

Exhibit J

**Appendices A-C (Natural Resources, TIA, and Park Facilities) and
Attachment 1 Map Series, dated October 23, 2023**

Peggy Malone & Associates

(888) 247-8602

File Name : Chester Rd & Heron Isles Pkwy PM
 Site Code :
 Start Date : 7/13/2021
 Page No : 1

Groups Printed- Combined

	Chester Rd Southbound				Heron Isles Pkwy Westbound				Chester Rd Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
03:30 PM	45	1	0	46	2	31	0	33	24	68	0	92	171
03:45 PM	37	1	0	38	0	33	0	33	32	62	0	94	165
Total	82	2	0	84	2	64	0	66	56	130	0	186	336
04:00 PM	41	2	0	43	1	17	0	18	42	71	0	113	174
04:15 PM	53	1	0	54	2	22	0	24	41	76	0	117	195
04:30 PM	45	1	0	46	0	20	0	20	38	86	0	124	190
04:45 PM	46	1	0	47	1	20	0	21	36	81	0	117	185
Total	185	5	0	190	4	79	0	83	157	314	0	471	744
05:00 PM	42	1	0	43	3	30	1	34	47	77	0	124	201
05:15 PM	44	3	0	47	1	34	1	36	61	84	0	145	228
05:30 PM	47	1	0	48	2	30	0	32	61	64	0	125	205
05:45 PM	47	1	0	48	2	28	1	31	55	58	0	113	192
Total	180	6	0	186	8	122	3	133	224	283	0	507	826
06:00 PM	47	0	0	47	2	23	0	25	39	82	0	121	193
06:15 PM	39	1	0	40	0	25	0	25	56	71	0	127	192
Grand Total	533	14	0	547	16	313	3	332	532	880	0	1412	2291
Apprch %	97.4	2.6	0		4.8	94.3	0.9		37.7	62.3	0		
Total %	23.3	0.6	0	23.9	0.7	13.7	0.1	14.5	23.2	38.4	0	61.6	

	Chester Rd Southbound			Heron Isles Pkwy Westbound			Chester Rd Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	42	1	43	3	30	33	47	77	124	200
05:15 PM	44	3	47	1	34	35	61	84	145	227
05:30 PM	47	1	48	2	30	32	61	64	125	205
05:45 PM	47	1	48	2	28	30	55	58	113	191
Total Volume	180	6	186	8	122	130	224	283	507	823
% App. Total	96.8	3.2		6.2	93.8		44.2	55.8		
PHF	.957	.500	.969	.667	.897	.929	.918	.842	.874	.906

2020 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 7400 NASSAU COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2020 - 01/04/2020	1.06	1.12
2	01/05/2020 - 01/11/2020	1.03	1.08
3	01/12/2020 - 01/18/2020	0.99	1.04
4	01/19/2020 - 01/25/2020	0.98	1.03
5	01/26/2020 - 02/01/2020	0.97	1.02
6	02/02/2020 - 02/08/2020	0.96	1.01
7	02/09/2020 - 02/15/2020	0.96	1.01
8	02/16/2020 - 02/22/2020	0.97	1.02
9	02/23/2020 - 02/29/2020	0.99	1.04
10	03/01/2020 - 03/07/2020	1.01	1.06
11	03/08/2020 - 03/14/2020	1.03	1.08
12	03/15/2020 - 03/21/2020	1.05	1.11
13	03/22/2020 - 03/28/2020	1.12	1.18
14	03/29/2020 - 04/04/2020	1.18	1.24
15	04/05/2020 - 04/11/2020	1.25	1.32
16	04/12/2020 - 04/18/2020	1.31	1.38
17	04/19/2020 - 04/25/2020	1.23	1.29
18	04/26/2020 - 05/02/2020	1.14	1.20
19	05/03/2020 - 05/09/2020	1.06	1.12
*20	05/10/2020 - 05/16/2020	0.97	1.02
*21	05/17/2020 - 05/23/2020	0.96	1.01
*22	05/24/2020 - 05/30/2020	0.95	1.00
*23	05/31/2020 - 06/06/2020	0.94	0.99
*24	06/07/2020 - 06/13/2020	0.93	0.98
*25	06/14/2020 - 06/20/2020	0.92	0.97
*26	06/21/2020 - 06/27/2020	0.92	0.97
*27	06/28/2020 - 07/04/2020	0.93	0.98
*28	07/05/2020 - 07/11/2020	0.94	0.99
*29	07/12/2020 - 07/18/2020	0.95	1.00
*30	07/19/2020 - 07/25/2020	0.96	1.01
*31	07/26/2020 - 08/01/2020	0.97	1.02
*32	08/02/2020 - 08/08/2020	0.98	1.03
33	08/09/2020 - 08/15/2020	1.00	1.05
34	08/16/2020 - 08/22/2020	1.00	1.05
35	08/23/2020 - 08/29/2020	1.00	1.05
36	08/30/2020 - 09/05/2020	1.00	1.05
37	09/06/2020 - 09/12/2020	1.00	1.05
38	09/13/2020 - 09/19/2020	1.00	1.05
39	09/20/2020 - 09/26/2020	1.00	1.05
40	09/27/2020 - 10/03/2020	0.99	1.04
41	10/04/2020 - 10/10/2020	0.99	1.04
42	10/11/2020 - 10/17/2020	0.99	1.04
43	10/18/2020 - 10/24/2020	1.00	1.05
44	10/25/2020 - 10/31/2020	1.01	1.06
45	11/01/2020 - 11/07/2020	1.02	1.07
46	11/08/2020 - 11/14/2020	1.03	1.08
47	11/15/2020 - 11/21/2020	1.04	1.09
48	11/22/2020 - 11/28/2020	1.04	1.09
49	11/29/2020 - 12/05/2020	1.05	1.11
50	12/06/2020 - 12/12/2020	1.06	1.12
51	12/13/2020 - 12/19/2020	1.06	1.12
52	12/20/2020 - 12/26/2020	1.03	1.08
53	12/27/2020 - 12/31/2020	0.99	1.04

* PEAK SEASON

27-FEB-2021 10:29:58

830UPD

2_7400_PKSEASON.TXT

Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1
Starting: 6/15/2021

Page: 1

Station #: H3

File: D0615003.prn

Site ID: 000000023943

Info: 21-235 AW MIN

Loc: Pages Dairy Rd 200' E/o Felmor Rd

GPS: 30.63891,-81.58621

Direction: EAST

TIME	MON		TUE 15		WED 16		THU 17		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			2	37	2	59	6	39							10	135	3	45
00:30			5	48	2	54	4	42							11	144	4	48
00:45			2	37	3	29	3	48							8	114	3	38
01:00			4	42	1	58	0	40							5	140	2	47
01:15			3	58	2	58	2	56							7	172	2	57
01:30			2	35	1	48	1	50							4	133	1	44
01:45			2	46	3	43	4	47							9	136	3	45
02:00			2	44	0	38	2	47							4	129	1	43
02:15			4	43	0	34	2	39							6	116	2	39
02:30			1	36	0	53	3	39							4	128	1	43
02:45			1	51	1	35	0	38							2	124	1	41
03:00			0	48	0	55	0	46							0	149	0	50
03:15			1	45	0	52	0	50							1	147	0	49
03:30			1	55	0	43	1	57							2	155	1	52
03:45			0	67	2	56	0	47							2	170	1	57
04:00			2	72	2	57	3	73							7	202	2	67
04:15			0	57	1	67	2	65							3	189	1	63
04:30			4	70	2	65	1	77							7	212	2	71
04:45			2	56	3	73	7	64							12	193	4	64
05:00			0	88	2	71	2	67							4	226	1	75
05:15			1	96	2	96	2	66							5	258	2	86
05:30			10	73	8	74	4	60							22	207	7	69
05:45			16	63	9	59	9	60							34	182	11	61
06:00			11	54	13	57	15	58							39	169	13	56
06:15			21	52	10	45	15	54							46	151	15	50
06:30			23	36	19	38	14	36							56	110	19	37
06:45			33	32	31	43	28	56							92	131	31	44
07:00			34	37	33	28	35	45							102	110	34	37
07:15			49	24	47	32	42	43							138	99	46	33
07:30			56	21	53	34	58	40							167	95	56	32
07:45			63	20	52	30	64	34							179	84	60	28
08:00			80	29	83	31	86	26							249	86	83	29
08:15			64	21	56	28	48	18							168	67	56	22
08:30			53	27	41	24	51	19							145	70	48	23
08:45			64	16	56	17	53	24							173	57	58	19
09:00			39	11	47	14	49	14							135	39	45	13
09:15			32	11	24	21	40	21							96	53	32	18
09:30			42	7	33	13	35	13							110	33	37	11
09:45			41	10	35	12	41	7							117	29	39	10
10:00			44	11	39	5	24	7							107	23	36	8
10:15			32	12	34	5	48	12							114	29	38	10
10:30			42	7	35	9	27	4							104	20	35	7
10:45			28	7	33	9	40	14							101	30	34	10
11:00			37	6	35	7	38	8							110	21	37	7
11:15			33	5	45	9	29	9							107	23	36	8
11:30			38	4	41	7	39	5							118	16	39	5
11:45			33	6	38	7	42	4							113	17	38	6
12:00			35	7	46	2	46	8							127	17	42	6
TOTALS			2832		2829		2861						8522		2845			
AM Times			07:30		07:30		07:30						07:30		07:30			
AM Peaks			263		244		256						763		253			
AM PHF			0.82		0.73		0.74						0.77		0.76			
PM Times			17:00		16:45		16:00						16:30		16:30			
PM Peaks			320		314		279						889		295			
PM PHF			0.83		0.82		0.91						0.86		0.86			

Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 2
Starting: 6/15/2021

Page: 2

Station #: H3

File: D0615003.prn

Site ID: 000000023943

Info: 21-235 AW MIN

Loc: Pages Dairy Rd 200' E/o Felmor Rd

GPS: 30.63891,-81.58621

Direction: WEST

TIME	MON		TUE 15		WED 16		THU 17		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			2	31	4	35	1	35							7	101	2	34
00:30			3	33	2	38	3	34							8	105	3	35
00:45			4	30	1	43	1	37							6	110	2	37
01:00			2	55	4	36	0	37							6	128	2	43
01:15			1	35	0	29	2	20							3	84	1	28
01:30			5	34	0	43	1	29							6	106	2	35
01:45			2	35	0	32	0	26							2	93	1	31
02:00			0	35	1	39	3	35							4	109	1	36
02:15			0	42	1	32	3	42							4	116	1	39
02:30			1	27	1	30	3	36							5	93	2	31
02:45			0	50	0	47	3	36							3	133	1	44
03:00			2	34	2	50	0	32							4	116	1	39
03:15			3	36	2	41	2	27							7	104	2	35
03:30			1	53	6	38	2	39							9	130	3	43
03:45			2	54	2	32	0	29							4	115	1	38
04:00			4	51	3	47	1	58							8	156	3	52
04:15			2	58	8	44	5	53							15	155	5	52
04:30			4	57	5	47	3	50							12	154	4	51
04:45			8	51	10	58	6	43							24	152	8	51
05:00			3	62	6	44	5	67							14	173	5	58
05:15			21	70	23	59	13	53							57	182	19	61
05:30			20	36	15	64	24	54							59	154	20	51
05:45			29	62	24	41	28	59							81	162	27	54
06:00			32	50	32	40	29	51							93	141	31	47
06:15			40	39	44	53	32	51							116	143	39	48
06:30			43	34	38	43	38	44							119	121	40	40
06:45			41	25	42	28	41	28							124	81	41	27
07:00			34	34	34	25	39	33							107	92	36	31
07:15			46	19	35	29	39	30							120	78	40	26
07:30			49	22	40	17	43	23							132	62	44	21
07:45			33	14	47	25	41	23							121	62	40	21
08:00			47	12	44	16	41	17							132	45	44	15
08:15			28	22	29	21	37	25							94	68	31	23
08:30			26	14	40	20	28	15							94	49	31	16
08:45			29	15	35	20	33	16							97	51	32	17
09:00			30	7	34	24	31	12							95	43	32	14
09:15			25	6	23	15	26	19							74	40	25	13
09:30			19	8	23	13	24	17							66	38	22	13
09:45			26	9	28	23	18	17							72	49	24	16
10:00			22	11	19	14	22	12							63	37	21	12
10:15			23	11	27	8	26	8							76	27	25	9
10:30			22	9	24	8	34	10							80	27	27	9
10:45			33	6	37	9	27	8							97	23	32	8
11:00			37	8	34	7	25	9							96	24	32	8
11:15			21	4	23	9	32	4							76	17	25	6
11:30			33	1	30	6	29	4							92	11	31	4
11:45			32	3	23	1	26	4							81	8	27	3
12:00			17	6	36	2	18	3							71	11	24	4
TOTALS			2327		2386		2302						7015		2341			
AM Times			07:15		07:15		07:15						07:15		07:15			
AM Peaks			175		166		164						505		168			
AM PHF			0.89		0.88		0.95						0.96		0.95			
PM Times			16:30		16:45		17:00						17:00		17:00			
PM Peaks			240		225		233						671		222			
PM PHF			0.86		0.88		0.87						0.92		0.93			

Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1
Starting: 6/15/2021

Page: 1

Station #: H5

File: D0615004.prn

Site ID: 000000023928

Info: 21-235 AW MIN

Loc: Pages Dairy Rd 500' W/o Chester Rd

GPS: 30.63612,-81.55363

Direction: EAST

TIME	MON		TUE 15		WED 16		THU 17		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			1	50	4	67	3	43							8	160	3	53
00:30			3	52	0	49	6	44							9	145	3	48
00:45			1	47	4	55	2	42							7	144	2	48
01:00			5	42	0	55	2	49							7	146	2	49
01:15			4	55	2	63	2	52							8	170	3	57
01:30			2	44	3	53	2	56							7	153	2	51
01:45			1	54	2	41	4	61							7	156	2	52
02:00			5	45	2	42	2	39							9	126	3	42
02:15			3	47	1	41	2	54							6	142	2	47
02:30			1	43	0	50	1	37							2	130	1	43
02:45			0	53	2	50	1	48							3	151	1	50
03:00			1	43	0	50	1	58							2	151	1	50
03:15			1	45	0	61	1	41							2	147	1	49
03:30			0	48	0	52	1	60							1	160	0	53
03:45			2	74	0	50	0	44							2	168	1	56
04:00			1	63	2	63	3	71							6	197	2	66
04:15			2	68	3	55	4	70							9	193	3	64
04:30			1	54	1	65	2	67							4	186	1	62
04:45			7	55	4	69	7	64							18	188	6	63
05:00			2	82	4	73	5	75							11	230	4	77
05:15			1	101	3	91	5	72							9	264	3	88
05:30			13	71	15	64	9	47							37	182	12	61
05:45			28	70	14	78	16	54							58	202	19	67
06:00			16	52	21	52	13	63							50	167	17	56
06:15			23	52	16	50	18	56							57	158	19	53
06:30			28	33	27	49	17	39							72	121	24	40
06:45			38	37	38	48	43	51							119	136	40	45
07:00			48	35	30	26	27	64							105	125	35	42
07:15			53	23	52	45	53	52							158	120	53	40
07:30			64	23	67	27	67	33							198	83	66	28
07:45			72	25	67	36	81	37							220	98	73	33
08:00			73	29	77	31	102	36							252	96	84	32
08:15			85	24	73	28	67	21							225	73	75	24
08:30			48	29	52	31	53	23							153	83	51	28
08:45			84	19	71	27	58	26							213	72	71	24
09:00			53	13	47	18	55	20							155	51	52	17
09:15			38	13	29	23	43	26							110	62	37	21
09:30			47	12	35	10	35	19							117	41	39	14
09:45			48	12	45	13	55	12							148	37	49	12
10:00			49	8	50	7	42	11							141	26	47	9
10:15			41	11	46	7	44	10							131	28	44	9
10:30			38	10	39	6	39	7							116	23	39	8
10:45			49	7	41	7	39	11							129	25	43	8
11:00			39	7	45	7	37	6							121	20	40	7
11:15			40	5	42	6	35	17							117	28	39	9
11:30			31	6	46	6	50	4							127	16	42	5
11:45			47	8	55	8	44	5							146	21	49	7
12:00			40	3	43	1	41	3							124	7	41	2

TOTALS			3079		3126		3139								9344		3115	
AM Times			07:30		07:30		07:30								07:30		07:30	
AM Peaks			294		284		317								895		298	
AM PHF			0.86		0.92		0.78								0.89		0.89	
PM Times			17:00		17:00		16:30								17:00		17:00	
PM Peaks			324		306		278								878		291	
PM PHF			0.80		0.84		0.93								0.83		0.83	

Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 2
Starting: 6/15/2021

Page: 2

Station #: H5

File: D0615004.prn

Site ID: 000000023928

Info: 21-235 AW MIN

Loc: Pages Dairy Rd 500' W/o Chester Rd

GPS: 30.63612,-81.55363

Direction: WEST

TIME	MON		TUE 15		WED 16		THU 17		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			4	39	4	51	3	40							11	130	4	43
00:30			1	39	4	41	3	36							8	116	3	39
00:45			3	44	4	41	1	41							8	126	3	42
01:00			3	53	2	37	2	41							7	131	2	44
01:15			5	46	0	32	1	27							6	105	2	35
01:30			4	33	0	35	2	41							6	109	2	36
01:45			3	37	1	48	1	28							5	113	2	38
02:00			1	41	3	34	3	43							7	118	2	39
02:15			0	48	0	39	2	47							2	134	1	45
02:30			0	35	4	37	4	41							8	113	3	38
02:45			1	57	0	66	1	40							2	163	1	54
03:00			0	38	1	50	0	49							1	137	0	46
03:15			2	49	2	55	1	34							5	138	2	46
03:30			2	68	1	44	1	51							4	163	1	54
03:45			1	65	2	39	0	45							3	149	1	50
04:00			2	43	4	59	2	59							8	161	3	54
04:15			3	83	4	55	4	65							11	203	4	68
04:30			3	62	7	56	1	61							11	179	4	60
04:45			6	67	4	72	4	65							14	204	5	68
05:00			3	56	4	58	3	70							10	184	3	61
05:15			17	85	19	69	13	68							49	222	16	74
05:30			16	60	9	85	16	73							41	218	14	73
05:45			20	71	22	61	18	66							60	198	20	66
06:00			23	60	26	53	21	63							70	176	23	59
06:15			32	54	29	54	21	73							82	181	27	60
06:30			28	36	22	60	27	49							77	145	26	48
06:45			33	26	35	39	33	41							101	106	34	35
07:00			29	41	26	42	32	40							87	123	29	41
07:15			35	30	27	34	27	41							89	105	30	35
07:30			45	26	37	29	36	43							118	98	39	33
07:45			28	28	45	35	39	34							112	97	37	32
08:00			30	20	36	26	34	38							100	84	33	28
08:15			21	27	20	29	39	35							80	91	27	30
08:30			26	16	45	30	25	22							96	68	32	23
08:45			29	20	34	21	26	19							89	60	30	20
09:00			33	19	33	32	39	20							105	71	35	24
09:15			24	13	27	27	17	27							68	67	23	22
09:30			30	14	24	19	19	25							73	58	24	19
09:45			31	7	26	24	17	23							74	54	25	18
10:00			17	14	29	20	27	17							73	51	24	17
10:15			25	14	26	10	27	9							78	33	26	11
10:30			28	13	39	10	32	18							99	41	33	14
10:45			29	9	29	14	30	7							88	30	29	10
11:00			40	13	34	9	23	10							97	32	32	11
11:15			31	5	21	12	40	9							92	26	31	9
11:30			37	5	34	8	31	12							102	25	34	8
11:45			39	4	30	1	28	4							97	9	32	3
12:00			30	8	54	4	25	5							109	17	36	6

TOTALS			2594		2695		2616								7905		2638	
AM Times			11:00		07:45		07:30								07:15		07:15	
AM Peaks			147		146		148								419		138	
AM PHF			0.92		0.81		0.95								0.89		0.88	
PM Times			17:15		16:45		17:00								16:45		16:45	
PM Peaks			276		284		277								828		275	
PM PHF			0.81		0.84		0.95								0.93		0.93	

Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1
Starting: 2/15/2022

Page: 1

Station #: A

File: D0215001.prn

Site ID: 000000004049

Info: 22-044 MG MIN

Loc: Pages Dairy Rd 300' E/o US 17

GPS: 30.63507,-81.60339

Direction: EAST

TIME	MON		TUE 15		WED 16		THU 17		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			6	33	1	38	2	30							9	101	3	34
00:30			5	37	1	57	2	37							8	131	3	44
00:45			3	45	1	62	3	47							7	154	2	51
01:00			6	43	1	61	1	36							8	140	3	47
01:15			1	45	0	32	0	44							1	121	0	40
01:30			4	51	2	16	1	47							7	114	2	38
01:45			3	56	0	42	1	65							4	163	1	54
02:00			0	46	2	17	1	60							3	123	1	41
02:15			3	39	1	22	0	37							4	98	1	33
02:30			4	24	0	35	2	37							6	96	2	32
02:45			0	43	1	21	0	24							1	88	0	29
03:00			1	30	0	39	1	36							2	105	1	35
03:15			1	37	0	47	0	47							1	131	0	44
03:30			0	49	0	70	0	31							0	150	0	50
03:45			1	47	0	47	1	47							2	141	1	47
04:00			0	56	2	66	3	57							5	179	2	60
04:15			0	61	1	53	1	44							2	158	1	53
04:30			0	63	0	60	0	62							0	185	0	62
04:45			2	55	2	57	1	62							5	174	2	58
05:00			2	76	1	59	2	75							5	210	2	70
05:15			4	70	6	59	3	59							13	188	4	63
05:30			8	86	9	81	12	93							29	260	10	87
05:45			9	82	10	80	7	82							26	244	9	81
06:00			12	70	12	69	12	68							36	207	12	69
06:15			9	67	12	52	8	74							29	193	10	64
06:30			28	59	14	53	26	94							68	206	23	69
06:45			24	33	25	46	31	50							80	129	27	43
07:00			47	36	44	35	45	36							136	107	45	36
07:15			77	28	85	18	76	28							238	74	79	25
07:30			116	19	118	23	127	23							361	65	120	22
07:45			89	22	93	21	98	17							280	60	93	20
08:00			65	25	55	19	60	9							180	53	60	18
08:15			43	13	38	20	39	18							120	51	40	17
08:30			32	16	32	16	35	13							99	45	33	15
08:45			40	13	28	15	37	8							105	36	35	12
09:00			39	12	35	7	39	11							113	30	38	10
09:15			29	13	30	8	30	8							89	29	30	10
09:30			26	8	28	19	33	7							87	34	29	11
09:45			22	8	28	11	25	11							75	30	25	10
10:00			20	5	22	10	32	5							74	20	25	7
10:15			25	5	20	6	29	4							74	15	25	5
10:30			30	4	20	4	36	5							86	13	29	4
10:45			35	10	24	2	21	8							80	20	27	7
11:00			27	3	26	10	25	10							78	23	26	8
11:15			28	2	21	5	22	2							71	9	24	3
11:30			38	4	23	3	33	8							94	15	31	5
11:45			31	5	20	2	28	5							79	12	26	4
12:00			35	3	31	3	30	5							96	11	32	4

TOTALS			2687		2523		2707								7917		2645	
AM Times			07:15		07:15		07:15								07:15		07:15	
AM Peaks			347		351		361								1059		352	
AM PHF			0.75		0.74		0.71								0.73		0.73	
PM Times			17:00		17:15		17:45								17:30		17:30	
PM Peaks			314		289		318								904		300	
PM PHF			0.91		0.89		0.85								0.87		0.87	

Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 2
Starting: 2/15/2022

Page: 2

Station #: A

File: D0215001.prn

Site ID: 000000004049

Info: 22-044 MG MIN

Loc: Pages Dairy Rd 300' E/o US 17

GPS: 30.63507,-81.60339

Direction: WEST

TIME	MON		TUE 15		WED 16		THU 17		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			1	21	0	22	1	16							2	59	1	20
00:30			0	19	1	16	1	26							2	61	1	20
00:45			4	24	2	13	1	23							7	60	2	20
01:00			1	18	2	31	2	22							5	71	2	24
01:15			1	22	0	21	2	27							3	70	1	23
01:30			0	20	5	20	2	18							7	58	2	19
01:45			2	17	0	29	0	30							2	76	1	25
02:00			1	27	0	21	0	20							1	68	0	23
02:15			0	29	1	16	1	27							2	72	1	24
02:30			1	26	1	26	0	29							2	81	1	27
02:45			1	23	1	26	0	25							2	74	1	25
03:00			3	28	1	25	2	27							6	80	2	27
03:15			1	21	1	22	1	23							3	66	1	22
03:30			0	26	1	31	2	29							3	86	1	29
03:45			3	32	5	22	3	23							11	77	4	26
04:00			1	28	2	22	2	16							5	66	2	22
04:15			7	32	5	30	6	27							18	89	6	30
04:30			3	23	7	27	4	25							14	75	5	25
04:45			3	29	4	31	1	37							8	97	3	32
05:00			6	35	4	30	9	37							19	102	6	34
05:15			11	33	16	42	8	29							35	104	12	35
05:30			13	37	14	39	20	40							47	116	16	39
05:45			16	35	22	31	19	29							57	95	19	32
06:00			23	27	20	31	26	32							69	90	23	30
06:15			30	33	30	25	26	44							86	102	29	34
06:30			35	36	31	24	33	29							99	89	33	30
06:45			25	45	28	28	27	52							80	125	27	42
07:00			25	26	27	31	25	41							77	98	26	33
07:15			36	39	30	46	29	27							95	112	32	37
07:30			16	32	36	23	37	30							89	85	30	28
07:45			33	23	36	32	26	48							95	103	32	34
08:00			22	18	18	21	25	15							65	54	22	18
08:15			17	19	23	14	25	21							65	54	22	18
08:30			41	24	23	13	22	19							86	56	29	19
08:45			17	33	26	23	28	9							71	65	24	22
09:00			15	11	18	8	23	12							56	31	19	10
09:15			24	5	17	9	15	5							56	19	19	6
09:30			16	6	16	14	21	16							53	36	18	12
09:45			18	10	15	8	14	8							47	26	16	9
10:00			13	5	26	8	21	6							60	19	20	6
10:15			21	8	14	4	23	5							58	17	19	6
10:30			22	5	13	4	29	8							64	17	21	6
10:45			27	2	13	1	24	4							64	7	21	2
11:00			19	5	13	1	26	3							58	9	19	3
11:15			32	3	17	7	12	6							61	16	20	5
11:30			17	3	18	3	21	2							56	8	19	3
11:45			25	2	25	2	15	4							65	8	22	3
12:00			32	0	12	1	35	2							79	3	26	1
TOTALS			1705		1614		1748						5067		1698			
AM Times			06:30		07:00		06:45				07:00		07:00					
AM Peaks			121		129		118				356		116					
AM PHF			0.84		0.90		0.80				0.94		0.94					
PM Times			18:30		17:15		18:15				18:30		18:30					
PM Peaks			146		143		166				424		139					
PM PHF			0.81		0.85		0.80				0.85		0.85					

Station #: B

File: D0215002.prn

Site ID: 000000010744

Info: 22-044 MG MIN

Loc: Pages Dairy Rd 200' E/o Felmor Rd

GPS: 30.63920,-81.58505

Direction: EAST

TIME	MON		TUE 15		WED 16		THU 17		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			3	23	3	17	3	30							9	70	3	23
00:30			4	36	0	18	1	32							5	86	2	29
00:45			1	21	0	33	1	30							2	84	1	28
01:00			5	32	0	51	1	34							6	117	2	39
01:15			1	26	1	44	0	20							2	90	1	30
01:30			3	19	3	28	1	23							7	70	2	23
01:45			2	20	0	31	1	32							3	83	1	28
02:00			1	43	2	10	0	52							3	105	1	35
02:15			2	39	1	28	0	40							3	107	1	36
02:30			3	28	0	25	2	35							5	88	2	29
02:45			0	36	1	35	0	22							1	93	0	31
03:00			1	29	0	41	1	45							2	115	1	38
03:15			2	44	0	46	1	40							3	130	1	43
03:30			0	49	0	53	0	40							0	142	0	47
03:45			1	39	0	43	1	50							2	132	1	44
04:00			0	64	2	71	1	59							3	194	1	65
04:15			0	59	1	50	1	53							2	162	1	54
04:30			1	48	0	45	1	70							2	163	1	54
04:45			4	53	5	52	3	45							12	150	4	50
05:00			0	50	0	51	1	60							1	161	0	54
05:15			2	55	1	55	3	48							6	158	2	53
05:30			2	56	4	58	3	46							9	160	3	53
05:45			7	49	5	62	3	56							15	167	5	56
06:00			7	54	5	57	5	55							17	166	6	55
06:15			4	49	6	37	4	58							14	144	5	48
06:30			13	49	3	24	10	74							26	147	9	49
06:45			16	47	17	44	23	51							56	142	19	47
07:00			16	29	17	26	15	41							48	96	16	32
07:15			24	30	24	27	19	35							67	92	22	31
07:30			56	32	46	31	59	28							161	91	54	30
07:45			87	29	94	22	111	24							292	75	97	25
08:00			68	21	56	27	58	23							182	71	61	24
08:15			49	10	39	26	47	15							135	51	45	17
08:30			26	20	39	23	25	14							90	57	30	19
08:45			31	20	23	30	41	8							95	58	32	19
09:00			32	9	33	8	26	13							91	30	30	10
09:15			20	14	35	6	28	14							83	34	28	11
09:30			25	3	21	14	26	10							72	27	24	9
09:45			24	9	24	14	32	5							80	28	27	9
10:00			28	4	19	8	29	8							76	20	25	7
10:15			13	6	20	6	24	5							57	17	19	6
10:30			28	2	21	1	37	3							86	6	29	2
10:45			27	8	23	4	24	9							74	21	25	7
11:00			24	2	21	3	16	4							61	9	20	3
11:15			25	1	30	9	23	3							78	13	26	4
11:30			26	1	22	3	31	7							79	11	26	4
11:45			24	4	11	2	26	3							61	9	20	3
12:00			25	3	21	2	29	3							75	8	25	3

TOTALS			2137		2100		2272								6509		2172	
AM Times			07:30		07:30		07:30								07:30		07:30	
AM Peaks			260		235		275								770		255	
AM PHF			0.75		0.63		0.62								0.66		0.66	
PM Times			16:00		17:15		17:45								16:00		16:00	
PM Peaks			224		232		243								669		222	
PM PHF			0.88		0.94		0.82								0.86		0.87	

Station #: B

File: D0215002.prn

Site ID: 000000010744

Info: 22-044 MG MIN

Loc: Pages Dairy Rd 200' E/o Felmor Rd

GPS: 30.63920,-81.58505

Direction: WEST

TIME	MON		TUE 15		WED 16		THU 17		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			0	22	0	24	1	21							1	67	0	22
00:30			1	16	2	27	1	26							4	69	1	23
00:45			3	20	2	36	1	20							6	76	2	25
01:00			0	26	2	33	2	16							4	75	1	25
01:15			1	26	1	24	1	41							3	91	1	30
01:30			1	26	3	20	2	33							6	79	2	26
01:45			1	35	0	36	0	36							1	107	0	36
02:00			0	25	0	19	0	34							0	78	0	26
02:15			0	23	2	15	0	22							2	60	1	20
02:30			1	19	1	20	0	22							2	61	1	20
02:45			1	28	1	23	0	28							2	79	1	26
03:00			4	34	1	23	2	33							7	90	2	30
03:15			1	35	1	26	0	24							2	85	1	28
03:30			0	24	1	38	3	37							4	99	1	33
03:45			3	37	2	16	2	17							7	70	2	23
04:00			1	22	1	28	2	24							4	74	1	25
04:15			4	30	3	29	4	25							11	84	4	28
04:30			1	27	6	26	3	42							10	95	3	32
04:45			4	33	3	22	3	36							10	91	3	30
05:00			5	36	5	41	6	38							16	115	5	38
05:15			11	39	14	43	8	33							33	115	11	38
05:30			11	48	17	44	19	62							47	154	16	51
05:45			15	53	20	33	17	40							52	126	17	42
06:00			22	26	22	44	23	33							67	103	22	34
06:15			32	31	35	35	29	39							96	105	32	35
06:30			33	34	29	40	32	29							94	103	31	34
06:45			27	19	26	24	31	25							84	68	28	23
07:00			35	22	43	25	44	23							122	70	41	23
07:15			92	13	86	10	84	18							262	41	87	14
07:30			89	19	110	14	98	19							297	52	99	17
07:45			59	7	60	14	72	14							191	35	64	12
08:00			33	9	24	7	22	13							79	29	26	10
08:15			41	10	35	7	39	14							115	31	38	10
08:30			56	15	47	12	52	13							155	40	52	13
08:45			54	16	51	7	41	10							146	33	49	11
09:00			32	6	23	7	25	4							80	17	27	6
09:15			12	6	16	12	17	3							45	21	15	7
09:30			14	10	18	9	21	15							53	34	18	11
09:45			23	10	14	7	14	10							51	27	17	9
10:00			18	6	15	9	19	6							52	21	17	7
10:15			15	6	9	4	28	9							52	19	17	6
10:30			19	5	13	3	25	7							57	15	19	5
10:45			24	2	20	1	26	3							70	6	23	2
11:00			21	6	10	3	21	2							52	11	17	4
11:15			21	3	9	6	16	5							46	14	15	5
11:30			15	3	28	2	20	1							63	6	21	2
11:45			22	0	28	3	20	3							70	6	23	2
12:00			31	0	12	2	29	2							72	4	24	1

TOTALS			1877		1824		1955								5656		1878	
AM Times			07:00		07:00		07:00								07:00		07:00	
AM Peaks			275		299		298								872		289	
AM PHF			0.75		0.68		0.76								0.73		0.73	
PM Times			17:00		17:15		17:30								17:00		17:00	
PM Peaks			176		164		174								510		169	
PM PHF			0.83		0.93		0.70								0.83		0.83	

Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1
Starting: 2/15/2022

Page: 1

Station #: C

File: D0215004.prn

Site ID: 000000023837

Info: 22-044 MG MIN

Loc: Pages Dairy Rd 500' W/o Chester Rd

GPS: 30.63387,-81.54910

Direction: EAST

TIME	MON		TUE 15		WED 16		THU 17		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			2	29	3	30	3	35							8	94	3	31
00:30			3	43	1	25	1	32							5	100	2	33
00:45			2	30	0	29	0	29							2	88	1	29
01:00			1	39	0	53	0	35							1	127	0	42
01:15			1	30	0	53	2	18							3	101	1	34
01:30			2	21	3	28	0	21							5	70	2	23
01:45			1	30	3	34	1	41							5	105	2	35
02:00			1	47	0	17	1	40							2	104	1	35
02:15			1	39	1	21	0	61							2	121	1	40
02:30			3	42	0	30	2	25							5	97	2	32
02:45			0	27	0	47	0	41							0	115	0	38
03:00			2	38	1	47	0	41							3	126	1	42
03:15			2	38	0	38	1	36							3	112	1	37
03:30			0	46	0	50	0	38							0	134	0	45
03:45			0	29	0	39	3	52							3	120	1	40
04:00			0	53	2	59	0	50							2	162	1	54
04:15			0	59	2	56	1	53							3	168	1	56
04:30			1	46	0	48	1	65							2	159	1	53
04:45			7	51	4	52	2	40							13	143	4	48
05:00			3	57	4	53	4	66							11	176	4	59
05:15			6	44	5	53	4	59							15	156	5	52
05:30			4	54	9	47	5	43							18	144	6	48
05:45			13	55	6	64	14	61							33	180	11	60
06:00			8	49	6	64	8	56							22	169	7	56
06:15			7	55	15	43	8	60							30	158	10	53
06:30			17	40	9	28	13	74							39	142	13	47
06:45			17	54	26	46	32	55							75	155	25	52
07:00			25	27	22	27	29	44							76	98	25	33
07:15			30	32	32	32	26	39							88	103	29	34
07:30			56	33	56	31	62	31							174	95	58	32
07:45			101	29	88	23	104	24							293	76	98	25
08:00			64	26	73	25	84	22							221	73	74	24
08:15			64	12	52	20	67	17							183	49	61	16
08:30			50	20	51	25	36	14							137	59	46	20
08:45			30	24	47	27	44	11							121	62	40	21
09:00			39	18	36	8	39	16							114	42	38	14
09:15			31	15	43	8	32	7							106	30	35	10
09:30			24	4	28	15	33	14							85	33	28	11
09:45			37	10	31	7	33	9							101	26	34	9
10:00			33	8	20	5	27	9							80	22	27	7
10:15			20	4	22	7	33	5							75	16	25	5
10:30			17	3	25	2	38	2							80	7	27	2
10:45			33	7	23	6	30	6							86	19	29	6
11:00			31	4	28	2	39	5							98	11	33	4
11:15			30	2	25	6	20	3							75	11	25	4
11:30			32	0	28	3	28	4							88	7	29	2
11:45			34	5	23	1	31	3							88	9	29	3
12:00			26	1	33	3	26	4							85	8	28	3
TOTALS			2340		2323		2483						7146		2383			
AM Times			07:30		07:30		07:30						07:30		07:30			
AM Peaks			285		269		317						871		289			
AM PHF			0.71		0.76		0.76						0.74		0.74			
PM Times			16:15		17:15		17:45						17:00		17:00			
PM Peaks			213		228		251						656		218			
PM PHF			0.90		0.89		0.85						0.91		0.91			

Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 2
Starting: 2/15/2022

Page: 2

Station #: C

File: D0215004.prn

Site ID: 000000023837

Info: 22-044 MG MIN

Loc: Pages Dairy Rd 500' W/o Chester Rd

GPS: 30.63387,-81.54910

Direction: WEST

TIME	MON		TUE 15		WED 16		THU 17		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			1	25	1	34	2	29							4	88	1	29
00:30			1	28	2	38	1	30							4	96	1	32
00:45			2	34	2	38	4	28							8	100	3	33
01:00			0	34	1	32	2	28							3	94	1	31
01:15			0	37	1	28	2	31							3	96	1	32
01:30			1	29	2	31	1	30							4	90	1	30
01:45			0	32	0	32	0	32							0	96	0	32
02:00			1	27	1	22	0	37							2	86	1	29
02:15			0	25	1	22	0	24							1	71	0	24
02:30			0	31	1	34	1	37							2	102	1	34
02:45			2	38	1	30	1	35							4	103	1	34
03:00			2	34	2	33	0	33							4	100	1	33
03:15			2	55	0	38	0	38							2	131	1	44
03:30			1	36	1	32	1	45							3	113	1	38
03:45			1	36	3	36	1	34							5	106	2	35
04:00			0	35	0	35	1	42							1	112	0	37
04:15			2	37	3	34	3	48							8	119	3	40
04:30			0	42	1	43	2	59							3	144	1	48
04:45			4	44	4	40	3	34							11	118	4	39
05:00			3	40	4	44	5	37							12	121	4	40
05:15			11	55	11	58	10	50							32	163	11	54
05:30			8	59	12	55	14	72							34	186	11	62
05:45			12	46	13	56	14	60							39	162	13	54
06:00			13	45	14	46	15	47							42	138	14	46
06:15			15	41	17	43	15	59							47	143	16	48
06:30			23	48	18	43	25	42							66	133	22	44
06:45			21	34	24	31	19	27							64	92	21	31
07:00			37	30	39	28	31	29							107	87	36	29
07:15			68	24	71	20	75	26							214	70	71	23
07:30			87	24	89	30	90	32							266	86	89	29
07:45			50	11	44	17	45	22							139	50	46	17
08:00			20	22	25	11	21	22							66	55	22	18
08:15			38	14	21	24	39	18							98	56	33	19
08:30			46	22	44	20	56	18							146	60	49	20
08:45			35	15	25	17	30	18							90	50	30	17
09:00			26	15	32	10	17	10							75	35	25	12
09:15			12	10	13	15	20	11							45	36	15	12
09:30			17	19	13	13	19	20							49	52	16	17
09:45			16	9	18	12	19	12							53	33	18	11
10:00			16	6	14	6	21	7							51	19	17	6
10:15			20	8	12	7	18	9							50	24	17	8
10:30			34	10	16	4	18	7							68	21	23	7
10:45			25	5	25	6	27	5							77	16	26	5
11:00			17	6	18	5	24	4							59	15	20	5
11:15			18	7	25	5	10	8							53	20	18	7
11:30			22	5	22	2	29	0							73	7	24	2
11:45			25	0	32	4	30	5							87	9	29	3
12:00			32	2	26	1	31	4							89	7	30	2

TOTALS			2078		2029		2167								6274		2092	
AM Times			07:00		07:00		07:00								07:00		07:00	
AM Peaks			242		243		241								726		240	
AM PHF			0.70		0.68		0.67								0.68		0.68	
PM Times			17:15		17:15		17:30								17:15		17:15	
PM Peaks			205		215		238								649		216	
PM PHF			0.87		0.93		0.83								0.87		0.87	

Appendix D

(Existing Conditions Analysis)

Appendix D1

(Existing Conditions – Synchro Printouts)

HCM 6th Signalized Intersection Summary

1: US-17 & SR-200

06/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	799	33	240	718	294	30	91	281	321	101	31
Future Volume (veh/h)	74	799	33	240	718	294	30	91	281	321	101	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	868	36	261	780	320	33	99	0	349	110	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	195	1118	46	321	1322	410	60	1088		420	1400	
Arrive On Green	0.06	0.22	0.22	0.09	0.26	0.26	0.03	0.31	0.00	0.12	0.39	0.00
Sat Flow, veh/h	3456	5029	208	3456	5106	1585	1781	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	80	587	317	261	780	320	33	99	0	349	110	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1833	1728	1702	1585	1781	1777	1585	1728	1777	1585
Q Serve(g_s), s	1.6	11.3	11.4	5.2	9.4	13.1	1.3	1.4	0.0	6.9	1.4	0.0
Cycle Q Clear(g_c), s	1.6	11.3	11.4	5.2	9.4	13.1	1.3	1.4	0.0	6.9	1.4	0.0
Prop In Lane	1.00		0.11	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	195	757	408	321	1322	410	60	1088		420	1400	
V/C Ratio(X)	0.41	0.78	0.78	0.81	0.59	0.78	0.55	0.09		0.83	0.08	
Avail Cap(c_a), veh/h	247	875	471	321	1422	442	140	1088		420	1400	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.9	25.6	25.6	31.2	22.7	24.1	33.3	17.3	0.0	30.1	13.3	0.0
Incr Delay (d2), s/veh	1.4	3.8	7.0	14.7	0.6	8.2	7.5	0.2	0.0	13.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.5	5.2	2.6	3.4	5.3	0.6	0.5	0.0	3.4	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.3	29.4	32.6	45.9	23.3	32.3	40.8	17.5	0.0	43.3	13.4	0.0
LnGrp LOS	C	C	C	D	C	C	D	B		D	B	
Approach Vol, veh/h	984				1361				132		A	
Approach Delay, s/veh	30.8				29.7				23.3		36.2	
Approach LOS	C				C				C		D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	25.9	11.0	20.1	6.9	32.1	8.4	22.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.5	19.0	6.5	18.0	5.5	22.0	5.0	19.5				
Max Q Clear Time (g_c+I1), s	8.9	3.4	7.2	13.4	3.3	3.4	3.6	15.1				
Green Ext Time (p_c), s	0.0	0.4	0.0	2.2	0.0	0.5	0.0	2.3				

Intersection Summary

HCM 6th Ctrl Delay	30.8
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Timing Report, Sorted By Phase

1: US-17 & SR-200

06/01/2022



Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	13	23.5	11	22.5	10	26.5	9.5	24
Maximum Split (%)	18.6%	33.6%	15.7%	32.1%	14.3%	37.9%	13.6%	34.3%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	57	0	23.5	34.5	57	67	23.5	33
End Time (s)	0	23.5	34.5	57	67	23.5	33	57
Yield/Force Off (s)	65.5	19	30	52.5	62.5	19	28.5	52.5
Yield/Force Off 170(s)	65.5	8	30	41.5	62.5	8	28.5	41.5
Local Start Time (s)	57	0	23.5	34.5	57	67	23.5	33
Local Yield (s)	65.5	19	30	52.5	62.5	19	28.5	52.5
Local Yield 170(s)	65.5	8	30	41.5	62.5	8	28.5	41.5

Intersection Summary

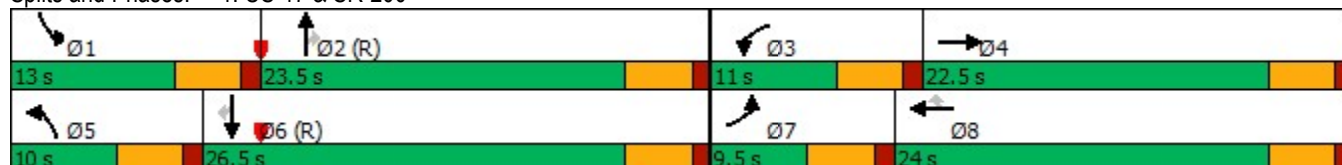
Cycle Length 70

Control Type Actuated-Coordinated

Natural Cycle 70

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Splits and Phases: 1: US-17 & SR-200



HCM 6th Signalized Intersection Summary

3: SR-200 & Felmor Rd

06/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	17	1618	125	199	1488	78	60	26	201	166	52	81
Future Volume (veh/h)	17	1618	125	199	1488	78	60	26	201	166	52	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	1759	136	216	1617	85	65	28	218	180	57	88
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	1890	587	251	2506	778	375	435	368	431	162	250
Arrive On Green	0.02	0.37	0.37	0.14	0.49	0.49	0.04	0.23	0.23	0.06	0.24	0.24
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	663	1023
Grp Volume(v), veh/h	18	1759	136	216	1617	85	65	28	218	180	0	145
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	0	1686
Q Serve(g_s), s	0.9	29.8	5.3	10.7	21.2	2.6	2.5	1.0	11.0	5.1	0.0	6.4
Cycle Q Clear(g_c), s	0.9	29.8	5.3	10.7	21.2	2.6	2.5	1.0	11.0	5.1	0.0	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.61
Lane Grp Cap(c), veh/h	36	1890	587	251	2506	778	375	435	368	431	0	412
V/C Ratio(X)	0.50	0.93	0.23	0.86	0.65	0.11	0.17	0.06	0.59	0.42	0.00	0.35
Avail Cap(c_a), veh/h	99	1901	590	267	2506	778	397	435	368	431	0	412
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.6	27.2	19.5	37.8	17.1	12.3	24.6	26.9	30.7	25.7	0.0	28.1
Incr Delay (d2), s/veh	10.4	8.8	0.2	22.9	0.6	0.1	0.2	0.3	6.8	0.6	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	13.0	1.9	6.2	7.9	0.9	1.0	0.5	4.8	3.1	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.1	36.0	19.7	60.7	17.7	12.4	24.8	27.2	37.6	26.4	0.0	30.5
LnGrp LOS	D	D	B	E	B	B	C	C	D	C	A	C
Approach Vol, veh/h	1913		1918				311		325			
Approach Delay, s/veh	35.1		22.3				34.0		28.2			
Approach LOS	D		C				C		C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	25.4	17.2	37.8	8.5	26.5	6.3	48.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	19.9	13.5	33.5	5.1	19.9	5.0	42.0				
Max Q Clear Time (g_c+l1), s	7.1	13.0	12.7	31.8	4.5	8.4	2.9	23.2				
Green Ext Time (p_c), s	0.0	0.5	0.1	1.5	0.0	0.5	0.0	11.9				
Intersection Summary												
HCM 6th Ctrl Delay	29.0											
HCM 6th LOS	C											

Timing Report, Sorted By Phase

3: SR-200 & Felmor Rd

06/01/2022

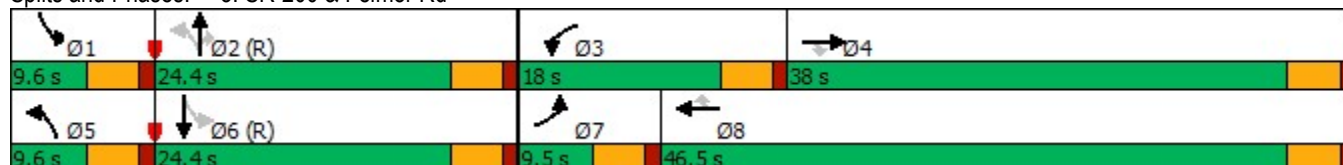


Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBT	NBL	SBTL	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	9.6	24.4	18	38	9.6	24.4	9.5	46.5
Maximum Split (%)	10.7%	27.1%	20.0%	42.2%	10.7%	27.1%	10.6%	51.7%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	80.4	0	24.4	42.4	80.4	0	24.4	33.9
End Time (s)	0	24.4	42.4	80.4	0	24.4	33.9	80.4
Yield/Force Off (s)	85.5	19.9	37.9	75.9	85.5	19.9	29.4	75.9
Yield/Force Off 170(s)	85.5	8.9	37.9	64.9	85.5	8.9	29.4	64.9
Local Start Time (s)	80.4	0	24.4	42.4	80.4	0	24.4	33.9
Local Yield (s)	85.5	19.9	37.9	75.9	85.5	19.9	29.4	75.9
Local Yield 170(s)	85.5	8.9	37.9	64.9	85.5	8.9	29.4	64.9

Intersection Summary

Cycle Length 90
Control Type Actuated-Coordinated
Natural Cycle 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Splits and Phases: 3: SR-200 & Felmor Rd



HCM 6th Signalized Intersection Summary

5: SR-200 & Chester Rd

06/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	1075	233	77	739	22	379	62	112	131	75	105
Future Volume (veh/h)	98	1075	233	77	739	22	379	62	112	131	75	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	1168	253	84	803	24	412	67	122	142	82	114
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	216	1331	413	199	1305	405	469	1272	567	231	1027	458
Arrive On Green	0.06	0.26	0.26	0.06	0.26	0.26	0.14	0.36	0.36	0.07	0.29	0.29
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	107	1168	253	84	803	24	412	67	122	142	82	114
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	2.1	15.4	9.8	1.6	9.7	0.8	8.2	0.9	3.7	2.8	1.2	3.9
Cycle Q Clear(g_c), s	2.1	15.4	9.8	1.6	9.7	0.8	8.2	0.9	3.7	2.8	1.2	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	216	1331	413	199	1305	405	469	1272	567	231	1027	458
V/C Ratio(X)	0.50	0.88	0.61	0.42	0.62	0.06	0.88	0.05	0.22	0.61	0.08	0.25
Avail Cap(c_a), veh/h	272	1349	419	247	1313	408	469	1272	567	336	1027	458
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	24.8	22.8	31.9	23.0	19.7	29.7	14.7	15.6	31.8	18.1	19.1
Incr Delay (d2), s/veh	1.8	6.8	2.6	1.4	0.9	0.1	17.1	0.1	0.9	2.6	0.2	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	6.6	3.7	0.7	3.8	0.3	4.4	0.3	1.4	1.2	0.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	31.6	25.3	33.3	23.9	19.8	46.8	14.8	16.5	34.4	18.3	20.4
LnGrp LOS	C	C	C	C	C	B	D	B	B	C	B	C
Approach Vol, veh/h	1528			911			601			338		
Approach Delay, s/veh	30.7			24.6			37.1			25.8		
Approach LOS	C			C			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.2	29.5	8.5	22.7	14.0	24.7	8.9	22.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	6.8	21.7	5.0	18.5	9.5	19.0	5.5	18.0				
Max Q Clear Time (g_c+I1), s	4.8	5.7	3.6	17.4	10.2	5.9	4.1	11.7				
Green Ext Time (p_c), s	0.1	0.6	0.0	0.9	0.0	0.6	0.0	2.8				
Intersection Summary												
HCM 6th Ctrl Delay	29.7											
HCM 6th LOS	C											

