.6			
Delay (s)		36.8	60.5	36.7	8.4	12.0		3.9	10.6			
Level of Service		D	E	D	A	B		A	B			
Approach Delay (s)		36.8		58.9		11.9			10.0			
Approach LOS		D		E		B			B			

Intersection Summary			
HCM Average Control Delay	16.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

3: Amberjack Street & Padre Boulevard

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	1	19	40	7	13	92	867	39	44	815	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.86		1.00	0.90		1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1597		1770	1681		1770	3517		1770	3532	
Flt Permitted	1.00	1.00		0.61	1.00		0.30	1.00		0.29	1.00	
Satd. Flow (perm)	1863	1597		1129	1681		567	3517		538	3532	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	23	1	19	40	7	13	93	876	39	44	823	12
RTOR Reduction (vph)	0	18	0	0	12	0	0	2	0	0	1	0
Lane Group Flow (vph)	23	2	0	40	8	0	93	913	0	44	834	0
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)	8.0	4.0		13.2	6.6		91.0	85.2		87.8	83.6	
Effective Green, g (s)	8.0	4.0		13.2	6.6		91.0	85.2		87.8	83.6	
Actuated g/C Ratio	0.07	0.03		0.11	0.05		0.76	0.71		0.73	0.70	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	1.5	2.1		1.5	2.1		1.5	2.1		1.5	2.1	
Lane Grp Cap (vph)	121	53		159	92		488	2497		437	2461	
v/s Ratio Prot	0.01	0.00		c0.01	0.00		c0.01	c0.26		0.00	0.24	
v/s Ratio Perm	0.01			c0.01			0.14			0.07		
v/c Ratio	0.19	0.03		0.25	0.08		0.19	0.37		0.10	0.34	
Uniform Delay, d1	53.0	56.1		48.7	53.8		4.0	6.8		4.6	7.2	
Progression Factor	1.00	1.00		1.00	1.00		2.21	1.66		1.00	1.00	
Incremental Delay, d2	0.3	0.1		0.3	0.2		0.1	0.4		0.0	0.4	
Delay (s)	53.2	56.2		49.0	54.0		9.0	11.7		4.6	7.6	
Level of Service	D	E		D	D		A	B		A	A	
Approach Delay (s)		54.6			50.6			11.4			7.5	
Approach LOS		D			D			B			A	

Intersection Summary			
HCM Average Control Delay	11.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	50.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

4: Morningside Drive & Padre Boulevard

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	5	31	47	15	1	35	775	40	11	789	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.93			1.00		1.00	0.99		1.00	1.00	
Flt Protected		0.98			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1697			1792		1770	3513		1770	3532	
Flt Permitted		0.84			0.74		0.29	1.00		0.31	1.00	
Satd. Flow (perm)		1455			1384		543	3513		577	3532	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	25	5	33	51	16	1	38	833	43	12	848	12
RTOR Reduction (vph)	0	30	0	0	1	0	0	3	0	0	1	0
Lane Group Flow (vph)	0	33	0	0	67	0	38	873	0	12	859	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		4.7			4.7		28.7	27.0		26.9	26.1	
Effective Green, g (s)		4.7			4.7		28.7	27.0		26.9	26.1	
Actuated g/C Ratio		0.10			0.10		0.60	0.57		0.57	0.55	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.0			2.0		1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)		144			137		372	1997		347	1941	
v/s Ratio Prot							c0.00	c0.25		0.00	0.24	
v/s Ratio Perm	0.02			c0.05	0.06					0.02		
v/c Ratio	0.23			0.49	0.10	0.44				0.03	0.44	
Uniform Delay, d1	19.7			20.3	3.9	5.9				4.5	6.4	
Progression Factor	1.00			1.00	1.00	1.00				1.00	1.00	
Incremental Delay, d2	0.3			1.0	0.0	0.1				0.0	0.1	
Delay (s)	20.0			21.3	4.0	5.9				4.5	6.4	
Level of Service	C			C	A	A				A	A	
Approach Delay (s)	20.0			21.3		5.9					6.4	
Approach LOS	C			C		A					A	

Intersection Summary			
HCM Average Control Delay	7.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	47.5	Sum of lost time (s)	10.0
Intersection Capacity Utilization	44.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

1: Padre Blvd Loop & Padre Boulevard

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	1	1	27	0	431	1	1584	55	228	1286	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00	1.00		0.95	0.95	1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.87	0.85	1.00	0.99		1.00	1.00	
Flt Protected		0.96	1.00		0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1783	1583		1526	1504	1770	3521		1770	3535	
Flt Permitted		1.00	1.00		0.97	1.00	0.16	1.00		0.06	1.00	
Satd. Flow (perm)		1863	1583		1484	1504	299	3521		115	3535	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	8	1	1	28	0	449	1	1650	57	238	1340	11
RTOR Reduction (vph)	0	0	1	0	0	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	9	0	0	239	238	1	1705	0	238	1351	0
Turn Type	Perm		Perm	Perm		Perm	pm+pt			pm+pt		
Protected Phases		3			4		5	2		1	6	
Permitted Phases	3		3	4		4	2			6		
Actuated Green, G (s)		2.0	2.0		23.8	23.8	60.9	59.9		79.2	73.2	
Effective Green, g (s)		2.0	2.0		23.8	23.8	60.9	59.9		79.2	73.2	
Actuated g/C Ratio		0.02	0.02		0.20	0.20	0.51	0.50		0.66	0.61	
Clearance Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.0	2.0		2.5	2.5	1.0	3.0		1.0	3.0	
Lane Grp Cap (vph)		31	26		294	298	164	1758		273	2156	
v/s Ratio Prot							0.00	c0.48		c0.10	0.38	
v/s Ratio Perm		c0.00	0.00		c0.16	0.16	0.00			0.47		
v/c Ratio		0.29	0.00		0.81	0.80	0.01	0.97		0.87	0.63	
Uniform Delay, d1		58.3	58.0		46.0	45.8	15.2	29.2		38.8	14.8	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	0.89	
Incremental Delay, d2		1.9	0.0		15.3	13.4	0.0	15.4		19.6	1.1	
Delay (s)		60.2	58.0		61.2	59.3	15.2	44.6		58.5	14.2	
Level of Service		E	E		E	E	B	D		E	B	
Approach Delay (s)		60.0			60.3			44.6			20.9	
Approach LOS		E			E			D			C	

Intersection Summary			
HCM Average Control Delay	36.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	87.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

2: Harbor Street & Padre Boulevard

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	3	7	264	0	39	55	1433	221	86	1066	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt		0.96		1.00	0.85		1.00	0.98		1.00	1.00	
Flt Protected		0.97		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1737		1770	1583		1770	3468		1770	3533	
Flt Permitted		0.88		0.74	1.00		0.19	1.00		0.05	1.00	
Satd. Flow (perm)		1580		1383	1583		359	3468		101	3533	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	13	3	7	278	0	41	58	1508	233	91	1122	14
RTOR Reduction (vph)	0	5	0	0	32	0	0	10	0	0	1	0
Lane Group Flow (vph)	0	18	0	278	9	0	58	1732	0	91	1135	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)		27.1		27.1	27.1		76.6	72.5		79.2	73.8	
Effective Green, g (s)		27.1		27.1	27.1		76.6	72.5		79.2	73.8	
Actuated g/C Ratio		0.23		0.23	0.23		0.64	0.60		0.66	0.61	
Clearance Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.1		2.1	2.1		1.5	2.1		1.5	2.1	
Lane Grp Cap (vph)		357		312	357		277	2095		142	2173	
v/s Ratio Prot					0.01		0.01	c0.50		c0.03	0.32	
v/s Ratio Perm		0.01		c0.20			0.13			0.39		
v/c Ratio		0.05		0.89	0.03		0.21	0.83		0.64	0.52	
Uniform Delay, d1		36.4		45.0	36.2		9.4	18.8		20.5	13.1	
Progression Factor		1.00		1.00	1.00		0.78	0.66		2.15	0.37	
Incremental Delay, d2		0.0		25.1	0.0		0.1	1.7		6.0	0.8	
Delay (s)		36.4		70.2	36.2		7.4	14.1		50.1	5.6	
Level of Service		D		E	D		A	B		D	A	
Approach Delay (s)		36.4			65.8			13.9			8.9	
Approach LOS		D			E			B			A	