Timing Report, Sorted By Phase

5: SR-200 & Chester Rd

06/01/2022

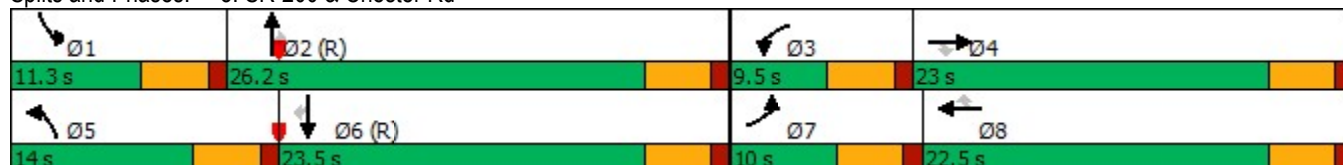


Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	11.3	26.2	9.5	23	14	23.5	10	22.5
Maximum Split (%)	16.1%	37.4%	13.6%	32.9%	20.0%	33.6%	14.3%	32.1%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	56	67.3	23.5	33	56	0	23.5	33.5
End Time (s)	67.3	23.5	33	56	0	23.5	33.5	56
Yield/Force Off (s)	62.8	19	28.5	51.5	65.5	19	29	51.5
Yield/Force Off 170(s)	62.8	8	28.5	40.5	65.5	8	29	40.5
Local Start Time (s)	56	67.3	23.5	33	56	0	23.5	33.5
Local Yield (s)	62.8	19	28.5	51.5	65.5	19	29	51.5
Local Yield 170(s)	62.8	8	28.5	40.5	65.5	8	29	40.5

Intersection Summary

Cycle Length 70
Control Type Actuated-Coordinated
Natural Cycle 70
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Splits and Phases: 5: SR-200 & Chester Rd



HCM 6th Signalized Intersection Summary

6: Chester Rd & Pages Dairy Rd

06/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	0	222	0	0	0	46	108	0	0	322	69
Future Volume (veh/h)	38	0	222	0	0	0	46	108	0	0	322	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	0	241	0	0	0	50	117	0	0	350	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	331	281	2	2	2	713	2524	0	90	2175	970
Arrive On Green	0.18	0.00	0.18	0.00	0.00	0.00	0.04	0.71	0.00	0.00	0.61	0.61
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3647	0	1275	3554	1585
Grp Volume(v), veh/h	41	0	241	0	0	0	50	117	0	0	350	75
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	0	1275	1777	1585
Q Serve(g_s), s	1.6	0.0	11.8	0.0	0.0	0.0	0.7	0.8	0.0	0.0	3.4	1.5
Cycle Q Clear(g_c), s	1.6	0.0	11.8	0.0	0.0	0.0	0.7	0.8	0.0	0.0	3.4	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	316	331	281	2	2	2	713	2524	0	90	2175	970
V/C Ratio(X)	0.13	0.00	0.86	0.00	0.00	0.00	0.07	0.05	0.00	0.00	0.16	0.08
Avail Cap(c_a), veh/h	412	433	367	401	421	357	761	2524	0	90	2175	970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	0.0	31.9	0.0	0.0	0.0	4.4	3.5	0.0	0.0	6.7	6.3
Incr Delay (d2), s/veh	0.2	0.0	14.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	5.5	0.0	0.0	0.0	0.2	0.2	0.0	0.0	1.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.9	0.0	46.5	0.0	0.0	0.0	4.5	3.5	0.0	0.0	6.8	6.5
LnGrp LOS	C	A	D	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h	282			0			167			425		
Approach Delay, s/veh	43.8			0.0			3.8			6.8		
Approach LOS	D						A			A		
Timer - Assigned Phs	2			4		5		6		8		
Phs Duration (G+Y+Rc), s	61.3			18.7		7.9		53.5		0.0		
Change Period (Y+Rc), s	4.5			4.5		4.5		4.5		4.5		
Max Green Setting (Gmax), s	30.0			18.5		5.5		20.0		18.0		
Max Q Clear Time (g_c+I1), s	2.8			13.8		2.7		5.4		0.0		
Green Ext Time (p_c), s	0.7			0.4		0.0		2.2		0.0		
Intersection Summary												
HCM 6th Ctrl Delay	18.2											
HCM 6th LOS	B											

Timing Report, Sorted By Phase

6: Chester Rd & Pages Dairy Rd

06/01/2022

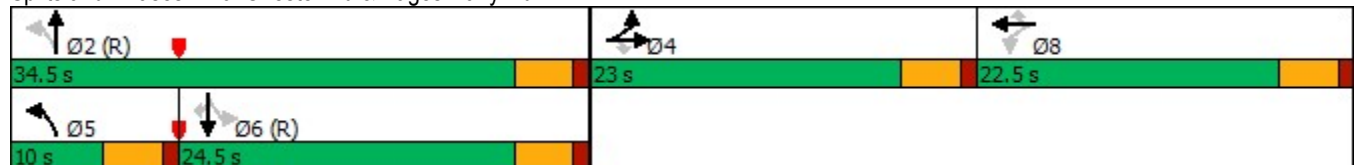


Phase Number	2	4	5	6	8
Movement	NBTL	EBTL	NBL	SBTL	WBTL
Lead/Lag			Lead	Lag	
Lead-Lag Optimize			Yes	Yes	
Recall Mode	C-Max	None	None	C-Max	None
Maximum Split (s)	34.5	23	10	24.5	22.5
Maximum Split (%)	43.1%	28.8%	12.5%	30.6%	28.1%
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)	7	7		7	7
Flash Dont Walk (s)	11	11		11	11
Dual Entry	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	70	24.5	70	0	47.5
End Time (s)	24.5	47.5	0	24.5	70
Yield/Force Off (s)	20	43	75.5	20	65.5
Yield/Force Off 170(s)	9	32	75.5	9	54.5
Local Start Time (s)	70	24.5	70	0	47.5
Local Yield (s)	20	43	75.5	20	65.5
Local Yield 170(s)	9	32	75.5	9	54.5

Intersection Summary

Cycle Length 80
Control Type Actuated-Coordinated
Natural Cycle 80
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Splits and Phases: 6: Chester Rd & Pages Dairy Rd



HCM 6th Signalized Intersection Summary 8: SR 200 & Blackrock Rd

06/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (veh/h)	48	1454	19	15	872	46	6	2	6	178	3	42
Future Volume (veh/h)	48	1454	19	15	872	46	6	2	6	178	3	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	1580	21	16	948	50	7	2	7	193	3	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	1708	530	34	1573	488	608	165	579	637	37	571
Arrive On Green	0.05	0.33	0.33	0.02	0.31	0.31	0.01	0.45	0.45	0.38	0.38	0.38
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	365	1276	1406	98	1502
Grp Volume(v), veh/h	52	1580	21	16	948	50	7	0	9	193	0	49
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	0	1641	1406	0	1600
Q Serve(g_s), s	2.0	20.9	0.6	0.6	11.0	1.6	0.2	0.0	0.2	6.9	0.0	1.4
Cycle Q Clear(g_c), s	2.0	20.9	0.6	0.6	11.0	1.6	0.2	0.0	0.2	6.9	0.0	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.78	1.00		0.94
Lane Grp Cap(c), veh/h	81	1708	530	34	1573	488	608	0	744	637	0	608
V/C Ratio(X)	0.64	0.93	0.04	0.47	0.60	0.10	0.01	0.00	0.01	0.30	0.00	0.08
Avail Cap(c_a), veh/h	160	1714	532	127	1619	503	719	0	744	637	0	608
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.9	22.4	15.7	34.0	20.6	17.3	12.0	0.0	10.5	15.6	0.0	13.9
Incr Delay (d2), s/veh	8.2	9.0	0.0	9.8	0.6	0.1	0.0	0.0	0.0	1.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	9.1	0.2	0.4	4.2	0.6	0.1	0.0	0.1	2.3	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	31.5	15.7	43.7	21.2	17.4	12.0	0.0	10.5	16.8	0.0	14.1
LnGrp LOS	D	C	B	D	C	B	B	A	B	B	A	B
Approach Vol, veh/h		1653			1014			16			242	
Approach Delay, s/veh		31.6			21.3			11.2			16.3	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		36.3	5.8	27.9	5.1	31.1	7.7	26.1				
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s		28.0	5.0	23.5	5.0	18.5	6.3	22.2				
Max Q Clear Time (g_c+I1), s		2.2	2.6	22.9	2.2	8.9	4.0	13.0				
Green Ext Time (p_c), s		0.0	0.0	0.5	0.0	0.6	0.0	4.4				
Intersection Summary												
HCM 6th Ctrl Delay			26.6									
HCM 6th LOS			C									

Timing Report, Sorted By Phase

8: SR 200 & Blackrock Rd

06/01/2022

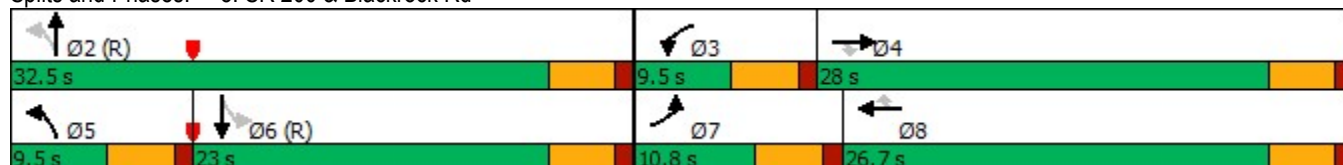


Phase Number	2	3	4	5	6	7	8
Movement	NBTL	WBL	EBT	NBL	SBTL	EBL	WBT
Lead/Lag		Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	32.5	9.5	28	9.5	23	10.8	26.7
Maximum Split (%)	46.4%	13.6%	40.0%	13.6%	32.9%	15.4%	38.1%
Minimum Split (s)	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0
Walk Time (s)	7		7		7		7
Flash Dont Walk (s)	11		11		11		11
Dual Entry	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	60.5	23	32.5	60.5	0	23	33.8
End Time (s)	23	32.5	60.5	0	23	33.8	60.5
Yield/Force Off (s)	18.5	28	56	65.5	18.5	29.3	56
Yield/Force Off 170(s)	7.5	28	45	65.5	7.5	29.3	45
Local Start Time (s)	60.5	23	32.5	60.5	0	23	33.8
Local Yield (s)	18.5	28	56	65.5	18.5	29.3	56
Local Yield 170(s)	7.5	28	45	65.5	7.5	29.3	45

Intersection Summary

Cycle Length 70
Control Type Actuated-Coordinated
Natural Cycle 70
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Splits and Phases: 8: SR 200 & Blackrock Rd



Lanes, Volumes, Timings
4: Felmor Rd & Pages Dairy Rd

06/01/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↙	↑	↙	↗
Traffic Volume (vph)	209	121	92	175	16	19
Future Volume (vph)	209	121	92	175	16	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1863	1583	1770	1863	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	555			651	534	
Travel Time (s)	12.6			14.8	12.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	227	132	100	190	17	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	227	132	100	190	17	21
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 29.4%				ICU Level of Service A		
Analysis Period (min) 15						

HCM 6th TWSC
4: Felmor Rd & Pages Dairy Rd

06/01/2022

Intersection

Int Delay, s/veh 1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	209	121	92	175	16	19
Future Vol, veh/h	209	121	92	175	16	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	227	132	100	190	17	21

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	359
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1200
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1200
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	415	812	-	-	1200	-
HCM Lane V/C Ratio	0.042	0.025	-	-	0.083	-
HCM Control Delay (s)	14.1	9.5	-	-	8.3	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.3	-

Lanes, Volumes, Timings
2: US-17 & Pages Dairy Rd

06/01/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	134	375	28	7	358	87	4	16	11	40	50	63
Future Volume (vph)	134	375	28	7	358	87	4	16	11	40	50	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	185		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.971			0.951			0.944	
Flt Protected	0.950			0.950				0.994			0.987	
Satd. Flow (prot)	1770	3504	0	1770	3437	0	0	1761	0	0	1736	0
Flt Permitted	0.950			0.950				0.994			0.987	
Satd. Flow (perm)	1770	3504	0	1770	3437	0	0	1761	0	0	1736	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1062			523			462			718	
Travel Time (s)		24.1			11.9			10.5			16.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	146	408	30	8	389	95	4	17	12	43	54	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	146	438	0	8	484	0	0	33	0	0	165	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	45.5%				ICU Level of Service A							
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	7.8											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	134	375	28	7	358	87	4	16	11	40	50	63
Future Vol, veh/h	134	375	28	7	358	87	4	16	11	40	50	63
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	95	-	-	185	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	146	408	30	8	389	95	4	17	12	43	54	68
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	484	0	0	438	0	0	953	1215	219	958	1183	242
Stage 1	-	-	-	-	-	-	715	715	-	453	453	-
Stage 2	-	-	-	-	-	-	238	500	-	505	730	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1075	-	-	1118	-	-	214	180	785	212	188	759
Stage 1	-	-	-	-	-	-	388	433	-	556	568	-
Stage 2	-	-	-	-	-	-	744	541	-	518	426	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1075	-	-	1118	-	-	129	154	785	170	161	759
Mov Cap-2 Maneuver	-	-	-	-	-	-	129	154	-	170	161	-
Stage 1	-	-	-	-	-	-	335	374	-	480	564	-
Stage 2	-	-	-	-	-	-	607	537	-	420	368	-
Approach	SE			NW			NE			SW		
HCM Control Delay, s	2.2			0.1			25.6			46.8		
HCM LOS							D			E		
Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1					
Capacity (veh/h)	208	1118	-	-	1075	-	-	243				
HCM Lane V/C Ratio	0.162	0.007	-	-	0.135	-	-	0.684				
HCM Control Delay (s)	25.6	8.2	-	-	8.9	-	-	46.8				
HCM Lane LOS	D	A	-	-	A	-	-	E				
HCM 95th %tile Q(veh)	0.6	0	-	-	0.5	-	-	4.4				

HCM 6th Signalized Intersection Summary

1: US-17 & SR-200

06/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	904	37	383	995	429	71	136	347	361	142	33
Future Volume (veh/h)	111	904	37	383	995	429	71	136	347	361	142	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	983	40	416	1082	466	77	148	0	392	154	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	212	1180	48	484	1599	496	99	915		442	1172	
Arrive On Green	0.06	0.23	0.23	0.14	0.31	0.31	0.06	0.26	0.00	0.13	0.33	0.00
Sat Flow, veh/h	3456	5033	205	3456	5106	1585	1781	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	121	664	359	416	1082	466	77	148	0	392	154	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1834	1728	1702	1585	1781	1777	1585	1728	1777	1585
Q Serve(g_s), s	2.6	13.9	14.0	8.8	13.9	21.5	3.2	2.4	0.0	8.4	2.3	0.0
Cycle Q Clear(g_c), s	2.6	13.9	14.0	8.8	13.9	21.5	3.2	2.4	0.0	8.4	2.3	0.0
Prop In Lane	1.00		0.11	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	212	798	430	484	1599	496	99	915		442	1172	
V/C Ratio(X)	0.57	0.83	0.83	0.86	0.68	0.94	0.77	0.16		0.89	0.13	
Avail Cap(c_a), veh/h	230	817	440	484	1600	497	209	915		442	1172	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.2	27.3	27.3	31.5	22.4	25.1	34.9	21.6	0.0	32.2	17.6	0.0
Incr Delay (d2), s/veh	2.8	7.2	12.7	14.5	1.2	25.9	12.0	0.4	0.0	19.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	5.9	7.0	4.4	5.1	10.7	1.6	1.0	0.0	4.4	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	34.5	40.1	46.0	23.6	50.9	47.0	22.0	0.0	51.2	17.8	0.0
LnGrp LOS	D	C	D	D	C	D	D	C		D	B	
Approach Vol, veh/h	1144				1964				225			
Approach Delay, s/veh	36.5				34.8				30.5			
Approach LOS	D				C				C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.1	23.8	15.0	22.1	8.7	29.2	9.1	28.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.6	18.9	10.5	18.0	8.8	19.7	5.0	23.5				
Max Q Clear Time (g_c+I1), s	10.4	4.4	10.8	16.0	5.2	4.3	4.6	23.5				
Green Ext Time (p_c), s	0.0	0.6	0.0	1.2	0.0	0.6	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay 36.1

HCM 6th LOS D

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Timing Report, Sorted By Phase

1: US-17 & SR-200

06/01/2022

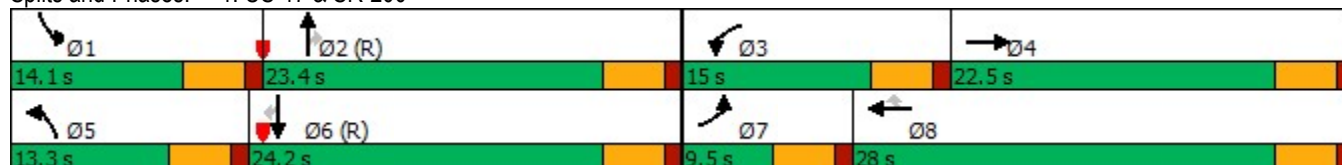


Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	14.1	23.4	15	22.5	13.3	24.2	9.5	28
Maximum Split (%)	18.8%	31.2%	20.0%	30.0%	17.7%	32.3%	12.7%	37.3%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	60.9	0	23.4	38.4	60.9	74.2	23.4	32.9
End Time (s)	0	23.4	38.4	60.9	74.2	23.4	32.9	60.9
Yield/Force Off (s)	70.5	18.9	33.9	56.4	69.7	18.9	28.4	56.4
Yield/Force Off 170(s)	70.5	7.9	33.9	45.4	69.7	7.9	28.4	45.4
Local Start Time (s)	60.9	0	23.4	38.4	60.9	74.2	23.4	32.9
Local Yield (s)	70.5	18.9	33.9	56.4	69.7	18.9	28.4	56.4
Local Yield 170(s)	70.5	7.9	33.9	45.4	69.7	7.9	28.4	45.4

Intersection Summary

Cycle Length 75
Control Type Actuated-Coordinated
Natural Cycle 75
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Splits and Phases: 1: US-17 & SR-200



HCM 6th Signalized Intersection Summary

3: SR-200 & Felmor Rd

06/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	8	1826	98	357	2059	44	103	24	203	39	25	41
Future Volume (veh/h)	8	1826	98	357	2059	44	103	24	203	39	25	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	1985	107	388	2238	48	112	26	221	42	27	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	20	1864	579	369	2864	889	376	399	339	358	125	208
Arrive On Green	0.01	0.37	0.37	0.21	0.56	0.56	0.05	0.21	0.21	0.03	0.20	0.20
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	630	1051
Grp Volume(v), veh/h	9	1985	107	388	2238	48	112	26	221	42	0	72
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	0	1681
Q Serve(g_s), s	0.5	36.5	4.6	20.7	34.3	1.4	5.0	1.1	12.7	1.9	0.0	3.6
Cycle Q Clear(g_c), s	0.5	36.5	4.6	20.7	34.3	1.4	5.0	1.1	12.7	1.9	0.0	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.63
Lane Grp Cap(c), veh/h	20	1864	579	369	2864	889	376	399	339	358	0	333
V/C Ratio(X)	0.46	1.07	0.18	1.05	0.78	0.05	0.30	0.07	0.65	0.12	0.00	0.22
Avail Cap(c_a), veh/h	89	1864	579	369	2864	889	376	399	339	385	0	333
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.1	31.7	21.6	39.7	17.2	9.9	30.3	31.4	35.9	30.2	0.0	33.6
Incr Delay (d2), s/veh	15.6	40.7	0.2	61.3	1.5	0.0	0.4	0.3	9.4	0.1	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	21.4	1.7	15.2	12.8	0.5	2.2	0.5	5.8	0.8	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.8	72.4	21.8	100.9	18.6	10.0	30.7	31.7	45.4	30.3	0.0	35.1
LnGrp LOS	E	F	C	F	B	A	C	C	D	C	A	D
Approach Vol, veh/h		2101			2674			359			114	
Approach Delay, s/veh		69.8			30.4			39.8			33.3	
Approach LOS		E			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.9	25.9	25.2	41.0	9.5	24.3	5.6	60.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	19.8	20.7	36.5	5.0	19.8	5.0	52.2				
Max Q Clear Time (g_c+I1), s	3.9	14.7	22.7	38.5	7.0	5.6	2.5	36.3				
Green Ext Time (p_c), s	0.0	0.4	0.0	0.0	0.0	0.2	0.0	13.4				
Intersection Summary												
HCM 6th Ctrl Delay			46.9									
HCM 6th LOS			D									

Timing Report, Sorted By Phase

3: SR-200 & Felmor Rd

06/01/2022

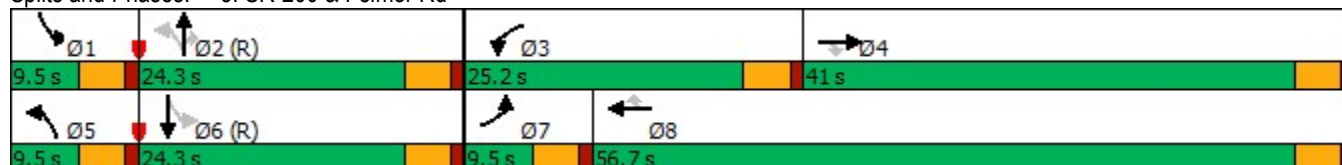


Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBT	NBL	SBTL	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	9.5	24.3	25.2	41	9.5	24.3	9.5	56.7
Maximum Split (%)	9.5%	24.3%	25.2%	41.0%	9.5%	24.3%	9.5%	56.7%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	90.5	0	24.3	49.5	90.5	0	24.3	33.8
End Time (s)	0	24.3	49.5	90.5	0	24.3	33.8	90.5
Yield/Force Off (s)	95.5	19.8	45	86	95.5	19.8	29.3	86
Yield/Force Off 170(s)	95.5	8.8	45	75	95.5	8.8	29.3	75
Local Start Time (s)	90.5	0	24.3	49.5	90.5	0	24.3	33.8
Local Yield (s)	95.5	19.8	45	86	95.5	19.8	29.3	86
Local Yield 170(s)	95.5	8.8	45	75	95.5	8.8	29.3	75

Intersection Summary

Cycle Length 100
Control Type Actuated-Coordinated
Natural Cycle 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Splits and Phases: 3: SR-200 & Felmor Rd



HCM 6th Signalized Intersection Summary

5: SR-200 & Chester Rd

06/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	249	982	377	166	1363	61	339	181	96	132	167	132
Future Volume (veh/h)	249	982	377	166	1363	61	339	181	96	132	167	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	271	1067	410	180	1482	66	368	197	104	143	182	143
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	324	1706	530	263	1615	501	415	1071	478	220	870	388
Arrive On Green	0.09	0.33	0.33	0.08	0.32	0.32	0.12	0.30	0.30	0.06	0.24	0.24
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	271	1067	410	180	1482	66	368	197	104	143	182	143
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	6.2	14.1	18.6	4.1	22.4	2.4	8.4	3.3	3.9	3.2	3.3	6.0
Cycle Q Clear(g_c), s	6.2	14.1	18.6	4.1	22.4	2.4	8.4	3.3	3.9	3.2	3.3	6.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	324	1706	530	263	1615	501	415	1071	478	220	870	388
V/C Ratio(X)	0.84	0.63	0.77	0.69	0.92	0.13	0.89	0.18	0.22	0.65	0.21	0.37
Avail Cap(c_a), veh/h	324	1706	530	371	1628	505	415	1071	478	311	870	388
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	22.4	23.9	36.0	26.3	19.5	34.7	20.7	20.9	36.6	24.0	25.1
Incr Delay (d2), s/veh	17.1	0.7	7.0	3.2	8.6	0.1	20.2	0.4	1.0	3.2	0.5	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	5.5	7.6	1.8	9.9	0.9	4.6	1.4	1.5	1.4	1.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.8	23.1	31.0	39.2	35.0	19.6	54.8	21.1	21.9	39.8	24.6	27.8
LnGrp LOS	D	C	C	D	C	B	D	C	C	D	C	C
Approach Vol, veh/h	1748			1728			669			468		
Approach Delay, s/veh	29.6			34.8			39.8			30.2		
Approach LOS	C			C			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	28.6	10.6	31.2	14.1	24.1	12.0	29.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.2	21.8	8.6	24.4	9.6	19.4	7.5	25.5				
Max Q Clear Time (g_c+I1), s	5.2	5.9	6.1	20.6	10.4	8.0	8.2	24.4				
Green Ext Time (p_c), s	0.1	1.4	0.1	2.7	0.0	1.2	0.0	0.9				
Intersection Summary												
HCM 6th Ctrl Delay	33.1											
HCM 6th LOS	C											

Timing Report, Sorted By Phase

5: SR-200 & Chester Rd

06/01/2022



Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	11.7	26.3	13.1	28.9	14.1	23.9	12	30
Maximum Split (%)	14.6%	32.9%	16.4%	36.1%	17.6%	29.9%	15.0%	37.5%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	65.9	77.6	23.9	37	65.9	0	23.9	35.9
End Time (s)	77.6	23.9	37	65.9	0	23.9	35.9	65.9
Yield/Force Off (s)	73.1	19.4	32.5	61.4	75.5	19.4	31.4	61.4
Yield/Force Off 170(s)	73.1	8.4	32.5	50.4	75.5	8.4	31.4	50.4
Local Start Time (s)	65.9	77.6	23.9	37	65.9	0	23.9	35.9
Local Yield (s)	73.1	19.4	32.5	61.4	75.5	19.4	31.4	61.4
Local Yield 170(s)	73.1	8.4	32.5	50.4	75.5	8.4	31.4	50.4

Intersection Summary

Cycle Length 80
Control Type Actuated-Coordinated
Natural Cycle 80
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Splits and Phases: 5: SR-200 & Chester Rd

Ø1	Ø2 (R)	Ø3	Ø4
11.7 s	26.3 s	13.1 s	28.9 s
Ø5	Ø6 (R)	Ø7	Ø8
14.1 s	23.9 s	12 s	30 s

HCM 6th Signalized Intersection Summary

6: Chester Rd & Pages Dairy Rd

06/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	0	201	0	0	0	196	468	0	0	260	52
Future Volume (veh/h)	97	0	201	0	0	0	196	468	0	0	260	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	105	0	218	0	0	0	213	509	0	0	283	57
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	150	312	264	90	49	41	796	2561	0	90	2119	945
Arrive On Green	0.08	0.00	0.17	0.00	0.00	0.00	0.07	0.72	0.00	0.00	0.60	0.60
Sat Flow, veh/h	1781	1870	1585	1418	1870	1585	1781	3647	0	891	3554	1585
Grp Volume(v), veh/h	105	0	218	0	0	0	213	509	0	0	283	57
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1418	1870	1585	1781	1777	0	891	1777	1585
Q Serve(g_s), s	4.6	0.0	10.6	0.0	0.0	0.0	3.4	3.7	0.0	0.0	2.8	1.2
Cycle Q Clear(g_c), s	4.6	0.0	10.6	0.0	0.0	0.0	3.4	3.7	0.0	0.0	2.8	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	150	312	264	90	49	41	796	2561	0	90	2119	945
V/C Ratio(X)	0.70	0.00	0.82	0.00	0.00	0.00	0.27	0.20	0.00	0.00	0.13	0.06
Avail Cap(c_a), veh/h	401	947	802	372	421	357	841	2561	0	90	2119	945
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	0.0	32.2	0.0	0.0	0.0	4.6	3.6	0.0	0.0	7.1	6.8
Incr Delay (d2), s/veh	5.7	0.0	6.4	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	4.4	0.0	0.0	0.0	1.0	1.1	0.0	0.0	1.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	0.0	38.6	0.0	0.0	0.0	4.7	3.8	0.0	0.0	7.2	6.9
LnGrp LOS	D	A	D	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h	323			0			722			340		
Approach Delay, s/veh	39.5			0.0			4.1			7.2		
Approach LOS	D						A			A		
Timer - Assigned Phs	2			4			5			6		
Phs Duration (G+Y+Rc), s	62.2			17.8			10.0			52.2		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	30.5			40.5			7.5			18.5		
Max Q Clear Time (g_c+I1), s	5.7			12.6			5.4			4.8		
Green Ext Time (p_c), s	3.6			0.7			0.1			1.6		
Intersection Summary												
HCM 6th Ctrl Delay	13.1											
HCM 6th LOS	B											

Timing Report, Sorted By Phase

6: Chester Rd & Pages Dairy Rd

06/01/2022

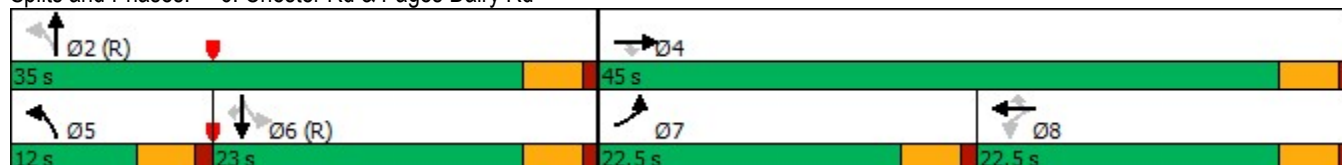


Phase Number	2	4	5	6	7	8
Movement	NBTL	EBT	NBL	SBTL	EBL	WBTL
Lead/Lag			Lead	Lag	Lead	Lag
Lead-Lag Optimize			Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	None	C-Max	None	None
Maximum Split (s)	35	45	12	23	22.5	22.5
Maximum Split (%)	43.8%	56.3%	15.0%	28.8%	28.1%	28.1%
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)	7	7		7	7	7
Flash Dont Walk (s)	11	11		11	11	11
Dual Entry	Yes	Yes	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	68	23	68	0	23	45.5
End Time (s)	23	68	0	23	45.5	68
Yield/Force Off (s)	18.5	63.5	75.5	18.5	41	63.5
Yield/Force Off 170(s)	7.5	52.5	75.5	7.5	30	52.5
Local Start Time (s)	68	23	68	0	23	45.5
Local Yield (s)	18.5	63.5	75.5	18.5	41	63.5
Local Yield 170(s)	7.5	52.5	75.5	7.5	30	52.5

Intersection Summary

Cycle Length 80
Control Type Actuated-Coordinated
Natural Cycle 80
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Splits and Phases: 6: Chester Rd & Pages Dairy Rd



HCM 6th Signalized Intersection Summary

8: SR 200 & Blackrock Rd

06/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (veh/h)	78	1294	11	8	1671	164	13	2	14	99	3	69
Future Volume (veh/h)	78	1294	11	8	1671	164	13	2	14	99	3	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	1407	12	9	1816	178	14	2	15	108	3	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	2190	680	20	1936	601	479	72	541	519	19	464
Arrive On Green	0.06	0.43	0.43	0.01	0.38	0.38	0.02	0.38	0.38	0.30	0.30	0.30
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	190	1424	1396	61	1533
Grp Volume(v), veh/h	85	1407	12	9	1816	178	14	0	17	108	0	78
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	0	1614	1396	0	1594
Q Serve(g_s), s	3.5	16.3	0.3	0.4	25.7	5.9	0.4	0.0	0.5	4.4	0.0	2.7
Cycle Q Clear(g_c), s	3.5	16.3	0.3	0.4	25.7	5.9	0.4	0.0	0.5	4.4	0.0	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.88	1.00		0.96
Lane Grp Cap(c), veh/h	109	2190	680	20	1936	601	479	0	613	519	0	483
V/C Ratio(X)	0.78	0.64	0.02	0.44	0.94	0.30	0.03	0.00	0.03	0.21	0.00	0.16
Avail Cap(c_a), veh/h	119	2190	680	119	1940	602	567	0	613	519	0	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.7	16.9	12.3	36.8	22.4	16.3	16.3	0.0	14.6	19.8	0.0	19.2
Incr Delay (d2), s/veh	25.8	0.6	0.0	14.4	9.5	0.3	0.0	0.0	0.1	0.9	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	6.0	0.1	0.2	11.1	2.1	0.2	0.0	0.2	1.5	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.5	17.5	12.3	51.3	31.9	16.6	16.3	0.0	14.7	20.7	0.0	19.9
LnGrp LOS	E	B	B	D	C	B	B	A	B	C	A	B
Approach Vol, veh/h	1504				2003		31				186	
Approach Delay, s/veh	19.9				30.6		15.4				20.3	
Approach LOS	B				C		B				C	
Timer - Assigned Phs	2		3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.0		5.4	36.7	5.8	27.2	9.1	32.9				
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	28.0		5.0	28.5	5.0	18.5	5.0	28.5				
Max Q Clear Time (g_c+I1), s	2.5		2.4	18.3	2.4	6.4	5.5	27.7				
Green Ext Time (p_c), s	0.0		0.0	6.6	0.0	0.5	0.0	0.7				
Intersection Summary												
HCM 6th Ctrl Delay	25.7											
HCM 6th LOS	C											

Timing Report, Sorted By Phase

8: SR 200 & Blackrock Rd

06/01/2022

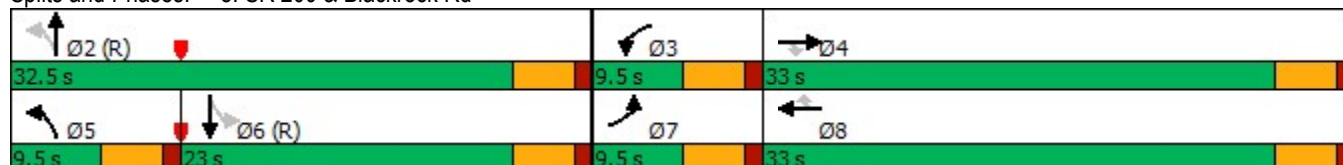


Phase Number	2	3	4	5	6	7	8
Movement	NBTL	WBL	EBT	NBL	SBTL	EBL	WBT
Lead/Lag		Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	32.5	9.5	33	9.5	23	9.5	33
Maximum Split (%)	43.3%	12.7%	44.0%	12.7%	30.7%	12.7%	44.0%
Minimum Split (s)	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0
Walk Time (s)	7		7		7		7
Flash Dont Walk (s)	11		11		11		11
Dual Entry	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	65.5	23	32.5	65.5	0	23	32.5
End Time (s)	23	32.5	65.5	0	23	32.5	65.5
Yield/Force Off (s)	18.5	28	61	70.5	18.5	28	61
Yield/Force Off 170(s)	7.5	28	50	70.5	7.5	28	50
Local Start Time (s)	65.5	23	32.5	65.5	0	23	32.5
Local Yield (s)	18.5	28	61	70.5	18.5	28	61
Local Yield 170(s)	7.5	28	50	70.5	7.5	28	50

Intersection Summary

Cycle Length 75
Control Type Actuated-Coordinated
Natural Cycle 75
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Splits and Phases: 8: SR 200 & Blackrock Rd



Lanes, Volumes, Timings
4: Felmor Rd & Pages Dairy Rd

06/01/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↙	↑	↙	↗
Traffic Volume (vph)	182	38	36	132	35	20
Future Volume (vph)	182	38	36	132	35	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1863	1583	1770	1863	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	555			651	534	
Travel Time (s)	12.6			14.8	12.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	198	41	39	143	38	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	198	41	39	143	38	22
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	26.2%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 6th TWSC
4: Felmor Rd & Pages Dairy Rd

06/01/2022

Intersection

Int Delay, s/veh 2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	182	38	36	132	35	20
Future Vol, veh/h	182	38	36	132	35	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	198	41	39	143	38	22

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	239
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1328
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1328
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	574	843	-	-	1328	-
HCM Lane V/C Ratio	0.066	0.026	-	-	0.029	-
HCM Control Delay (s)	11.7	9.4	-	-	7.8	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-

Lanes, Volumes, Timings
2: US-17 & Pages Dairy Rd

06/01/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	109	431	23	11	523	144	7	33	17	50	33	95
Future Volume (vph)	109	431	23	11	523	144	7	33	17	50	33	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	185		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.968			0.961			0.928	
Flt Protected	0.950			0.950				0.994			0.986	
Satd. Flow (prot)	1770	3511	0	1770	3426	0	0	1779	0	0	1704	0
Flt Permitted	0.950			0.950				0.994			0.986	
Satd. Flow (perm)	1770	3511	0	1770	3426	0	0	1779	0	0	1704	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1062			523			462			718	
Travel Time (s)		24.1			11.9			10.5			16.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	118	468	25	12	568	157	8	36	18	54	36	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	493	0	12	725	0	0	62	0	0	193	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	52.1%				ICU Level of Service A							
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	17.2											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	109	431	23	11	523	144	7	33	17	50	33	95
Future Vol, veh/h	109	431	23	11	523	144	7	33	17	50	33	95
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	95	-	-	185	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	118	468	25	12	568	157	8	36	18	54	36	103
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	725	0	0	493	0	0	1043	1466	247	1159	1400	363
Stage 1	-	-	-	-	-	-	717	717	-	671	671	-
Stage 2	-	-	-	-	-	-	326	749	-	488	729	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	874	-	-	1067	-	-	184	127	753	151	139	634
Stage 1	-	-	-	-	-	-	387	432	-	412	453	-
Stage 2	-	-	-	-	-	-	661	417	-	530	426	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	874	-	-	1067	-	-	106	109	753	98	119	634
Mov Cap-2 Maneuver	-	-	-	-	-	-	106	109	-	98	119	-
Stage 1	-	-	-	-	-	-	335	374	-	356	448	-
Stage 2	-	-	-	-	-	-	503	412	-	404	368	-
Approach	SE			NW			NE			SW		
HCM Control Delay, s	1.9			0.1			46.7			121.3		
HCM LOS							E			F		
Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1					
Capacity (veh/h)	146	1067	-	-	874	-	- 190					
HCM Lane V/C Ratio	0.424	0.011	-	-	0.136	-	- 1.018					
HCM Control Delay (s)	46.7	8.4	-	-	9.8	-	- 121.3					
HCM Lane LOS	E	A	-	-	A	-	- F					
HCM 95th %tile Q(veh)	1.9	0	-	-	0.5	-	- 8.7					

Appendix D2
(Traffic Signal Warrant Analysis Forms)

SIGNAL WARRANT ANALYSIS - EXISTING

Introduction

- The Signal Warrant Analysis Spreadsheets are a tool for assisting traffic engineers when evaluating the need for a traffic signal installation
- The filled spreadsheets can be used as part of the supporting documents for the signal warrant evaluation

Note: This templates are a useful resource, but it remains necessary to apply engineering judgment and to consider specific environmental, traffic, geometric, and operational conditions

Instructions

Fill in "Orange" areas only

Automated cells based on in Input Data in "orange" cells

General Information

Fill in below the general information including:

District, County (drop-down menu)

City, Engineer, Date

Major and Minor Street with corresponding number of lanes and speed limits

Enter Eight Hour Volumes

Any 8 hours of an average day. Major-street and minor-street volumes shall be for the same 8 hours; however, the 8 hours satisfied in Condition A shall **not** be required to be the same 8 hours satisfied in Condition B **for 80% columns only**. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Enter Four Hour Volumes

Any 4 hours of an average day. Vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only, not required to be on the same approach during each of the 4 hours)

Enter Pedestrian Volumes (4-hr)

Pedestrians per hour crossing the major street (The volume requirement of warrant 2 is satisfied in the existing condition.

Enter Peak Hour Volumes

Vehicular: Any four consecutive 15-minute periods of an average day

Pedestrian: Any four consecutive 15-minute periods of an average day representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings)

Input DataForm 750-020-01
TRAFFIC ENGINEERING
February 2015City: **Yulee**
County: **74 – Nassau**
District: **Two**Engineer: **T. Hatcher, P.E.**
Date: **March 17, 2022**Major Street: **US-17**
Minor Street: **Pages Dairy Rd**# Lanes: **2** Major Approach Speed: **35**
Lanes: **1** Minor Approach Speed: **35****Eight Hour Volumes (Condition A)**

Hours	Major Street (total of both approaches)	Minor Street (one direction only)
6:30AM	949	183
7:30AM	1,012	142
8:30AM	824	124
11:30AM	863	124
12:30PM	930	153
3:30PM	1,291	203
4:30PM	1,331	193
5:30PM	908	201

Eight Hour Volumes (Condition B)

Hours	Major Street (total of both approaches)	Minor Street (one direction only)
6:30AM	949	183
7:30AM	1,012	142
8:30AM	824	124
11:30AM	863	124
12:30PM	930	153
3:30PM	1,291	203
4:30PM	1,331	193
5:30PM	908	201

Highest Four Hour Vehicular Volumes

Hours	Major Street (total of both approaches)	Minor Street (one direction only)
6:30AM	949	183
3:30PM	1,291	203
4:30PM	1,331	193
5:30PM	908	201

Highest Four Hour Pedestrian Volumes

Hours	Major Street (total of both approaches)	Pedestrian Crossings on Major Street

Vehicular Peak Hour Volumes

Peak Hour	Major Street (total of both approaches)	Minor Street (one direction only)	Total Entering Volume
3:30PM	1291	203	1494

Pedestrian Peak Hour Volumes

Peak Hour	Major Street (total of both approaches)	Pedestrian Crossing Volumes on Major Street

TRAFFIC SIGNAL WARRANT SUMMARY - EXISTING

City: **Yulee**
 County: **74 – Nassau**
 District: **Two**

Engineer: **T. Hatcher, P.E.**
 Date: **March 17, 2022**

Major Street: **US-17** Lanes: **2** Major Approach Speed: **35**
 Minor Street: **Pages Dairy Rd** Lanes: **1** Minor Approach Speed: **35**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)?

☐ Yes ☒ No

2. Is the warrant 2 is satisfied in the existing condition.

☐ Yes ☒ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes"

☐ 70% ☒ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied for eight hours.

☐ Yes ☒ No

Warrant 1 is also satisfied if both Condition A and Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems).

☐ Yes ☒ No

Condition A - Minimum Vehicular Volume

Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

100% Satisfied:

☐ Yes ☒ No

80% Satisfied:

☒ Yes ☐ No

70% Satisfied:

☒ Yes ☐ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% ^a	80% ^b	70% ^c	100% ^a	80% ^b	70% ^c
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

^a Basic Minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Street	Eight Highest Hours							
	6:30AM	7:30AM	8:30AM	11:30AM	12:30PM	3:30PM	4:30PM	5:30PM
Major	949	1,012	824	863	930	1,291	1,331	908
Minor	183	142	124	124	153	203	193	201

Existing Volumes

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

Form 750-020-01
TRAFFIC ENGINEERING
February 2015

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where Condition A is not satisfied and the traffic volume on a major street is so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Applicable: ☒ Yes ☐ No

100% Satisfied: ☒ Yes ☐ No

80% Satisfied: ☒ Yes ☐ No

70% Satisfied: ☒ Yes ☐ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% ^a	80% ^b	70% ^c	100% ^a	80% ^b	70% ^c
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

^a Basic Minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Eight Highest Hours								
Street	6:30AM	7:30AM	8:30AM	11:30AM	12:30PM	3:30PM	4:30PM	5:30PM
Major	949	1,012	824	863	930	1,291	1,331	908
Minor	183	142	124	124	153	203	193	201

Existing Volumes

TRAFFIC SIGNAL WARRANT SUMMARY - EXISTING

City: **Yulee**
County: **74 – Nassau**
District: **Two**

Engineer: **T. Hatcher, P.E.**
Date: **March 17, 2022**

Major Street: **US-17**
Minor Street: **Pages Dairy Rd**

Lanes: **2** Major Approach Speed: **35**
Lanes: **1** Minor Approach Speed: **35**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)?

☐ Yes ☒ No

2. Is the warrant 2 is satisfied in the existing condition.

☐ Yes ☒ No

"70%" volume level **may** be used if Question 1 or 2 above is answered "Yes"

☐ Yes ☒ No

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

If all four points lie above the appropriate line, then the warrant is satisfied.

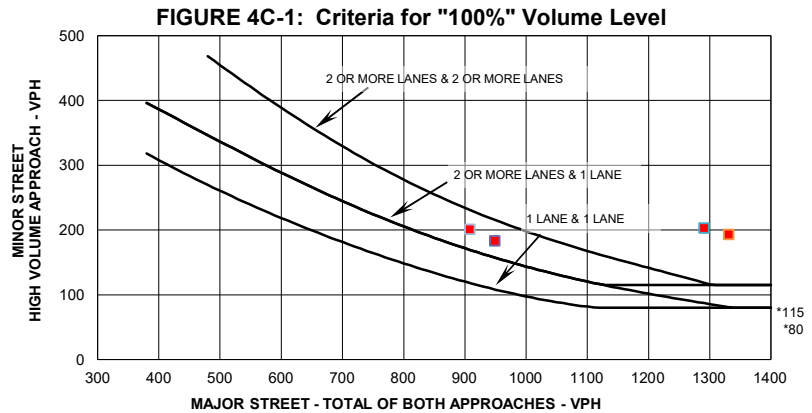
Applicable: ☒ Yes ☐ No

Satisfied: ☒ Yes ☐ No

Plot four volume combinations on the applicable figure below.

100% Volume Level

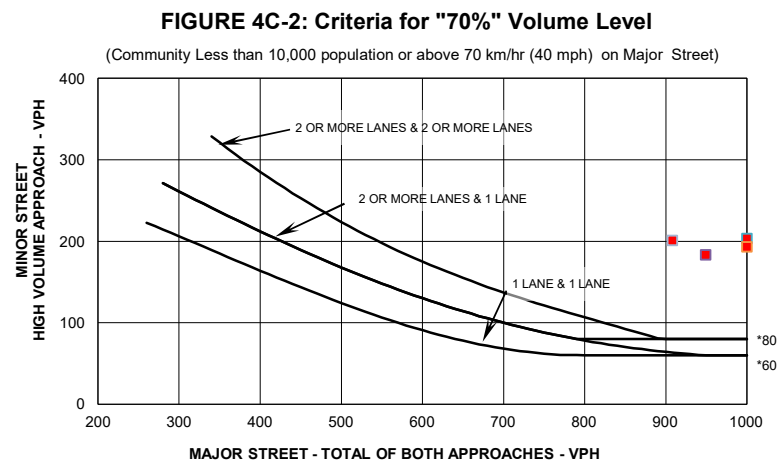
Four Highest Hours	Volumes	
	Major Street	Minor Street
6:30AM	949	183
3:30PM	1,291	203
4:30PM	1,331	193
5:30PM	908	201



* Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
6:30AM	949	183
3:30PM	1,291	203
4:30PM	1,331	193
5:30PM	908	201



* Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

TRAFFIC SIGNAL WARRANT SUMMARY - EXISTING

City: **Yulee**
 County: **74 - Nassau**
 District: **Two**

Engineer: **T. Hatcher, P.E.**
 Date: **March 17, 2022**

Major Street: **US-17**
 Minor Street: **Pages Dairy Rd**

Lanes: **2** Major Approach Speed: **35**
 Lanes: **1** Minor Approach Speed: **35**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)?

☐ Yes ☒ No

2. Is the warrant 2 is satisfied in the existing condition.

☐ Yes ☒ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes"

☐ 70% ☒ 100%

WARRANT 3 - PEAK HOUR

If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.

Applicable: ☐ Yes ☒ No

Satisfied: ☐ Yes ☒ No

Unusual condition justifying use of warrant:

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.
3:30PM	1291	203

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.
3:30PM	1,291	203

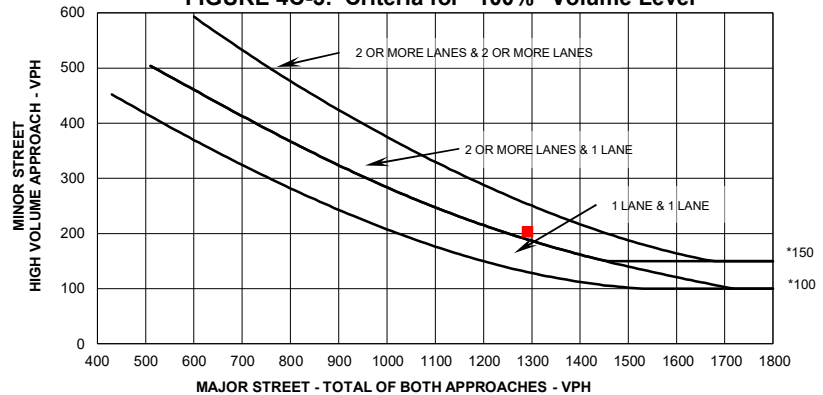
Criteria

1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*		
Fulfilled?:	☐ Yes	☐ No

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*	203	
Fulfilled?:	☒ Yes	☐ No

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*	1,494	
Fulfilled?:	☒ Yes	☐ No

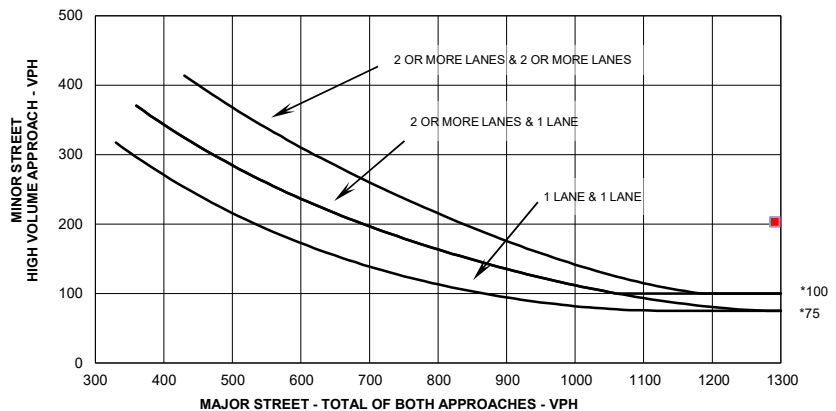
Plot volume combination on the applicable figure below.

FIGURE 4C-3: Criteria for "100%" Volume Level

* Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

FIGURE 4C-4: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



* Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

TRAFFIC SIGNAL WARRANT SUMMARY - EXISTING

City: **Yulee**
 County: **74 – Nassau**
 District: **Two**

Engineer: **T. Hatcher, P.E.**
 Date: **March 17, 2022**

Major Street: **US-17**
 Minor Street: **Pages Dairy Rd**

Lanes: **2** Major Approach Speed: **35**
 Lanes: **1** Minor Approach Speed: **35**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)?
2. Is the ~~from~~ 2 is satisfied in the existing condition.

☐ Yes ☐ No

☐ Yes ☐ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes"

☐ 70% ☐ 100%

WARRANT 4 - PEDESTRIAN VOLUME

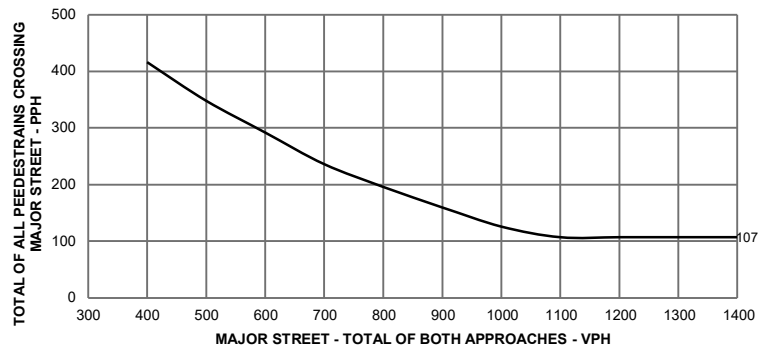
For each of any 4 hours of an average day, the plotted points lie above the appropriate line, then the warrant is satisfied.

Applicable: ☐ Yes ☐ No

Satisfied: ☐ Yes ☐ No

Plot four volume combinations on the applicable figure below.

Figure 4C-5. Criteria for "100%" Volume Level



* Note: 107 pph applies as the lower threshold volume

100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total

Figure 4C-6 Criteria for "70%" Volume Level



* Note: 75 pph applies as the lower threshold volume

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total

WARRANT 4 - PEDESTRIAN VOLUME

For 1 hour (any four consecutive 15-minute periods) of an average day, the plotted point falls above the appropriate line, then the warrant is satisfied.

Applicable: ☐ Yes ☐ No

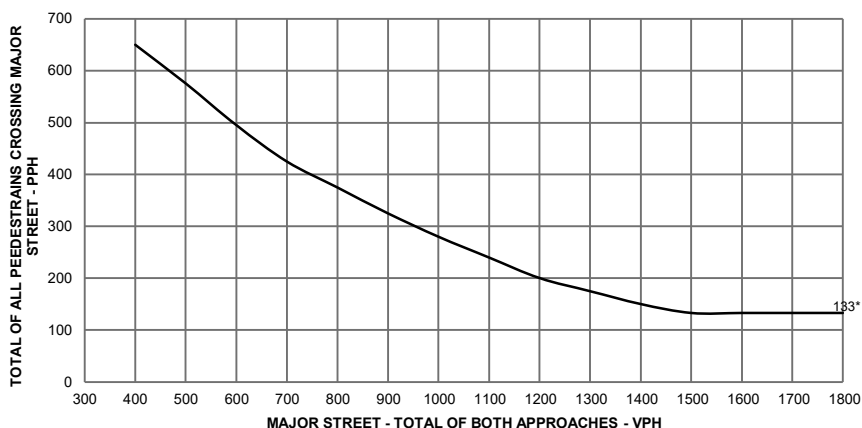
Satisfied: ☐ Yes ☐ No

Plot one volume combination on the applicable figure below.