Intersection Summary			
HCM Average Control Delay	17.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	85.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

3: Amberjack Street & Padre Boulevard

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	19	34	44	5	47	129	1499	48	54	1199	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.90		1.00	0.86		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1683		1770	1610		1770	3523		1770	3531	
Flt Permitted	0.72	1.00		0.61	1.00		0.17	1.00		0.11	1.00	
Satd. Flow (perm)	1347	1683		1130	1610		314	3523		206	3531	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	32	19	34	44	5	47	130	1514	48	55	1211	20
RTOR Reduction (vph)	0	31	0	0	43	0	0	2	0	0	1	0
Lane Group Flow (vph)	32	22	0	44	9	0	130	1560	0	55	1230	0
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)	13.0	8.9		16.4	10.6		87.9	81.0		82.7	78.4	
Effective Green, g (s)	13.0	8.9		16.4	10.6		87.9	81.0		82.7	78.4	
Actuated g/C Ratio	0.11	0.07		0.14	0.09		0.73	0.68		0.69	0.65	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	1.5	2.1		1.5	2.1		1.5	2.1		1.5	2.1	
Lane Grp Cap (vph)	160	125		185	142		314	2378		198	2307	
v/s Ratio Prot	0.01	0.01		c0.01	0.01		c0.02	c0.44		0.01	0.35	
v/s Ratio Perm	0.01			c0.02			0.28			0.18		
v/c Ratio	0.20	0.17		0.24	0.06		0.41	0.66		0.28	0.53	
Uniform Delay, d1	48.6	52.1		45.9	50.2		7.3	11.4		9.2	11.1	
Progression Factor	1.00	1.00		1.00	1.00		1.51	0.68		1.00	1.00	
Incremental Delay, d2	0.2	0.3		0.2	0.1		0.2	0.9		0.3	0.9	
Delay (s)	48.8	52.4		46.1	50.2		11.2	8.7		9.5	12.0	
Level of Service	D	D		D	D		B	A		A	B	
Approach Delay (s)		51.0			48.3			8.9			11.8	
Approach LOS		D			D			A			B	

Intersection Summary			
HCM Average Control Delay	12.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	68.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

4: Morningside Drive & Padre Boulevard

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	22	40	59	8	9	55	1466	63	32	1200	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.94			0.98		1.00	0.99		1.00	1.00	
Flt Protected		0.98			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1726			1764		1770	3517		1770	3531	
Flt Permitted		0.89			0.79		0.15	1.00		0.09	1.00	
Satd. Flow (perm)		1569			1439		284	3517		176	3531	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	33	24	43	63	9	10	59	1576	68	34	1290	20
RTOR Reduction (vph)	0	35	0	0	6	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	65	0	0	76	0	59	1642	0	34	1309	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		7.4			7.4		46.5	43.5		44.1	42.3	
Effective Green, g (s)		7.4			7.4		46.5	43.5		44.1	42.3	
Actuated g/C Ratio		0.11			0.11		0.69	0.64		0.65	0.62	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.0			2.0		1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)		172			157		261	2260		157	2206	
v/s Ratio Prot							c0.01	c0.47		0.01	0.37	
v/s Ratio Perm	0.04			c0.05			0.15			0.14		
v/c Ratio	0.38			0.48			0.23	0.73		0.22	0.59	
Uniform Delay, d1	28.0			28.3			4.7	8.1		6.4	7.6	
Progression Factor	1.00			1.00			1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5			0.9			0.2	1.0		0.3	0.3	
Delay (s)	28.5			29.2			4.8	9.1		6.6	7.9	
Level of Service	C			C			A	A		A	A	
Approach Delay (s)	28.5			29.2				9.0			7.8	
Approach LOS	C			C				A			A	

Intersection Summary			
HCM Average Control Delay	9.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	67.7	Sum of lost time (s)	10.0
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Appendix 6:
Crash Data

Reportable Motor Vehicle Traffic Crashes on PR 100 Between the Causeway and Beach Access 4 in South Padre Island 2003 to 2010 Year to Date										
Crash Year	Reported Road	Reported Intersecting Road	First Harmful Event	Fatal Crashes	Incapacitating Injury Crashes	Non-Incapacitating Injury Crashes	Possible Injury Crashes	Non-Injury Crashes	Unknown Injury Crashes	Total Crashes
2003	PR0100	SH0100	MOTOR VEHICLE IN TRANSPORT	0	0	0	0	3	1	4
		PR0100	MOTOR VEHICLE IN TRANSPORT	0	0	0	1	0	0	1
		ATOL	MOTOR VEHICLE IN TRANSPORT	0	0	0	1	0	0	1
		BEACH ACCESS	OVERTURNED	0	0	0	0	1	0	1
		BEACH ACCESS 5	MOTOR VEHICLE IN TRANSPORT	0	0	0	1	0	0	1
			OVERTURNED	0	0	0	1	0	0	1
	PR100	MORNINGSIDE	MOTOR VEHICLE IN TRANSPORT	0	0	1	0	0	0	1
		PIKE	MOTOR VEHICLE IN TRANSPORT	0	0	0	0	1	0	1
		HARBOR	MOTOR VEHICLE IN TRANSPORT	0	0	0	0	1	0	1
		CAMPECHE	MOTOR VEHICLE IN TRANSPORT	0	0	0	1	0	0	1
		AMBERJACK	MOTOR VEHICLE IN TRANSPORT	0	0	0	1	1	0	2
		EAST SUNSET	MOTOR VEHICLE IN TRANSPORT	0	0	0	0	1	0	1
		ESPERNAZA	MOTOR VEHICLE IN TRANSPORT	0	0	0	1	0	0	1
2004	PR0100	NOT REPORTED	MOTOR VEHICLE IN TRANSPORT	0	0	0	0	1	0	1
		SH0100	MOTOR VEHICLE IN TRANSPORT	0	0	0	1	2	0	3
		PR0100	MOTOR VEHICLE IN TRANSPORT	0	0	1	0	1	0	2
		ATOL	MOTOR VEHICLE IN TRANSPORT	0	0	0	1	0	0	1
	PR100	MESQUITE	MOTOR VEHICLE IN TRANSPORT	0	0	0	1	0	0	1
		HIBISCUS	MOTOR VEHICLE IN TRANSPORT	0	0	1	0	0	0	1
		AMBERJACK	MOTOR VEHICLE IN TRANSPORT	0	0	0	0	1	0	1
		SHEEPSHEAD	PEDESTRIAN	0	0	1	0	0	0	1
		ORCA	MOTOR VEHICLE IN TRANSPORT	0	0	0	1	0	0	1
2005	PR0100	SH0100	MOTOR VEHICLE IN TRANSPORT	0	0	0	0	1	0	1
		PR0100	MOTOR VEHICLE IN TRANSPORT	0	0	0	2	0	0	2
	PR100	TARPON	MOTOR VEHICLE IN TRANSPORT	0	0	0	0	1	0	1
		AMBERJACK	MOTOR VEHICLE IN TRANSPORT	0	0	0	1	0	0	1
		VERNA JEAN	MOTOR VEHICLE IN TRANSPORT	0	0	0	0	1	0	1
2006	PR100	NOT REPORTED	MOTOR VEHICLE IN TRANSPORT	0	0	0	0	2	0	2
2007	PADRE	SH0100	FIXED OBJECT	0	0	0	1	0	0	1
	PR0100	BEACH ACCESS 5	MOTOR VEHICLE IN TRANSPORT	0	1	0	0	0	0	1
	PR100	NOT REPORTED	MOTOR VEHICLE IN TRANSPORT	0	0	1	0	0	0	1
2008	PR100	QUEEN ISABELLA MEMORIAL	MOTOR VEHICLE IN TRANSPORT	0	0	1	0	0	0	1
2009	PR0100	SUNNY ISLE	MOTOR VEHICLE IN TRANSPORT	0	0	0	1	0	0	1
2010				0	0	0	0	0	0	0
Totals				**0**	**1**	**6**	**16**	**18**	**1**	**42**

2009, 2010 - Crash data contained in this report is preliminary and incomplete

6/16/2010

Appendix 7:
Padre Boulevard Cost Estimate and Schedule

City of South Padre Island

Preliminary Roadway Project Cost Projection

Kimley-Horn and Associates, Inc.