100% Volume Level

Peak Hour	Volumes	
	Major Street	Pedestrian Total

Figure 4C-7. Criteria for "100%" Volume Level - Peak Hour

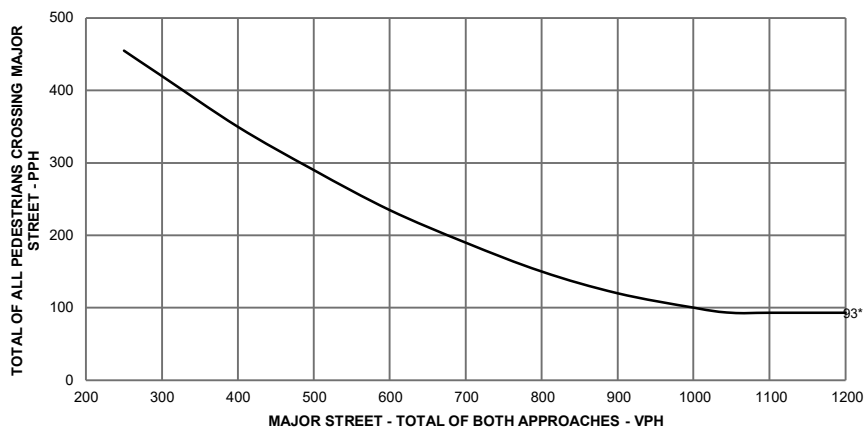


* Note: 133 pph applies as the lower threshold volume

70% Volume Level

Peak Hour	Volumes	
	Major Street	Pedestrian Total

Figure 4C-8 Criteria for "70%" Volume Level - Peak Hour



* Note: 93 pph applies as the lower threshold volume

TRAFFIC SIGNAL WARRANT SUMMARY - EXISTING

City: **Yulee**
 County: **74 – Nassau**
 District: **Two**

Engineer: **T. Hatcher, P.E.**
 Date: **March 17, 2022**

Major Street: **US-17** Lanes: **2** Major Approach Speed: **35**
 Minor Street: **Pages Dairy Rd** Lanes: **1** Minor Approach Speed: **35**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

WARRANT 5 - SCHOOL CROSSING

Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Applicable: ☐ Yes ☒ No

Satisfied: ☐ Yes ☒ No

Criteria				Fulfilled?	
				Yes	No
1. There are a minimum of 20 students crossing the major street during the highest crossing hour.	Students:	Hour:			
2. There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of minutes in the same period.	Minutes:	Gaps:			
3. The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of traffic.					

TRAFFIC SIGNAL WARRANT SUMMARY - EXISTING

City: **Yulee**
 County: **74 – Nassau**
 District: **Two**

Engineer: **T. Hatcher, P.E.**
 Date: **March 17, 2022**

Major Street: **US-17**
 Minor Street: **Pages Dairy Rd**

Lanes: **2**
 Lanes: **1**

Major Approach Speed: **35**
 Minor Approach Speed: **35**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

WARRANT 6 - COORDINATED SIGNAL SYSTEM

Indicate if the criteria are fulfilled in the boxes provided. The warrant is satisfied if either criterion is fulfilled. This warrant should not be applied when the resulting signal spacing would be less than 300 m (1,000 ft.).

Applicable: ☐ Yes ☒ No

Satisfied: ☐ Yes ☒ No

Criteria	Fulfilled?	
	Yes	No
1. On a one-way street or a street that has traffic predominately in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.		x
2. On a two-way street, adjacent signals do not provide the necessary degree of platooning, and the proposed and adjacent signals will collectively provide a progressive operation.		x

TRAFFIC SIGNAL WARRANT SUMMARY - EXISTING

City: **Yulee**
 County: **74 – Nassau**
 District: **Two**

Engineer: **T. Hatcher, P.E.**
 Date: **March 17, 2022**

Major Street: **US-17**
 Minor Street: **Pages Dairy Rd**

Lanes: **2** Major Approach Speed: **35**
 Lanes: **1** Minor Approach Speed: **35**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

WARRANT 7 - CRASH EXPERIENCE

Record hours where criteria are fulfilled, the corresponding volume, and other information in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Applicable: ☐ Yes ☐ No
 Satisfied: ☐ Yes ☐ No

Criteria		Hour	Volume		Met?		Fulfilled?	
			Major	Minor	Yes	No	Yes	No
1. One of the warrants to the right is met.	Warrant 1, Condition A (80% satisfied)							
	Warrant 1, Condition B (80% satisfied)							
	Warrant 4, Pedestrian Volume at 80% of volume requirements: # ped/hr for four (4) hours or # ped/hr for one (1) hour.							
2. Adequate trial of other remedial measure has failed to reduce crash frequency.	Measure tried:							
3. Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12-month period.	Observed Crash Types:				Number of crashes per 12 months:			

TRAFFIC SIGNAL WARRANT SUMMARY - EXISTING

City: **Yulee**
 County: **74 – Nassau**
 District: **Two**

Engineer: **T. Hatcher, P.E.**
 Date: **March 17, 2022**

Major Street: **US-17**
 Minor Street: **Pages Dairy Rd**

Lanes: **2** Major Approach Speed: **35**
 Lanes: **1** Minor Approach Speed: **35**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

WARRANT 8 - ROADWAY NETWORK

Record hours where criteria are fulfilled, and the corresponding volume or other information in the boxes provided. The warrant is satisfied if at least one of the criteria is fulfilled and if all intersecting routes have one or more of the Major Route characteristics listed.

Applicable: ☐ Yes ☒ No

Satisfied: ☐ Yes ☒ No

Criteria								Met?		Fulfilled?		
								Yes	No	Yes	No	
1. Both of the criteria to the right are met.	a. Total entering volume of at least 1,000 veh/hr during a typical weekday peak hour.				Entering Volume:							
	b. Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.				Warrant:	1	2	3				
					Satisfied?:							
2. Total entering volume at least 1,000 veh/hr for each of any 5 hrs of a non-normal business day (Sat. or Sun.)								← Hour				
								← Volume				

Characteristics of Major Routes						Met?		Fulfilled?	
						Yes	No	Yes	No
1. Part of the street or highway system that serves as the principal roadway network for through traffic flow.	Major Street:								
	Minor Street:								
2. Rural or suburban highway outside of, entering, or traversing a city.	Major Street:								
	Minor Street:								
3. Appears as a major route on an official plan.	Major Street:								
	Minor Street:								

TRAFFIC SIGNAL WARRANT SUMMARY - EXISTING

City: **Yulee**
 County: **74 – Nassau**
 District: **Two**

Engineer: **T. Hatcher, P.E.**
 Date: **March 17, 2022**

Major Street: **US-17**
 Minor Street: **Pages Dairy Rd**

Lanes: **2** Major Approach Speed: **35**
 Lanes: **1** Minor Approach Speed: **35**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Approach Lane Criteria

1. How many approach lanes are there at the track crossing?

☐ 1 ☐ 2 or

If there The volume requirement of warrant 2 is satisfied in the existing condition.

☐ Fig 4C-9 ☐ Fig 4C-10

WARRANT 9 - INTERSECTION NEAR A GRADE CROSSING

This signal warrant should be applied only after adequate consideration has been given to other alternatives or after a trial of an alternative has failed to alleviate the safety concerns associated with the grade crossing.

Indicate if both criteria are fulfilled in the boxes provided. The warrant is satisfied if both criteria are met.

Applicable: ☐ Yes ☒ No
 Satisfied: ☐ Yes ☒ No

Criteria	Fulfilled?	
	Yes	No
1. A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach; and	☐	☐
2. During the highest traffic volume hour during which the rail uses the crossing, the plotted point falls above the applicable curve for the existing combination of approach lanes over the track and the distance D (clear storage distance).	☐	☐

Use the following tables (4C-2, 4C-3, and 4C-4 to appropriately adjust the minor-street approach volume).

Inputs

Occurrences of Rail traffic per day
 % of High Occupancy Buses on Minor-Street Approach
 Enter D (feet)
 % of Tractor-Trailer Trucks on Minor-Street Approach

Adjustment Factors from Tables

1.00

0.50

Table 4C-2. Adjustment Factor for Daily Frequency of Rail Traffic

Rail Traffic per Day	Adjustment Factor
1	0.67
2	0.91
3 to 5	1.00
6 to 8	1.18
9 to 11	1.25
12 or more	1.33

Table 4C-3. Adjustment Factor for Percentage of High-Occupancy Buses

% of High-Occupancy Buses* on Minor Street Approach	Adjustment Factor
0%	1.00
2%	1.09
4%	1.19
6% or more	1.32

* A high-occupancy bus is defined as a bus occupied by at least 20 people

Table 4C-4. Adjustment Factor for Percentage of Tractor-Trailer Trucks

% of Tractor-Trailer Trucks on Minor-Street Approach	Adjustment Factor	
	D less than 70 feet	D of 70 feet or more
0% to 2.5%	0.50	0.50
2.6% to 7.5%	0.75	0.75
7.6% to 12.5%	1.00	1.00
12.6% to 17.5%	2.30	1.15
17.6% to 22.5%	2.70	1.35
22.6% to 27.5%	3.28	1.64
More than 27.5%	4.18	2.09

Input the major and minor street volumes before adjustment factors are applied

1 Approach Lane		
D (ft)	Major Vol.	Minor Vol.

After adjustment factors are applied

1 Approach Lane w/Factors		
D (ft)	Major Vol.	Minor Vol.

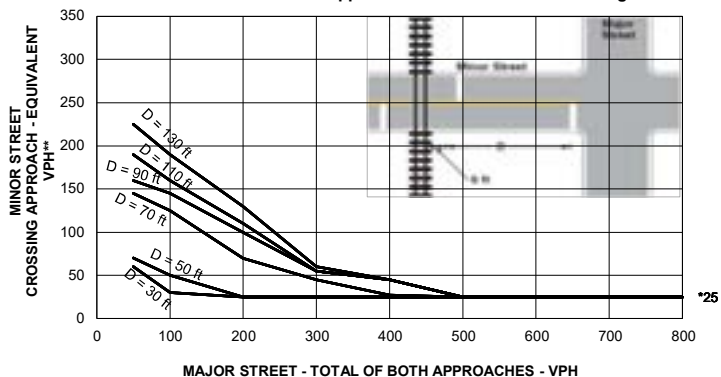
Input D and the major and minor street volumes before adjustment factors are applied

2 or more Approach Lanes		
D (ft)	Major Vol.	Minor Vol.

After adjustment factors are applied

2+ Approach Lane w/Factors		
D (ft)	Major Vol.	Minor Vol.

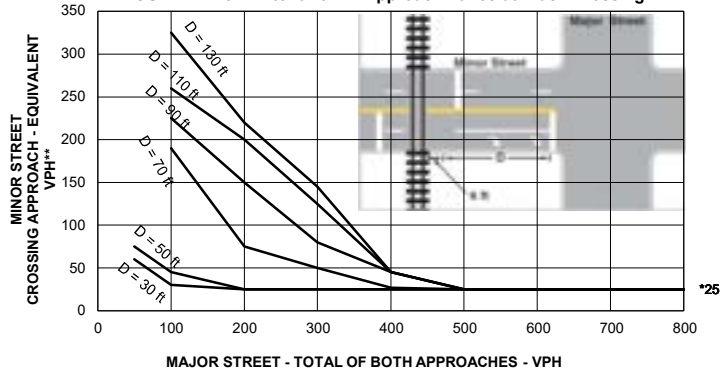
FIGURE 4C-9: Criteria for 1 Approach Lane at the Track Crossing



* Note: 25 vph applies as the lower threshold volume

**Note: VPH after applying the adjustment factors in Tables 4C-2, 4C, and or 4C-4, if appropriate

FIGURE 4C-10: Criteria for 2+ Approach Lanes at Track Crossing



* Note: 25 vph applies as the lower threshold volume

**Note: VPH after applying the adjustment factors in Tables 4C-2, 4C, and or 4C-4, if appropriate

TRAFFIC SIGNAL WARRANT SUMMARY - EXISTING

City: **Yulee**
County: **74 – Nassau**
District: **Two**

Engineer: **T. Hatcher, P.E.**
Date: **March 17, 2022**

Major Street: **US-17**
Minor Street: **Pages Dairy Rd**

Lanes: **2** Major Approach Speed: **35**
Lanes: **1** Minor Approach Speed: **35**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

CONCLUSIONS

Remarks: **Volume requirements for Warrants 1B, 2, and 3 are satisfied.**

WARRANTS SATISFIED:

☒ Warrant 1	☐ Not Applicable
☒ Warrant 2	☐ Not Applicable
☒ Warrant 3	☐ Not Applicable
☐ Warrant 4	☒ Not Applicable
☐ Warrant 5	☒ Not Applicable
☐ Warrant 6	☒ Not Applicable
☐ Warrant 7	☒ Not Applicable
☐ Warrant 8	☒ Not Applicable
☐ Warrant 9	☒ Not Applicable

Appendix E

(Synchro Printouts – Background Conditions)

HCM 6th Signalized Intersection Summary

1: US-17 & SR-200

06/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	887	37	252	754	309	36	107	329	337	106	33
Future Volume (veh/h)	82	887	37	252	754	309	36	107	329	337	106	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	964	40	274	820	336	39	116	0	366	115	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	1186	49	326	1386	430	68	1035		420	1332	
Arrive On Green	0.06	0.24	0.24	0.09	0.27	0.27	0.04	0.29	0.00	0.12	0.37	0.00
Sat Flow, veh/h	3456	5029	208	3456	5106	1585	1781	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	89	652	352	274	820	336	39	116	0	366	115	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1833	1728	1702	1585	1781	1777	1585	1728	1777	1585
Q Serve(g_s), s	1.7	12.7	12.7	5.5	9.8	13.7	1.5	1.7	0.0	7.3	1.5	0.0
Cycle Q Clear(g_c), s	1.7	12.7	12.7	5.5	9.8	13.7	1.5	1.7	0.0	7.3	1.5	0.0
Prop In Lane	1.00		0.11	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	803	432	326	1386	430	68	1035		420	1332	
V/C Ratio(X)	0.44	0.81	0.81	0.84	0.59	0.78	0.58	0.11		0.87	0.09	
Avail Cap(c_a), veh/h	257	875	471	326	1415	439	148	1035		420	1332	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.8	25.3	25.3	31.2	22.1	23.6	33.1	18.2	0.0	30.2	14.1	0.0
Incr Delay (d2), s/veh	1.5	5.5	9.8	17.6	0.6	8.7	7.5	0.2	0.0	17.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	5.2	6.1	2.9	3.5	5.6	0.7	0.6	0.0	3.8	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.3	30.7	35.1	48.8	22.8	32.2	40.7	18.4	0.0	48.1	14.3	0.0
LnGrp LOS	C	C	D	D	C	C	D	B		D	B	
Approach Vol, veh/h		1093			1430			155	A		481	A
Approach Delay, s/veh		32.4			30.0			24.0			40.0	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	24.9	11.1	21.0	7.2	30.7	8.6	23.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.5	18.9	6.6	18.0	5.8	21.6	5.2	19.4				
Max Q Clear Time (g_c+I1), s	9.3	3.7	7.5	14.7	3.5	3.5	3.7	15.7				
Green Ext Time (p_c), s	0.0	0.4	0.0	1.8	0.0	0.5	0.0	2.1				

Intersection Summary

HCM 6th Ctrl Delay	32.0
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Timing Report, Sorted By Phase

1: US-17 & SR-200

06/01/2022

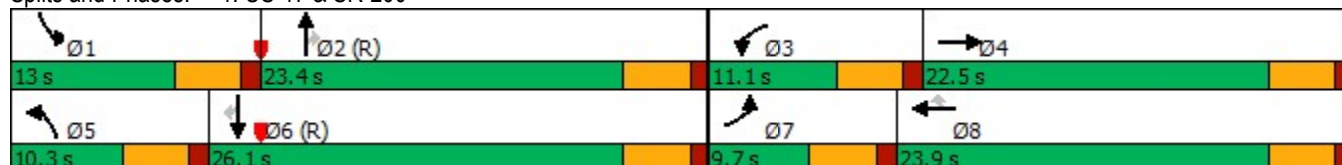


Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	13	23.4	11.1	22.5	10.3	26.1	9.7	23.9
Maximum Split (%)	18.6%	33.4%	15.9%	32.1%	14.7%	37.3%	13.9%	34.1%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	57	0	23.4	34.5	57	67.3	23.4	33.1
End Time (s)	0	23.4	34.5	57	67.3	23.4	33.1	57
Yield/Force Off (s)	65.5	18.9	30	52.5	62.8	18.9	28.6	52.5
Yield/Force Off 170(s)	65.5	7.9	30	41.5	62.8	7.9	28.6	41.5
Local Start Time (s)	57	0	23.4	34.5	57	67.3	23.4	33.1
Local Yield (s)	65.5	18.9	30	52.5	62.8	18.9	28.6	52.5
Local Yield 170(s)	65.5	7.9	30	41.5	62.8	7.9	28.6	41.5

Intersection Summary

Cycle Length 70
Control Type Actuated-Coordinated
Natural Cycle 70
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Splits and Phases: 1: US-17 & SR-200



HCM 6th Signalized Intersection Summary

3: SR-200 & Felmor Rd

06/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	18	1700	131	209	1564	82	63	27	211	175	54	85
Future Volume (veh/h)	18	1700	131	209	1564	82	63	27	211	175	54	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	1848	142	227	1700	89	68	29	229	190	59	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	39	1912	594	247	2510	779	367	430	365	425	159	248
Arrive On Green	0.02	0.37	0.37	0.14	0.49	0.49	0.05	0.23	0.23	0.06	0.24	0.24
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	659	1027
Grp Volume(v), veh/h	20	1848	142	227	1700	89	68	29	229	190	0	151
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	0	1686
Q Serve(g_s), s	1.0	31.9	5.5	11.3	22.8	2.7	2.6	1.1	11.7	5.1	0.0	6.7
Cycle Q Clear(g_c), s	1.0	31.9	5.5	11.3	22.8	2.7	2.6	1.1	11.7	5.1	0.0	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.61
Lane Grp Cap(c), veh/h	39	1912	594	247	2510	779	367	430	365	425	0	407
V/C Ratio(X)	0.51	0.97	0.24	0.92	0.68	0.11	0.19	0.07	0.63	0.45	0.00	0.37
Avail Cap(c_a), veh/h	105	1912	594	247	2510	779	385	430	365	425	0	407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.5	27.6	19.3	38.2	17.4	12.3	24.8	27.1	31.2	26.2	0.0	28.5
Incr Delay (d2), s/veh	10.1	13.6	0.2	35.9	0.7	0.1	0.2	0.3	8.0	0.7	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	14.7	2.0	7.3	8.5	0.9	1.1	0.5	5.2	3.4	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.6	41.2	19.5	74.1	18.2	12.4	25.0	27.4	39.1	26.9	0.0	31.0
LnGrp LOS	D	D	B	E	B	B	C	C	D	C	A	C
Approach Vol, veh/h		2010			2016			326			341	
Approach Delay, s/veh		39.8			24.2			35.2			28.7	
Approach LOS		D			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	25.2	17.0	38.2	8.6	26.2	6.5	48.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	20.7	12.5	33.7	5.0	20.8	5.3	40.9				
Max Q Clear Time (g_c+I1), s	7.1	13.7	13.3	33.9	4.6	8.7	3.0	24.8				
Green Ext Time (p_c), s	0.0	0.5	0.0	0.0	0.0	0.6	0.0	11.1				
Intersection Summary												
HCM 6th Ctrl Delay			32.0									
HCM 6th LOS			C									

Timing Report, Sorted By Phase

3: SR-200 & Felmor Rd

06/01/2022

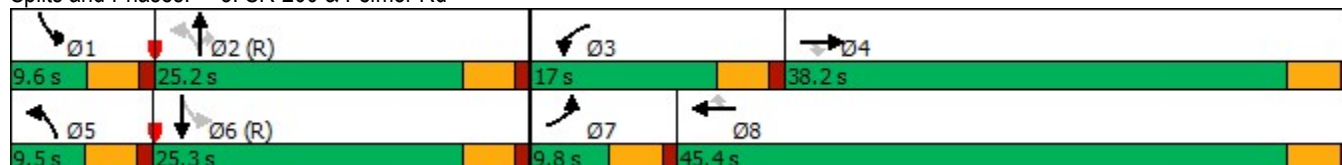


Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBT	NBL	SBTL	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	9.6	25.2	17	38.2	9.5	25.3	9.8	45.4
Maximum Split (%)	10.7%	28.0%	18.9%	42.4%	10.6%	28.1%	10.9%	50.4%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	80.4	0	25.2	42.2	80.4	89.9	25.2	35
End Time (s)	0	25.2	42.2	80.4	89.9	25.2	35	80.4
Yield/Force Off (s)	85.5	20.7	37.7	75.9	85.4	20.7	30.5	75.9
Yield/Force Off 170(s)	85.5	9.7	37.7	64.9	85.4	9.7	30.5	64.9
Local Start Time (s)	80.4	0	25.2	42.2	80.4	89.9	25.2	35
Local Yield (s)	85.5	20.7	37.7	75.9	85.4	20.7	30.5	75.9
Local Yield 170(s)	85.5	9.7	37.7	64.9	85.4	9.7	30.5	64.9

Intersection Summary

Cycle Length 90
Control Type Actuated-Coordinated
Natural Cycle 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Splits and Phases: 3: SR-200 & Felmor Rd



HCM 6th Signalized Intersection Summary

5: SR-200 & Chester Rd

06/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	1130	245	81	776	23	398	65	118	137	79	110
Future Volume (veh/h)	103	1130	245	81	776	23	398	65	118	137	79	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	112	1228	266	88	843	25	433	71	128	149	86	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	219	1347	418	202	1322	411	484	1254	559	234	997	445
Arrive On Green	0.06	0.26	0.26	0.06	0.26	0.26	0.14	0.35	0.35	0.07	0.28	0.28
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	112	1228	266	88	843	25	433	71	128	149	86	120
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	2.2	16.3	10.4	1.7	10.3	0.8	8.6	0.9	4.0	2.9	1.2	4.1
Cycle Q Clear(g_c), s	2.2	16.3	10.4	1.7	10.3	0.8	8.6	0.9	4.0	2.9	1.2	4.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	219	1347	418	202	1322	411	484	1254	559	234	997	445
V/C Ratio(X)	0.51	0.91	0.64	0.44	0.64	0.06	0.89	0.06	0.23	0.64	0.09	0.27
Avail Cap(c_a), veh/h	247	1349	419	247	1349	419	484	1254	559	341	997	445
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	25.0	22.8	31.8	23.0	19.5	29.6	15.0	15.9	31.8	18.6	19.6
Incr Delay (d2), s/veh	1.8	9.5	3.2	1.5	1.0	0.1	18.9	0.1	1.0	2.9	0.2	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	7.4	4.0	0.7	4.0	0.3	4.7	0.4	1.5	1.3	0.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.6	34.5	26.0	33.3	24.0	19.6	48.5	15.0	16.9	34.6	18.7	21.1
LnGrp LOS	C	C	C	C	C	B	D	B	B	C	B	C
Approach Vol, veh/h	1606			956			632			355		
Approach Delay, s/veh	33.0			24.7			38.4			26.2		
Approach LOS	C			C			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.2	29.2	8.6	23.0	14.3	24.1	8.9	22.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	6.9	21.6	5.0	18.5	9.8	18.7	5.0	18.5				
Max Q Clear Time (g_c+I1), s	4.9	6.0	3.7	18.3	10.6	6.1	4.2	12.3				
Green Ext Time (p_c), s	0.1	0.7	0.0	0.1	0.0	0.7	0.0	3.0				
Intersection Summary												
HCM 6th Ctrl Delay	31.1											
HCM 6th LOS	C											

Timing Report, Sorted By Phase

5: SR-200 & Chester Rd

06/01/2022

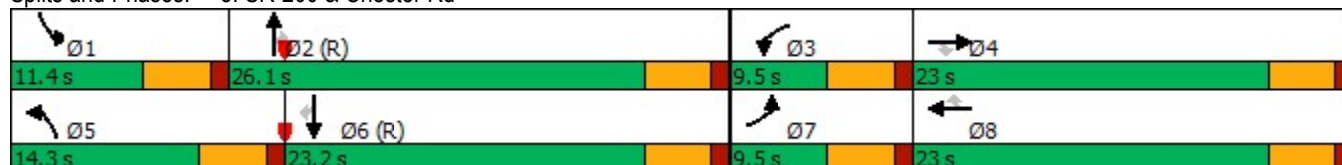


Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	11.4	26.1	9.5	23	14.3	23.2	9.5	23
Maximum Split (%)	16.3%	37.3%	13.6%	32.9%	20.4%	33.1%	13.6%	32.9%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	55.7	67.1	23.2	32.7	55.7	0	23.2	32.7
End Time (s)	67.1	23.2	32.7	55.7	0	23.2	32.7	55.7
Yield/Force Off (s)	62.6	18.7	28.2	51.2	65.5	18.7	28.2	51.2
Yield/Force Off 170(s)	62.6	7.7	28.2	40.2	65.5	7.7	28.2	40.2
Local Start Time (s)	55.7	67.1	23.2	32.7	55.7	0	23.2	32.7
Local Yield (s)	62.6	18.7	28.2	51.2	65.5	18.7	28.2	51.2
Local Yield 170(s)	62.6	7.7	28.2	40.2	65.5	7.7	28.2	40.2

Intersection Summary

Cycle Length 70
Control Type Actuated-Coordinated
Natural Cycle 70
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Splits and Phases: 5: SR-200 & Chester Rd



HCM 6th Signalized Intersection Summary

6: Chester Rd & Pages Dairy Rd

06/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	0	275	0	0	0	48	113	0	0	380	81
Future Volume (veh/h)	47	0	275	0	0	0	48	113	0	0	380	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	0	299	0	0	0	52	123	0	0	413	88
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	410	347	90	188	159	626	2375	0	90	2023	902
Arrive On Green	0.06	0.00	0.22	0.00	0.00	0.00	0.04	0.67	0.00	0.00	0.57	0.57
Sat Flow, veh/h	1781	1870	1585	1418	1870	1585	1781	3647	0	1268	3554	1585
Grp Volume(v), veh/h	51	0	299	0	0	0	52	123	0	0	413	88
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1418	1870	1585	1781	1777	0	1268	1777	1585
Q Serve(g_s), s	2.2	0.0	14.5	0.0	0.0	0.0	0.9	1.0	0.0	0.0	4.5	2.0
Cycle Q Clear(g_c), s	2.2	0.0	14.5	0.0	0.0	0.0	0.9	1.0	0.0	0.0	4.5	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	111	410	347	90	188	159	626	2375	0	90	2023	902
V/C Ratio(X)	0.46	0.00	0.86	0.00	0.00	0.00	0.08	0.05	0.00	0.00	0.20	0.10
Avail Cap(c_a), veh/h	401	947	802	267	421	357	672	2375	0	90	2023	902
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	36.2	0.0	30.1	0.0	0.0	0.0	5.7	4.6	0.0	0.0	8.4	7.9
Incr Delay (d2), s/veh	2.9	0.0	6.3	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	5.9	0.0	0.0	0.0	0.3	0.3	0.0	0.0	1.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.1	0.0	36.4	0.0	0.0	0.0	5.8	4.6	0.0	0.0	8.6	8.1
LnGrp LOS	D	A	D	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h	350			0			175			501		
Approach Delay, s/veh	36.8			0.0			4.9			8.5		
Approach LOS	D						A			A		
Timer - Assigned Phs	2			4			5			6		
Phs Duration (G+Y+Rc), s	58.0			22.0			7.9			50.0		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	30.5			40.5			5.5			20.5		
Max Q Clear Time (g_c+I1), s	3.0			16.5			2.9			6.5		
Green Ext Time (p_c), s	0.7			1.0			0.0			2.5		
Intersection Summary												
HCM 6th Ctrl Delay	17.5											
HCM 6th LOS	B											

Timing Report, Sorted By Phase

6: Chester Rd & Pages Dairy Rd

06/01/2022

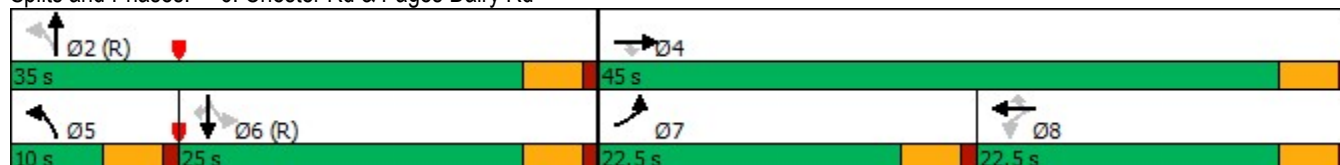


Phase Number	2	4	5	6	7	8
Movement	NBTL	EBT	NBL	SBTL	EBL	WBTL
Lead/Lag			Lead	Lag	Lead	Lag
Lead-Lag Optimize			Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	None	C-Max	None	None
Maximum Split (s)	35	45	10	25	22.5	22.5
Maximum Split (%)	43.8%	56.3%	12.5%	31.3%	28.1%	28.1%
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)	7	7		7	7	7
Flash Dont Walk (s)	11	11		11	11	11
Dual Entry	Yes	Yes	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	70	25	70	0	25	47.5
End Time (s)	25	70	0	25	47.5	70
Yield/Force Off (s)	20.5	65.5	75.5	20.5	43	65.5
Yield/Force Off 170(s)	9.5	54.5	75.5	9.5	32	54.5
Local Start Time (s)	70	25	70	0	25	47.5
Local Yield (s)	20.5	65.5	75.5	20.5	43	65.5
Local Yield 170(s)	9.5	54.5	75.5	9.5	32	54.5

Intersection Summary

Cycle Length 80
Control Type Actuated-Coordinated
Natural Cycle 80
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Splits and Phases: 6: Chester Rd & Pages Dairy Rd



HCM 6th Signalized Intersection Summary 8: SR 200 & Blackrock Rd

06/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (veh/h)	50	1528	20	15	917	48	7	2	7	201	3	48
Future Volume (veh/h)	50	1528	20	15	917	48	7	2	7	201	3	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	1661	22	16	997	52	8	2	8	218	3	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	1743	541	34	1604	498	593	146	584	625	32	562
Arrive On Green	0.05	0.34	0.34	0.02	0.31	0.31	0.01	0.45	0.45	0.37	0.37	0.37
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	327	1308	1405	87	1511
Grp Volume(v), veh/h	54	1661	22	16	997	52	8	0	10	218	0	55
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	0	1635	1405	0	1598
Q Serve(g_s), s	2.1	22.2	0.6	0.6	11.6	1.6	0.2	0.0	0.2	8.1	0.0	1.6
Cycle Q Clear(g_c), s	2.1	22.2	0.6	0.6	11.6	1.6	0.2	0.0	0.2	8.1	0.0	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.80	1.00		0.95
Lane Grp Cap(c), veh/h	83	1743	541	34	1604	498	593	0	730	625	0	595
V/C Ratio(X)	0.65	0.95	0.04	0.47	0.62	0.10	0.01	0.00	0.01	0.35	0.00	0.09
Avail Cap(c_a), veh/h	163	1743	541	127	1641	509	702	0	730	625	0	595
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.8	22.5	15.4	34.0	20.5	17.0	12.3	0.0	10.8	16.3	0.0	14.3
Incr Delay (d2), s/veh	8.4	12.2	0.0	9.8	0.7	0.1	0.0	0.0	0.0	1.5	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	10.1	0.2	0.4	4.4	0.6	0.1	0.0	0.1	2.7	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.2	34.7	15.4	43.7	21.2	17.1	12.3	0.0	10.8	17.9	0.0	14.6
LnGrp LOS	D	C	B	D	C	B	B	A	B	B	A	B
Approach Vol, veh/h	1737				1065		18				273	
Approach Delay, s/veh	34.7				21.3		11.5				17.2	
Approach LOS	C				C		B				B	
Timer - Assigned Phs	2		3		4		5		6		7	
Phs Duration (G+Y+Rc), s	35.8		5.8		28.4		5.2		30.5		7.8	
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5		4.5		4.5	
Max Green Setting (Gmax), s	27.6		5.0		23.9		5.0		18.1		6.4	
Max Q Clear Time (g_c+I1), s	2.2		2.6		24.2		2.2		10.1		4.1	
Green Ext Time (p_c), s	0.0		0.0		0.0		0.0		0.6		0.0	
Intersection Summary												
HCM 6th Ctrl Delay			28.4									
HCM 6th LOS			C									

Timing Report, Sorted By Phase

8: SR 200 & Blackrock Rd

06/01/2022

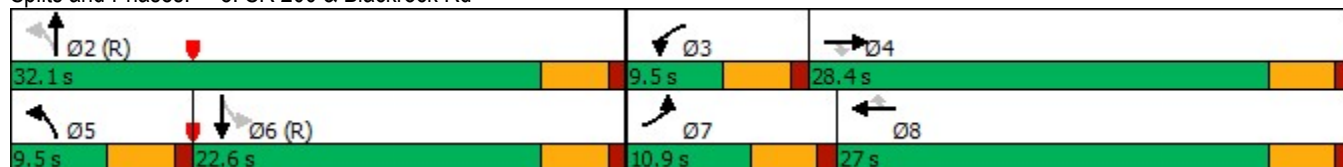


Phase Number	2	3	4	5	6	7	8
Movement	NBTL	WBL	EBT	NBL	SBTL	EBL	WBT
Lead/Lag		Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	32.1	9.5	28.4	9.5	22.6	10.9	27
Maximum Split (%)	45.9%	13.6%	40.6%	13.6%	32.3%	15.6%	38.6%
Minimum Split (s)	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0
Walk Time (s)	7		7		7		7
Flash Dont Walk (s)	11		11		11		11
Dual Entry	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	60.5	22.6	32.1	60.5	0	22.6	33.5
End Time (s)	22.6	32.1	60.5	0	22.6	33.5	60.5
Yield/Force Off (s)	18.1	27.6	56	65.5	18.1	29	56
Yield/Force Off 170(s)	7.1	27.6	45	65.5	7.1	29	45
Local Start Time (s)	60.5	22.6	32.1	60.5	0	22.6	33.5
Local Yield (s)	18.1	27.6	56	65.5	18.1	29	56
Local Yield 170(s)	7.1	27.6	45	65.5	7.1	29	45

Intersection Summary

Cycle Length 70
Control Type Actuated-Coordinated
Natural Cycle 70
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Splits and Phases: 8: SR 200 & Blackrock Rd



Lanes, Volumes, Timings
4: Felmor Rd & Pages Dairy Rd

06/01/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↙	↑	↙	↗
Traffic Volume (vph)	259	150	114	217	20	24
Future Volume (vph)	259	150	114	217	20	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1863	1583	1770	1863	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	555			651	534	
Travel Time (s)	12.6			14.8	12.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	282	163	124	236	22	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	282	163	124	236	22	26
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	33.3%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 6th TWSC
4: Felmor Rd & Pages Dairy Rd

06/01/2022

Intersection								
Int Delay, s/veh	2							
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑	↗	↖	↑	↖	↗		
Traffic Vol, veh/h	259	150	114	217	20	24		
Future Vol, veh/h	259	150	114	217	20	24		
Conflicting Peds, #/hr	0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Stop	Stop		
RT Channelized	-	None	-	None	-	None		
Storage Length	-	0	0	-	0	0		
Veh in Median Storage, #	0	-	-	0	0	-		
Grade, %	0	-	-	0	0	-		
Peak Hour Factor	92	92	92	92	92	92		
Heavy Vehicles, %	2	2	2	2	2	2		
Mvmt Flow	282	163	124	236	22	26		
Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	0	0	445	0	766	282		
Stage 1	-	-	-	-	282	-		
Stage 2	-	-	-	-	484	-		
Critical Hdwy	-	-	4.12	-	6.42	6.22		
Critical Hdwy Stg 1	-	-	-	-	5.42	-		
Critical Hdwy Stg 2	-	-	-	-	5.42	-		
Follow-up Hdwy	-	-	2.218	-	3.518	3.318		
Pot Cap-1 Maneuver	-	-	1115	-	371	757		
Stage 1	-	-	-	-	766	-		
Stage 2	-	-	-	-	620	-		
Platoon blocked, %	-	-		-				
Mov Cap-1 Maneuver	-	-	1115	-	330	757		
Mov Cap-2 Maneuver	-	-	-	-	330	-		
Stage 1	-	-	-	-	766	-		
Stage 2	-	-	-	-	551	-		
Approach	EB		WB		NB			
HCM Control Delay, s	0		3		13			
HCM LOS					B			
Minor Lane/Major Mvmt	NBLn1		NBLn2		EBT	EBR	WBL	WBT
Capacity (veh/h)	330		757		-	-	1115	-
HCM Lane V/C Ratio	0.066		0.034		-	-	0.111	-
HCM Control Delay (s)	16.7		9.9		-	-	8.6	-
HCM Lane LOS	C		A		-	-	A	-
HCM 95th %tile Q(veh)	0.2		0.1		-	-	0.4	-

Intersection												
Int Delay, s/veh	15.5											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	141	395	29	8	376	92	4	19	14	50	62	79
Future Vol, veh/h	141	395	29	8	376	92	4	19	14	50	62	79
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	95	-	-	185	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	153	429	32	9	409	100	4	21	15	54	67	86
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	509	0	0	461	0	0	1007	1278	231	1008	1244	255
Stage 1	-	-	-	-	-	-	751	751	-	477	477	-
Stage 2	-	-	-	-	-	-	256	527	-	531	767	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1052	-	-	1096	-	-	195	165	771	195	173	744
Stage 1	-	-	-	-	-	-	369	416	-	538	554	-
Stage 2	-	-	-	-	-	-	726	527	-	500	410	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1052	-	-	1096	-	-	99	140	771	150	147	744
Mov Cap-2 Maneuver	-	-	-	-	-	-	99	140	-	150	147	-
Stage 1	-	-	-	-	-	-	315	356	-	460	550	-
Stage 2	-	-	-	-	-	-	559	523	-	395	351	-
Approach	SE			NW			NE			SW		
HCM Control Delay, s	2.2			0.1			29			90.5		
HCM LOS							D			F		
Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1					
Capacity (veh/h)	190	1096	-	-	1052	-	-	222				
HCM Lane V/C Ratio	0.212	0.008	-	-	0.146	-	-	0.935				
HCM Control Delay (s)	29	8.3	-	-	9	-	-	90.5				
HCM Lane LOS	D	A	-	-	A	-	-	F				
HCM 95th %tile Q(veh)	0.8	0	-	-	0.5	-	-	8				

Lanes, Volumes, Timings
2: US-17 & Pages Dairy Rd

06/01/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	141	395	29	8	376	92	4	19	14	50	62	79
Future Volume (vph)	141	395	29	8	376	92	4	19	14	50	62	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	185		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.971			0.949			0.944	
Flt Protected	0.950			0.950				0.995			0.987	
Satd. Flow (prot)	1770	3504	0	1770	3437	0	0	1759	0	0	1736	0
Flt Permitted	0.950			0.950				0.995			0.987	
Satd. Flow (perm)	1770	3504	0	1770	3437	0	0	1759	0	0	1736	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1062			523			462			718	
Travel Time (s)		24.1			11.9			10.5			16.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	153	429	32	9	409	100	4	21	15	54	67	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	153	461	0	9	509	0	0	40	0	0	207	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	48.7%					ICU Level of Service A						
Analysis Period (min)	15											

HCM 6th Signalized Intersection Summary

1: US-17 & SR-200

06/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	950	39	402	1046	451	74	143	365	379	149	35
Future Volume (veh/h)	117	950	39	402	1046	451	74	143	365	379	149	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	127	1033	42	437	1137	490	80	155	0	412	162	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	1178	48	517	1659	515	103	887		489	1184	
Arrive On Green	0.06	0.23	0.23	0.15	0.32	0.32	0.06	0.25	0.00	0.14	0.33	0.00
Sat Flow, veh/h	3456	5033	204	3456	5106	1585	1781	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	127	698	377	437	1137	490	80	155	0	412	162	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1834	1728	1702	1585	1781	1777	1585	1728	1777	1585
Q Serve(g_s), s	2.9	15.8	15.8	9.8	15.5	24.2	3.5	2.7	0.0	9.3	2.5	0.0
Cycle Q Clear(g_c), s	2.9	15.8	15.8	9.8	15.5	24.2	3.5	2.7	0.0	9.3	2.5	0.0
Prop In Lane	1.00		0.11	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	797	429	517	1659	515	103	887		489	1184	
V/C Ratio(X)	0.63	0.88	0.88	0.85	0.69	0.95	0.77	0.17		0.84	0.14	
Avail Cap(c_a), veh/h	216	797	429	540	1659	515	205	887		497	1184	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.8	29.5	29.5	33.1	23.4	26.4	37.2	23.6	0.0	33.5	18.6	0.0
Incr Delay (d2), s/veh	5.1	10.8	18.2	11.4	1.2	27.8	11.6	0.4	0.0	12.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	7.1	8.5	4.7	5.8	12.1	1.8	1.1	0.0	4.5	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	40.3	47.7	44.5	24.6	54.2	48.7	24.0	0.0	45.7	18.9	0.0
LnGrp LOS	D	D	D	D	C	D	D	C		D	B	
Approach Vol, veh/h	1202				2064				235		A	
Approach Delay, s/veh	42.8				35.9				32.4		38.1	
Approach LOS	D				D				C		D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.8	24.5	16.5	23.2	9.1	31.2	9.2	30.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.5	19.5	12.5	18.5	9.2	21.8	5.0	26.0				
Max Q Clear Time (g_c+I1), s	11.3	4.7	11.8	17.8	5.5	4.5	4.9	26.2				
Green Ext Time (p_c), s	0.0	0.6	0.1	0.4	0.0	0.7	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay 38.0

HCM 6th LOS D

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Timing Report, Sorted By Phase

1: US-17 & SR-200

06/01/2022

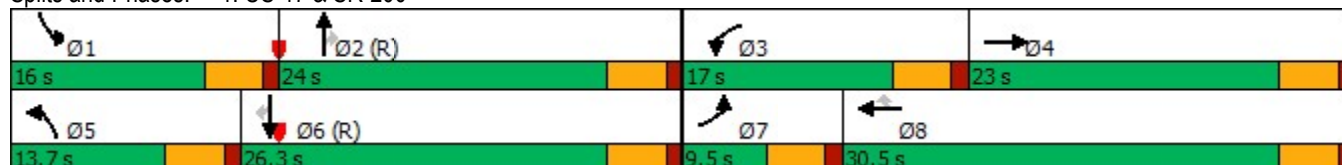


Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	16	24	17	23	13.7	26.3	9.5	30.5
Maximum Split (%)	20.0%	30.0%	21.3%	28.8%	17.1%	32.9%	11.9%	38.1%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	16	40	57	0	13.7	40	49.5
End Time (s)	16	40	57	0	13.7	40	49.5	0
Yield/Force Off (s)	11.5	35.5	52.5	75.5	9.2	35.5	45	75.5
Yield/Force Off 170(s)	11.5	24.5	52.5	64.5	9.2	24.5	45	64.5
Local Start Time (s)	64	0	24	41	64	77.7	24	33.5
Local Yield (s)	75.5	19.5	36.5	59.5	73.2	19.5	29	59.5
Local Yield 170(s)	75.5	8.5	36.5	48.5	73.2	8.5	29	48.5

Intersection Summary

Cycle Length 80
Control Type Actuated-Coordinated
Natural Cycle 80
Offset: 16 (20%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Splits and Phases: 1: US-17 & SR-200



HCM 6th Signalized Intersection Summary

3: SR-200 & Felmor Rd

06/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	8	1919	103	375	2164	46	108	25	213	41	26	43
Future Volume (veh/h)	8	1919	103	375	2164	46	108	25	213	41	26	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	2086	112	408	2352	50	117	27	232	45	28	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	19	2038	633	406	3147	977	311	328	278	309	103	172
Arrive On Green	0.01	0.40	0.40	0.23	0.62	0.62	0.05	0.18	0.18	0.03	0.16	0.16
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	627	1053
Grp Volume(v), veh/h	9	2086	112	408	2352	50	117	27	232	45	0	75
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	0	1681
Q Serve(g_s), s	0.6	43.9	5.0	25.1	36.0	1.4	5.0	1.3	15.6	2.3	0.0	4.3
Cycle Q Clear(g_c), s	0.6	43.9	5.0	25.1	36.0	1.4	5.0	1.3	15.6	2.3	0.0	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.63
Lane Grp Cap(c), veh/h	19	2038	633	406	3147	977	311	328	278	309	0	275
V/C Ratio(X)	0.46	1.02	0.18	1.00	0.75	0.05	0.38	0.08	0.84	0.15	0.00	0.27
Avail Cap(c_a), veh/h	81	2038	633	406	3147	977	311	328	278	329	0	275
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.1	33.0	21.4	42.5	15.0	8.4	37.6	38.0	43.8	36.3	0.0	40.3
Incr Delay (d2), s/veh	16.1	26.2	0.1	45.6	1.0	0.0	0.7	0.5	24.7	0.2	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	22.4	1.9	16.0	13.2	0.5	0.1	0.7	8.0	1.0	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.2	59.2	21.5	88.0	16.0	8.4	38.4	38.5	68.6	36.5	0.0	42.7
LnGrp LOS	E	F	C	F	B	A	D	D	E	D	A	D
Approach Vol, veh/h	2207		2810				376		120			
Approach Delay, s/veh	57.4		26.3				57.0		40.4			
Approach LOS	E		C				E		D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.2	23.8	29.6	48.4	9.5	22.5	5.7	72.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.0	25.1	43.9	5.0	18.0	5.0	64.0				
Max Q Clear Time (g_c+I1), s	4.3	17.6	27.1	45.9	7.0	6.3	2.6	38.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.2	0.0	21.0				
Intersection Summary												
HCM 6th Ctrl Delay	41.2											
HCM 6th LOS	D											

Timing Report, Sorted By Phase

3: SR-200 & Felmor Rd

06/01/2022

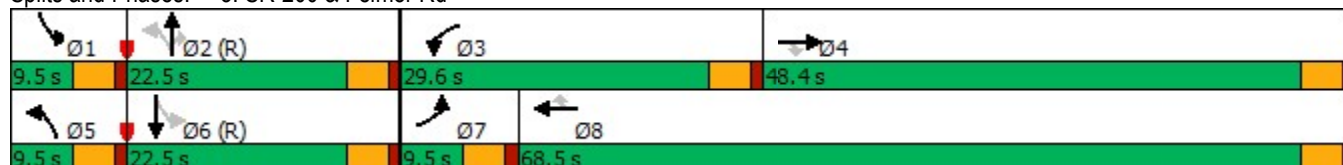


Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBT	NBL	SBTL	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	9.5	22.5	29.6	48.4	9.5	22.5	9.5	68.5
Maximum Split (%)	8.6%	20.5%	26.9%	44.0%	8.6%	20.5%	8.6%	62.3%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	100.5	0	22.5	52.1	100.5	0	22.5	32
End Time (s)	0	22.5	52.1	100.5	0	22.5	32	100.5
Yield/Force Off (s)	105.5	18	47.6	96	105.5	18	27.5	96
Yield/Force Off 170(s)	105.5	7	47.6	85	105.5	7	27.5	85
Local Start Time (s)	100.5	0	22.5	52.1	100.5	0	22.5	32
Local Yield (s)	105.5	18	47.6	96	105.5	18	27.5	96
Local Yield 170(s)	105.5	7	47.6	85	105.5	7	27.5	85

Intersection Summary

Cycle Length 110
Control Type Actuated-Coordinated
Natural Cycle 110
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Splits and Phases: 3: SR-200 & Felmor Rd



HCM 6th Signalized Intersection Summary

5: SR-200 & Chester Rd

06/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	262	1032	396	174	1432	64	356	190	101	138	175	138
Future Volume (veh/h)	262	1032	396	174	1432	64	356	190	101	138	175	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	285	1122	430	189	1557	70	387	207	110	150	190	150
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	356	1844	572	265	1709	531	459	1059	472	222	815	364
Arrive On Green	0.10	0.36	0.36	0.08	0.33	0.33	0.13	0.30	0.30	0.06	0.23	0.23
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	285	1122	430	189	1557	70	387	207	110	150	190	150
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	7.3	16.2	21.4	4.8	26.3	2.8	9.8	3.9	4.7	3.8	3.9	7.2
Cycle Q Clear(g_c), s	7.3	16.2	21.4	4.8	26.3	2.8	9.8	3.9	4.7	3.8	3.9	7.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	356	1844	572	265	1709	531	459	1059	472	222	815	364
V/C Ratio(X)	0.80	0.61	0.75	0.71	0.91	0.13	0.84	0.20	0.23	0.68	0.23	0.41
Avail Cap(c_a), veh/h	365	1844	572	372	1730	537	480	1059	472	319	815	364
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	23.5	25.2	40.6	28.7	20.8	38.1	23.6	23.8	41.2	28.2	29.5
Incr Delay (d2), s/veh	11.8	0.6	5.5	3.7	7.6	0.1	12.5	0.4	1.2	3.6	0.7	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	6.4	8.6	2.2	11.5	1.0	4.9	1.7	1.9	1.7	1.7	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	24.1	30.7	44.3	36.3	20.9	50.6	24.0	25.0	44.8	28.9	32.9
LnGrp LOS	D	C	C	D	D	C	D	C	C	D	C	C
Approach Vol, veh/h	1837					1816		704		490		
Approach Delay, s/veh	29.9					36.5		38.8		35.0		
Approach LOS	C					D		D		C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.3	31.3	11.4	37.0	16.5	25.1	13.8	34.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.3	23.7	9.7	30.3	12.5	19.5	9.5	30.5				
Max Q Clear Time (g_c+I1), s	5.8	6.7	6.8	23.4	11.8	9.2	9.3	28.3				
Green Ext Time (p_c), s	0.1	1.5	0.2	4.7	0.1	1.2	0.0	1.9				
Intersection Summary												
HCM 6th Ctrl Delay			34.2									
HCM 6th LOS			C									

Timing Report, Sorted By Phase

5: SR-200 & Chester Rd

06/01/2022



Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	12.8	28.2	14.2	34.8	17	24	14	35
Maximum Split (%)	14.2%	31.3%	15.8%	38.7%	18.9%	26.7%	15.6%	38.9%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	73	85.8	24	38.2	73	0	24	38
End Time (s)	85.8	24	38.2	73	0	24	38	73
Yield/Force Off (s)	81.3	19.5	33.7	68.5	85.5	19.5	33.5	68.5
Yield/Force Off 170(s)	81.3	8.5	33.7	57.5	85.5	8.5	33.5	57.5
Local Start Time (s)	73	85.8	24	38.2	73	0	24	38
Local Yield (s)	81.3	19.5	33.7	68.5	85.5	19.5	33.5	68.5
Local Yield 170(s)	81.3	8.5	33.7	57.5	85.5	8.5	33.5	57.5

Intersection Summary

Cycle Length 90
Control Type Actuated-Coordinated
Natural Cycle 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Splits and Phases: 5: SR-200 & Chester Rd

Ø1	Ø2 (R)	Ø3	Ø4
12.8 s	28.2 s	14.2 s	34.8 s
Ø5	Ø6 (R)	Ø7	Ø8
17 s	24 s	14 s	35 s

HCM 6th Signalized Intersection Summary

6: Chester Rd & Pages Dairy Rd

06/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	0	250	0	0	0	206	492	0	0	307	62
Future Volume (veh/h)	120	0	250	0	0	0	206	492	0	0	307	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	130	0	272	0	0	0	224	535	0	0	334	67
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	176	377	320	90	88	74	724	2437	0	90	1969	878
Arrive On Green	0.10	0.00	0.20	0.00	0.00	0.00	0.08	0.69	0.00	0.00	0.55	0.55
Sat Flow, veh/h	1781	1870	1585	1418	1870	1585	1781	3647	0	870	3554	1585
Grp Volume(v), veh/h	130	0	272	0	0	0	224	535	0	0	334	67
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1418	1870	1585	1781	1777	0	870	1777	1585
Q Serve(g_s), s	5.7	0.0	13.2	0.0	0.0	0.0	4.0	4.5	0.0	0.0	3.7	1.6
Cycle Q Clear(g_c), s	5.7	0.0	13.2	0.0	0.0	0.0	4.0	4.5	0.0	0.0	3.7	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	176	377	320	90	88	74	724	2437	0	90	1969	878
V/C Ratio(X)	0.74	0.00	0.85	0.00	0.00	0.00	0.31	0.22	0.00	0.00	0.17	0.08
Avail Cap(c_a), veh/h	401	947	802	342	421	357	757	2437	0	90	1969	878
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	35.1	0.0	30.8	0.0	0.0	0.0	5.7	4.7	0.0	0.0	8.8	8.3
Incr Delay (d2), s/veh	6.0	0.0	6.3	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	5.4	0.0	0.0	0.0	1.3	1.4	0.0	0.0	1.3	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.0	0.0	37.1	0.0	0.0	0.0	6.0	4.9	0.0	0.0	9.0	8.5
LnGrp LOS	D	A	D	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h	402			0			759			401		
Approach Delay, s/veh	38.4			0.0			5.2			8.9		
Approach LOS	D						A			A		
Timer - Assigned Phs	2			4			5			6		
Phs Duration (G+Y+Rc), s	59.4			20.6			10.5			48.8		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	30.5			40.5			7.5			18.5		
Max Q Clear Time (g_c+I1), s	6.5			15.2			6.0			5.7		
Green Ext Time (p_c), s	3.7			0.9			0.1			1.9		
Intersection Summary												
HCM 6th Ctrl Delay	14.7											
HCM 6th LOS	B											

Timing Report, Sorted By Phase

6: Chester Rd & Pages Dairy Rd

06/01/2022

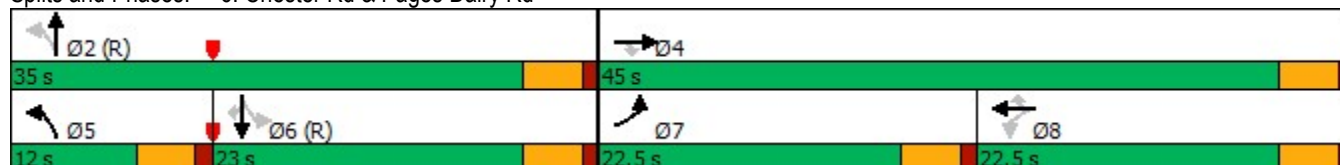


Phase Number	2	4	5	6	7	8
Movement	NBTL	EBT	NBL	SBTL	EBL	WBTL
Lead/Lag			Lead	Lag	Lead	Lag
Lead-Lag Optimize			Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	None	C-Max	None	None
Maximum Split (s)	35	45	12	23	22.5	22.5
Maximum Split (%)	43.8%	56.3%	15.0%	28.8%	28.1%	28.1%
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)	7	7		7	7	7
Flash Dont Walk (s)	11	11		11	11	11
Dual Entry	Yes	Yes	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	68	23	68	0	23	45.5
End Time (s)	23	68	0	23	45.5	68
Yield/Force Off (s)	18.5	63.5	75.5	18.5	41	63.5
Yield/Force Off 170(s)	7.5	52.5	75.5	7.5	30	52.5
Local Start Time (s)	68	23	68	0	23	45.5
Local Yield (s)	18.5	63.5	75.5	18.5	41	63.5
Local Yield 170(s)	7.5	52.5	75.5	7.5	30	52.5

Intersection Summary

Cycle Length 80
Control Type Actuated-Coordinated
Natural Cycle 80
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Splits and Phases: 6: Chester Rd & Pages Dairy Rd



HCM 6th Signalized Intersection Summary

8: SR 200 & Blackrock Rd

06/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (veh/h)	82	1360	12	9	1756	172	14	2	15	112	3	78
Future Volume (veh/h)	82	1360	12	9	1756	172	14	2	15	112	3	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	1478	13	10	1909	187	15	2	16	122	3	85
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	2326	722	22	2063	640	446	65	521	493	16	445
Arrive On Green	0.06	0.46	0.46	0.01	0.40	0.40	0.02	0.36	0.36	0.29	0.29	0.29
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	179	1433	1395	54	1539
Grp Volume(v), veh/h	89	1478	13	10	1909	187	15	0	18	122	0	88
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	0	1612	1395	0	1593
Q Serve(g_s), s	3.9	17.7	0.4	0.4	28.5	6.4	0.5	0.0	0.6	5.5	0.0	3.3
Cycle Q Clear(g_c), s	3.9	17.7	0.4	0.4	28.5	6.4	0.5	0.0	0.6	5.5	0.0	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.89	1.00		0.97
Lane Grp Cap(c), veh/h	114	2326	722	22	2063	640	446	0	586	493	0	461
V/C Ratio(X)	0.78	0.64	0.02	0.45	0.93	0.29	0.03	0.00	0.03	0.25	0.00	0.19
Avail Cap(c_a), veh/h	122	2326	722	111	2074	644	526	0	586	493	0	461
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.9	16.7	12.0	39.2	22.7	16.1	18.2	0.0	16.4	22.1	0.0	21.4
Incr Delay (d2), s/veh	25.6	0.6	0.0	13.6	7.7	0.3	0.0	0.0	0.1	1.2	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	6.5	0.1	0.3	12.0	2.2	0.2	0.0	0.2	1.9	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.5	17.3	12.0	52.9	30.4	16.4	18.2	0.0	16.5	23.3	0.0	22.3
LnGrp LOS	E	B	B	D	C	B	B	A	B	C	A	C
Approach Vol, veh/h	1580				2106		33				210	
Approach Delay, s/veh	19.8				29.2		17.3				22.9	
Approach LOS	B				C		B				C	
Timer - Assigned Phs	2		3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.6		5.5	40.9	5.9	27.6	9.6	36.8				
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	28.5		5.0	33.0	5.0	19.0	5.5	32.5				
Max Q Clear Time (g_c+I1), s	2.6		2.4	19.7	2.5	7.5	5.9	30.5				
Green Ext Time (p_c), s	0.0		0.0	8.4	0.0	0.6	0.0	1.9				
Intersection Summary												
HCM 6th Ctrl Delay			25.0									
HCM 6th LOS			C									

Timing Report, Sorted By Phase

8: SR 200 & Blackrock Rd

06/01/2022

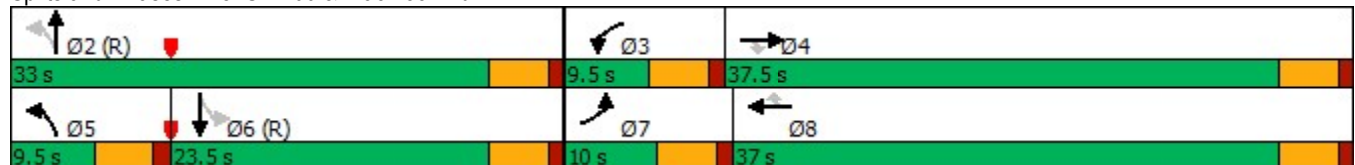


Phase Number	2	3	4	5	6	7	8
Movement	NBTL	WBL	EBT	NBL	SBTL	EBL	WBT
Lead/Lag		Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	33	9.5	37.5	9.5	23.5	10	37
Maximum Split (%)	41.3%	11.9%	46.9%	11.9%	29.4%	12.5%	46.3%
Minimum Split (s)	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0
Walk Time (s)	7		7		7		7
Flash Dont Walk (s)	11		11		11		11
Dual Entry	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	70.5	23.5	33	70.5	0	23.5	33.5
End Time (s)	23.5	33	70.5	0	23.5	33.5	70.5
Yield/Force Off (s)	19	28.5	66	75.5	19	29	66
Yield/Force Off 170(s)	8	28.5	55	75.5	8	29	55
Local Start Time (s)	70.5	23.5	33	70.5	0	23.5	33.5
Local Yield (s)	19	28.5	66	75.5	19	29	66
Local Yield 170(s)	8	28.5	55	75.5	8	29	55

Intersection Summary

Cycle Length 80
Control Type Actuated-Coordinated
Natural Cycle 80
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Splits and Phases: 8: SR 200 & Blackrock Rd



Intersection												
Int Delay, s/veh	48.4											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	115	453	24	12	549	151	9	41	22	62	41	117
Future Vol, veh/h	115	453	24	12	549	151	9	41	22	62	41	117
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	95	-	-	185	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	125	492	26	13	597	164	10	45	24	67	45	127
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	761	0	0	518	0	0	1102	1542	259	1224	1473	381
Stage 1	-	-	-	-	-	-	755	755	-	705	705	-
Stage 2	-	-	-	-	-	-	347	787	-	519	768	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	847	-	-	1044	-	-	166	114	740	135	126	617
Stage 1	-	-	-	-	-	-	367	415	-	393	437	-
Stage 2	-	-	-	-	-	-	642	401	-	508	409	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	847	-	-	1044	-	-	79	96	740	74	106	617
Mov Cap-2 Maneuver	-	-	-	-	-	-	79	96	-	74	106	-
Stage 1	-	-	-	-	-	-	313	354	-	335	432	-
Stage 2	-	-	-	-	-	-	451	396	-	366	348	-
Approach	SE			NW			NE			SW		
HCM Control Delay, s	1.9			0.1			71.8			\$ 322		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1					
Capacity (veh/h)	126	1044	-	-	847	-	-	156				
HCM Lane V/C Ratio	0.621	0.012	-	-	0.148	-	-	1.533				
HCM Control Delay (s)	71.8	8.5	-	-	10	-	-	\$ 322				
HCM Lane LOS	F	A	-	-	A	-	-	F				
HCM 95th %tile Q(veh)	3.2	0	-	-	0.5	-	-	16				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon		

Lanes, Volumes, Timings
2: US-17 & Pages Dairy Rd

06/01/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	115	453	24	12	549	151	9	41	22	62	41	117
Future Volume (vph)	115	453	24	12	549	151	9	41	22	62	41	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	185		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.968			0.959			0.928	
Flt Protected	0.950			0.950				0.994			0.986	
Satd. Flow (prot)	1770	3511	0	1770	3426	0	0	1776	0	0	1704	0
Flt Permitted	0.950			0.950				0.994			0.986	
Satd. Flow (perm)	1770	3511	0	1770	3426	0	0	1776	0	0	1704	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1062			523			462			718	
Travel Time (s)		24.1			11.9			10.5			16.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	125	492	26	13	597	164	10	45	24	67	45	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	125	518	0	13	761	0	0	79	0	0	239	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	55.8%				ICU Level of Service B							
Analysis Period (min)	15											

HCM 6th TWSC
4: Felmor Rd & Pages Dairy Rd

06/01/2022

Intersection

Int Delay, s/veh 2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	226	48	44	163	43	25
Future Vol, veh/h	226	48	44	163	43	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	246	52	48	177	47	27

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	298
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1263
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1263
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	497	793	-	-	1263	-
HCM Lane V/C Ratio	0.094	0.034	-	-	0.038	-
HCM Control Delay (s)	13	9.7	-	-	8	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.1	-

Lanes, Volumes, Timings
4: Felmor Rd & Pages Dairy Rd

06/01/2022

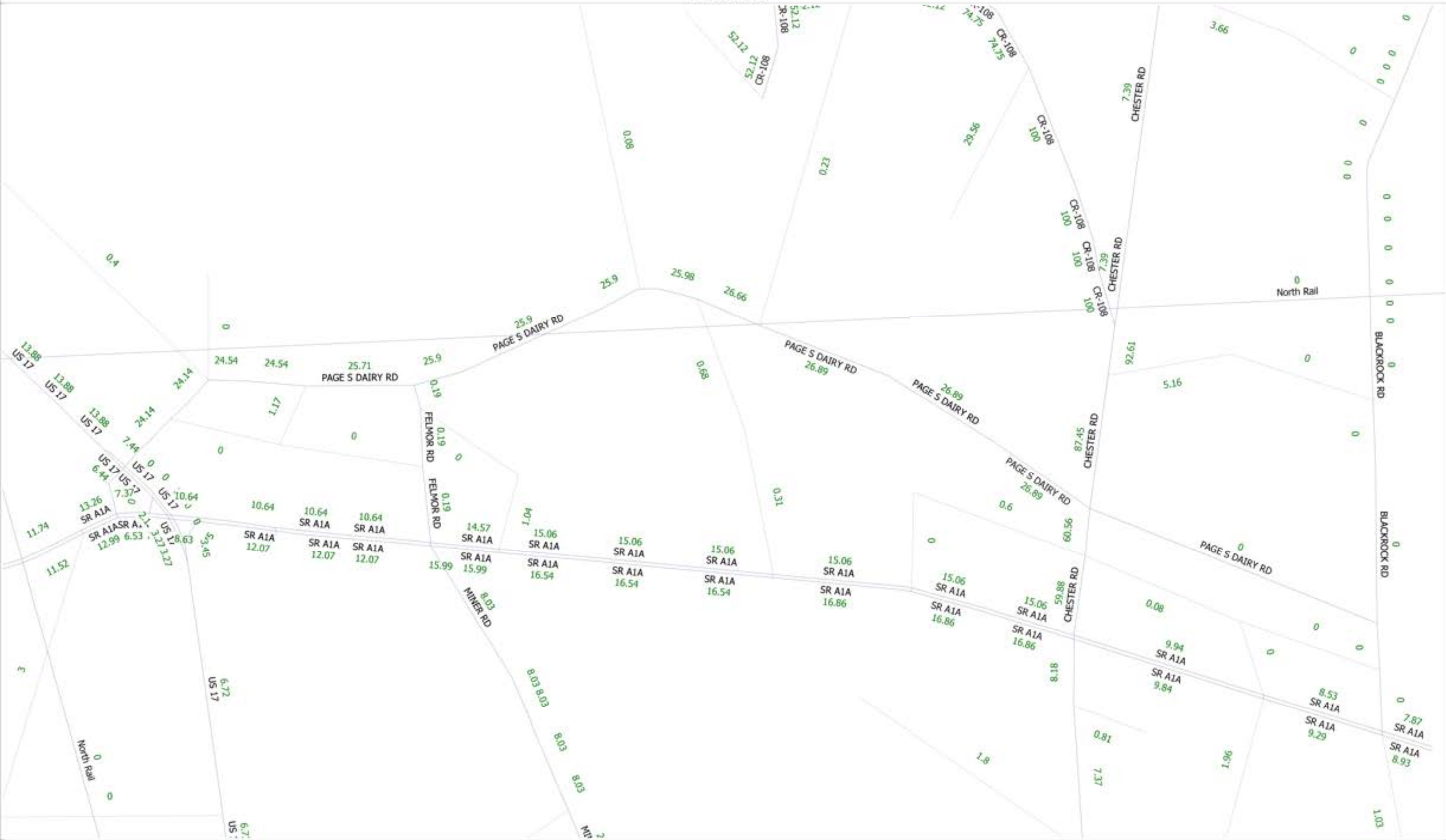
	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↙	↑	↙	↗
Traffic Volume (vph)	226	48	44	163	43	25
Future Volume (vph)	226	48	44	163	43	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1863	1583	1770	1863	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	555			651	534	
Travel Time (s)	12.6			14.8	12.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	246	52	48	177	47	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	246	52	48	177	47	27
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 28.6%				ICU Level of Service A		
Analysis Period (min) 15						

Appendix F

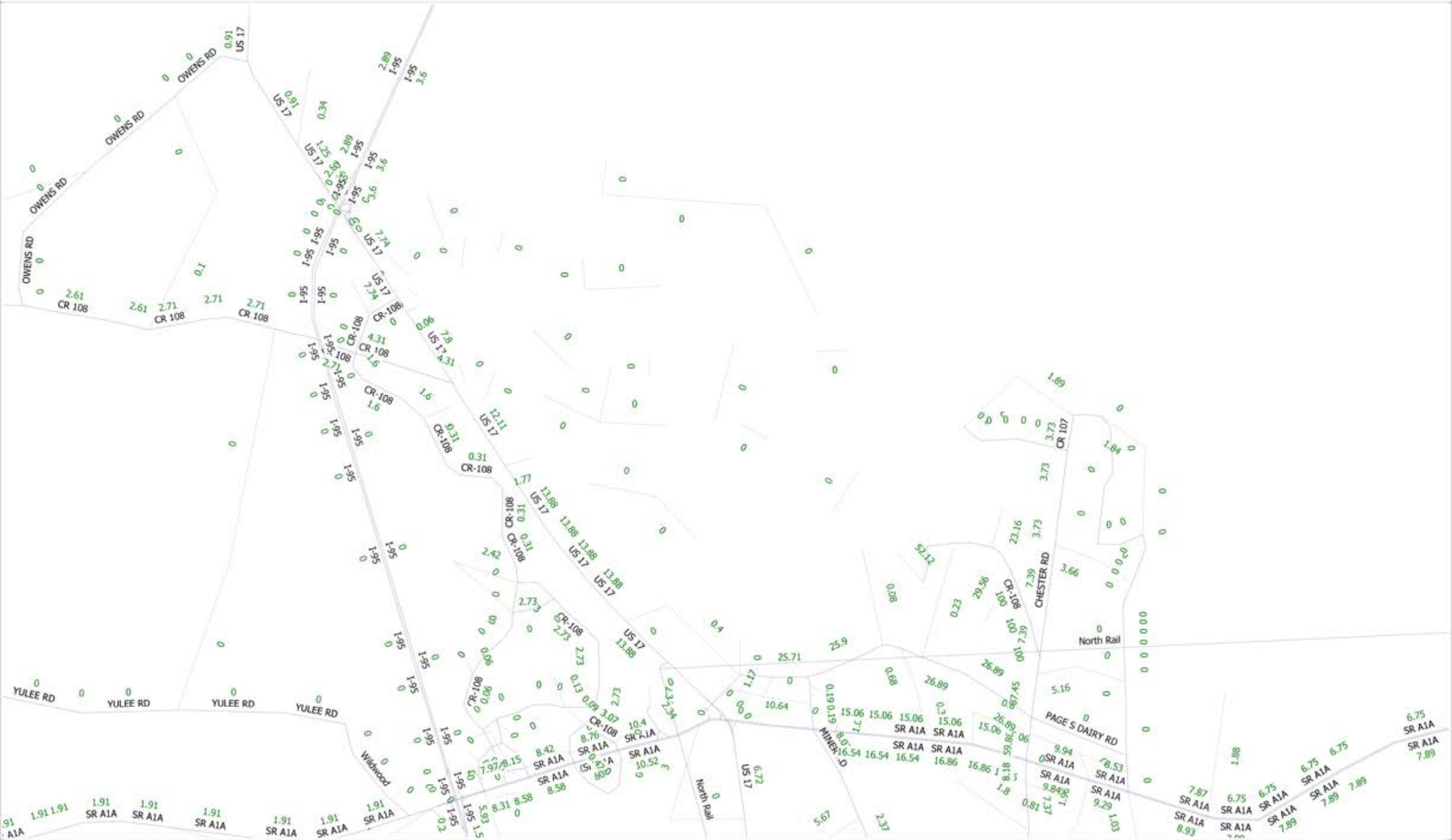
(NERPM Model Project Traffic Distributions)

Appendix F1
(2027 NERPM Model Project Traffic Distributions)

East Nassau Community Planning Area
Detailed Specific Area Plan #2
2027 Project Traffic Distribution
NERPMAB 1v3



East Nassau Community Planning Area
Detailed Specific Area Plan #2
2027 Daily Distribution
NERPMAB 1v3



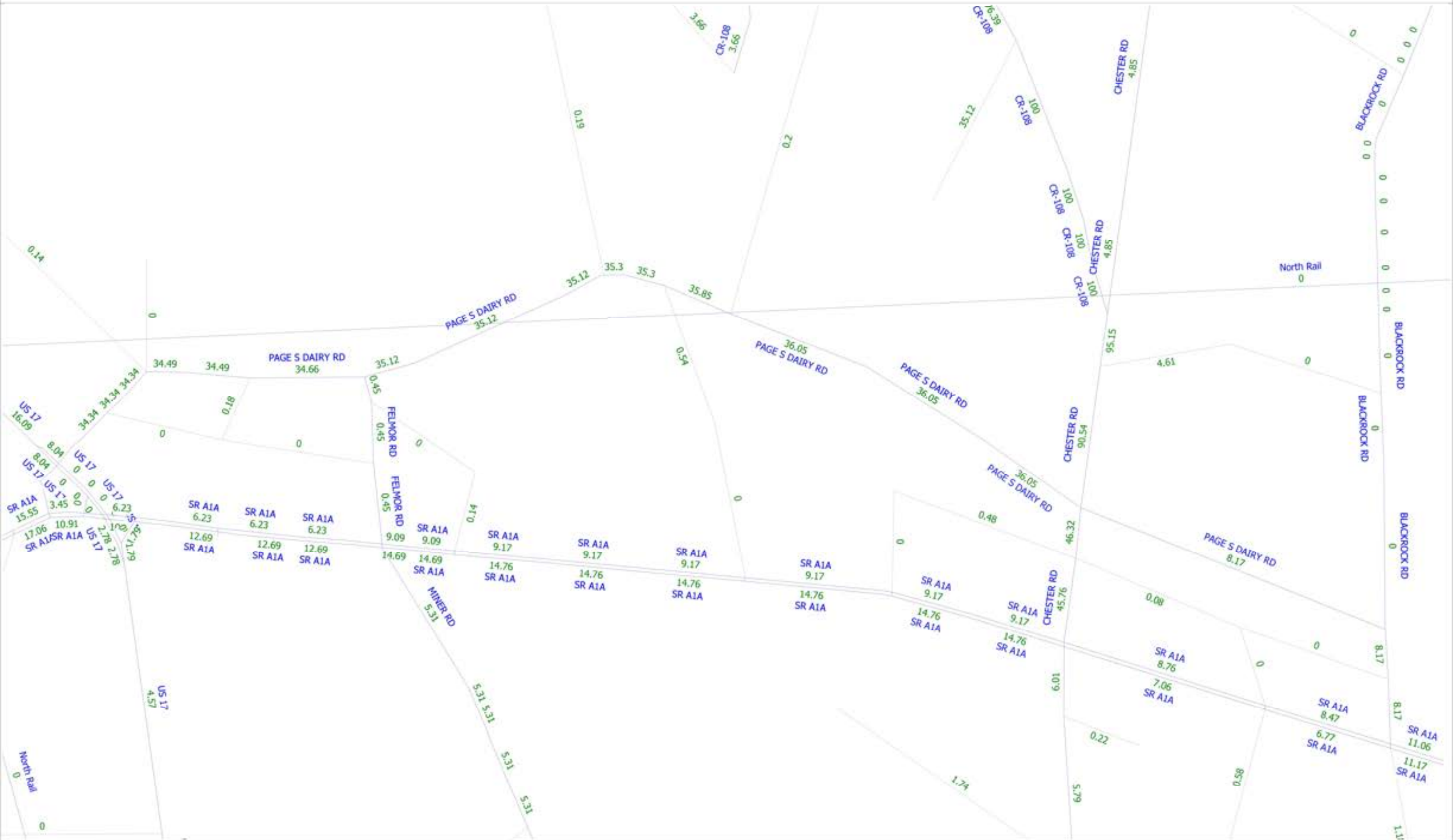
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2027 Project Traffic
NERPMAB 1v3



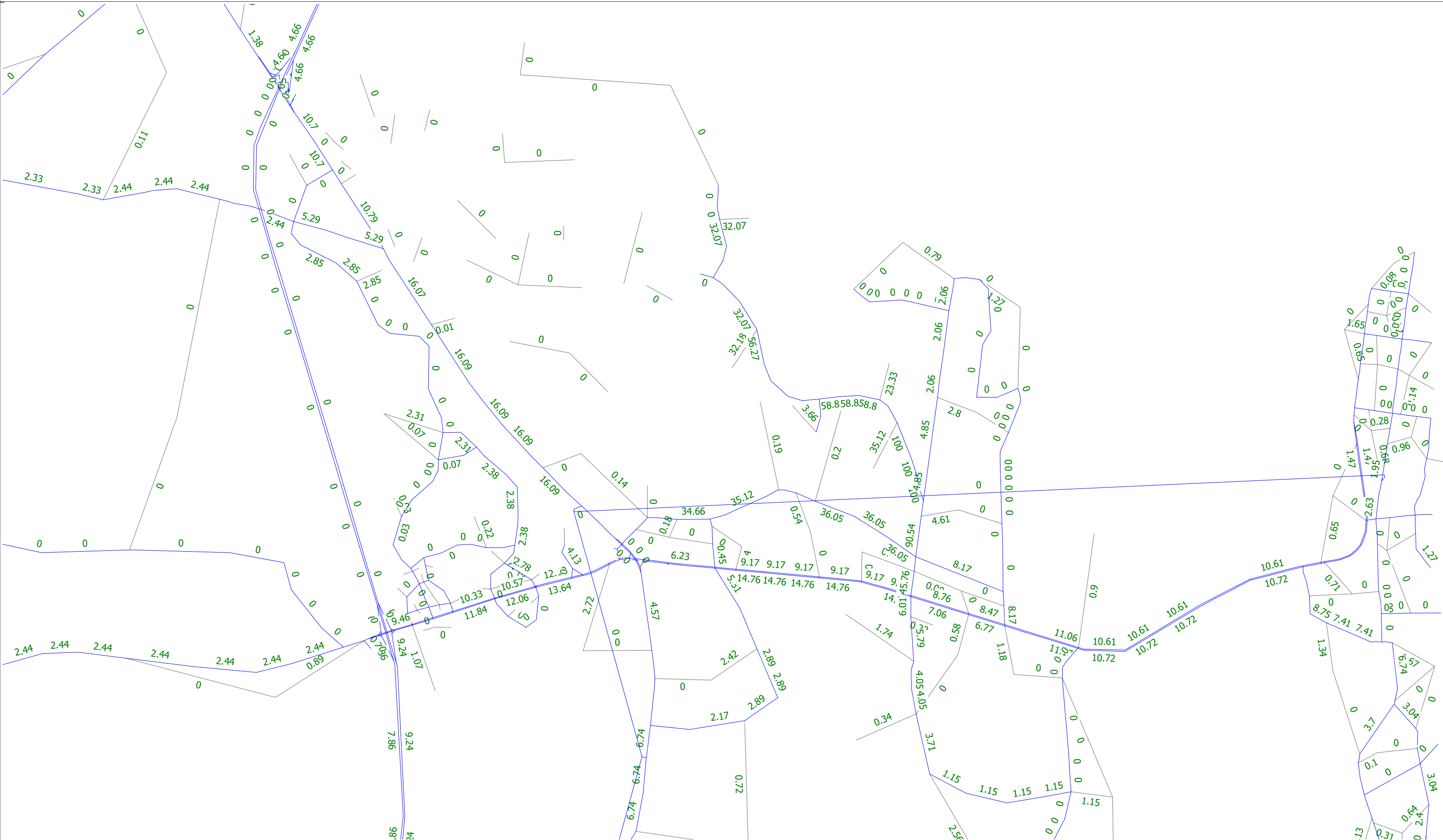
Appendix F2

(2032 NERPM Model Project Traffic Distributions)

East Nassau Community Planning Area
Detailed Specific Area Plan #2
2032 Daily Distribution
NERPMAB 1v3



East Nassau Community Planning Area
Detailed Specific Area Plan #2
2032 Project Traffic Distribution
NERPMAB 1v3



East Nassau Community Planning Area
Detailed Specific Area Plan #2
2032 Project Traffic
NERPMAB 1v3

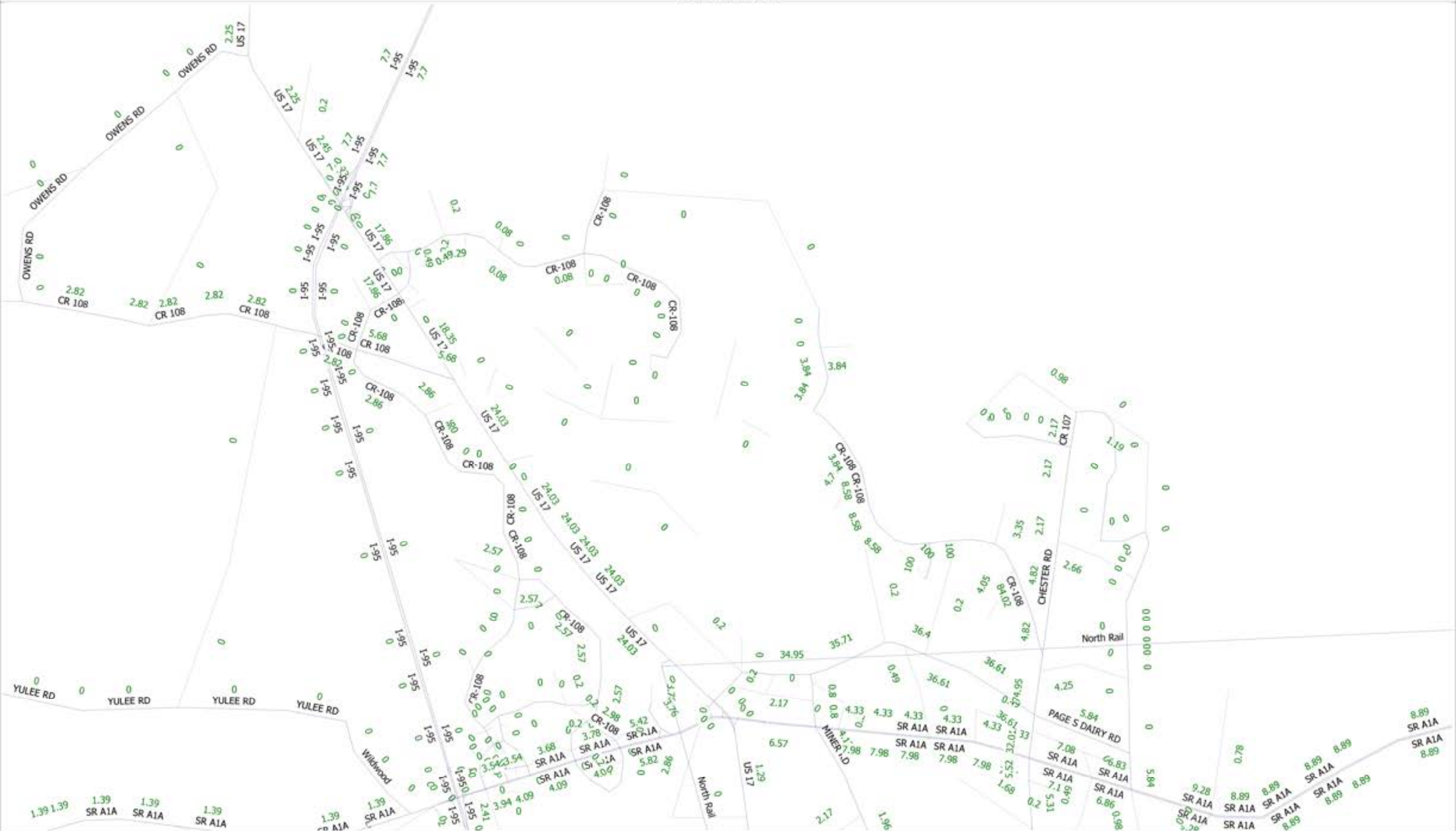
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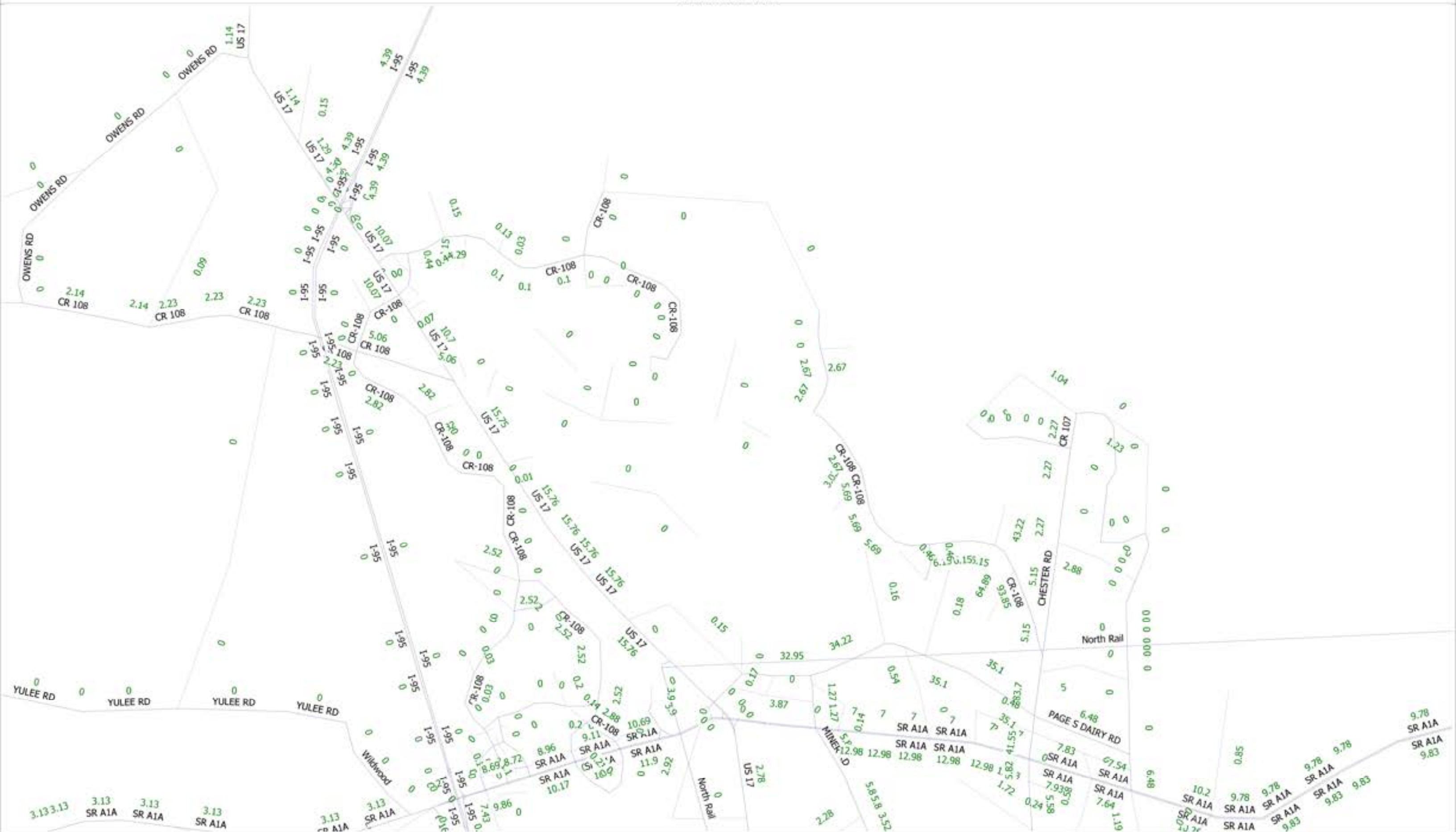
Appendix F3

(2037 NERPM Model Project Traffic Distributions)

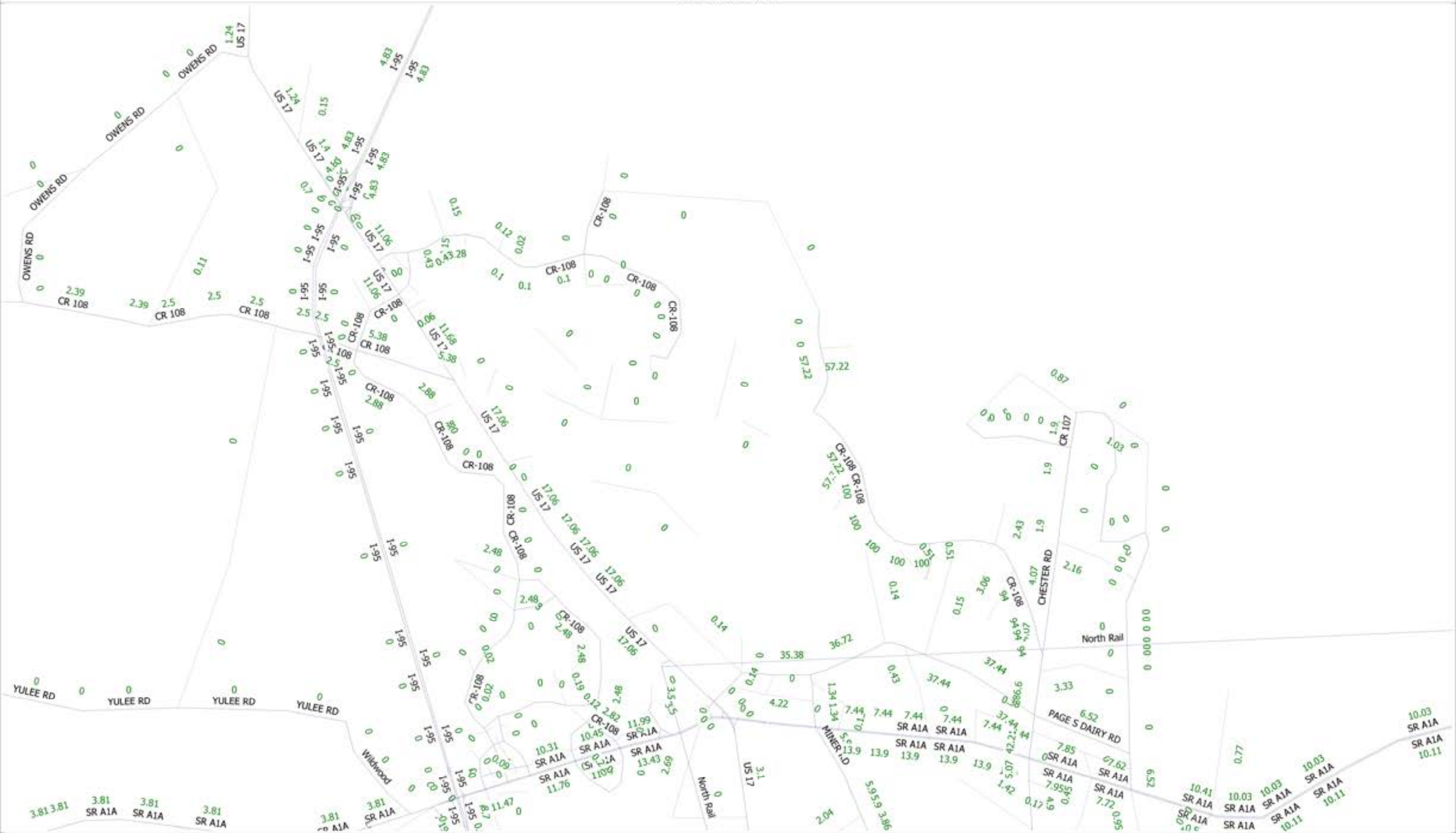
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2037 Daily Distribution - TAZ 29
NERPMAB 1v3



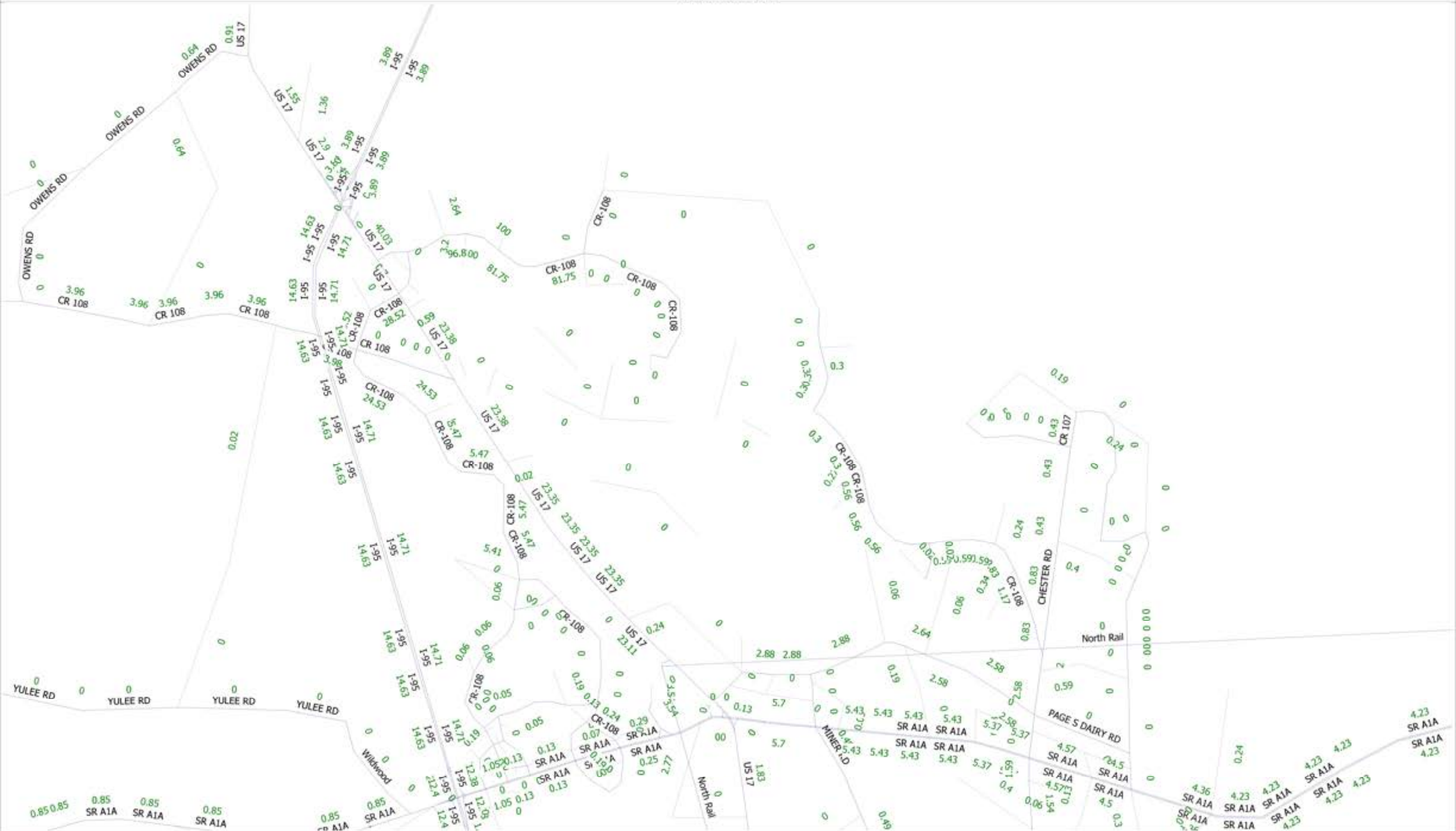
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2037 Daily Distribution - TAZ 27&28
NERPMAB 1v3



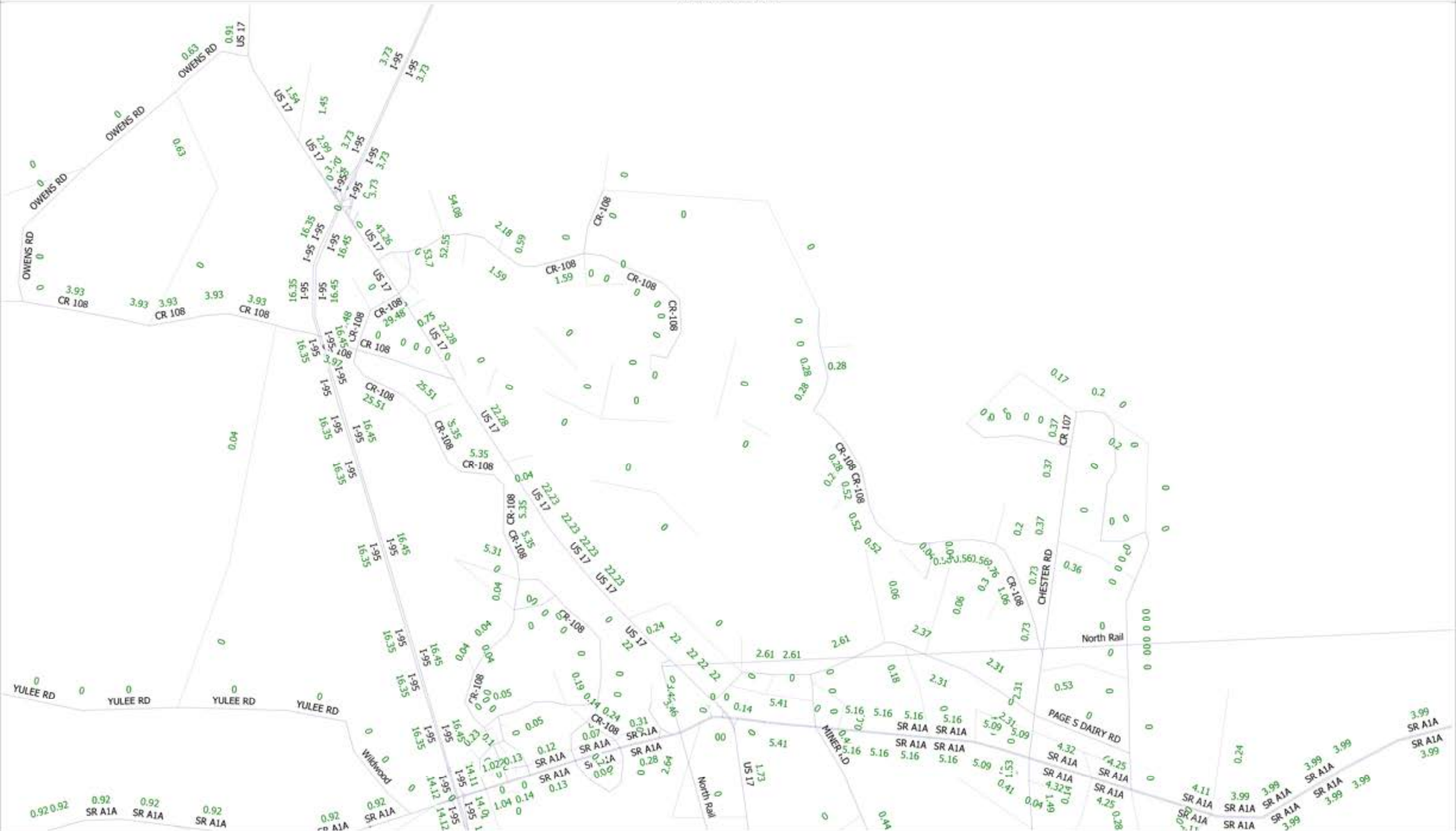
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2037 Daily Distribution - TAZ 30&31
NERPMAB 1v3



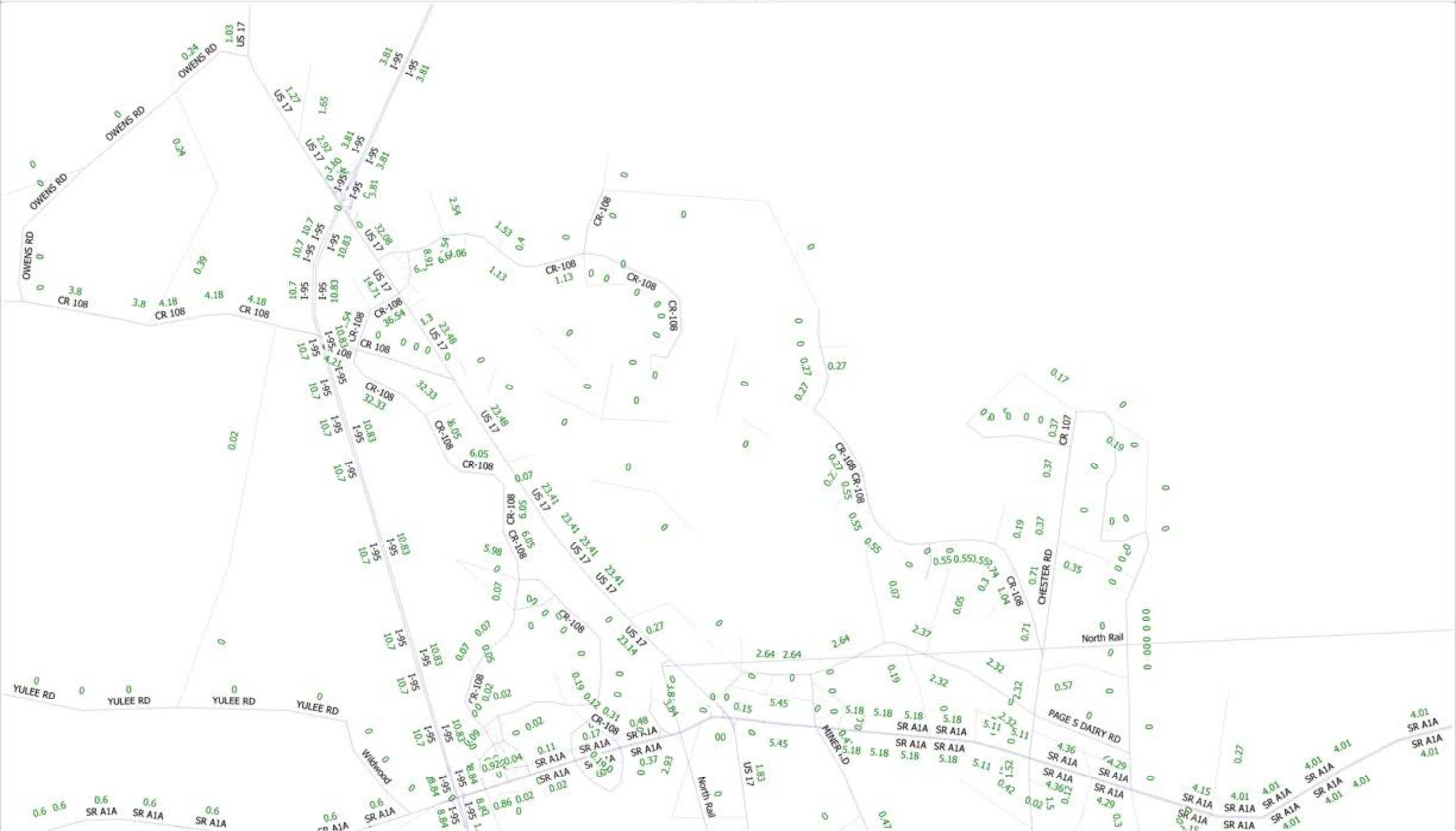
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2037 Daily Distribution - TAZ 94&98
NERPMAB 1v3