Project Information:		**Description:**	**Aug. 18, 2010**
Name:	Padre Blvd	**Existing pavement rehabilitation including new drainage systems**	
Limits:	Park Rd. 100/Padre Blvd. Intersection to Northern City Limits		
Length (lf):	24,850		

Roadway Construction Cost Projection (Aggregated from five typical sections)

No.	Item Description	Quantity	Unit	Item Cost
1	Unclassified Street Excavation	37,073	CY	$ 812,200
2	Embankment	7,500	CY	$ 60,000
3	12" Cement Treated Subgrade	102,122	SY	$ 816,978
4	Cement (50 LB/SY)	2,553	TON	$ 319,132
5	Mill Existing HMAC (22' x 1 1/2")	85,140	SY	$ 127,710
6	1 1/2" Type D HMAC	124,140	SY	$ 5,586,300
7	Concrete Driveway Approach	137	EA	$ 548,000
8	Sidestreet (Conc. Valley and Asph Trans.)	105	EA	$ 525,000
9	8' Wide Aesthetic Sidewalk (4" Thick)	289,600	SF	$ 2,027,200
10	6" Concrete Curb and 12" Gutter for Median and Roadway	27,000	LF	$ 472,500
11	12' Wide Multi-Use Trail (4" Thick) - Parkway section	162,000	SF	$ 648,000
12	8" Concrete Pavement with 6" Curb	79,939	SY	$ 3,597,250
13	Pavement Markings and Signage	24,850	LF	$ 73,725
14	Median Pavers	11,022	SY	$ 551,111
15	Median Curb	24,800	LF	$ 248,000
			Paving Subtotal:	**$ 16,413,106**

Major Construction Component Allowances:

Item Description		Allowance	Item Cost
Traffic Control	Existing roadway corridor	10%	$ 1,641,311
Drainage System	Adjust existing inlets; New inlets, mains, and outfalls (5-yr inlets)	30%	$ 4,103,276
Traffic Signal	4 ornamental traffic signals		$ 600,000
Landscape and Irrigation	Parkways and median: Palm trees and shrubs		$ 1,897,700
Hardscape	Benches, transit sta, shade struct. at intersections		$ 724,000
Illumination	4 ornamental street lights per intersection	$60/LF	$ 1,249,500
Water and Sewer	16" Water Line; Minor sewer adjustments	$45/LF	$ 1,282,381
Erosion Control	Standard inlet protection, silt fences, check dams	1%	$ 164,131
		Allowance Subtotal:	**$ 11,662,299**
		Paving and Allowance Subtotal:	**$ 28,075,405**
Mobilization and Prep ROW:		20%	$ 5,779,212
Construction Contingency:		15%	$ 4,211,311
Inflation Contigency:	Start Year: 2013	5%	$ 1,403,770
		Construction Cost TOTAL:	**$ 39,470,000**

Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction Cost TOTAL:			**$ 40,457,000**
Engineering/Survey:	Engineering/Surveying/Env. Assessment/Public Involvement	12%	$ 4,854,840
Agency Project Management:		15%	$ 6,068,550
Inspection and Testing:		5%	$ 2,022,850
Franchise Utility Relocations:		2%	$ 809,140
ROW/Easement Acquisition:	10' ESMT on both sides to Morningside = Approx. 276,000 SF		$ 1,104,000
		Project Cost TOTAL:	**$ 55,320,000**

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information know to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids or actual costruction costs will not vary from its opinions of probable costs.