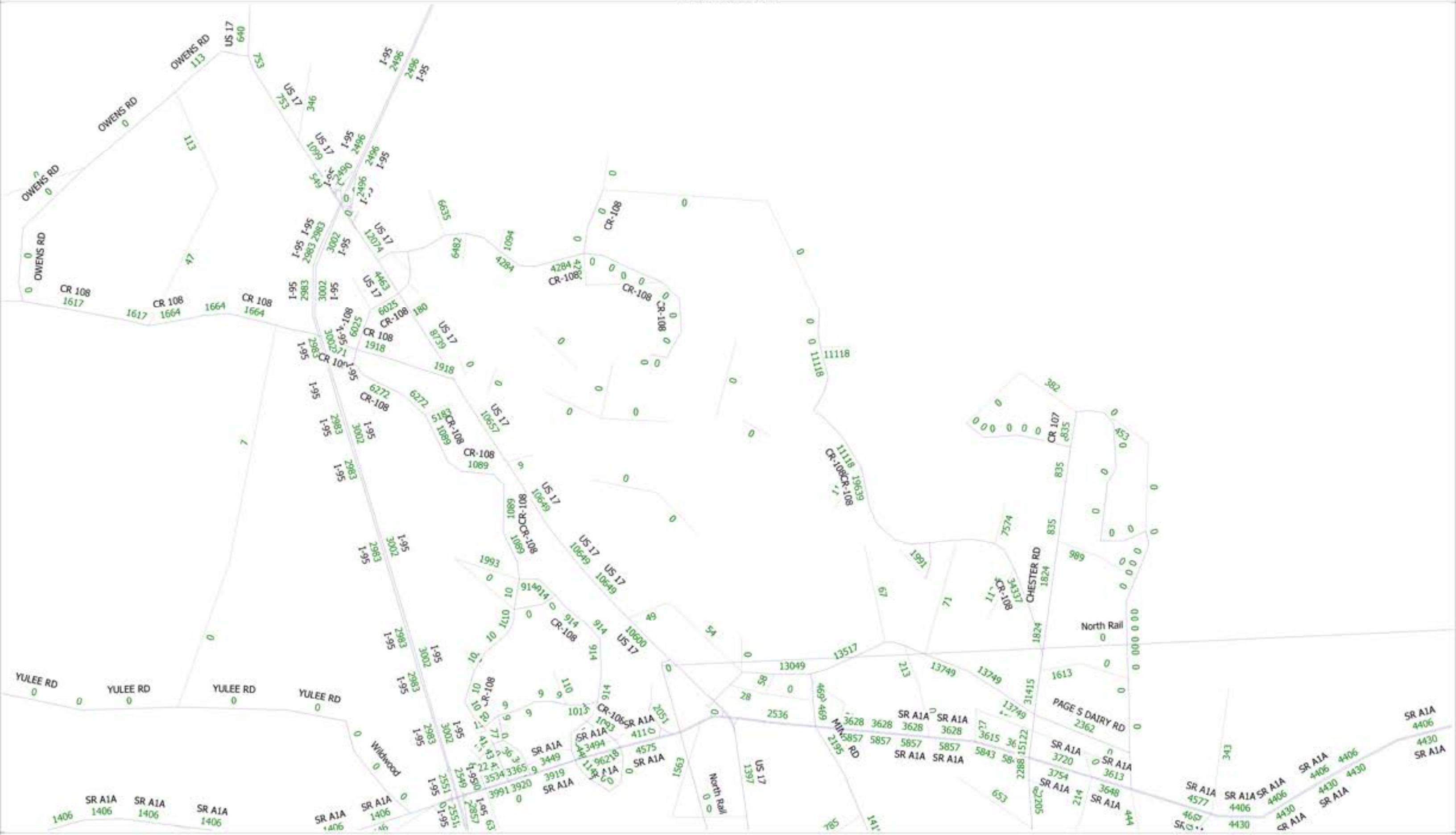
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2037 Daily Distribution - TAZ 128&129
NERPMAB 1v3



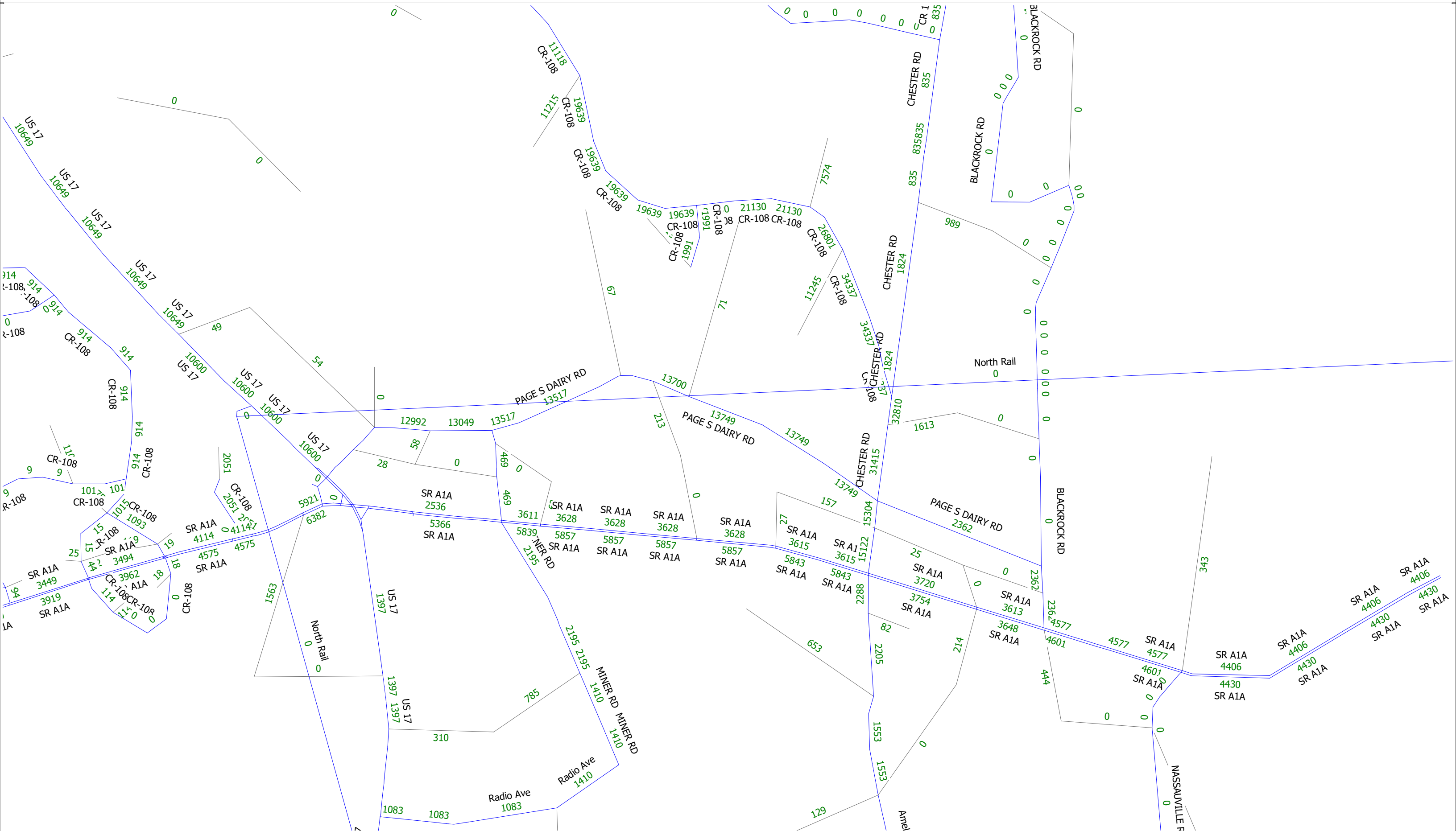
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2037 Daily Distribution - TAZ 130&131
NERPMAB 1v3



East Nassau Community Planning Area
Detailed Specific Area Plan #2
2037 Project Traffic
NERPMAB 1v3

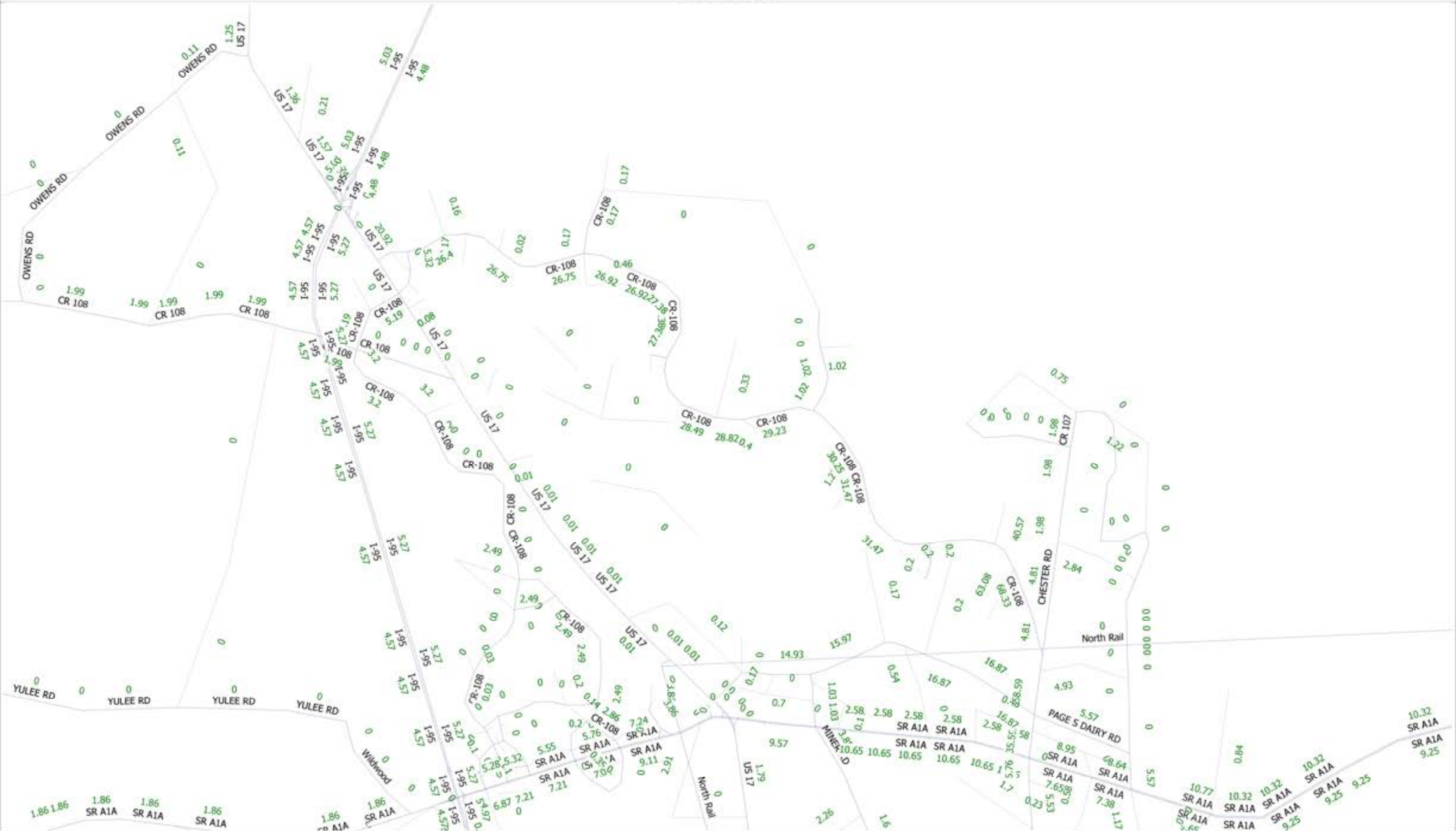


East Nassau Community Planning Area
Detailed Specific Area Plan #2
2037 Project Traffic
NERPMAB 1v3

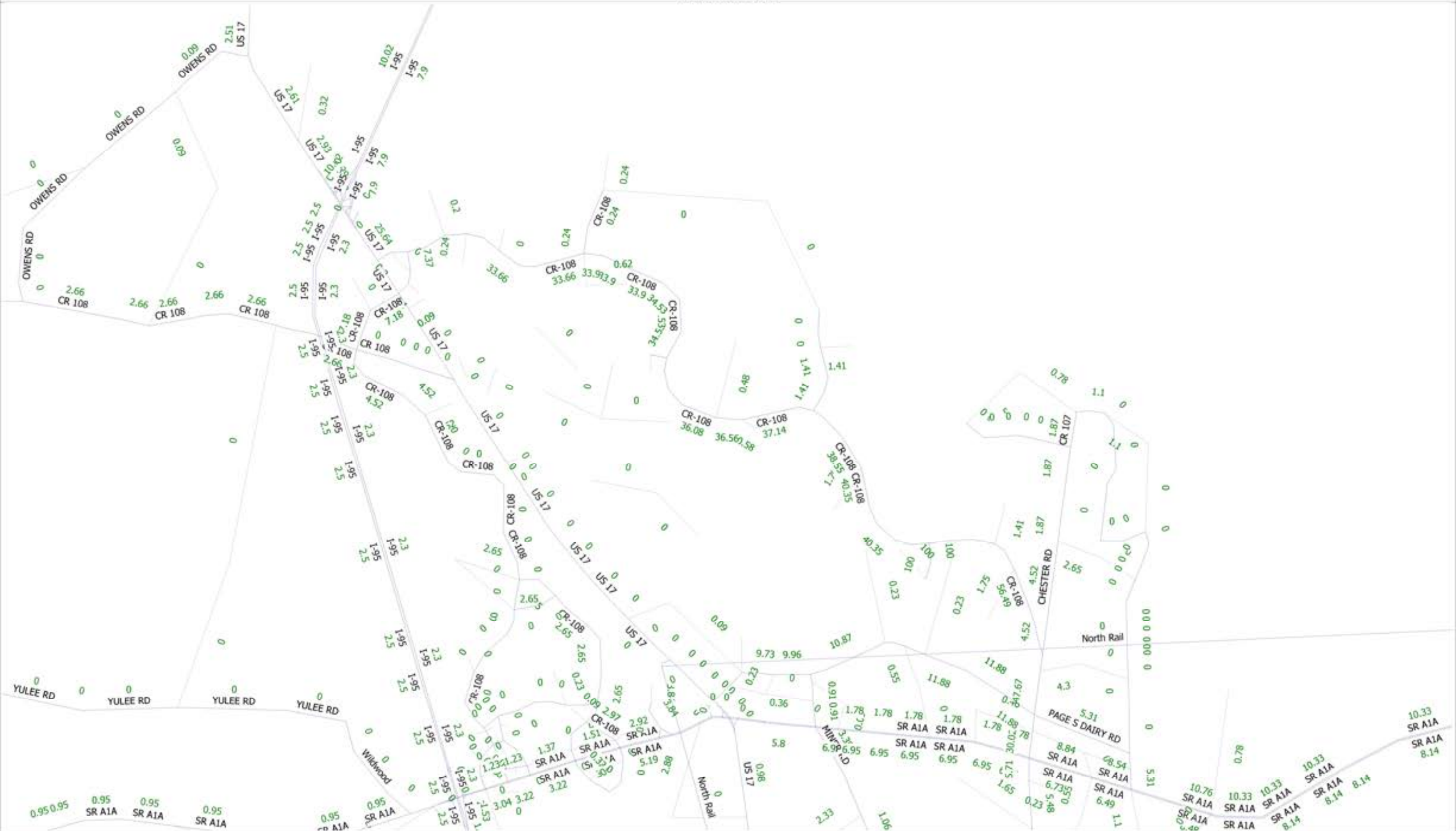


Appendix F4
(2042 NERPM Model Project Traffic Distributions)

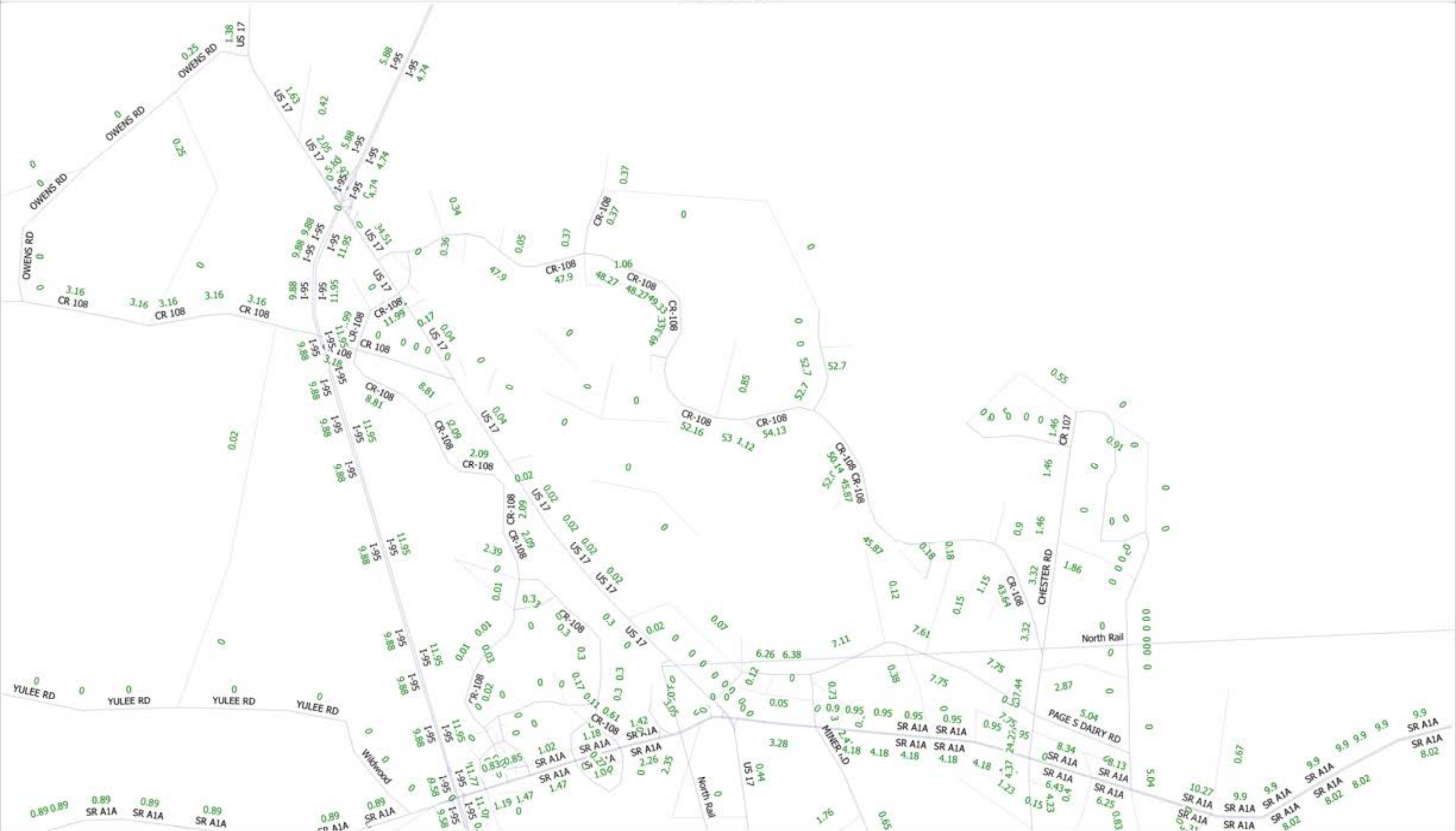
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2042 Daily Distribution - TAZ 27&28
NERPMAB 1v3



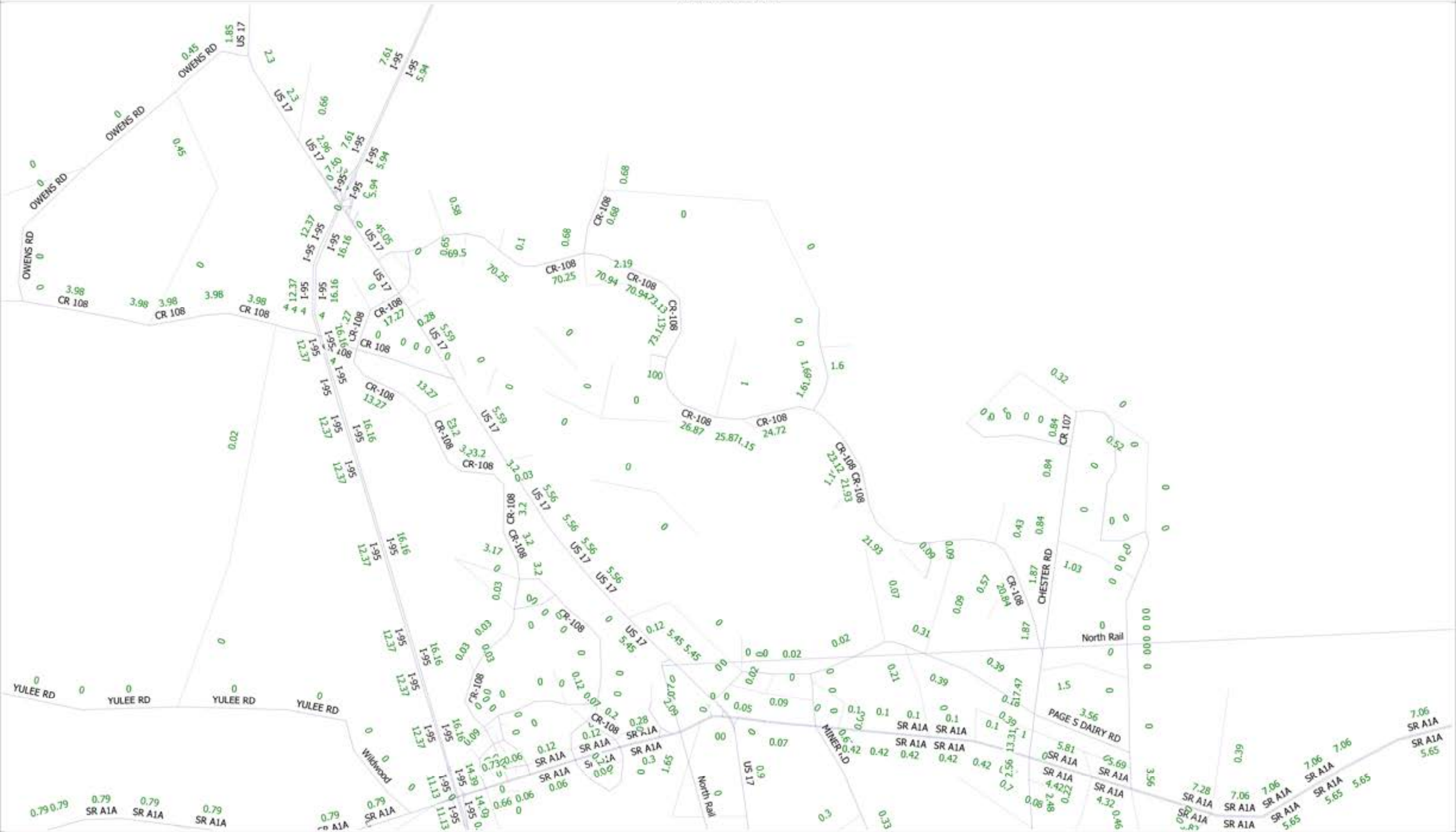
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2042 Daily Distribution - TAZ 29
NERPMAB 1v3



East Nassau Community Planning Area
Detailed Specific Area Plan #2
2042 Daily Distribution - TAZ 30&31
NERPMAB 1v3



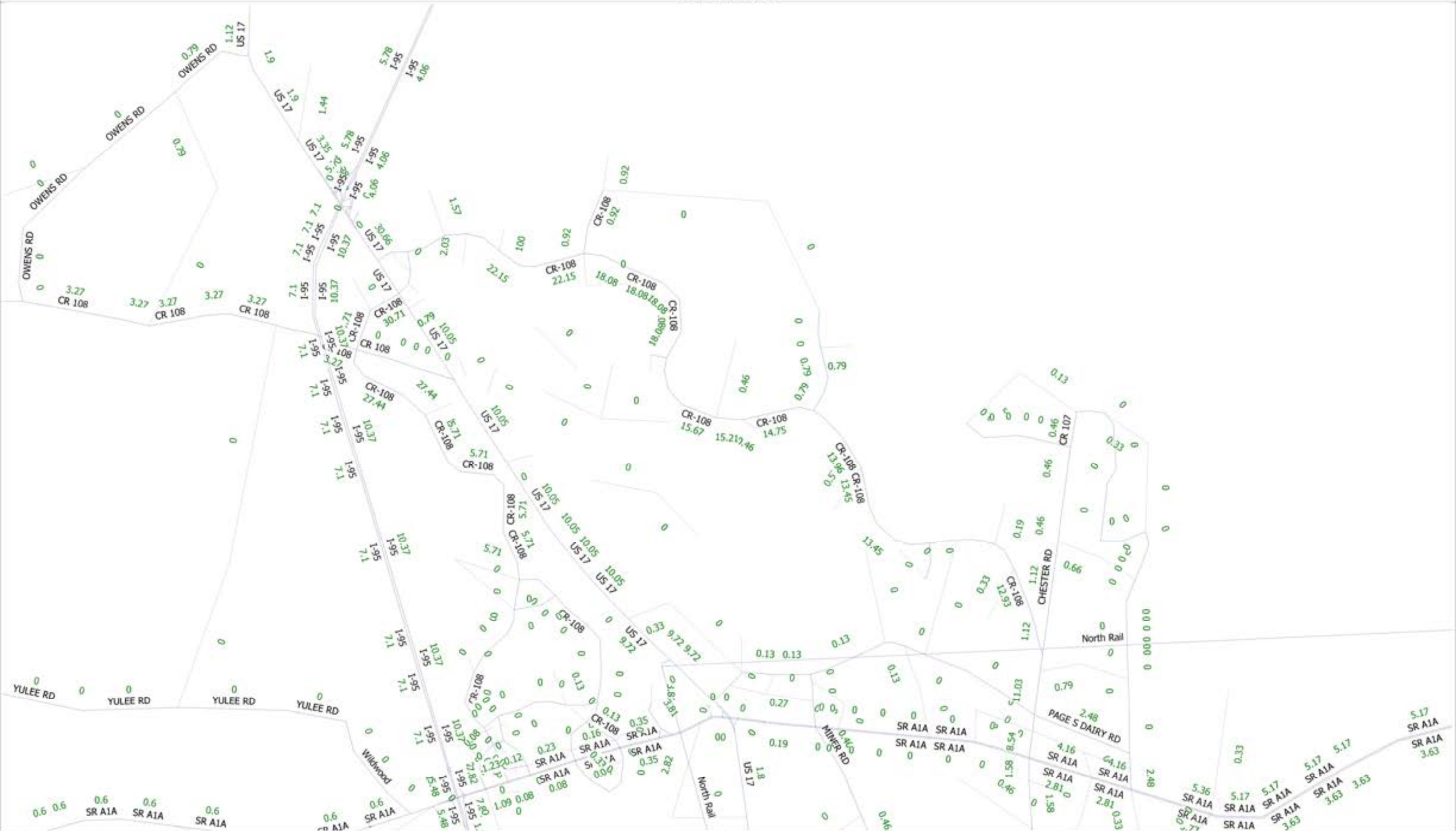
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2042 Daily Distribution - TAZ 93
NERPMAB 1v3



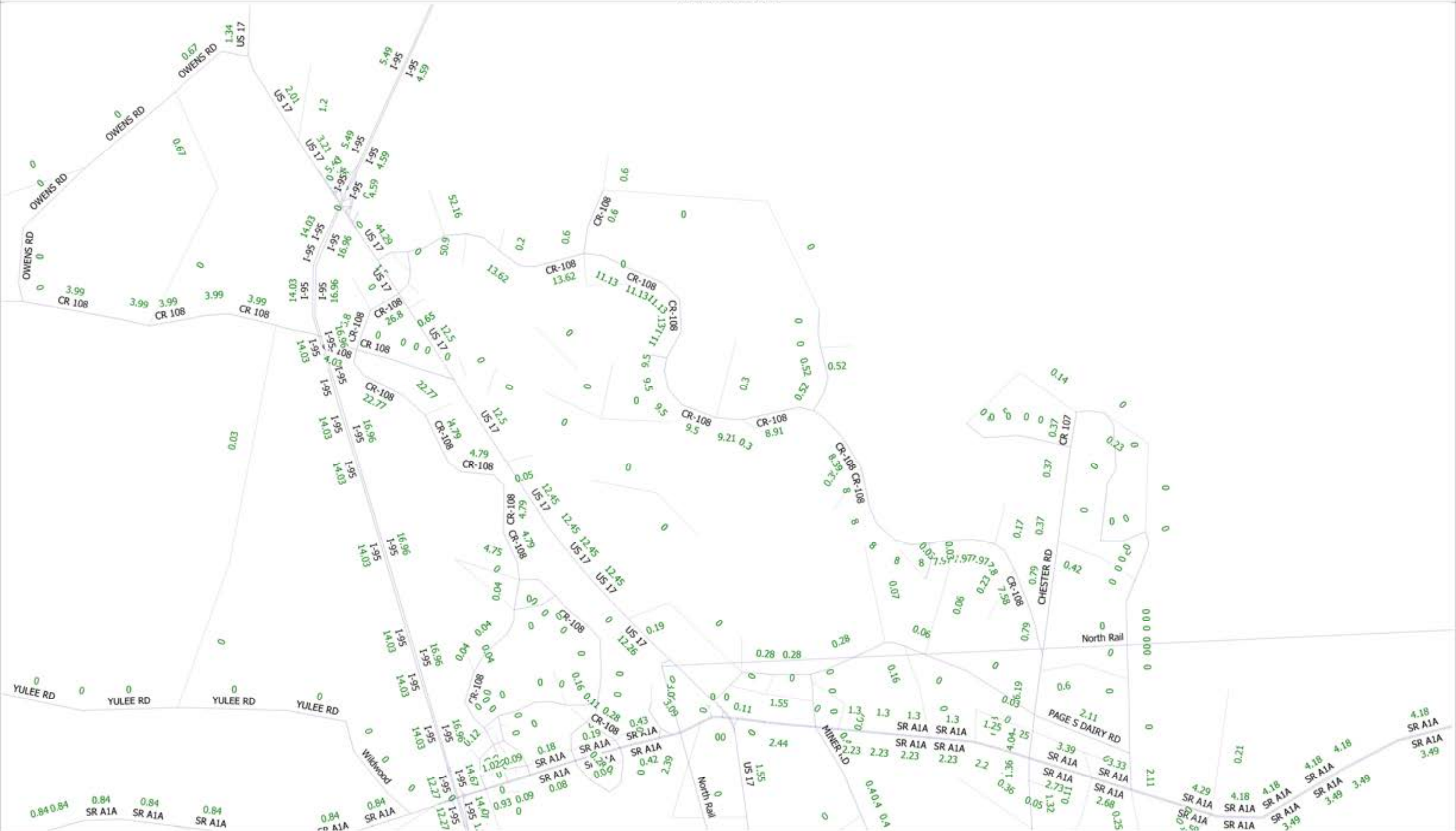
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2042 Daily Distribution - TAZ 94&97
NERPMAB 1v3



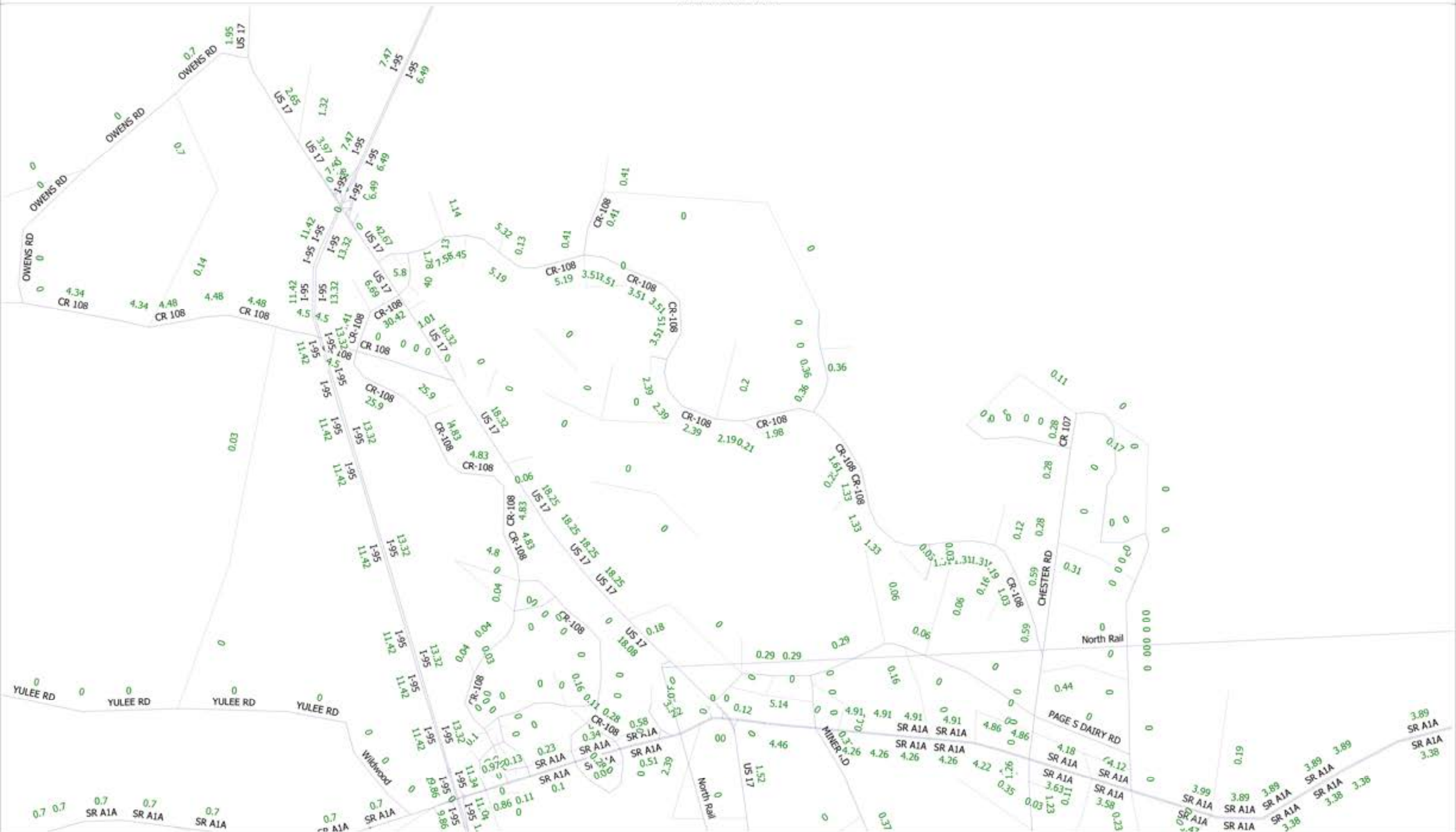
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2042 Daily Distribution - TAZ 98
NERPMAB 1v3



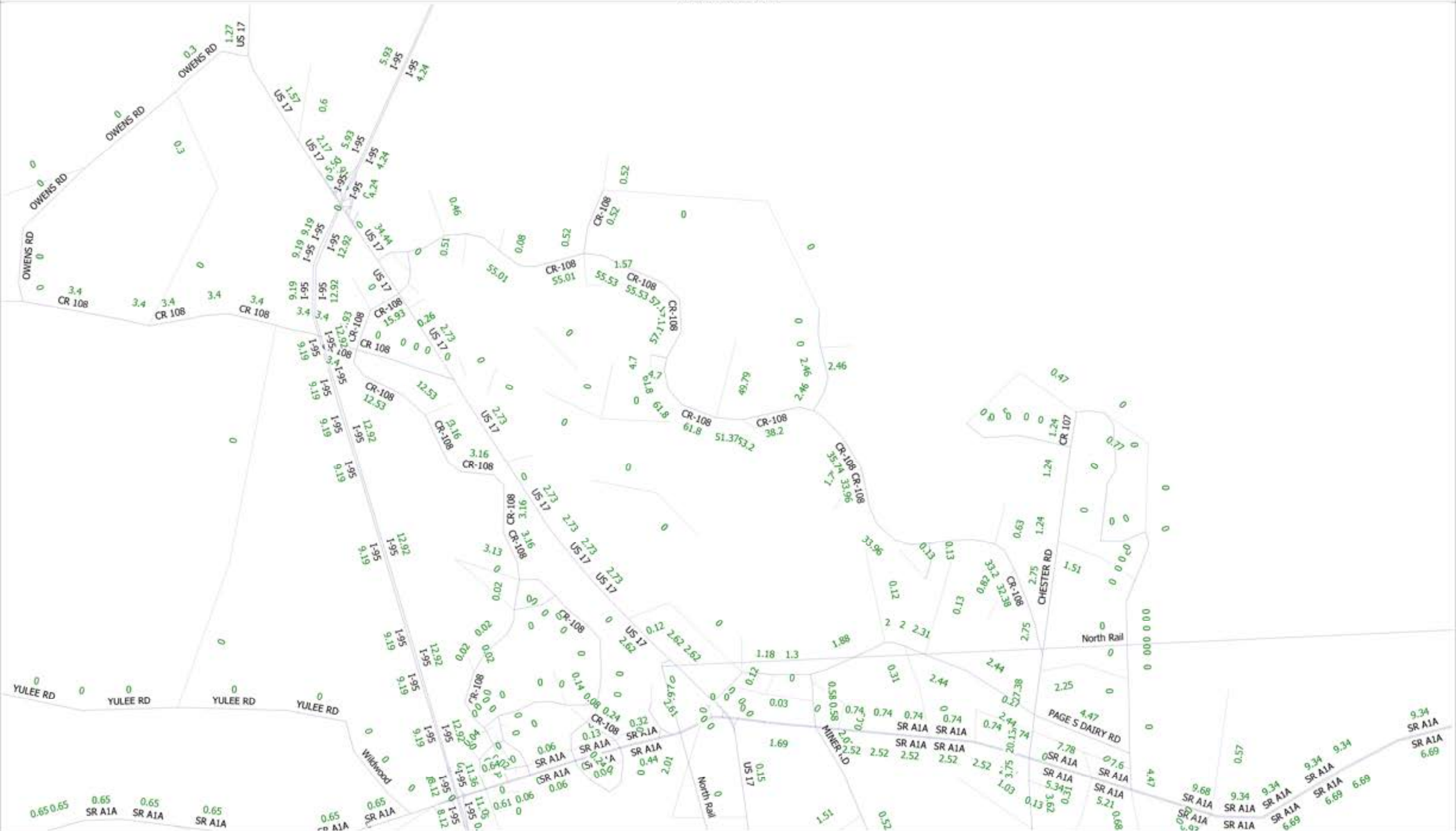
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2042 Daily Distribution - TAZ 128&129
NERPMAB 1v3



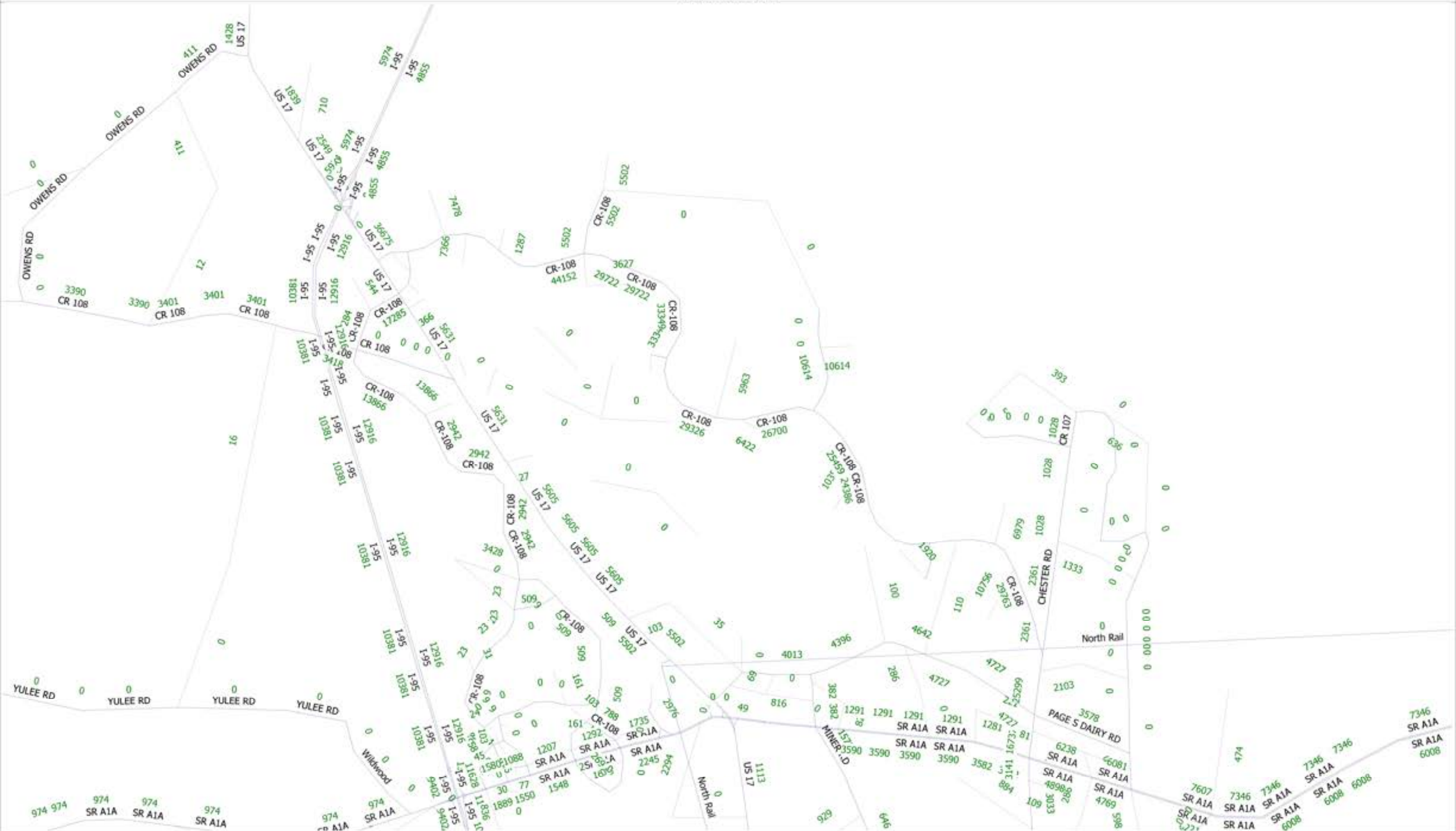
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2042 Daily Distribution - TAZ 130&131
NERPMAB 1v3



NERPMAB 1v3

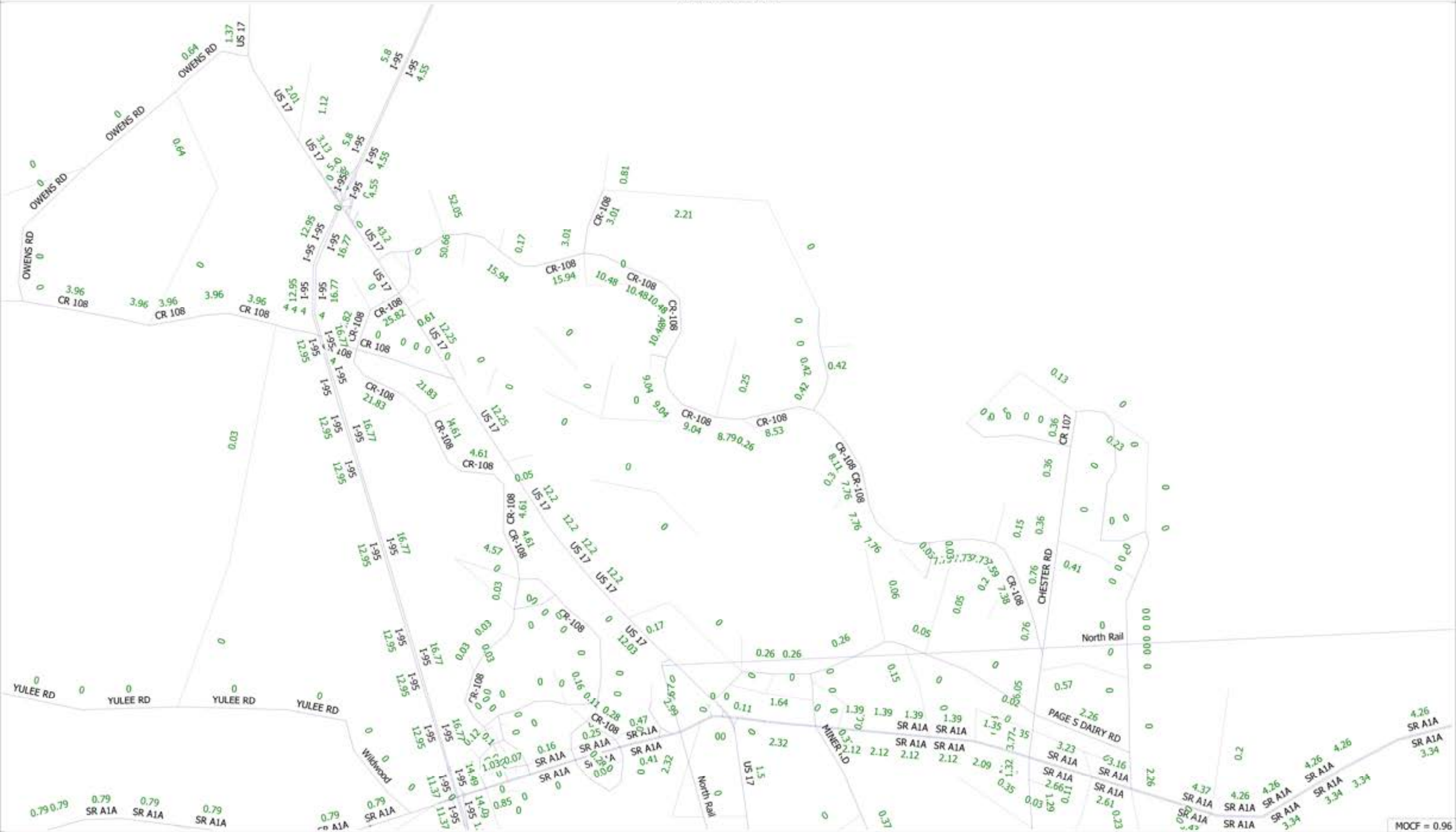


East Nassau Community Planning Area
Detailed Specific Area Plan #2
2042 Project Traffic
NERPMAB 1v3



Appendix F5
(2047 NERPM Model Project Traffic Distributions)

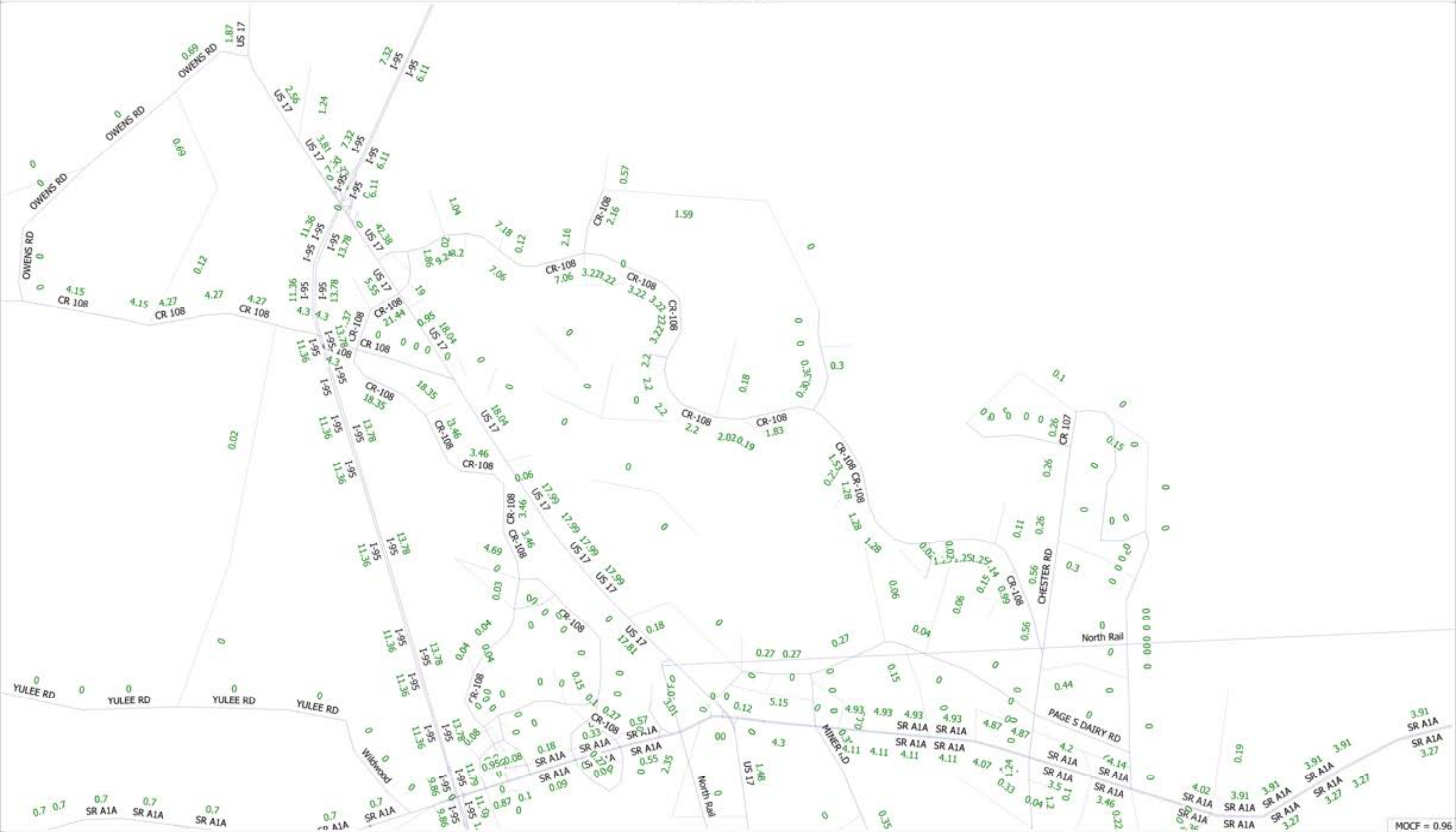
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2047 Daily Distribution - 128&129
NERPMAB 1v3



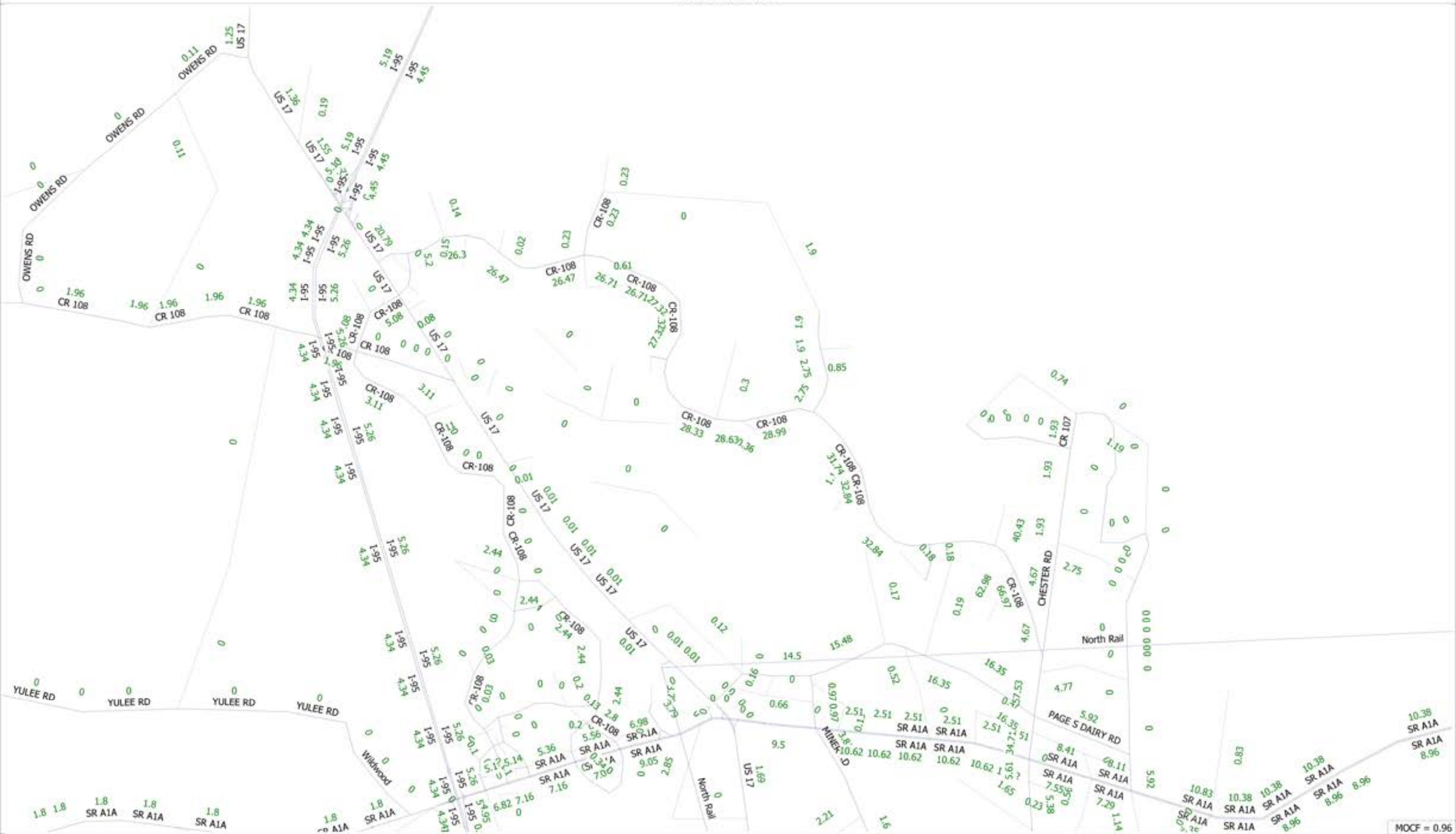
MOCF = 0.96

(Licensed to England Thims and Miller Inc)

East Nassau Community Planning Area
Detailed Specific Area Plan #2
2047 Daily Distribution - 130&131
NERPMAB 1v3



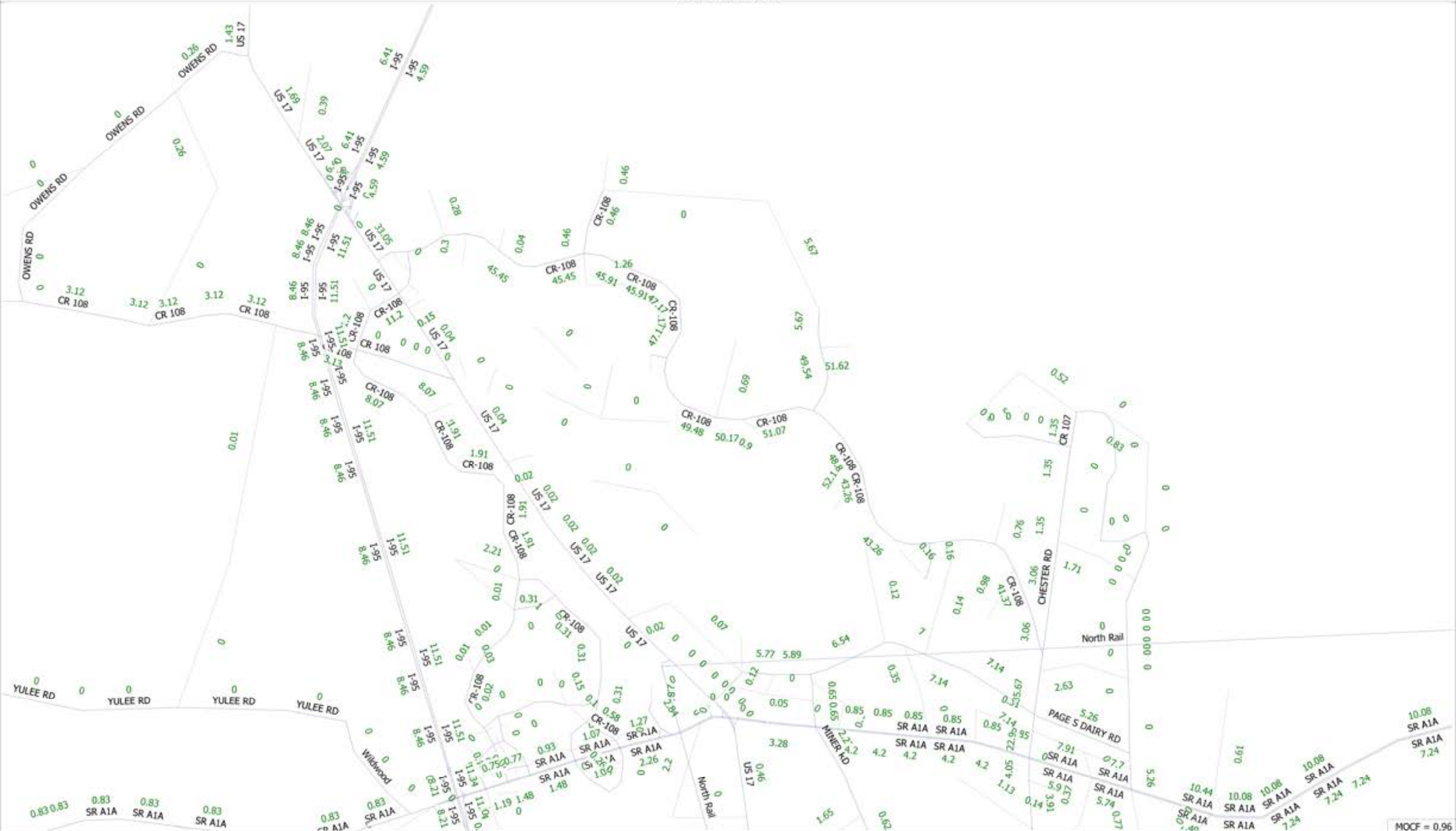
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2047 Daily Distribution - 27&28
NERPMAB 1v3



NERPMAB 1v3



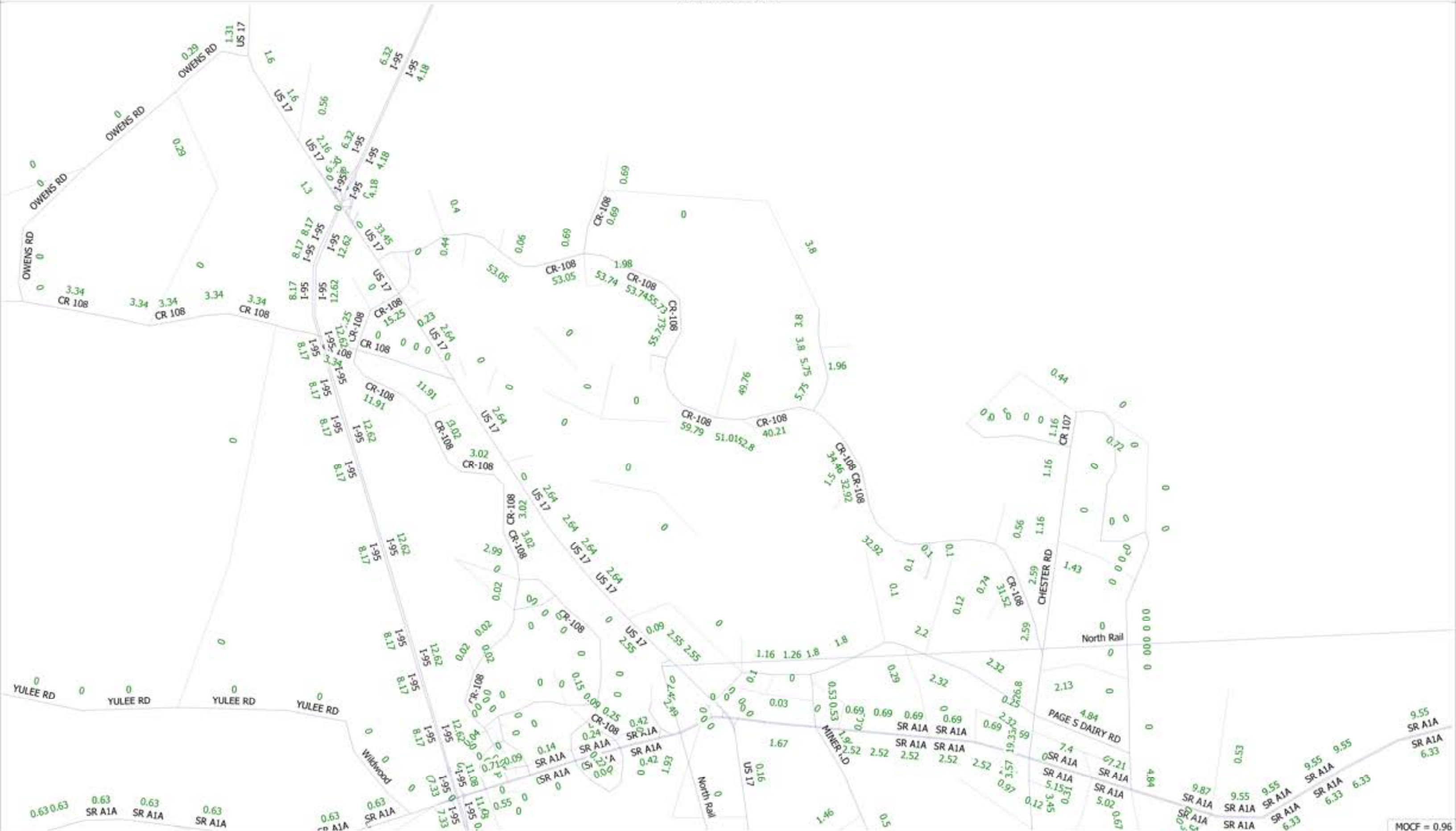
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2047 Daily Distribution - 30&31
NERPMAB 1v3



MOCF = 0.96

(Licensed to England Thims and Miller Inc)

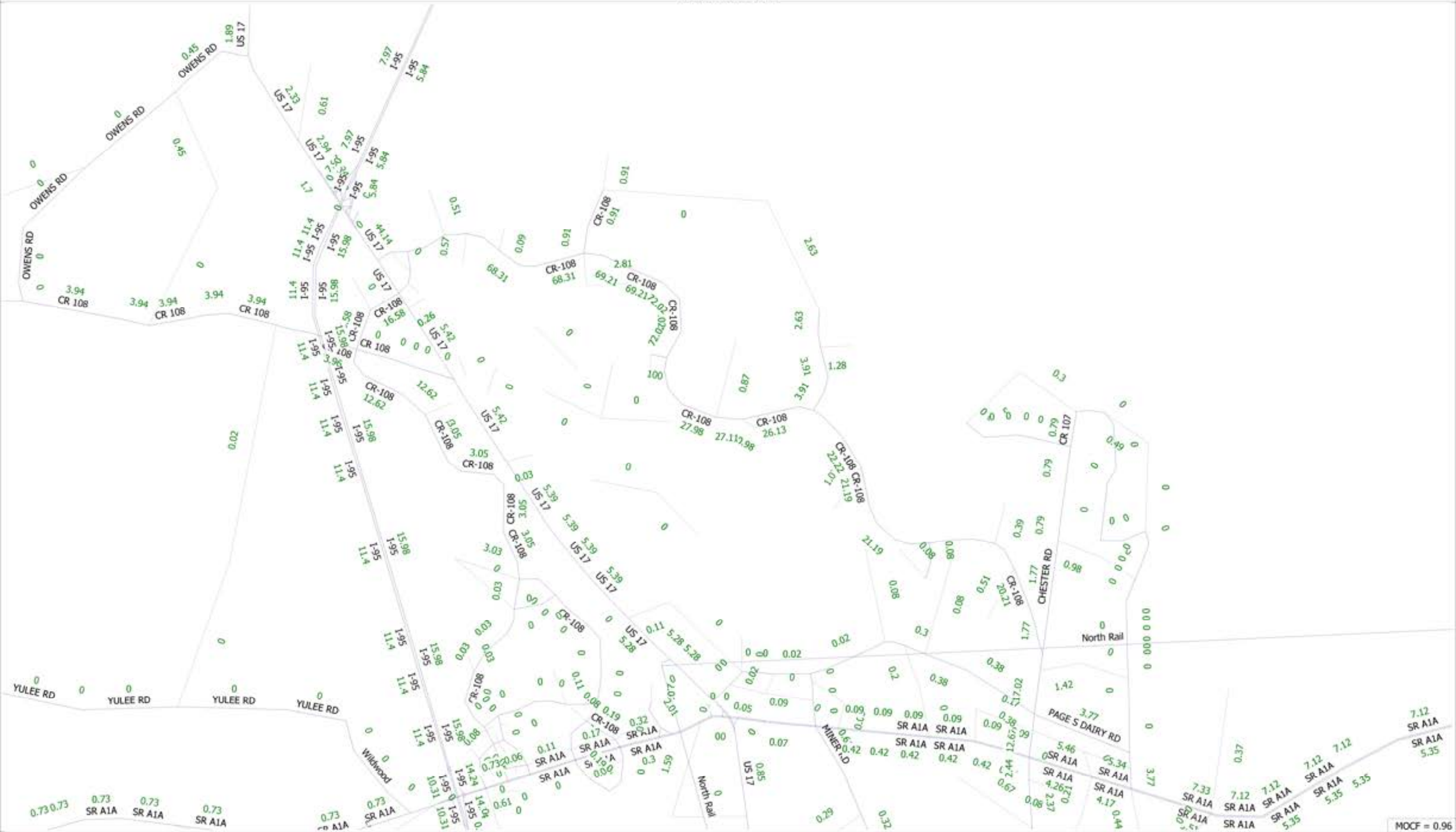
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2047 Daily Distribution - 32&89
NERPMAB 1v3



MOCF = 0.96

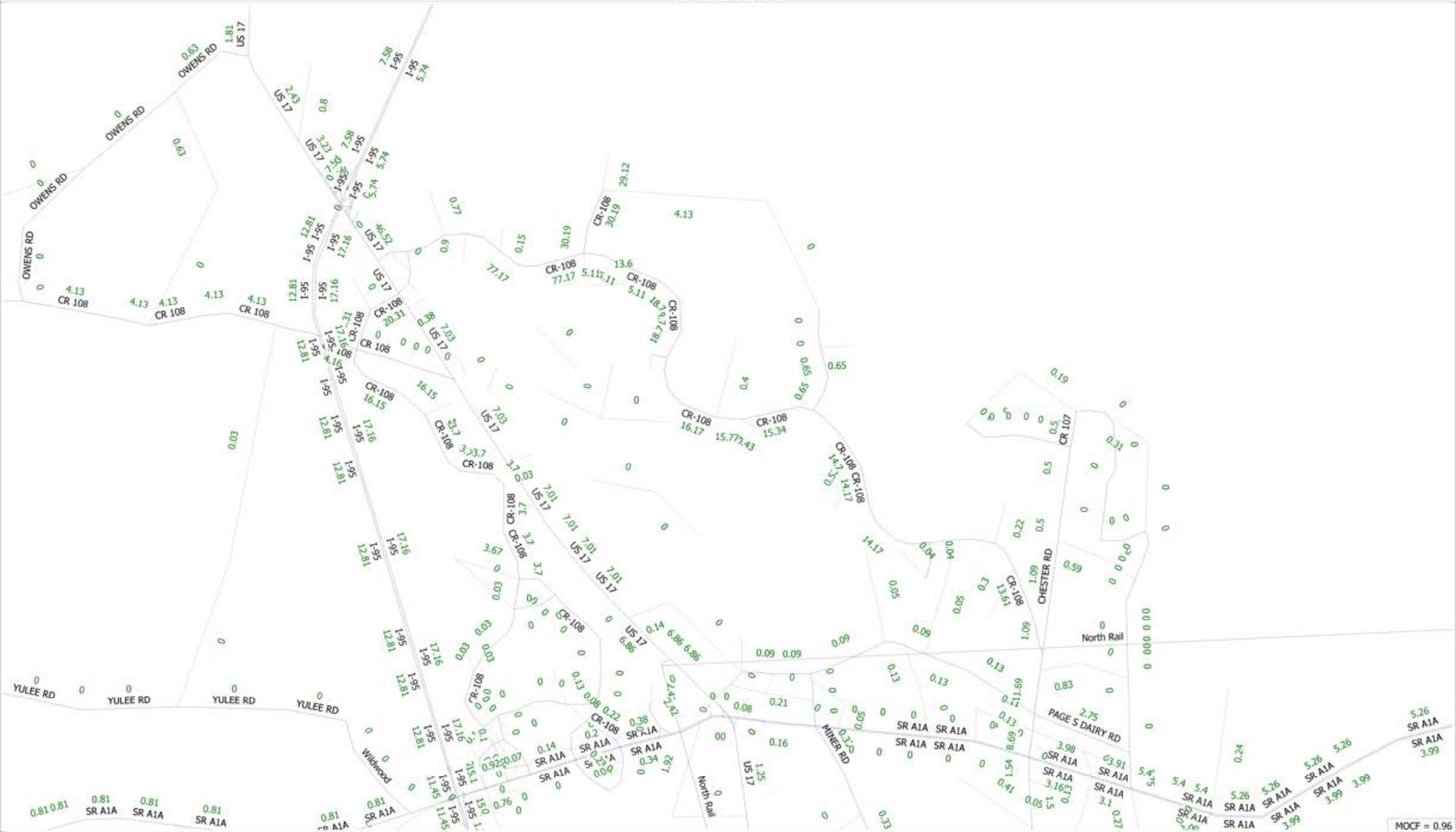
(Licensed to England Thims and Miller Inc)

East Nassau Community Planning Area
Detailed Specific Area Plan #2
2047 Daily Distribution - 93
NERPMAB 1v3



MOCF = 0.96

East Nassau Community Planning Area
Detailed Specific Area Plan #2
2047 Daily Distribution - 94&97
NERPMAB 1v3

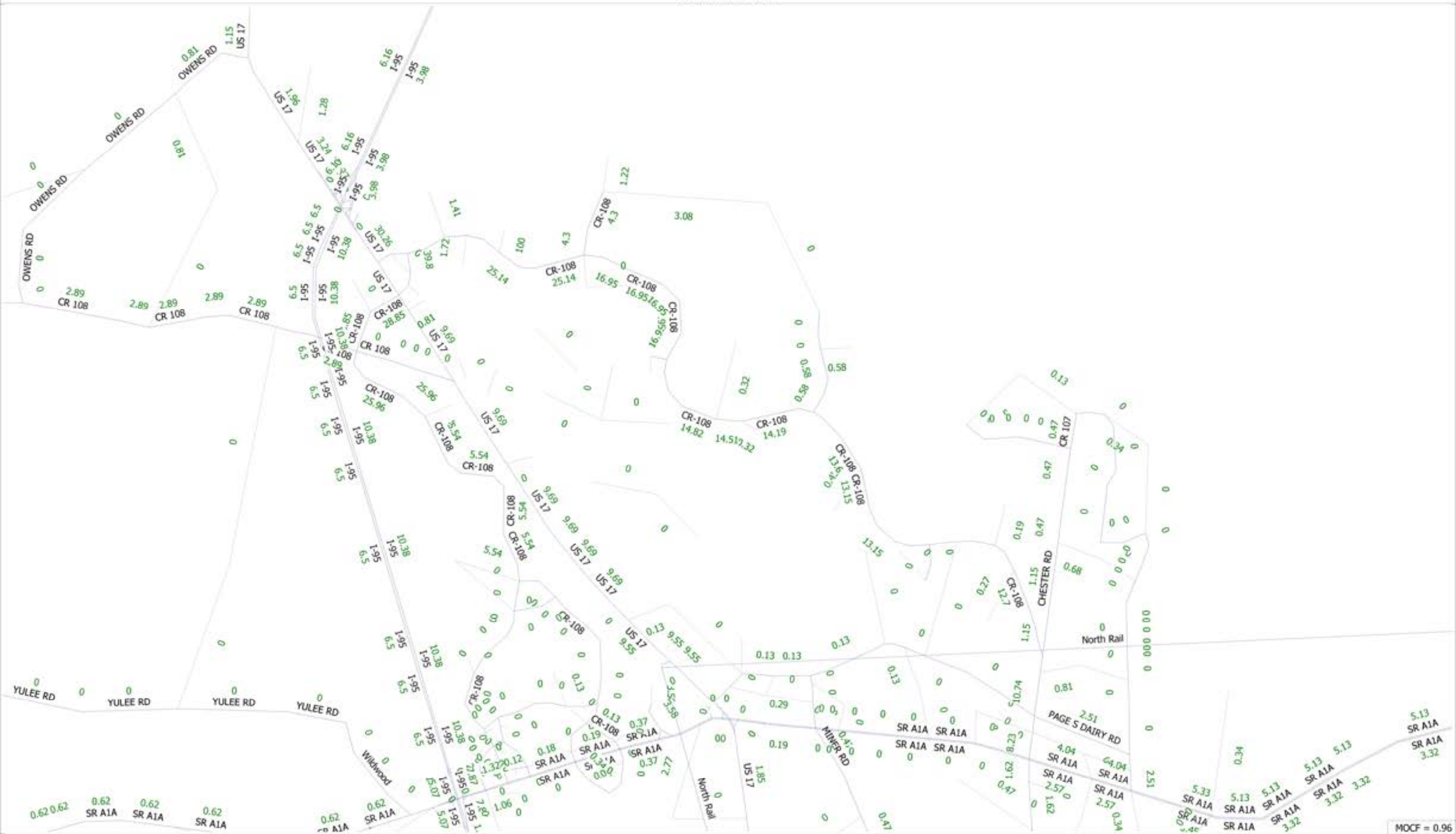


MOCF = 0.96

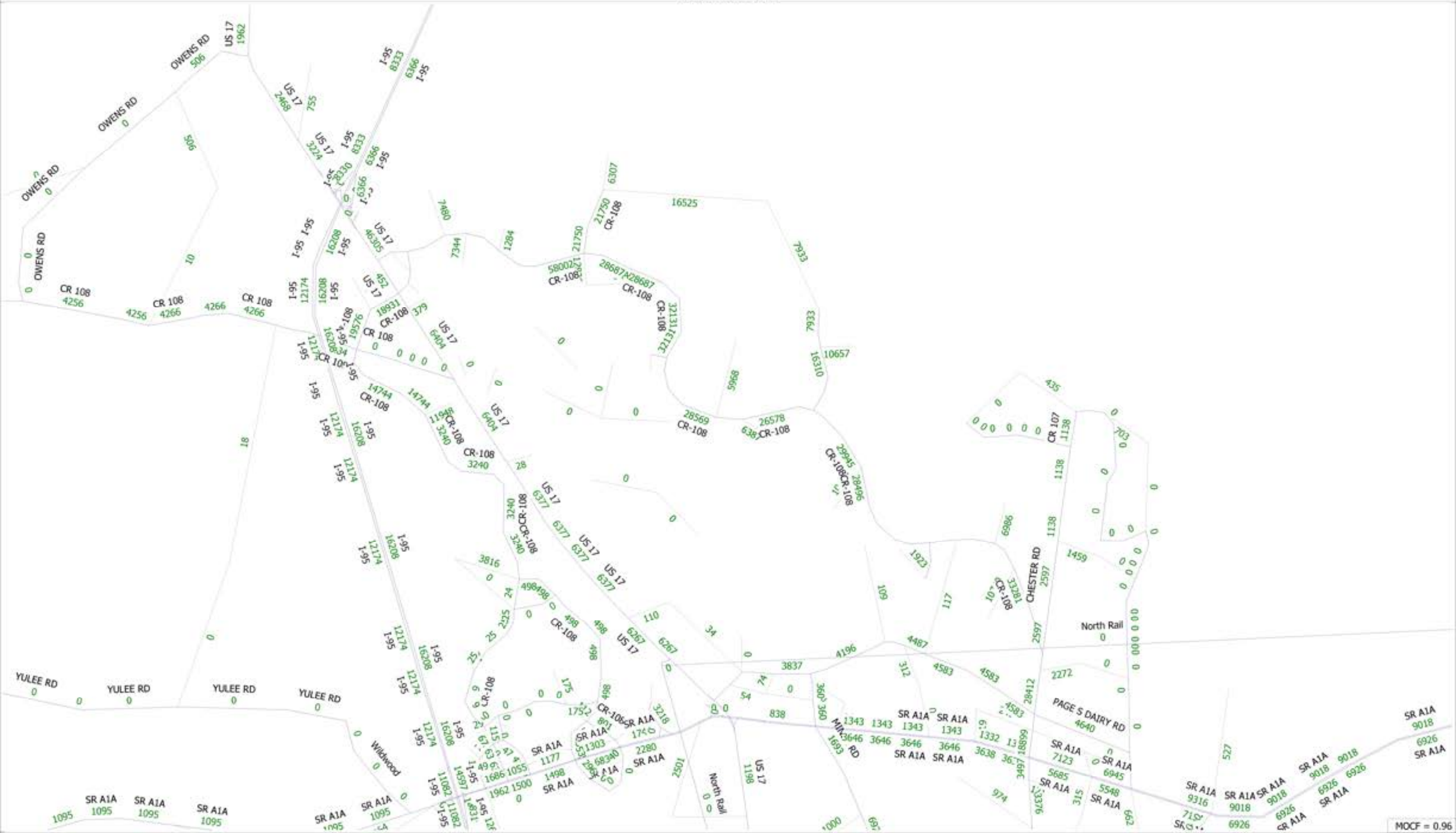
(Licensed to England Thims and Miller Inc)

cube

East Nassau Community Planning Area
Detailed Specific Area Plan #2
2047 Daily Distribution - 98
NERPMAB 1v3



East Nassau Community Planning Area
Detailed Specific Area Plan #2
2047 Project Traffic
NERPMAB 1v3



MOCF = 0.96

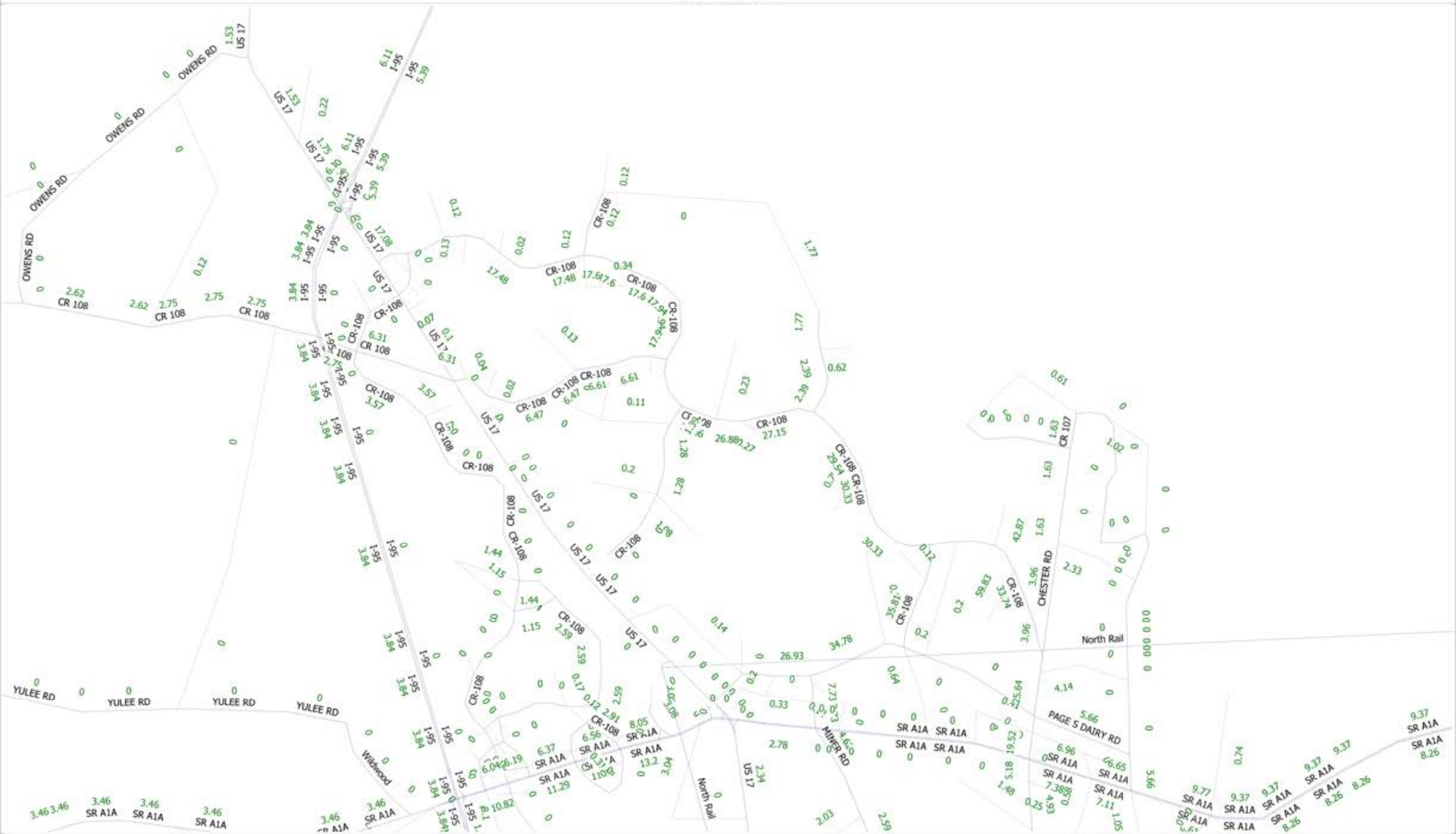
(Licensed to England Thims and Miller Inc)

Appendix F6
(2052 NERPM Model Project Traffic Distributions)

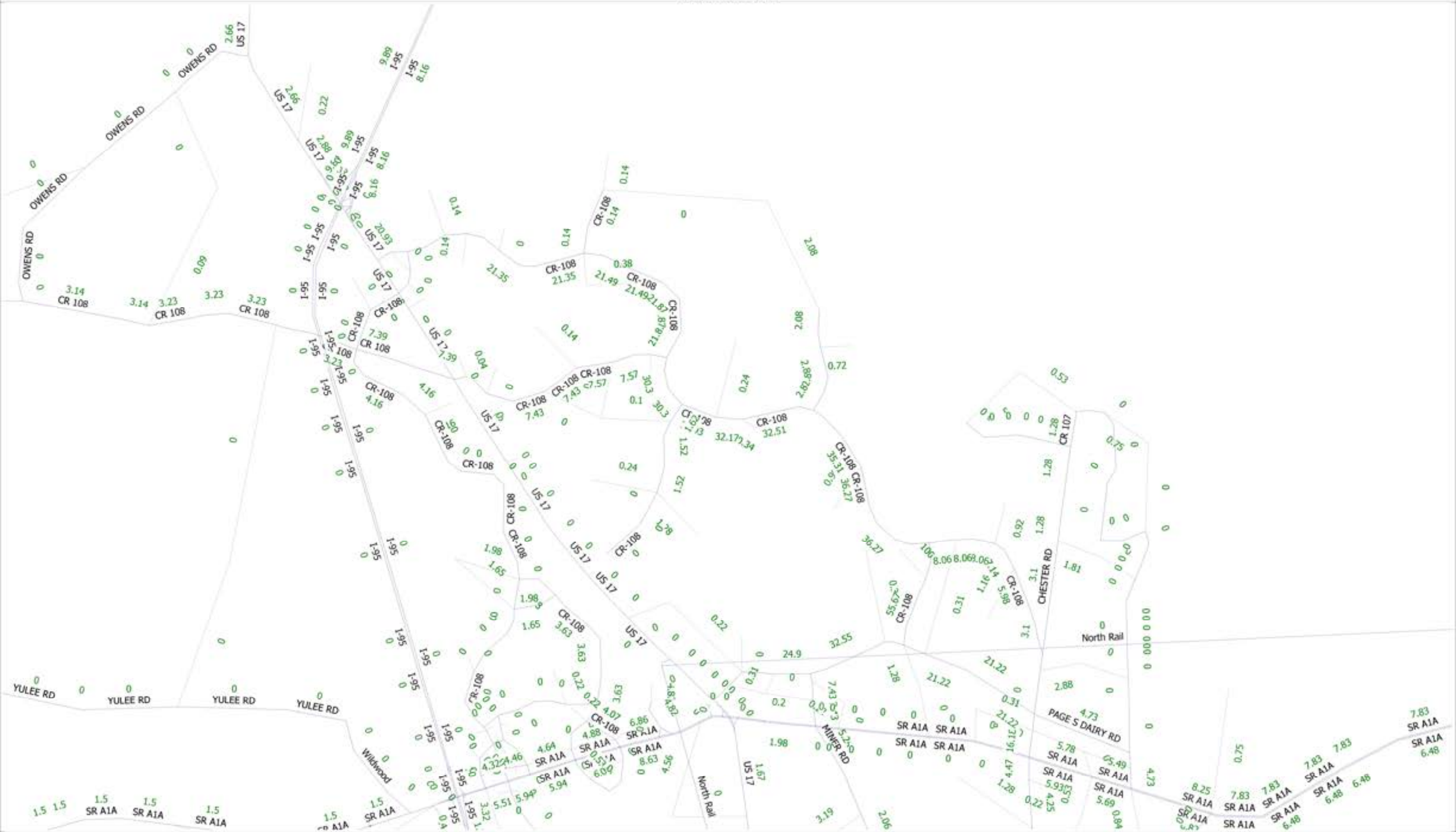
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2052 Project Traffic
NERPMAB 1v3



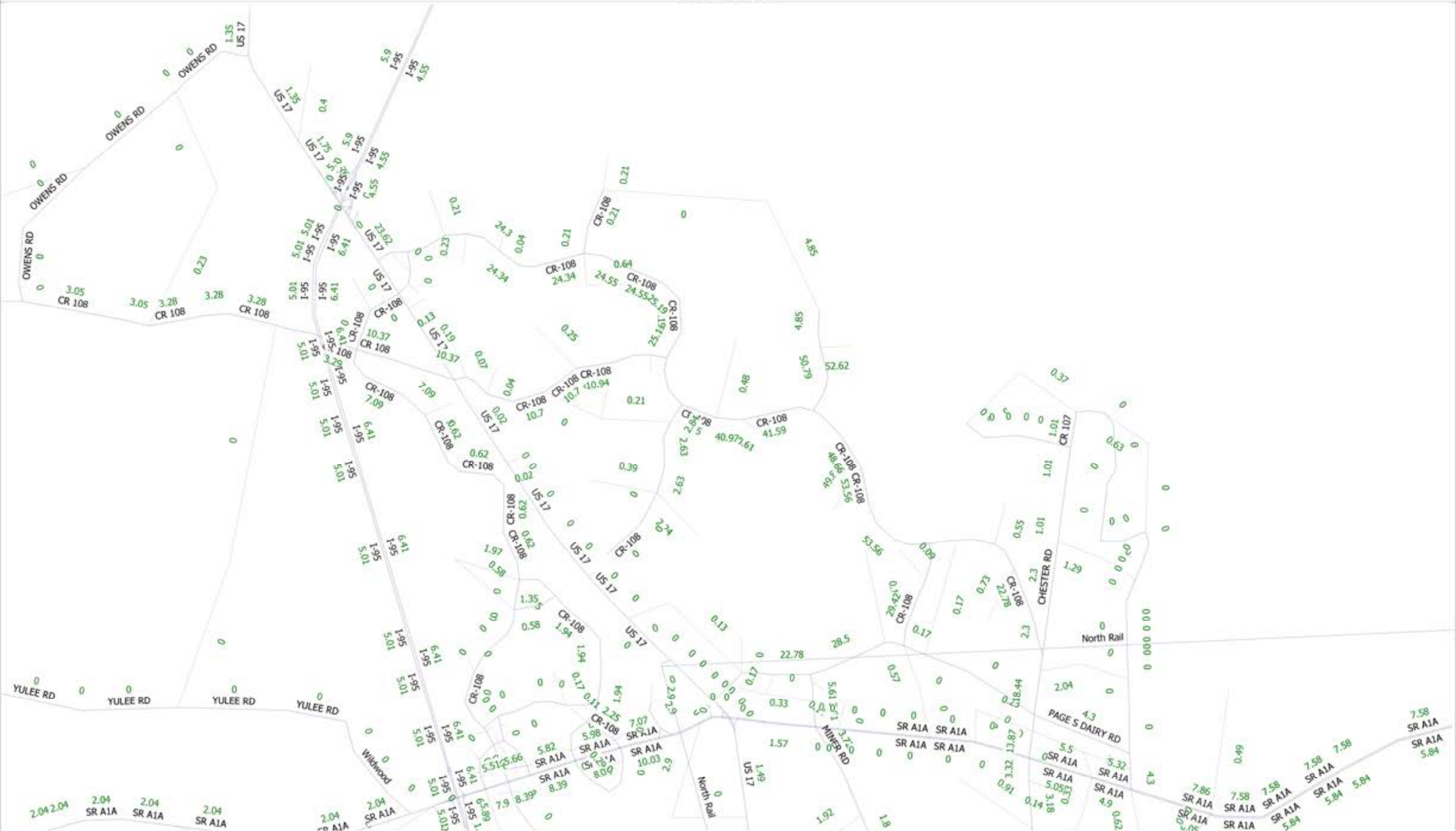
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2052 Daily Distribution - TAZ 27&28
NERPMAB 1v3



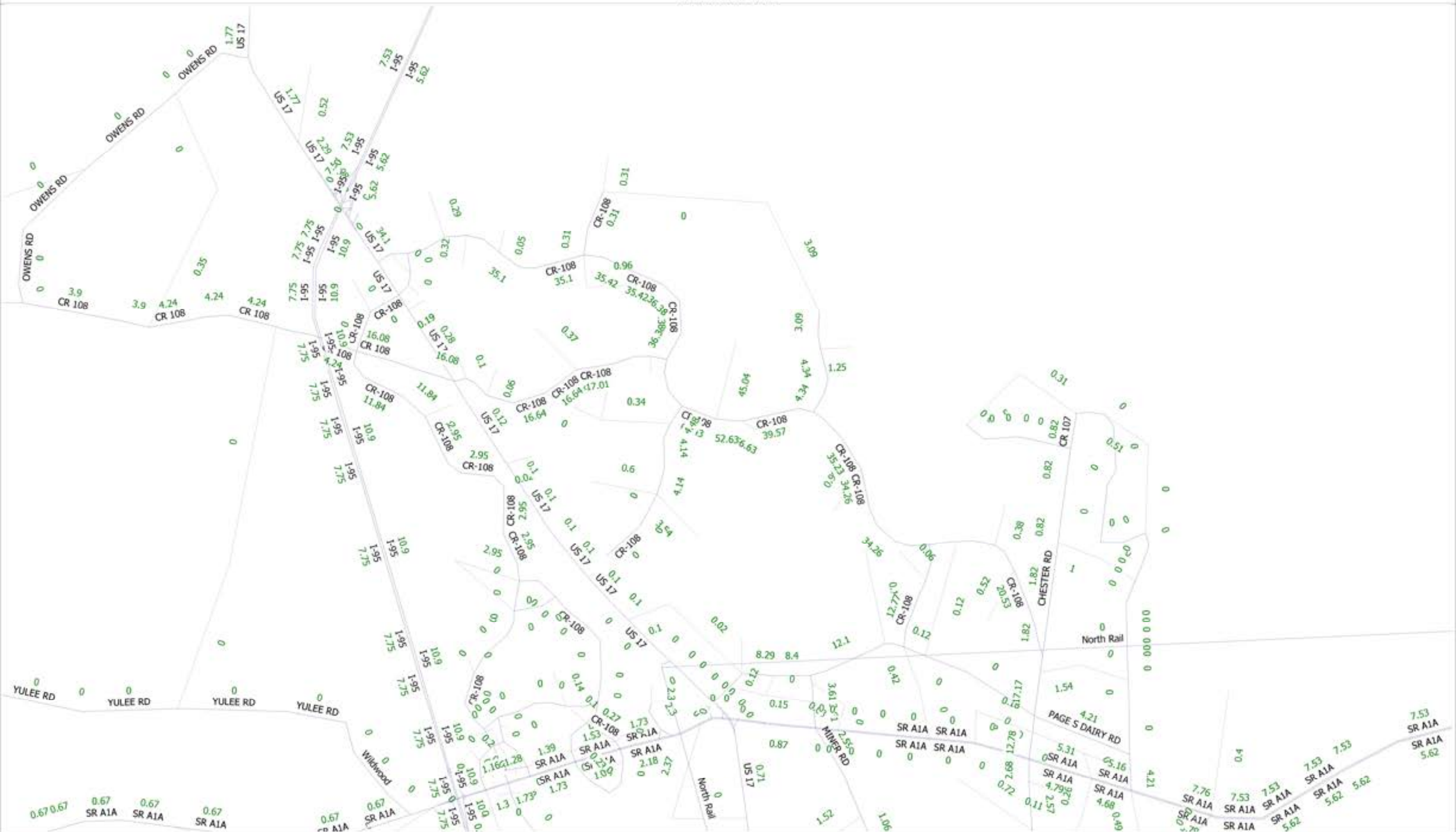
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2052 Daily Distribution - TAZ 29
NERPMAB 1v3



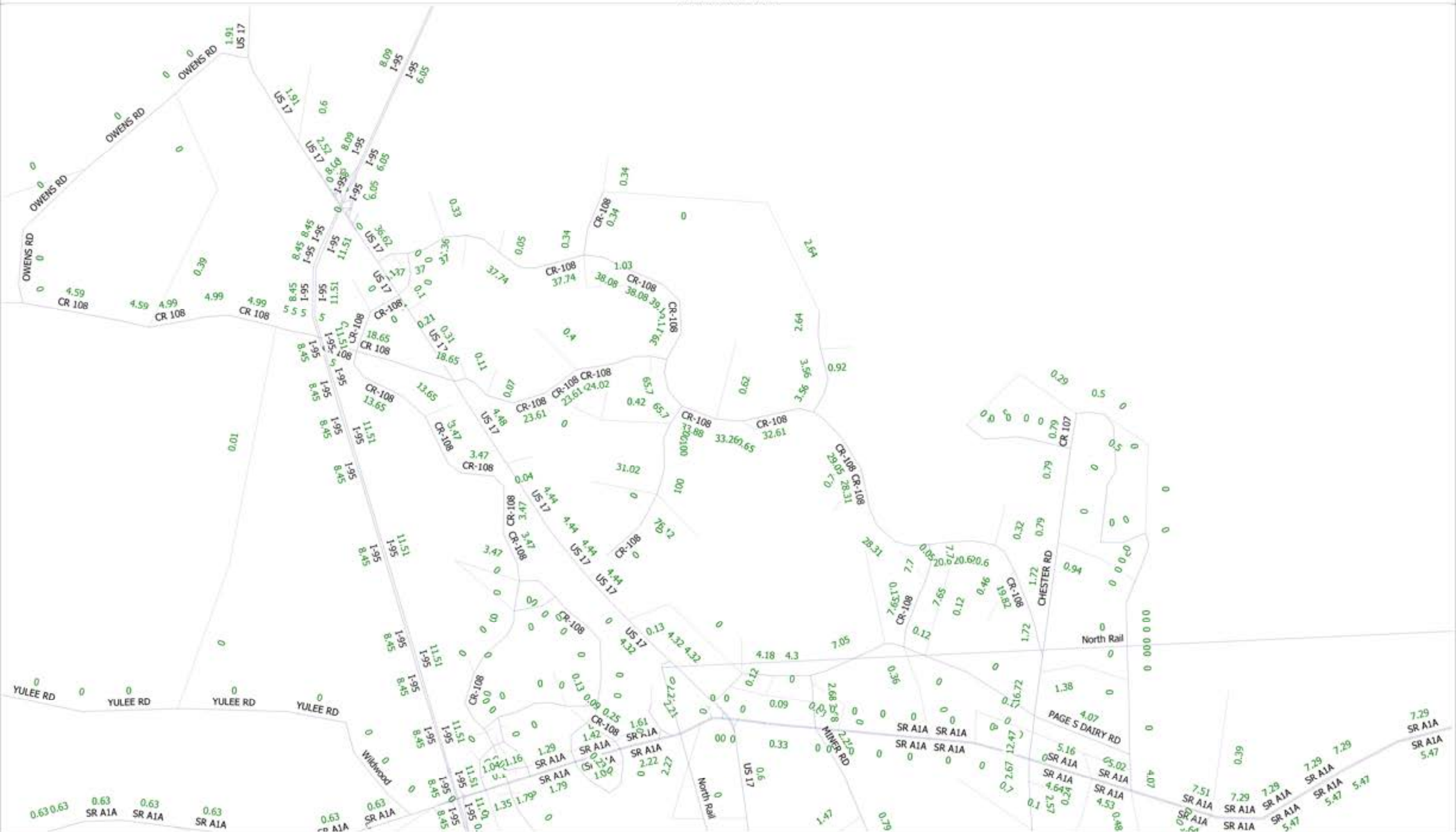
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2052 Daily Distribution - TAZ 30&31
NERPMAB 1v3



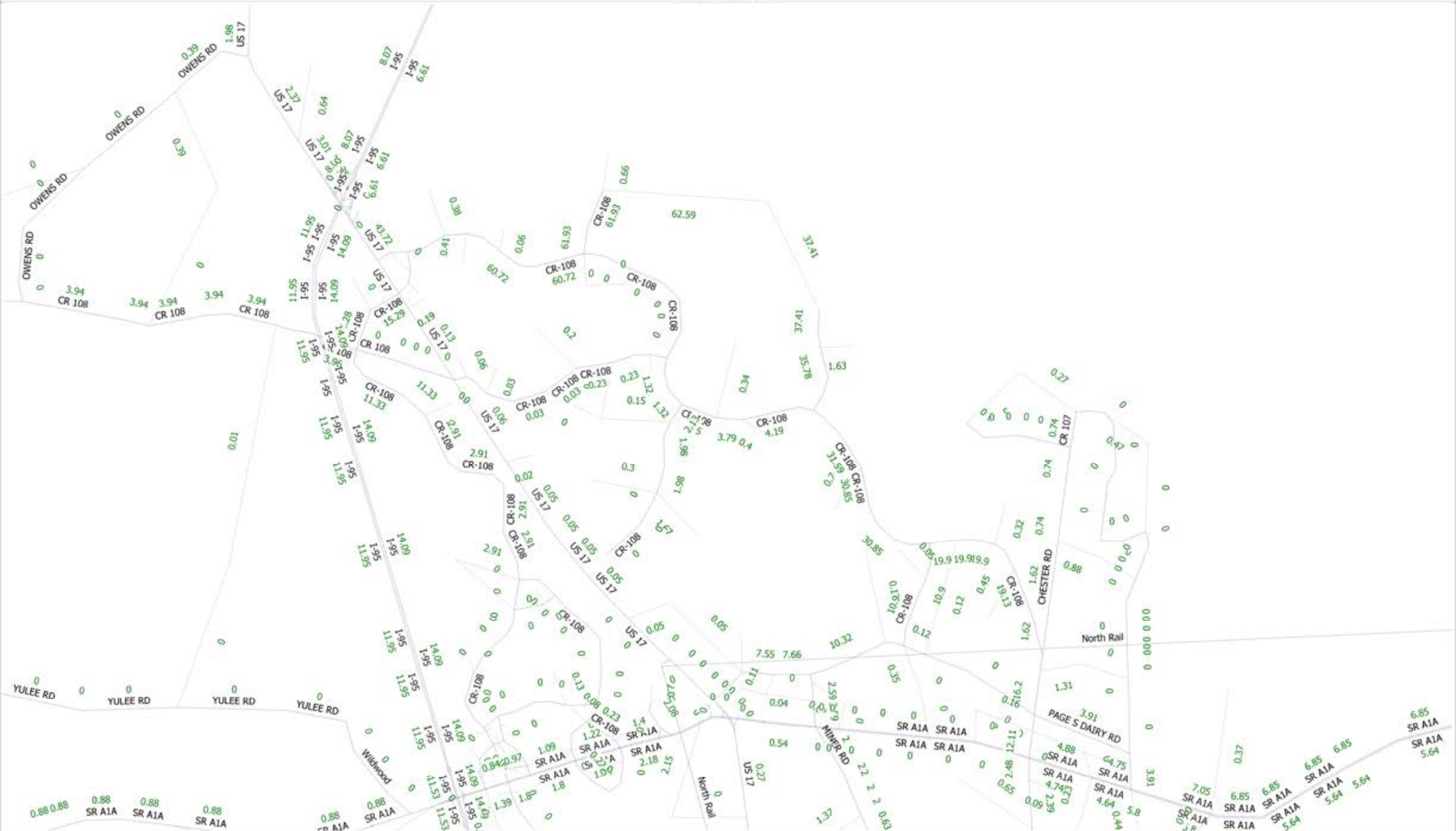
NERPMAB 1v3



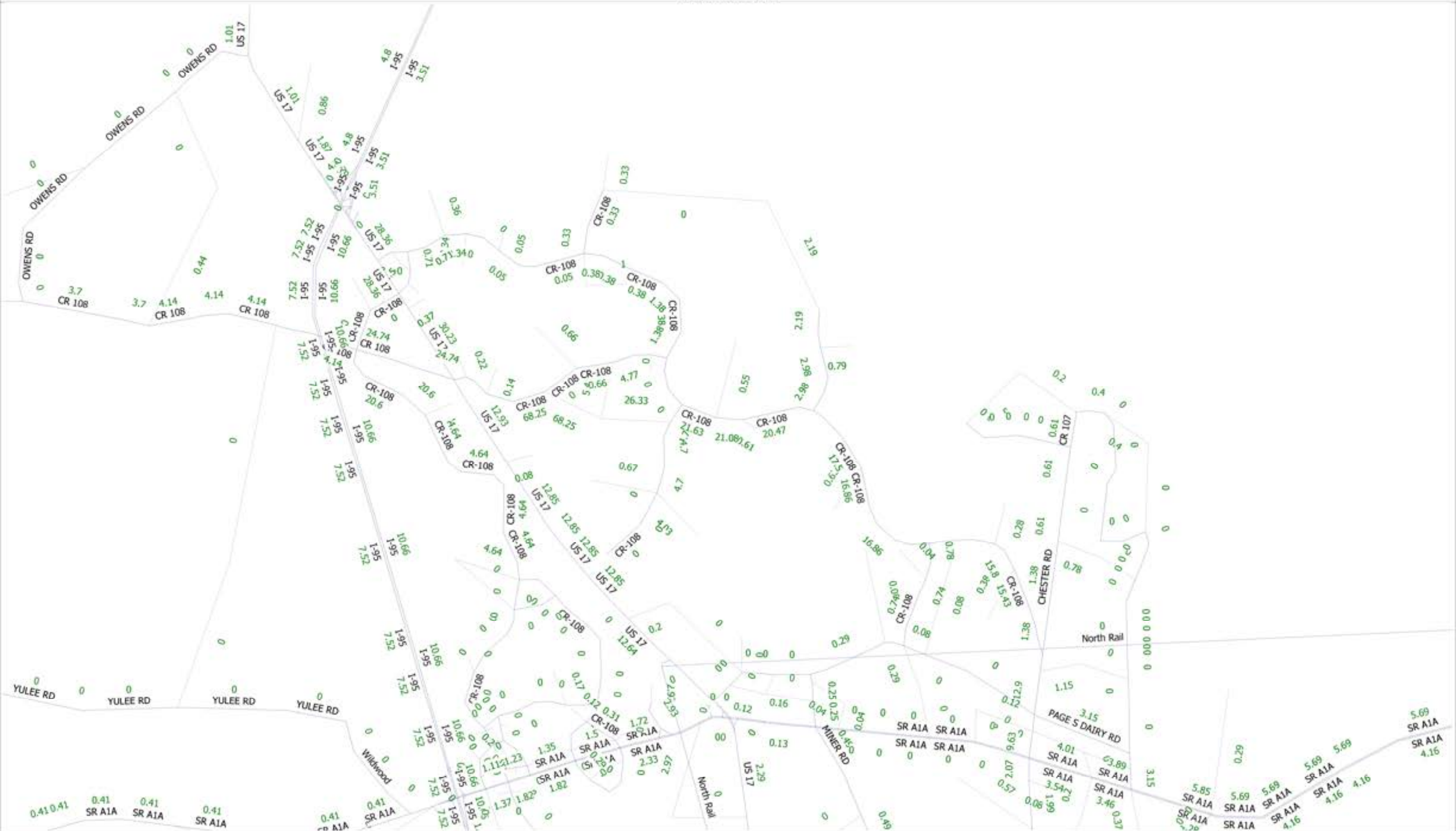
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2052 Daily Distribution - TAZ 33&91
NERPMAB 1v3



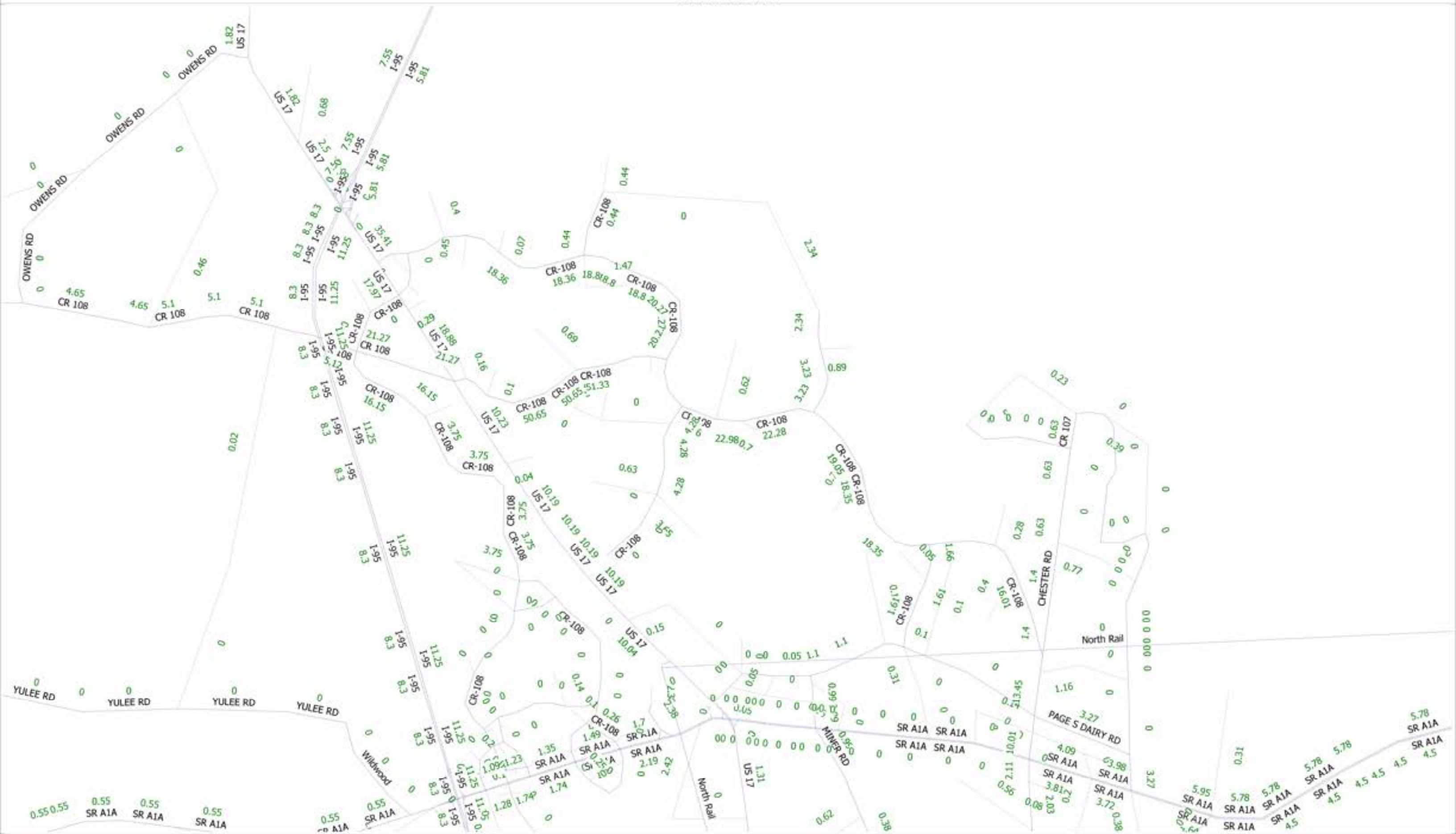
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2052 Daily Distribution - TAZ 90
NERPMAB 1v3



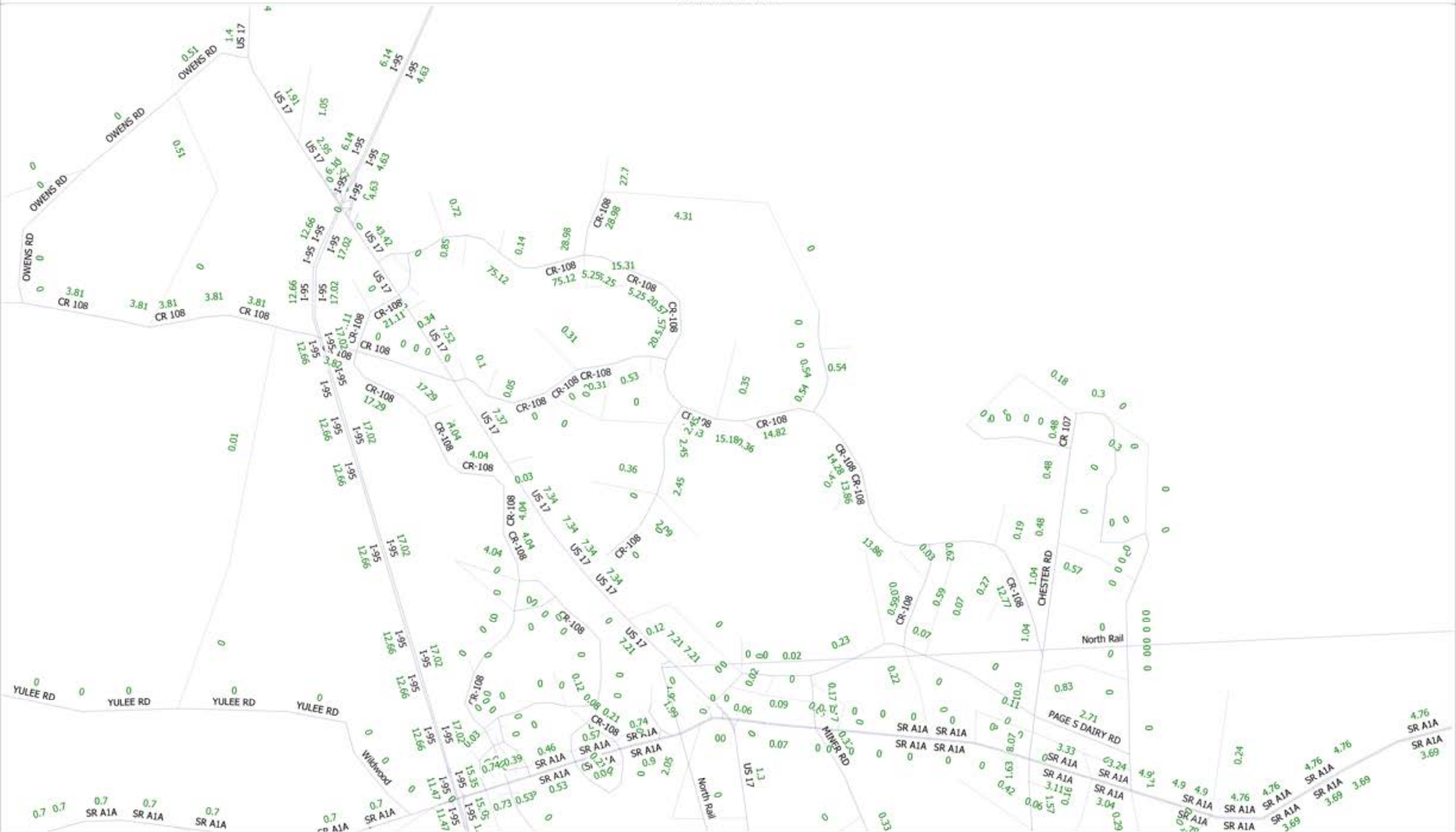
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2052 Daily Distribution - TAZ 92
NERPMAB 1v3



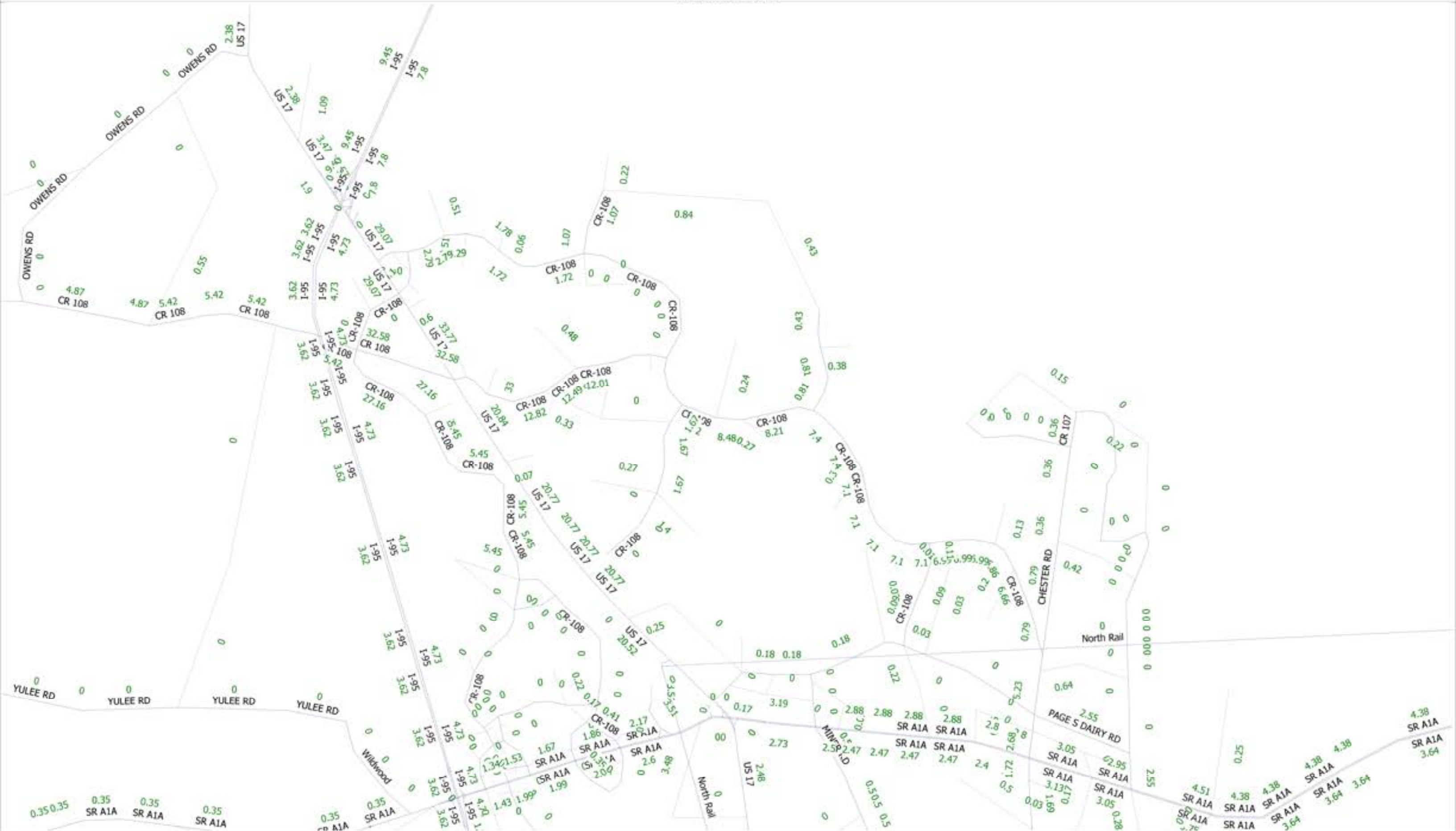
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2052 Daily Distribution - TAZ 93
NERPMAB 1v3



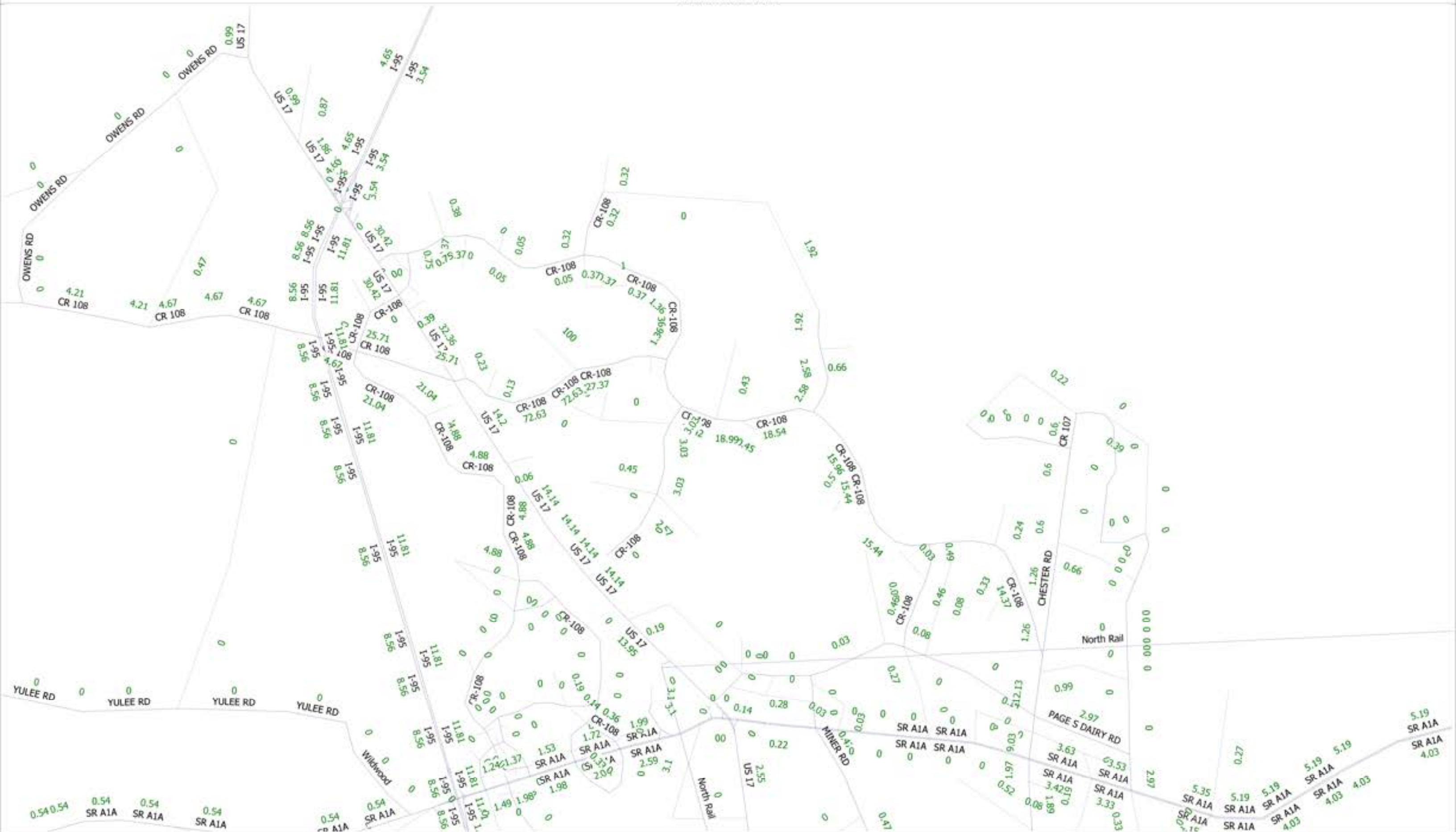
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2052 Daily Distribution - TAZ 94&97
NERPMAB 1v3



East Nassau Community Planning Area
Detailed Specific Area Plan #2
2052 Daily Distribution - TAZ 95&132
NERPMAB 1v3



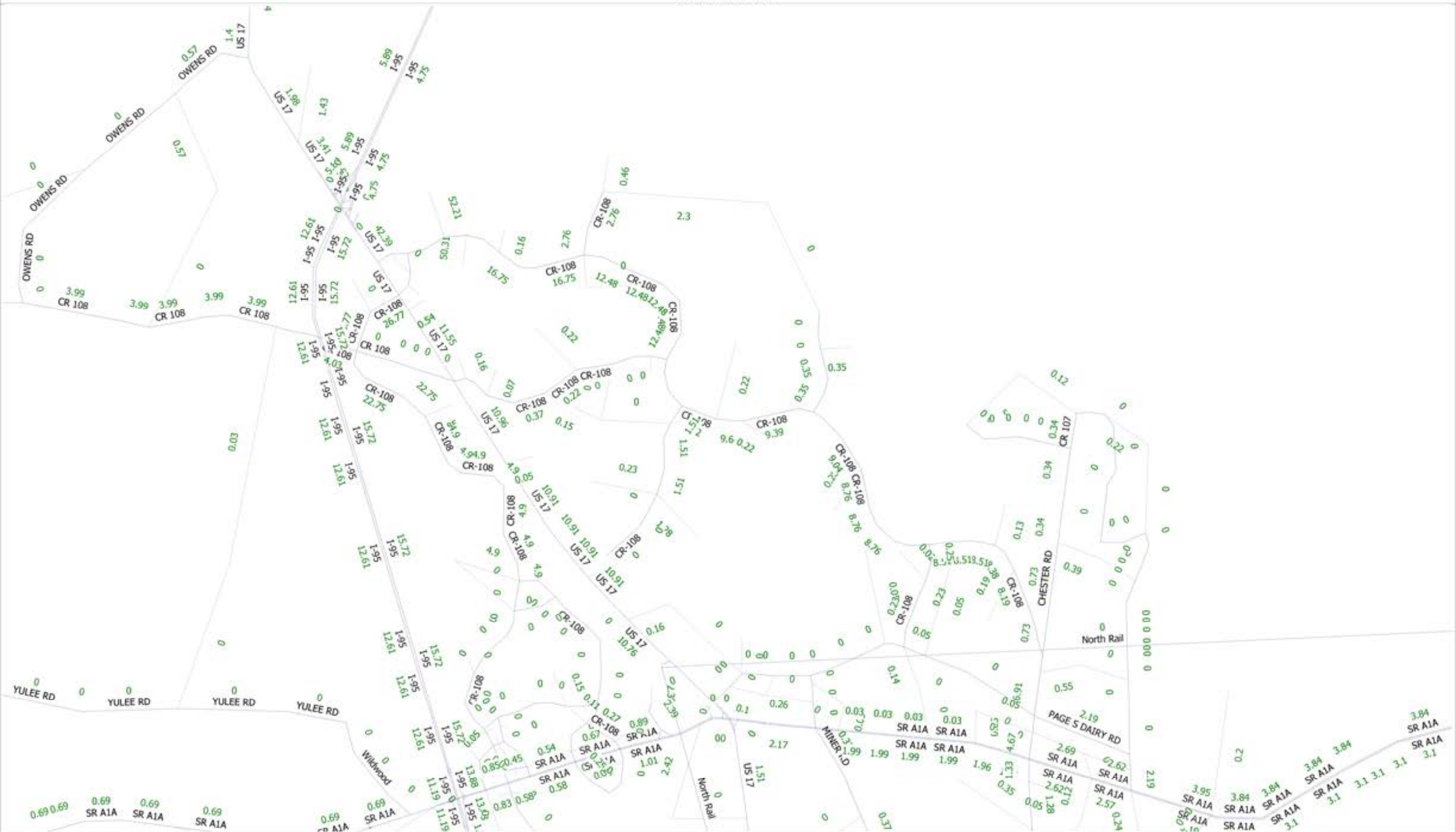
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2052 Daily Distribution - TAZ 96
NERPMAB 1v3



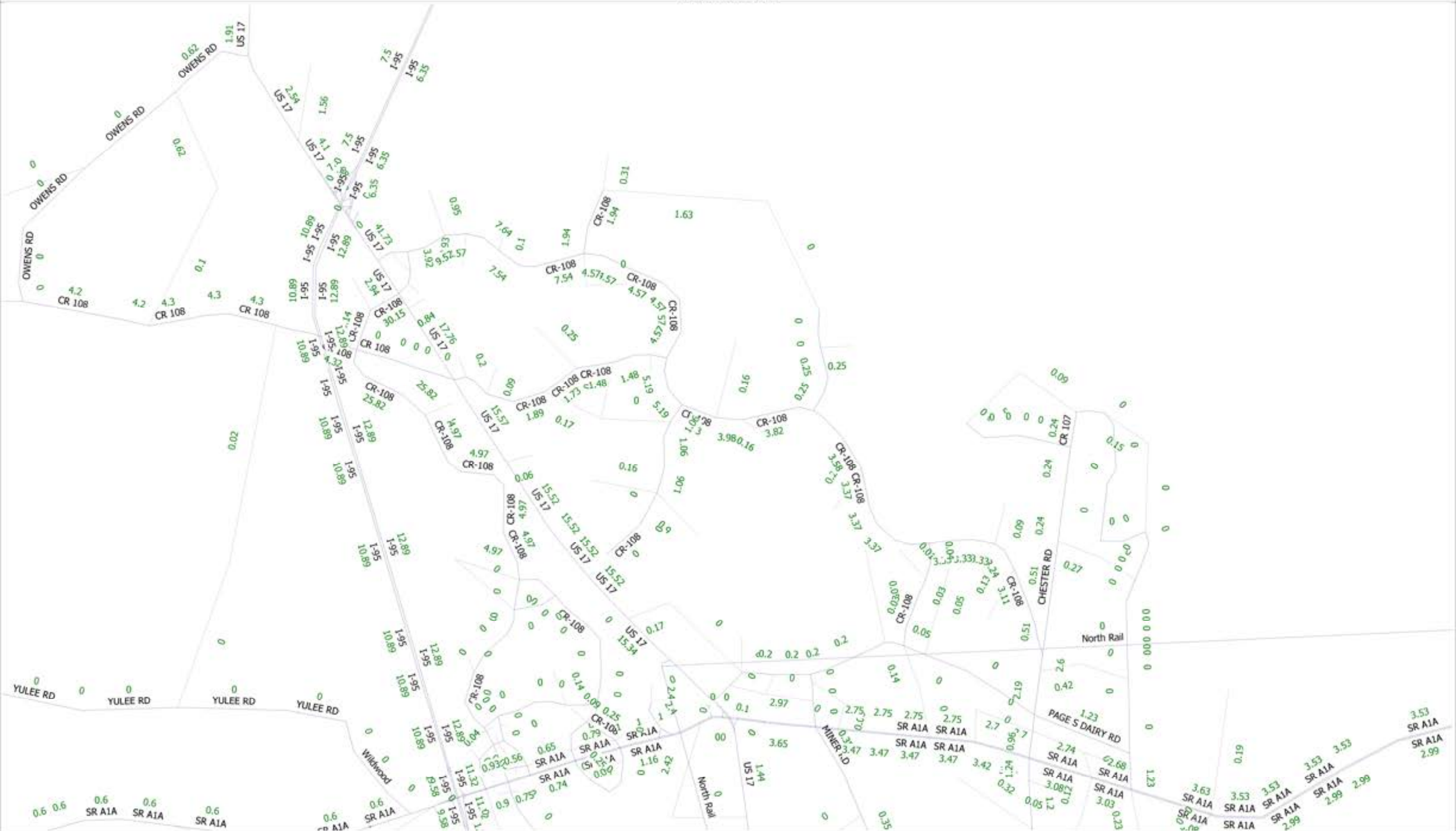
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2052 Daily Distribution - TAZ 98
NERPMAB 1v3



East Nassau Community Planning Area
Detailed Specific Area Plan #2
2052 Daily Distribution - TAZ 128&129
NERPMAB 1v3



East Nassau Community Planning Area
Detailed Specific Area Plan #2
2052 Daily Distribution - TAZ 130&131
NERPMAB 1v3



Appendix F7

(Internal Capture Matrixes)

TAZ 90

Daily - 2047
Internal Capture Matrix

Enter from External	Exit to External
9400	9320

Residential Landuse			
Size: 2,500 Units			
	Total	Internal	External
Enter	9430	30	9400
Exit	9429	109	9320
Total	18859	139	18720
%	100%	0.74%	99%

Lodging Landuse			
Size: 400 Rooms (446ksf building)			
	Total	Internal	External
Enter	911	116	795
Exit	911	0	911
Total	1822	116	1706
%	100%	6%	94%

Entertainment Landuse			
Size: 200 Acres			
	Total	Internal	External
Enter	374	0	374
Exit	374	37	337
Total	748	37	711
%	100%	5%	95%

Office Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

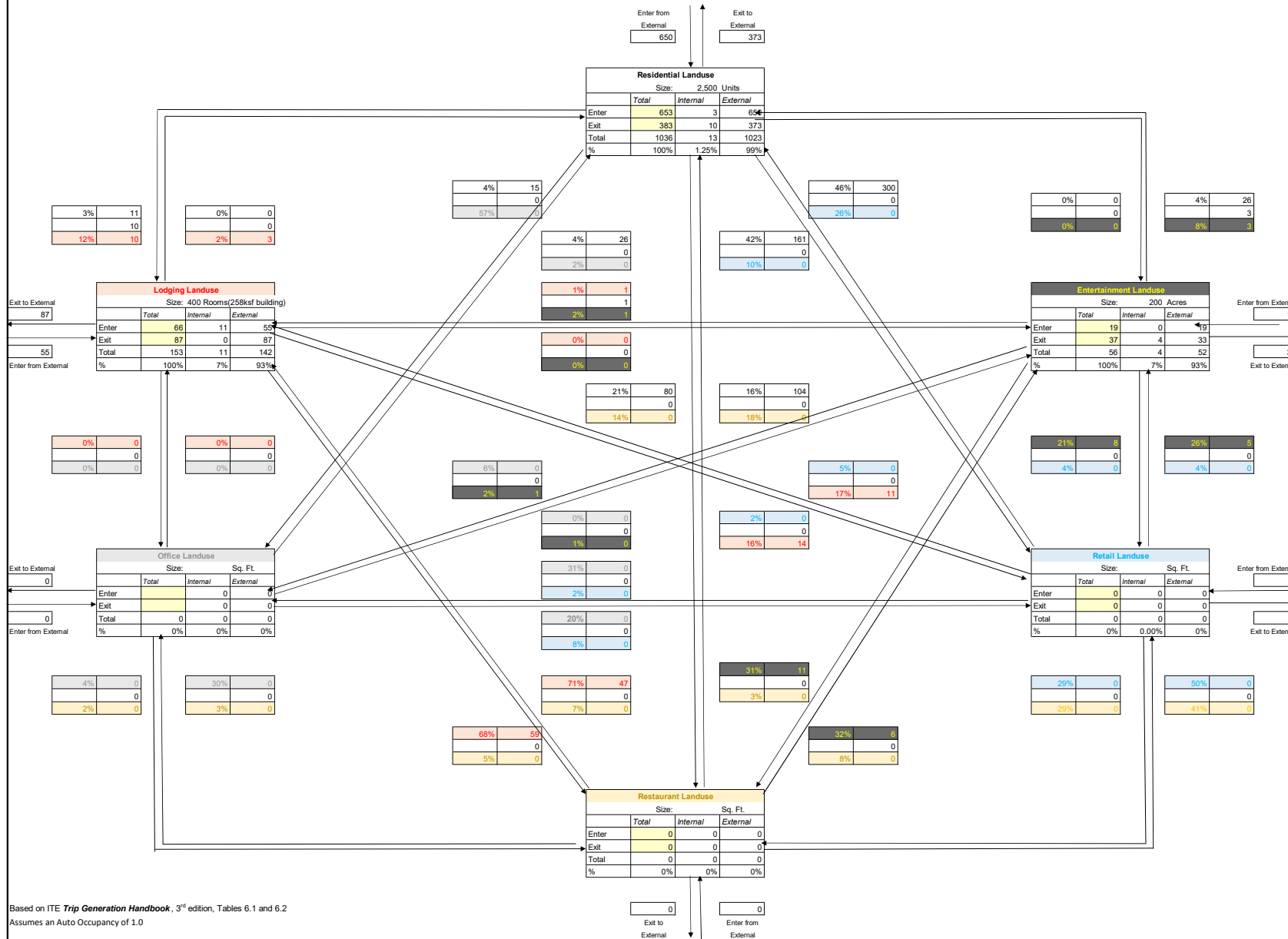
Retail Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0.00%	0%

Restaurant Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 90

PM Peak Hour - 2047
Internal Capture Matrix



Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 93

Daily - 2047
Internal Capture Matrix

Enter from External	Exit to External
1567	2369

Residential Landuse			
Size: 1,054 Units			
	Total	Internal	External
Enter	2872	1305	1567
Exit	2871	502	2369
Total	5743	1807	3936
%	100%	31.46%	69%

Lodging Landuse			
Size: Rooms			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Retail Landuse			
Size: 212,592 Sq. Ft.			
	Total	Internal	External
Enter	5020	502	4518
Exit	5020	1305	3715
Total	10040	1807	8233
%	100%	18.00%	82%

Restaurant Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 93

PM Peak Hour - 2047
Internal Capture Matrix



Residential Landuse			
Size: 1,054 Units			
	Total	Internal	External
Enter	259	119	140
Exit	186	46	120
Total	425	165	260
%	100%	38.82%	61%

3%	5
0%	0
12%	0

0%	0
2%	0

4%	7
57%	0

4%	10
2%	0

1%	0
2%	0

0%	0
0%	0

21%	35
14%	0

16%	41
18%	0

46%	119
28%	119

0%	0
0%	0

4%	10
0%	0

Lodging Landuse			
Size: Rooms			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

0%	0
0%	0

0%	0
0%	0

6%	0
2%	0

0%	0
1%	0

31%	0
2%	10

20%	0
8%	36

2%	0
16%	0

5%	25
17%	0

21%	0
4%	18

26%	0
4%	22

Office Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Retail Landuse			
Size: 212,592 Sq. Ft.			
	Total	Internal	External
Enter	456	46	410
Exit	494	119	375
Total	950	165	785
%	100%	17.37%	83%

4%	0
2%	0

30%	0
3%	0

0%	0
1%	0

31%	0
2%	10

20%	0
8%	36

2%	0
16%	0

5%	25
17%	0

21%	0
4%	18

26%	0
4%	22

68%	0
5%	0

71%	0
7%	0

31%	0
3%	0

32%	0
8%	0

29%	143
29%	0

50%	228
41%	0

Restaurant Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%



Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 94

Daily - 2047
Internal Capture Matrix

Enter from External	4275	Exit to External	4686
---------------------	------	------------------	------

Residential Landuse			
Size: 1,181 Units			
	Total	Internal	External
Enter	4943	668	4275
Exit	4943	257	4686
Total	9886	925	8961
%	100%	9.36%	91%

Lodging Landuse			
Size: Rooms			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Retail Landuse			
Size: 79,392 Sq. Ft.			
	Total	Internal	External
Enter	2570	257	2313
Exit	2569	668	1901
Total	5139	925	4214
%	100%	18.00%	82%

Restaurant Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 94

PM Peak Hour - 2047
Internal Capture Matrix

Enter from External	533	Exit to External	328
---------------------	-----	------------------	-----

Residential Landuse			
Size: 1,181 Units			
Enter	Total	Internal	External
595	62	533	
Exit	350	22	328
Total	945	84	861
%	100%	8.89%	91%

Lodging Landuse			
Size: Rooms			
Enter	Total	Internal	External
0	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size: Sq. Ft.			
Enter	Total	Internal	External
0	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size: Sq. Ft.			
Enter	Total	Internal	External
0	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

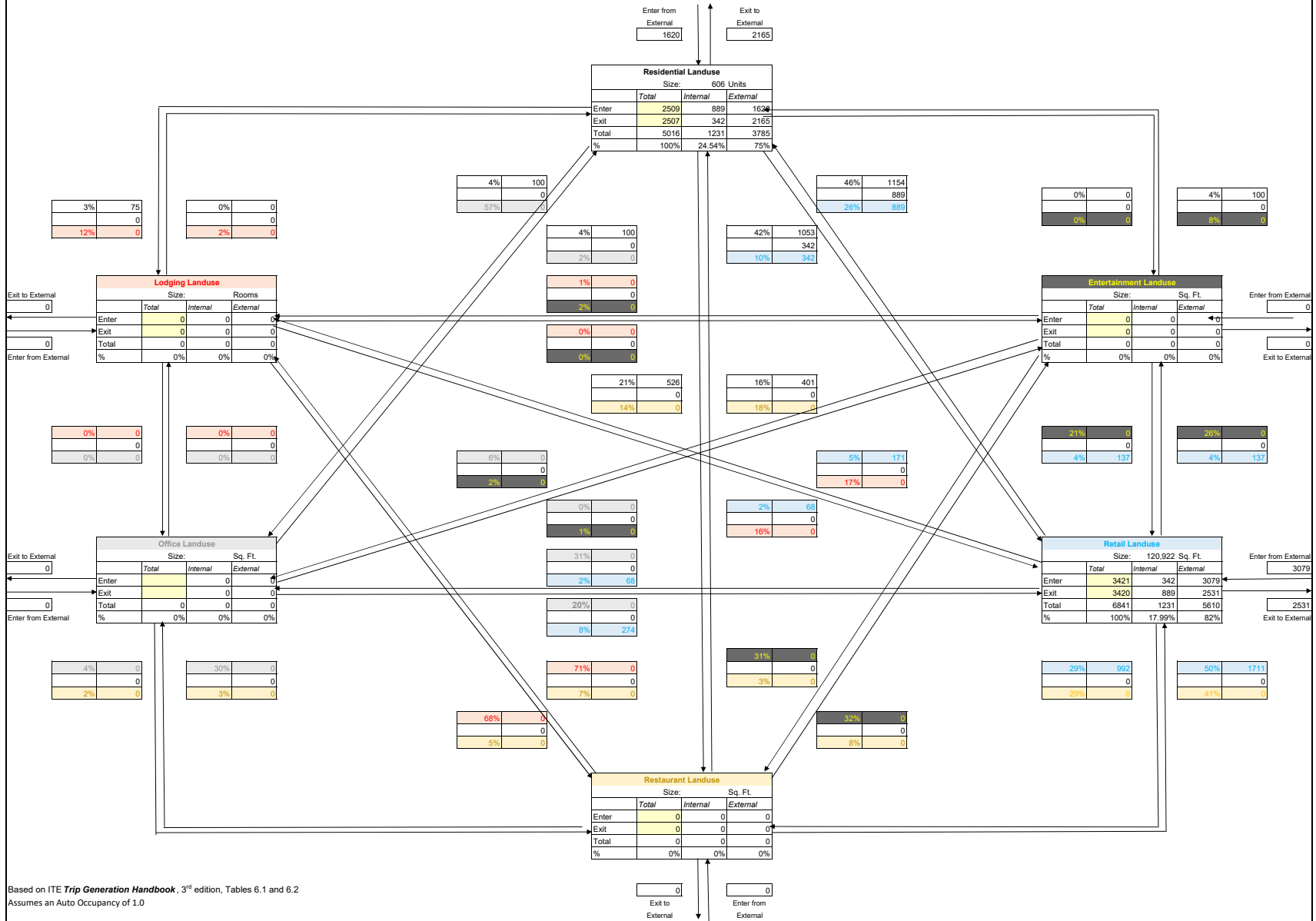
Retail Landuse			
Size: 79,392 Sq. Ft.			
Enter	Total	Internal	External
220	22	198	
Exit	238	62	176
Total	458	84	374
%	100%	18.34%	82%

Restaurant Landuse			
Size: Sq. Ft.			
Enter	Total	Internal	External
0	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 97

Daily - 2047
Internal Capture Matrix



Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 97

PM Peak Hour - 2047
Internal Capture Matrix

Enter from External	226	Exit to External	154
---------------------	-----	------------------	-----

Residential Landuse			
Size: 606 Units			
	Total	Internal	External
Enter	311	85	226
Exit	184	30	154
Total	495	115	380
%	100%	23.23%	77%

Lodging Landuse			
Size: Rooms			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

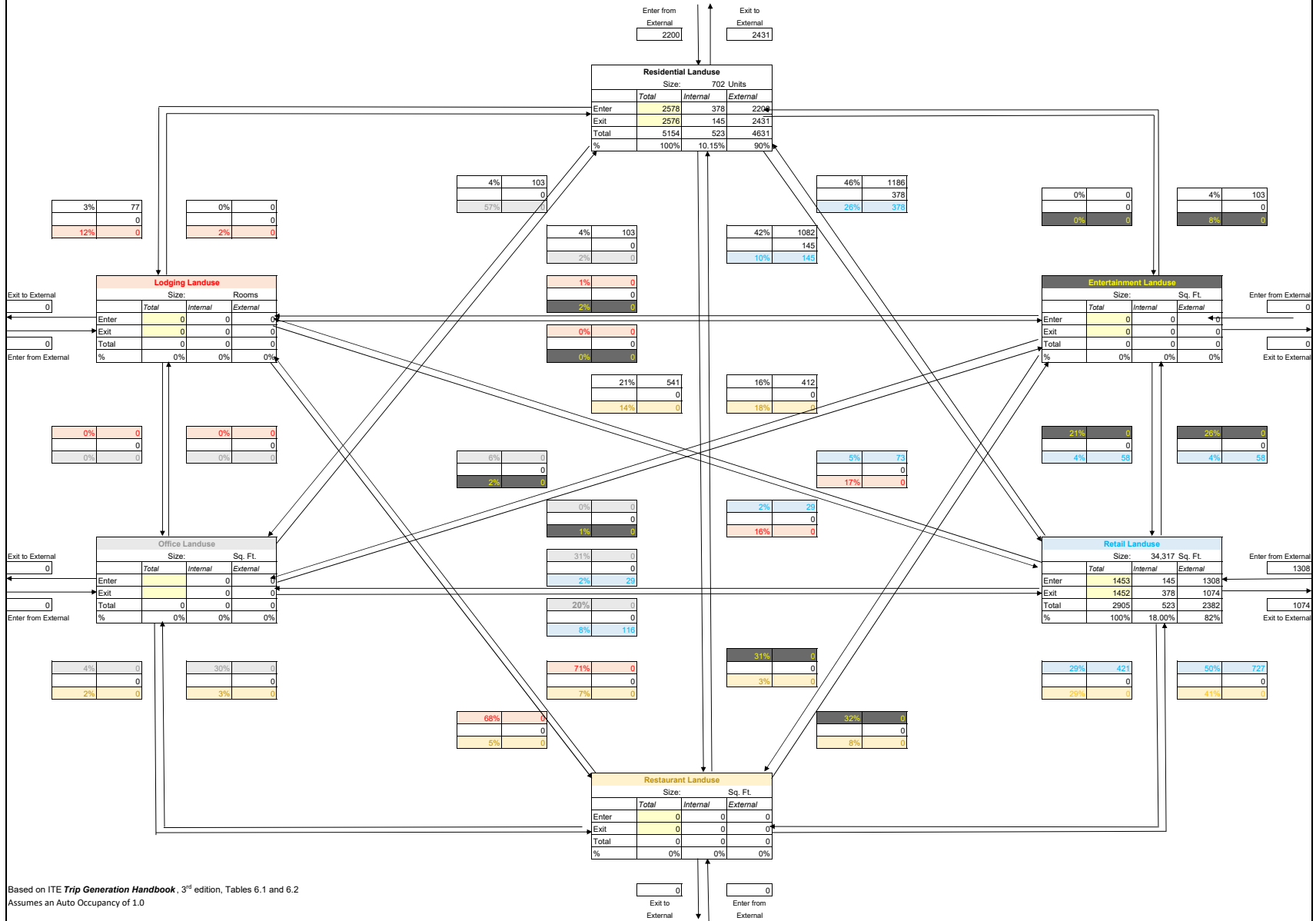
Retail Landuse			
Size: 120,922 Sq. Ft.			
	Total	Internal	External
Enter	300	30	270
Exit	325	85	240
Total	625	115	510
%	100%	18.40%	82%

Restaurant Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 128

Daily - 2047
Internal Capture Matrix



Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 128

PM Peak Hour - 2047
Internal Capture Matrix

Enter from External	275	Exit to External	164
---------------------	-----	------------------	-----

Residential Landuse			
Size:		702	Units
Total	Internal	External	
Enter	288	13	275
Exit	172	8	164
Total	460	21	439
%	100%	4.57%	95%

Lodging Landuse			
Size:		Rooms	
Total	Internal	External	
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size:		Sq. Ft.	
Total	Internal	External	
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size:		Sq. Ft.	
Total	Internal	External	
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Retail Landuse			
Size:		Sq. Ft.	
Total	Internal	External	
Enter	79	8	71
Exit	50	13	37
Total	129	21	108
%	100%	16.28%	84%

Restaurant Landuse			
Size:		Sq. Ft.	
Total	Internal	External	
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 129

Daily - 2047
Internal Capture Matrix

Enter from External	2196	Exit to External	2324
---------------------	------	------------------	------

Residential Landuse			
Size: 681 Units			
	Total	Internal	External
Enter	2404	206	2196
Exit	2403	79	2324
Total	4807	285	4522
%	100%	5.93%	94%

Lodging Landuse			
Size: Rooms			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Retail Landuse			
Size: 14,112 Sq. Ft.			
	Total	Internal	External
Enter	794	79	715
Exit	794	206	588
Total	1588	285	1303
%	100%	17.95%	82%

Restaurant Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 129

PM Peak Hour - 2047
Internal Capture Matrix

Enter from External	252	Exit to External	157
---------------------	-----	------------------	-----

Residential Landuse			
Size:		681 Units	
	Total	Internal	External
Enter	269	17	252
Exit	163	6	157
Total	432	23	409
%	100%	5.32%	95%

Lodging Landuse			
Size:		Rooms	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size:		Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size:		Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Retail Landuse			
Size:		14,112 Sq. Ft.	
	Total	Internal	External
Enter	61	6	55
Exit	67	17	50
Total	128	23	105
%	100%	17.97%	82%

Restaurant Landuse			
Size:		Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 130

Daily - 2047
Internal Capture Matrix

Enter from External	334	Exit to External	358
---------------------	-----	------------------	-----

Residential Landuse			
Size: 227 Units			
	Total	Internal	External
Enter	618	284	334
Exit	617	259	358
Total	1235	543	692
%	100%	43.97%	56%

Lodging Landuse			
Size: Rooms			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

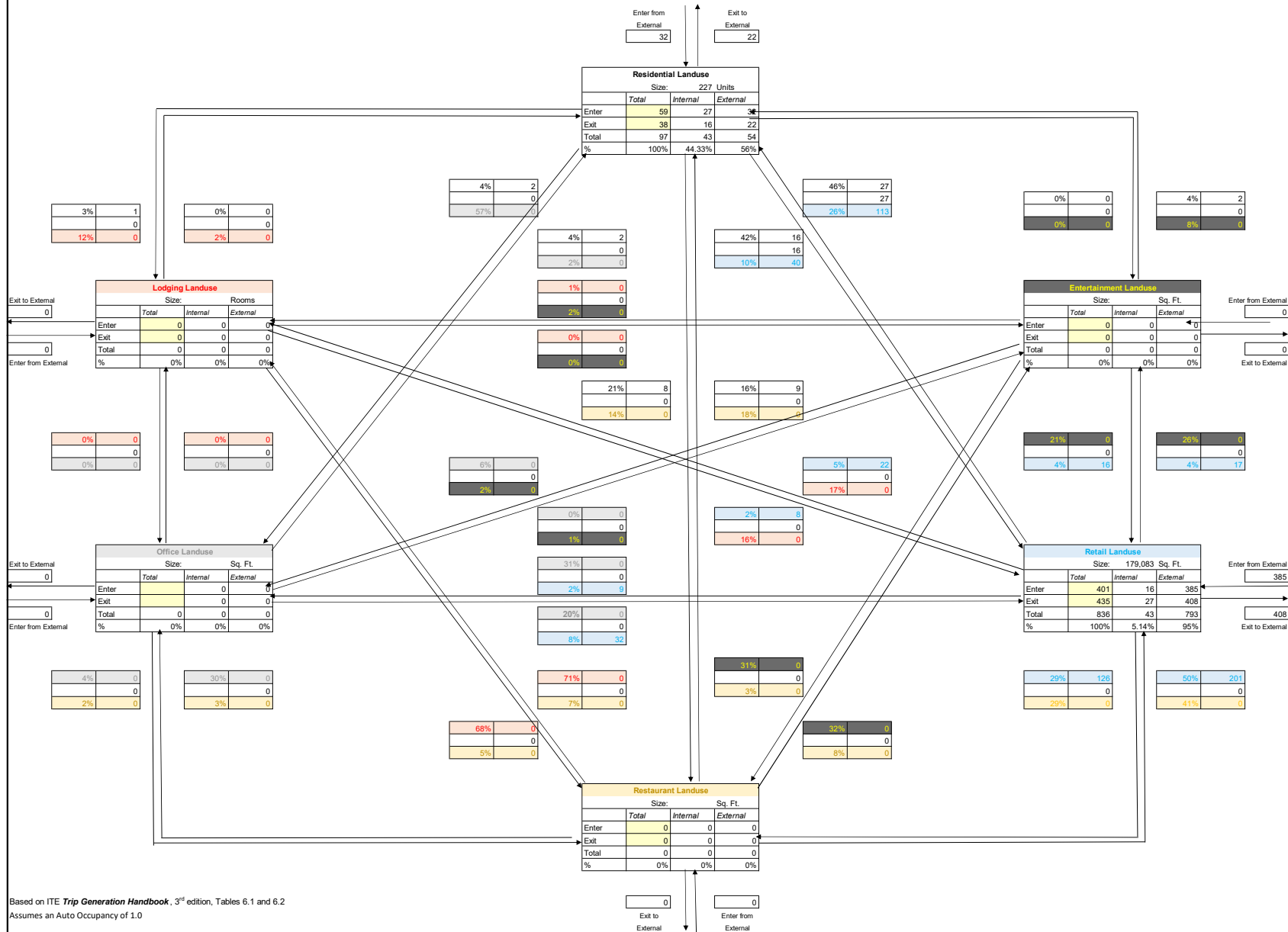
Retail Landuse			
Size: 179,083 Sq. Ft.			
	Total	Internal	External
Enter	4468	259	4209
Exit	4467	284	4183
Total	8935	543	8392
%	100%	6.08%	94%

Restaurant Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 130

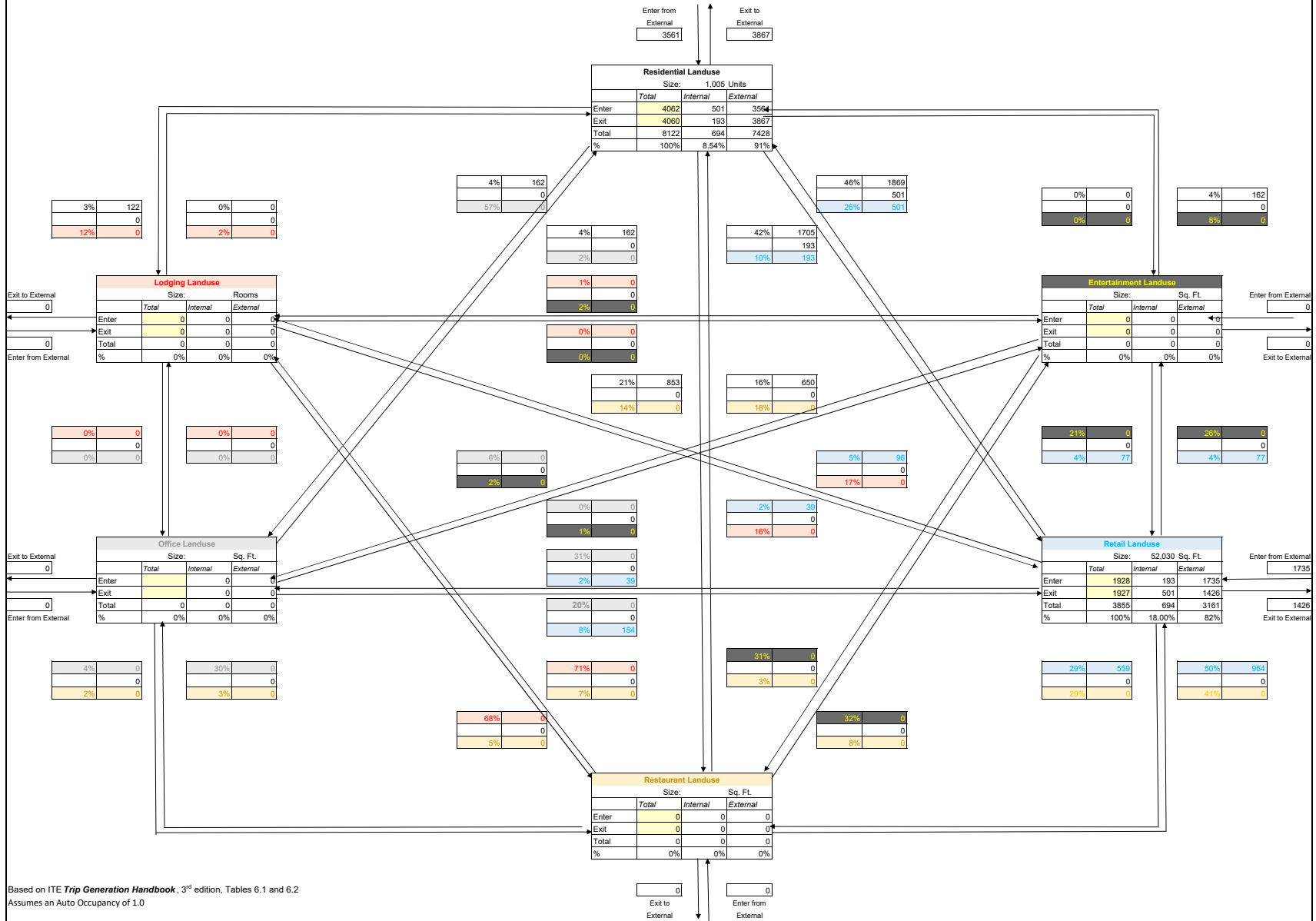
PM Peak Hour - 2047
Internal Capture Matrix



Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 27

Daily - 2052
Internal Capture Matrix



Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 27

PM Peak Hour- 2052
Internal Capture Matrix

Enter from External	458	Exit to External	281
---------------------	-----	------------------	-----

Residential Landuse			
Size: 1,005 Units			
	Total	Internal	External
Enter	503	45	458
Exit	297	16	281
Total	800	61	739
%	100%	7.63%	92%

Lodging Landuse			
Size: Rooms			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

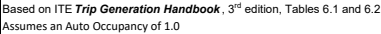
Office Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Retail Landuse			
Size: 52,030 Sq. Ft.			
	Total	Internal	External
Enter	161	16	145
Exit	174	45	129
Total	335	61	274
%	100%	18.21%	82%

Restaurant Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

Daily - 2052
Internal Capture Matrix



TAZ 28

PM Peak Hour- 2052
Internal Capture Matrix

Enter from External	339	Exit to External	207
---------------------	-----	------------------	-----

Residential Landuse			
Size:		715 Units	
	Total	Internal	External
Enter	365	26	339
Exit	216	9	207
Total	581	35	546
%	100%	6.02%	94%

Lodging Landuse			
Size:		Rooms	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size:		Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size:		Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Retail Landuse			
Size:		24,730 Sq. Ft.	
	Total	Internal	External
Enter	93	9	84
Exit	100	26	74
Total	193	35	158
%	100%	18.13%	82%

Restaurant Landuse			
Size:		Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 31

Daily - 2052
Internal Capture Matrix

Enter from External	Exit to External
1982	2430

Residential Landuse			
Size: 612 Units			
	Total	Internal	External
Enter	2712	730	1982
Exit	2711	281	2430
Total	5423	1011	4412
%	100%	18.64%	81%

Lodging Landuse			
Size: Rooms			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0.00%	0%

Entertainment Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0.00%	0%

Office Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Retail Landuse			
Size: 90,437 Sq. Ft.			
	Total	Internal	External
Enter	2808	281	2527
Exit	2807	730	2077
Total	5615	1011	4604
%	100%	18.01%	82%

Restaurant Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 31

PM Peak Hour- 2052
Internal Capture Matrix

Enter from External	495	Exit to External	330
---------------------	-----	------------------	-----

Residential Landuse			
Size: 612 Units			
	Total	Internal	External
Enter	563	68	495
Exit	354	24	330
Total	917	92	825
%	100%	10.03%	90%

Lodging Landuse			
Size: Rooms			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0.00%	0%

Entertainment Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0.00%	0%

Office Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

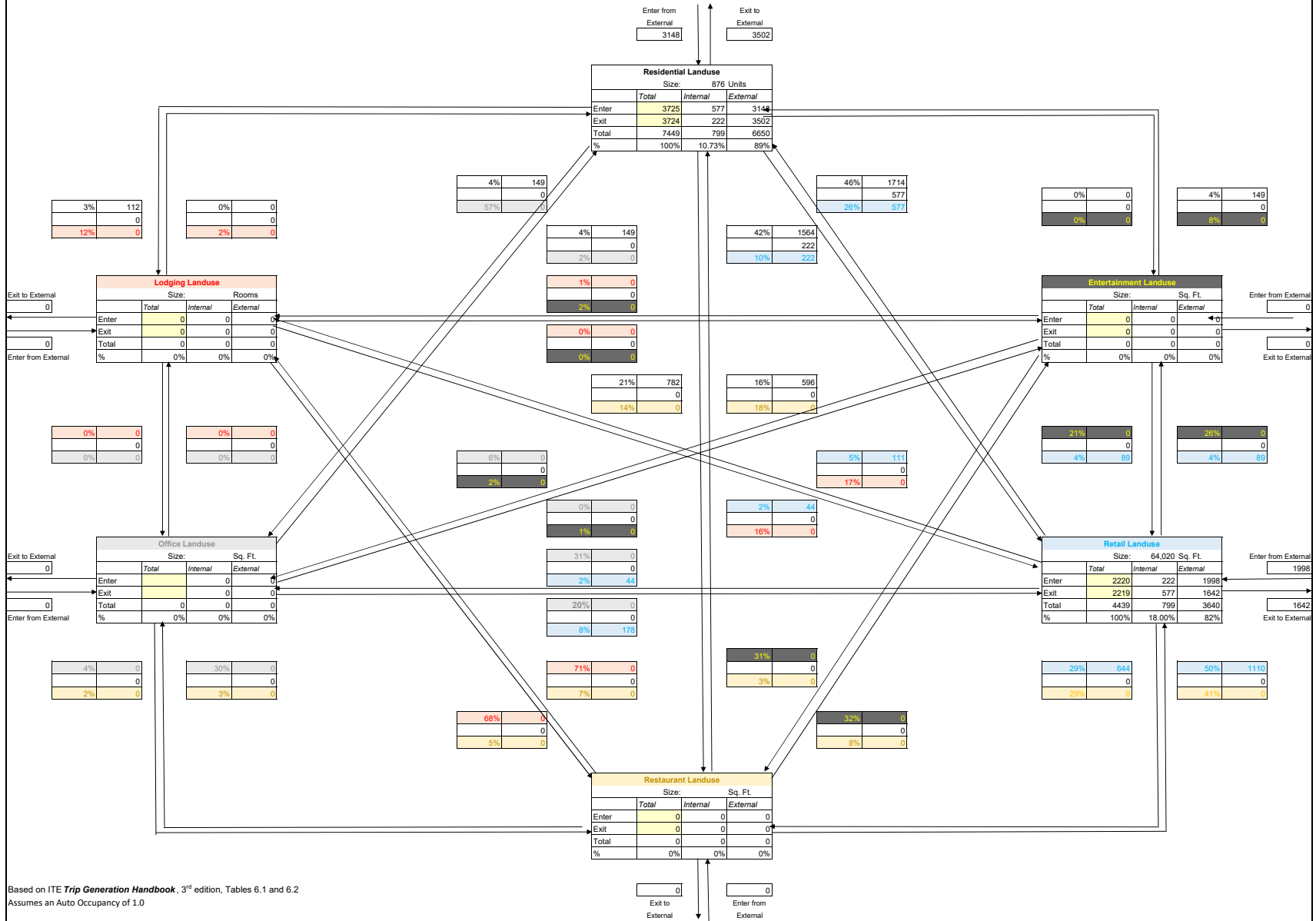
Retail Landuse			
Size: 90,437 Sq. Ft.			
	Total	Internal	External
Enter	242	24	218
Exit	262	68	194
Total	504	92	412
%	100%	18.25%	82%

Restaurant Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 33

Daily - 2052
Internal Capture Matrix



TAZ 33

PM Peak Hour- 2052
Internal Capture Matrix

Enter from External 336
Exit to External 409

Residential Landuse			
Size: 876 Units			
	Total	Internal	External
Enter	449	113	336
Exit	449	40	409
Total	898	153	745
%	100%	17.04%	83%

Lodging Landuse			
Size: Rooms			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Retail Landuse			
Size: 179,083 Sq. Ft.			
	Total	Internal	External
Enter	401	40	361
Exit	435	113	322
Total	836	153	683
%	100%	18.30%	82%

Restaurant Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 90

Daily - 2052
Internal Capture Matrix

Enter from External
12382

Exit to External
12303

Residential Landuse			
Size: 3,289 Units			
	Total	Internal	External
Enter	12412	30	12382
Exit	12412	109	12303
Total	24824	139	24685
%	100%	0.56%	99%

Lodging Landuse			
Size: 400 Rooms (446ksf building)			
	Total	Internal	External
Enter	911	116	795
Exit	911	0	911
Total	1822	116	1706
%	100%	6%	94%

Entertainment Landuse			
Size: 200 Acres			
	Total	Internal	External
Enter	374	0	374
Exit	374	37	337
Total	748	37	711
%	100%	5%	95%

Office Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Retail Landuse			
Size: 0 Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0.00%	0%

Restaurant Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 90

PM Peak Hour- 2052
Internal Capture Matrix

Enter from External	830	Exit to External	480
---------------------	-----	------------------	-----

Residential Landuse			
Size:		3,289 Units	
	Total	Internal	External
Enter	833	3	830
Exit	480	10	480
Total	1323	13	1310
%	100%	0.98%	99%

Lodging Landuse			
Size:		400 Rooms(258ksf building)	
	Total	Internal	External
Enter	66	11	55
Exit	87	0	87
Total	153	11	142
%	100%	7%	93%

Entertainment Landuse			
Size:		200 Acres	
	Total	Internal	External
Enter	19	0	19
Exit	37	4	33
Total	56	4	52
%	100%	7%	93%

Office Landuse			
Size:		Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

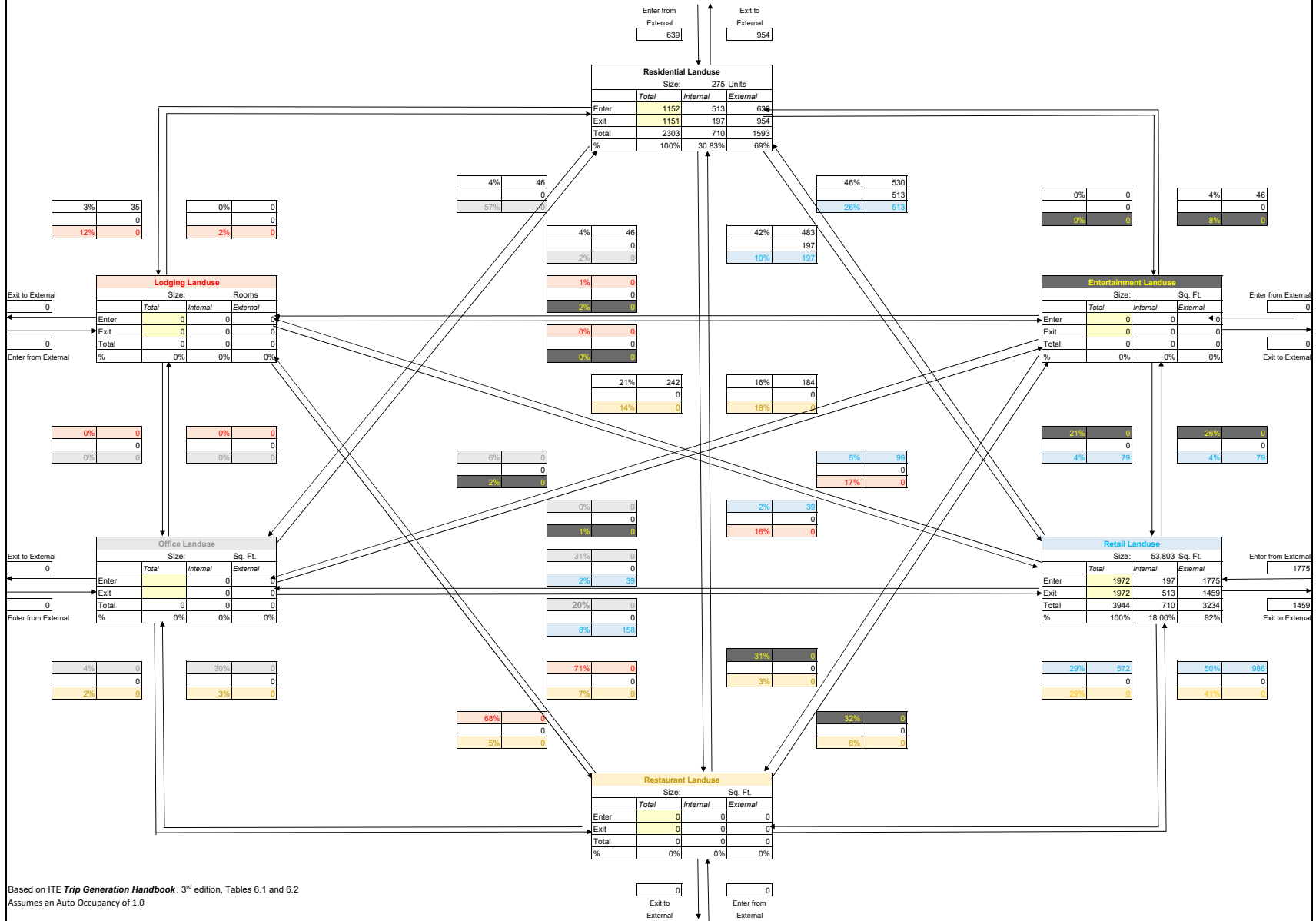
Retail Landuse			
Size:		0 Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0.00%	0%

Restaurant Landuse			
Size:		Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 91

Daily - 2052
Internal Capture Matrix



TAZ 91

PM Peak Hour- 2052
Internal Capture Matrix

Enter from External	77	Exit to External	55
---------------------	----	------------------	----

Residential Landuse			
Size:		275 Units	
	Total	Internal	External
Enter	123	46	77
Exit	72	17	55
Total	195	63	132
%	100%	32.31%	68%

Lodging Landuse			
Size:		Rooms	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size:		Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size:		Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Retail Landuse			
Size:		53,803 Sq. Ft.	
	Total	Internal	External
Enter	165	17	148
Exit	178	46	132
Total	343	63	280
%	100%	18.37%	82%

Restaurant Landuse			
Size:		Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 93

Daily - 2052
Internal Capture Matrix

Enter from External	Exit to External
1567	2369

Residential Landuse			
Size: 1,054 Units			
	Total	Internal	External
Enter	2872	1305	1567
Exit	2871	502	2369
Total	5743	1807	3936
%	100%	31.46%	68.54%

Lodging Landuse			
Size: Rooms			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

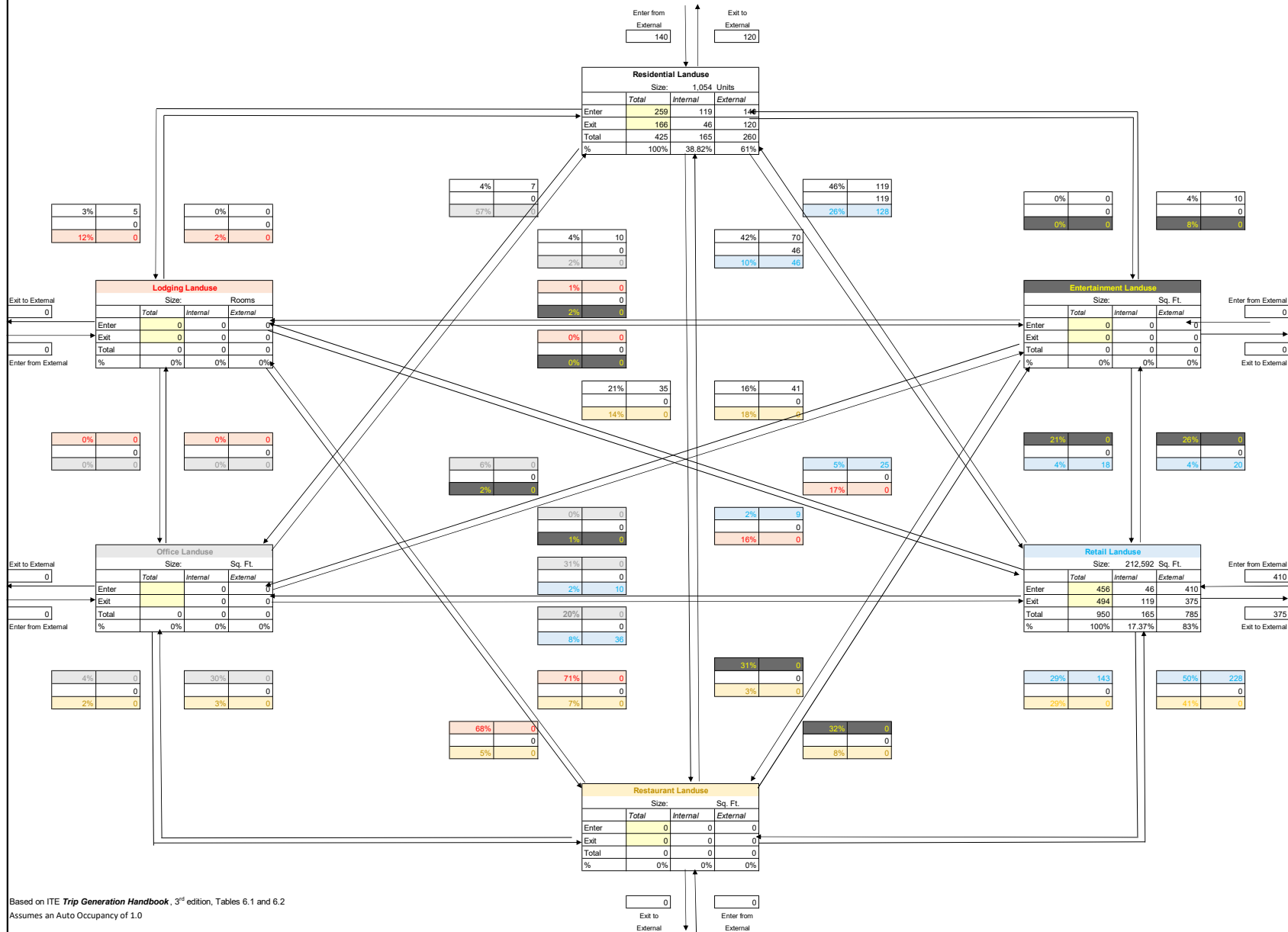
Retail Landuse			
Size: 212,592 Sq. Ft.			
	Total	Internal	External
Enter	5020	502	4518
Exit	5020	1305	3715
Total	10040	1807	8233
%	100%	18.00%	82.00%

Restaurant Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 93

PM Peak Hour- 2052
Internal Capture Matrix



TAZ 94

Daily - 2052
Internal Capture Matrix

Enter from External	4275	Exit to External	4686
---------------------	------	------------------	------

Residential Landuse			
Size: 1,181 Units			
	Total	Internal	External
Enter	4943	668	4275
Exit	4943	257	4686
Total	9886	925	8961
%	100%	9.36%	91%

Lodging Landuse			
Size: Rooms			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Retail Landuse			
Size: 79,392 Sq. Ft.			
	Total	Internal	External
Enter	2570	257	2313
Exit	2569	668	1901
Total	5139	925	4214
%	100%	18.00%	82%

Restaurant Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 94

PM Peak Hour- 2052
Internal Capture Matrix

Enter from External	533	Exit to External	328
---------------------	-----	------------------	-----

Residential Landuse			
Size: 1,181 Units			
	Total	Internal	External
Enter	595	62	533
Exit	350	22	328
Total	945	84	861
%	100%	8.89%	91%

Lodging Landuse			
Size: Rooms			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Retail Landuse			
Size: 79,392 Sq. Ft.			
	Total	Internal	External
Enter	220	22	198
Exit	238	62	176
Total	458	84	374
%	100%	18.34%	82%

Restaurant Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 97

Daily - 2052
Internal Capture Matrix

Enter from External	1620	Exit to External	2165
---------------------	------	------------------	------

Residential Landuse			
Size: 606 Units			
	Total	Internal	External
Enter	2509	889	1620
Exit	2507	342	2165
Total	5016	1231	3785
%	100%	24.54%	75%

Lodging Landuse			
Size: Rooms			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Retail Landuse			
Size: 120,922 Sq. Ft.			
	Total	Internal	External
Enter	3421	342	3079
Exit	3420	889	2531
Total	6841	1231	5610
%	100%	17.99%	82%

Restaurant Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE Trip Generation Handbook, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 97

PM Peak Hour- 2052
Internal Capture Matrix

Enter from External	226	Exit to External	154
---------------------	-----	------------------	-----

Residential Landuse			
Size: 606 Units			
	Total	Internal	External
Enter	311	85	226
Exit	184	30	154
Total	495	115	380
%	100%	23.23%	77%

Lodging Landuse			
Size: Rooms			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

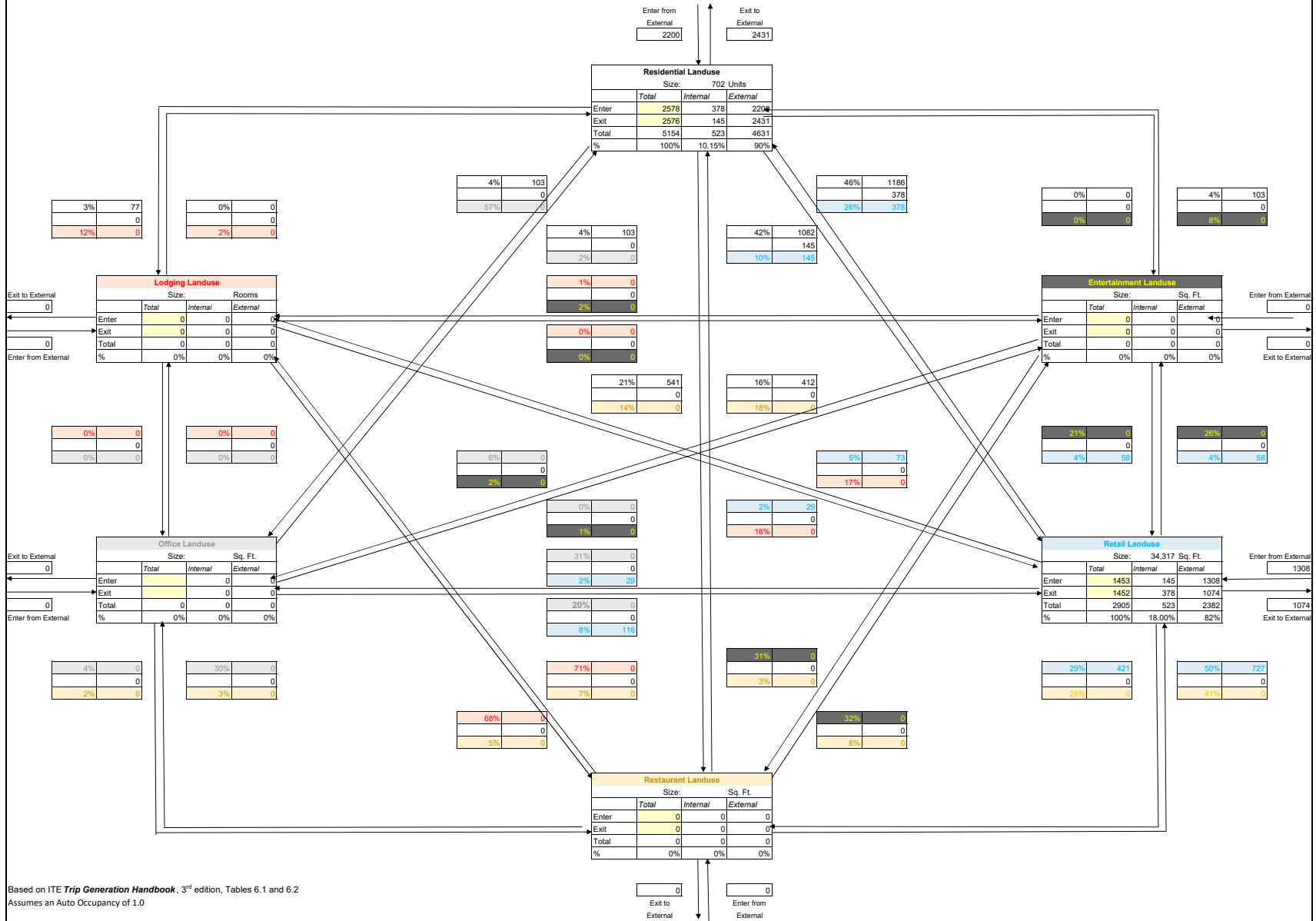
Retail Landuse			
Size: 120,922 Sq. Ft.			
	Total	Internal	External
Enter	300	30	270
Exit	325	85	240
Total	625	115	510
%	100%	18.40%	82%

Restaurant Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 128

Daily - 2052
Internal Capture Matrix



TAZ 128

PM Peak Hour- 2052
Internal Capture Matrix

Enter from External	255	Exit to External	160
---------------------	-----	------------------	-----

Residential Landuse			
Size:		702	Units
Total	Internal	External	
Enter	288	33	255
Exit	172	12	160
Total	460	45	415
%	100%	9.78%	90%

Lodging Landuse			
Size:		Rooms	
Total	Internal	External	
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size:		Sq. Ft.	
Total	Internal	External	
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size:		Sq. Ft.	
Total	Internal	External	
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Retail Landuse			
Size:		34,317	Sq. Ft.
Total	Internal	External	
Enter	118	12	106
Exit	128	33	95
Total	246	45	201
%	100%	18.29%	82%

Restaurant Landuse			
Size:		Sq. Ft.	
Total	Internal	External	
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Exit to External	0	Enter from External	0
------------------	---	---------------------	---

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 129

Daily - 2052
Internal Capture Matrix

Enter from External	2196	Exit to External	2324
---------------------	------	------------------	------

Residential Landuse			
Size: 681 Units			
	Total	Internal	External
Enter	2404	206	2196
Exit	2403	79	2324
Total	4807	285	4522
%	100%	5.93%	94%

Lodging Landuse			
Size: Rooms			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Retail Landuse			
Size: 14,112 Sq. Ft.			
	Total	Internal	External
Enter	794	79	715
Exit	794	206	588
Total	1588	285	1303
%	100%	17.95%	82%

Restaurant Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 129

PM Peak Hour- 2052
Internal Capture Matrix

Enter from External	145	Exit to External	89
---------------------	-----	------------------	----

Residential Landuse			
Size:		263 Units	
	Total	Internal	External
Enter	162	17	145
Exit	95	6	89
Total	257	23	234
%	100%	8.95%	91%

Lodging Landuse			
Size:		Rooms	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size:		Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size:		Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Retail Landuse			
Size:		14,112 Sq. Ft.	
	Total	Internal	External
Enter	61	6	55
Exit	67	17	50
Total	128	23	105
%	100%	17.97%	82%

Restaurant Landuse			
Size:		Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 130

Daily - 2052
Internal Capture Matrix

Enter from External	334	Exit to External	358
---------------------	-----	------------------	-----

Residential Landuse			
Size: 227 Units			
	Total	Internal	External
Enter	618	284	334
Exit	617	259	358
Total	1235	543	692
%	100%	43.97%	56%

Lodging Landuse			
Size: Rooms			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

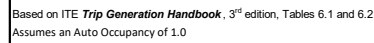
Office Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Retail Landuse			
Size: 179,083 Sq. Ft.			
	Total	Internal	External
Enter	4468	259	4209
Exit	4467	284	4183
Total	8935	543	8392
%	100%	6.08%	94%

Restaurant Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

PM Peak Hour- 2052
Internal Capture Matrix



Phase II

Daily - 2032
Internal Capture Matrix

Enter from External	12903	Enter to External	13584
---------------------	-------	-------------------	-------

Residential Landuse			
Size:		3,643 Units	
	Total	Internal	External
Enter	14011	1108	12903
Exit	14010	426	13584
Total	28021	1534	26487
%	100%	5.47%	94.53%

Lodging Landuse			
Size:		Rooms	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size:		Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

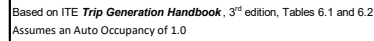
Office Landuse			
Size:		Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Retail Landuse			
Size:		167,197 Sq. Ft.	
	Total	Internal	External
Enter	4264	426	3838
Exit	4263	1108	3155
Total	8527	1534	6993
%	100%	17.99%	82.01%

Restaurant Landuse			
Size:		Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

AM Peak Hour - 2032
Internal Capture Matrix



Phase II

PM Peak Hour - 2032
Internal Capture Matrix

Enter from External	1718	Exit to External	1038
---------------------	------	------------------	------

Residential Landuse			
Size: 3,643 Units			
	Total	Internal	External
Enter	1825	107	1718
Exit	1076	38	1038
Total	2901	145	2756
%	100%	5.00%	95%

3%	32
12%	0

0%	0
2%	0

4%	43
57%	0

4%	73
2%	0

1%	0
2%	0
0%	0
0%	0

21%	226
14%	0

16%	292
18%	0

5%	21
17%	0

0%	0
0%	0

4%	73
0%	0

Lodging Landuse			
Size: Rooms			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0.00%	0%

Entertainment Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0.00%	0%

Office Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Retail Landuse			
Size: 167,197 Sq. Ft.			
	Total	Internal	External
Enter	382	38	344
Exit	413	107	306
Total	795	145	650
%	100%	18.24%	82%

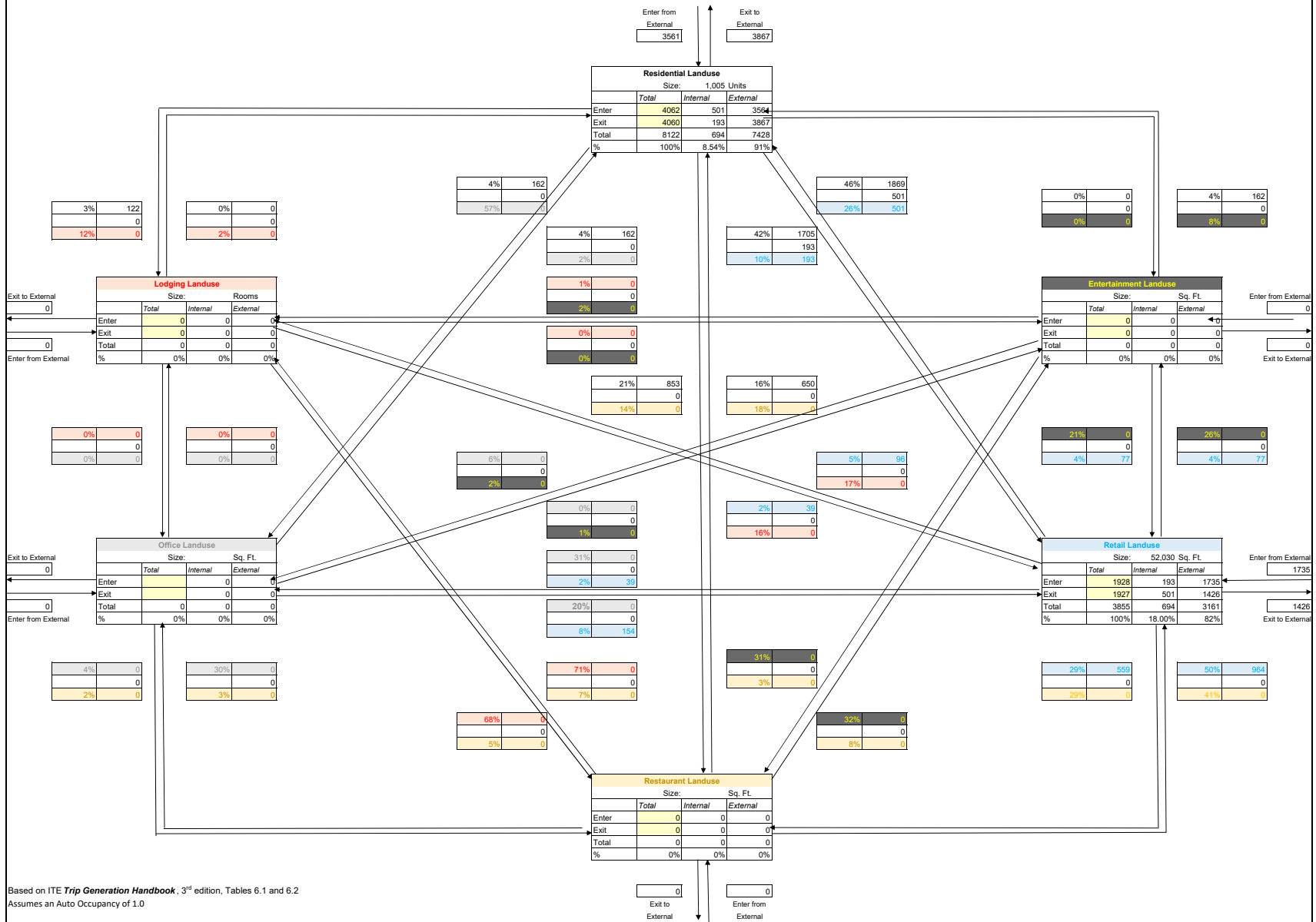
Restaurant Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Exit to External	0	Enter from External	0
------------------	---	---------------------	---

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 27

Daily - 2037
Internal Capture Matrix



Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 27

PM Peak Hour - 2037
Internal Capture Matrix

Enter from External	458	Exit to External	281
---------------------	-----	------------------	-----

Residential Landuse			
Size: 1,005 Units			
	Total	Internal	External
Enter	503	45	458
Exit	297	16	281
Total	800	61	739
%	100%	7.63%	92%

Lodging Landuse			
Size: Rooms			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

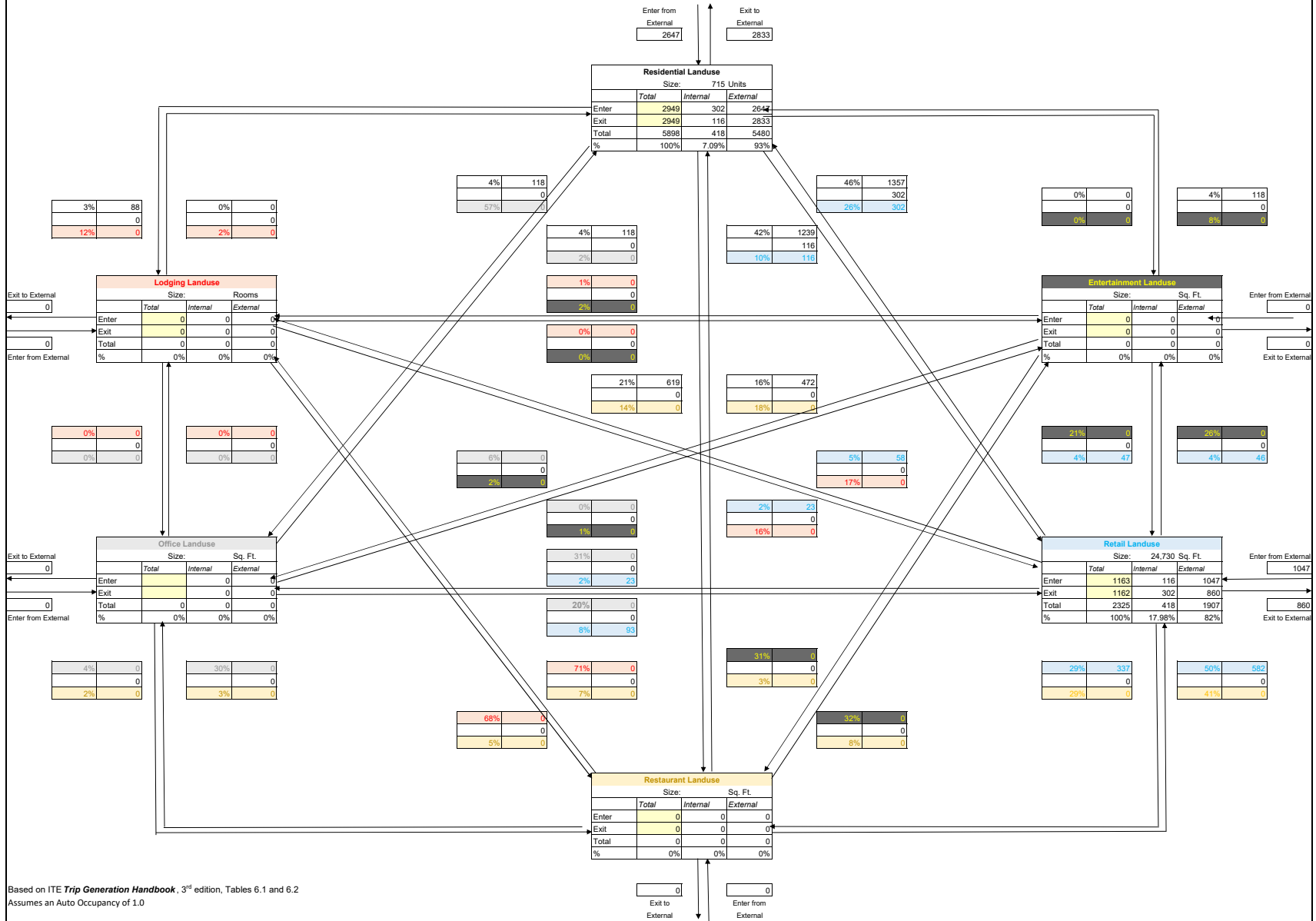
Retail Landuse			
Size: 52,030 Sq. Ft.			
	Total	Internal	External
Enter	161	16	145
Exit	174	45	129
Total	335	61	274
%	100%	18.21%	82%

Restaurant Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 28

Daily - 2037
Internal Capture Matrix



Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 28

PM Peak Hour - 2037
Internal Capture Matrix

Enter from External	339	Exit to External	207
---------------------	-----	------------------	-----

Residential Landuse			
Size:		715 Units	
	Total	Internal	External
Enter	365	26	339
Exit	216	9	207
Total	581	35	546
%	100%	6.02%	94%

Lodging Landuse			
Size:		Rooms	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size:		Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size:		Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

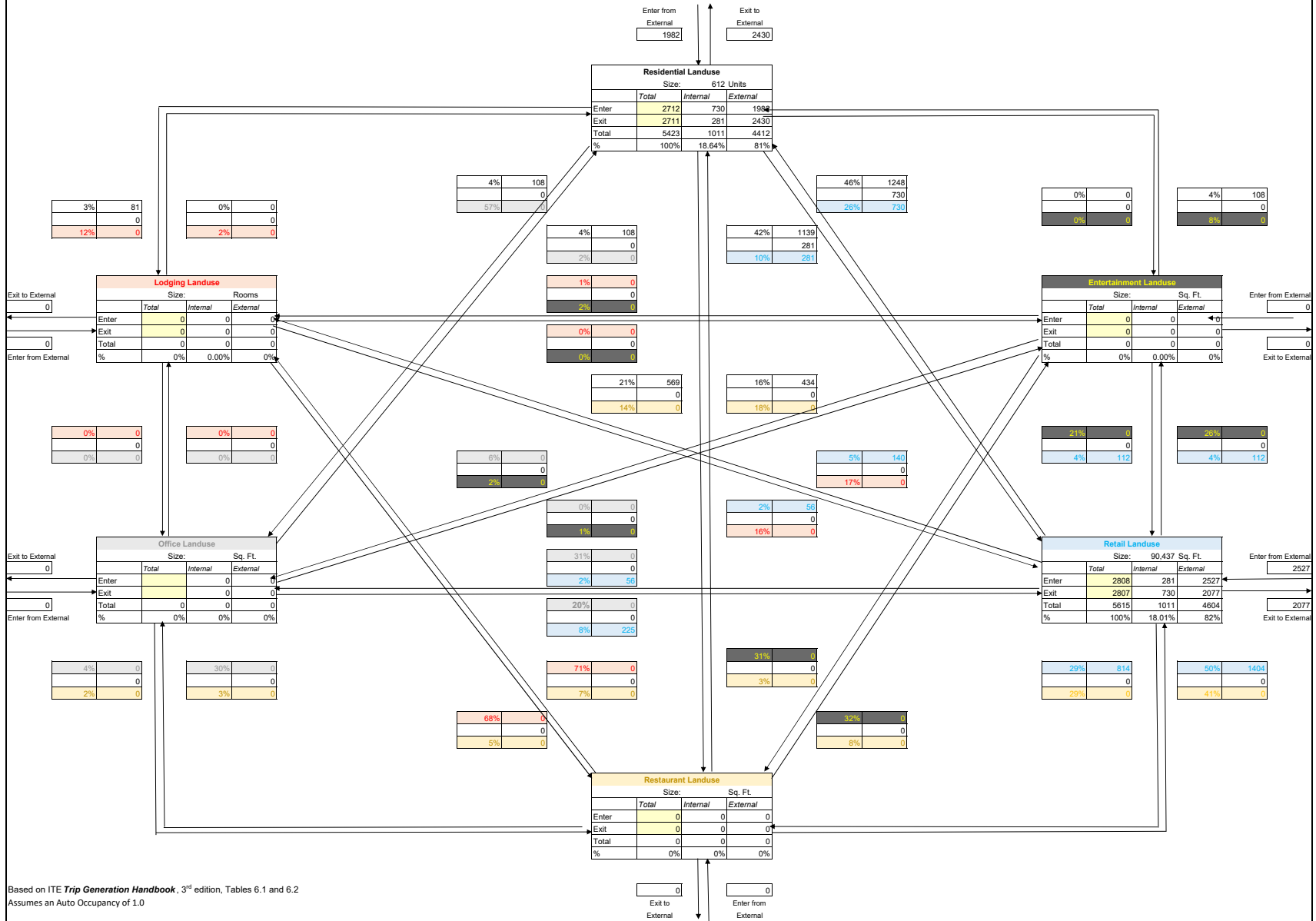
Retail Landuse			
Size:		24,730 Sq. Ft.	
	Total	Internal	External
Enter	93	9	84
Exit	100	26	74
Total	193	35	158
%	100%	18.13%	82%

Restaurant Landuse			
Size:		Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 31

Daily - 2037
Internal Capture Matrix



Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 31

PM Peak Hour - 2037
Internal Capture Matrix

Enter from External	286	Exit to External	185
---------------------	-----	------------------	-----

Residential Landuse			
Size:		612 Units	
	Total	Internal	External
Enter	354	68	286
Exit	209	24	185
Total	563	92	471
%	100%	16.34%	84%

Lodging Landuse			
Size:		Rooms	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0.00%	0%

Entertainment Landuse			
Size:		Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0.00%	0%

Office Landuse			
Size:		Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

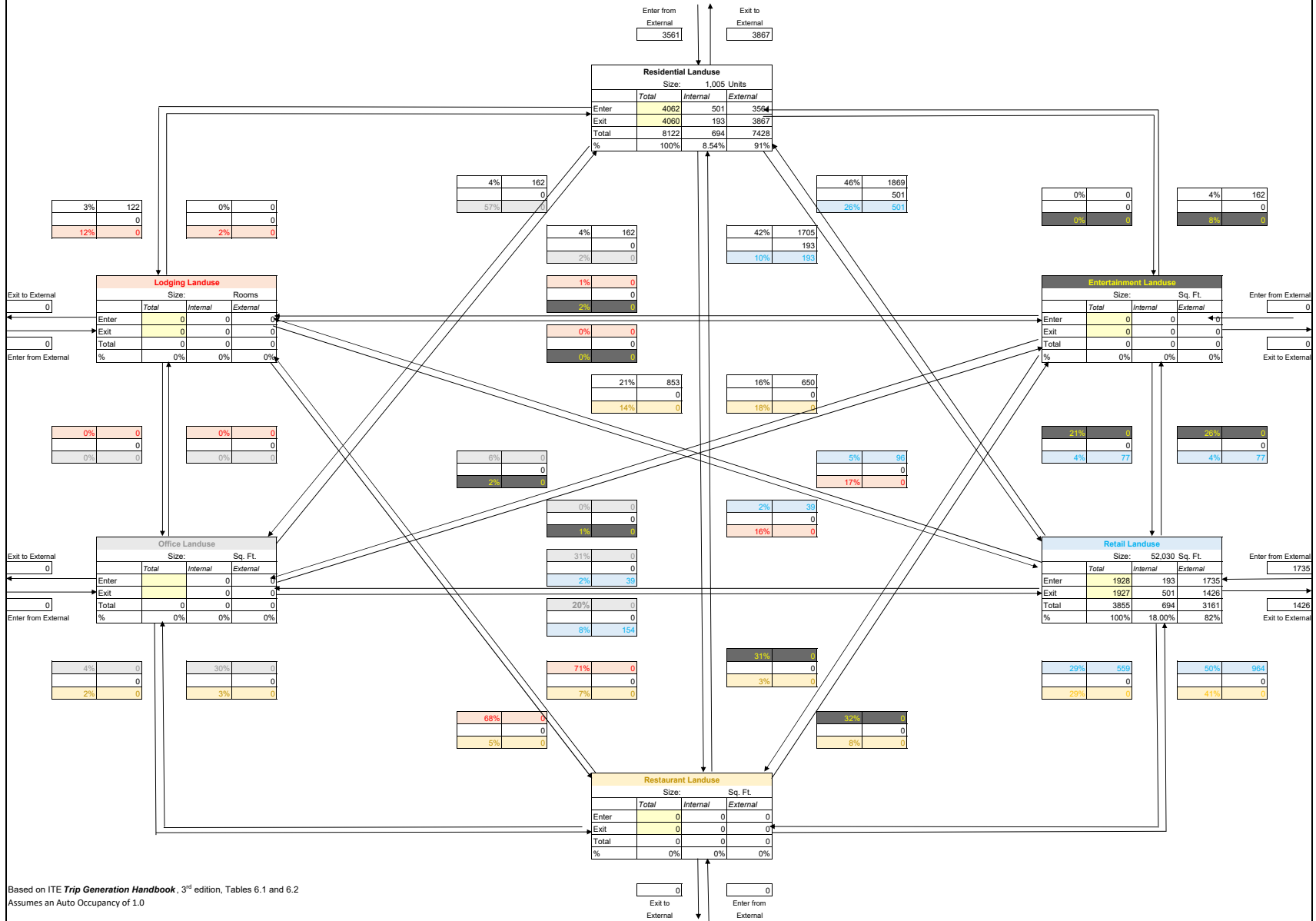
Retail Landuse			
Size:		90,437 Sq. Ft.	
	Total	Internal	External
Enter	242	24	218
Exit	262	68	194
Total	504	92	412
%	100%	18.25%	82%

Restaurant Landuse			
Size:		Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 27

Daily - 2042
Internal Capture Matrix



Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 27

PM Peak Hour - 2042
Internal Capture Matrix

Enter from External	458	Exit to External	281
---------------------	-----	------------------	-----

Residential Landuse			
Size:		1,005 Units	
	Total	Internal	External
Enter	503	45	458
Exit	297	16	281
Total	800	61	739
%	100%	7.63%	92%

Lodging Landuse			
Size:		Rooms	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size:		Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size:		Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

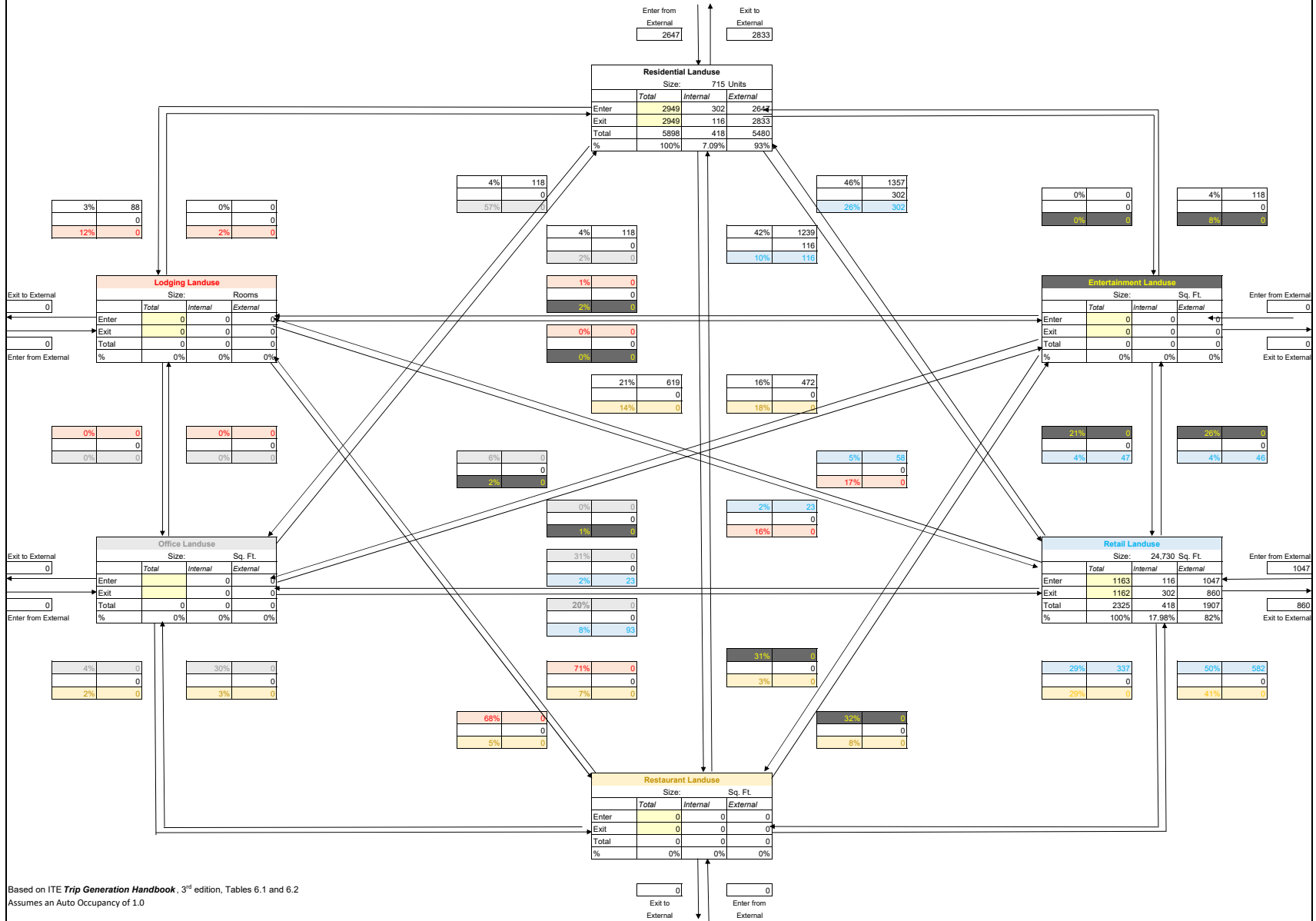
Retail Landuse			
Size:		52,030 Sq. Ft.	
	Total	Internal	External
Enter	161	16	145
Exit	174	45	129
Total	335	61	274
%	100%	18.21%	82%

Restaurant Landuse			
Size:		Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 28

Daily - 2042
Internal Capture Matrix



TAZ 28

PM Peak Hour - 2042
Internal Capture Matrix

Enter from External	339	Exit to External	207
---------------------	-----	------------------	-----

Residential Landuse			
Size:		715 Units	
	Total	Internal	External
Enter	365	26	339
Exit	216	9	207
Total	581	35	546
%	100%	6.02%	94%

Lodging Landuse			
Size:		Rooms	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size:		Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size:		Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

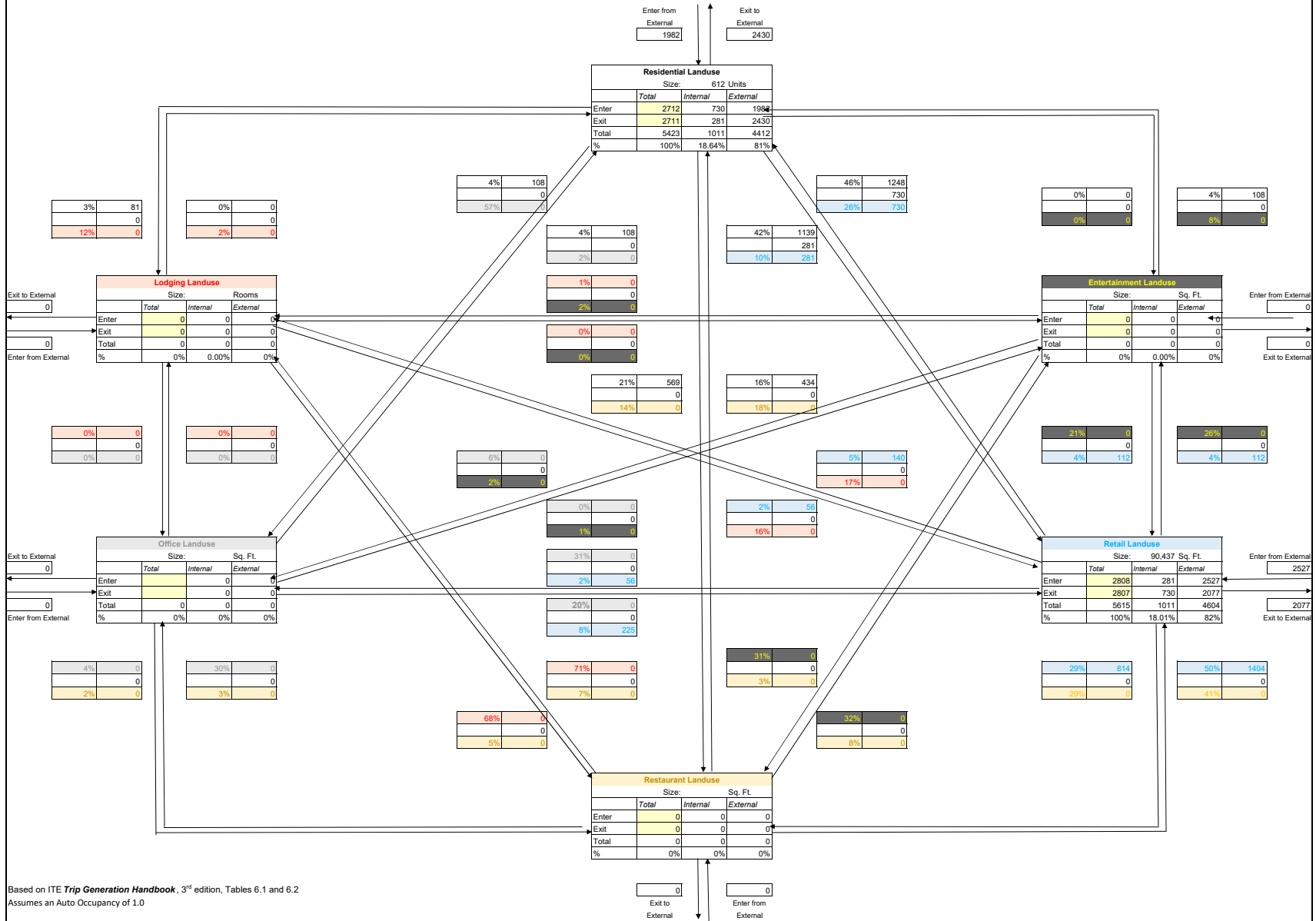
Retail Landuse			
Size:		24,730 Sq. Ft.	
	Total	Internal	External
Enter	93	9	84
Exit	100	26	74
Total	193	35	158
%	100%	18.13%	82%

Restaurant Landuse			
Size:		Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 31

Daily - 2042
Internal Capture Matrix



Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 31

PM Peak Hour - 2042
Internal Capture Matrix

Enter from External	286	Exit to External	185
---------------------	-----	------------------	-----

Residential Landuse			
Size:		612 Units	
	Total	Internal	External
Enter	354	68	286
Exit	209	24	185
Total	563	92	471
%	100%	16.34%	84%

Lodging Landuse			
Size:		Rooms	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0.00%	0%

Entertainment Landuse			
Size:		Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0.00%	0%

Office Landuse			
Size:		Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Retail Landuse			
Size:		90,437 Sq. Ft.	
	Total	Internal	External
Enter	242	24	218
Exit	262	68	194
Total	504	92	412
%	100%	18.25%	82%

Restaurant Landuse			
Size:		Sq. Ft.	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 93

Daily - 2042
Internal Capture Matrix

Enter from External	1567	Exit to External	2369
---------------------	------	------------------	------

Residential Landuse			
Size: 1,054 Units			
	Total	Internal	External
Enter	2872	1305	1567
Exit	2871	502	2369
Total	5743	1807	3936
%	100%	31.46%	68.54%

Lodging Landuse			
Size: Rooms			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Retail Landuse			
Size: 212,592 Sq. Ft.			
	Total	Internal	External
Enter	5020	502	4518
Exit	5020	1305	3715
Total	10040	1807	8233
%	100%	18.00%	82.00%

Restaurant Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 93

PM Peak Hour - 2042
Internal Capture Matrix



Residential Landuse			
Size: 1,054 Units			
	Total	Internal	External
Enter	259	119	140
Exit	186	46	120
Total	425	165	260
%	100%	38.82%	61%

3%	5
0%	0
12%	0

0%	0
2%	0

4%	7
57%	0

4%	10
2%	0

1%	0
2%	0

0%	0
0%	0

21%	35
14%	0

6%	0
2%	0

0%	0
1%	0

31%	0
2%	10

20%	0
8%	36

71%	0
7%	0

68%	0
5%	0

46%	119
28%	119

42%	70
10%	46

16%	41
18%	0

5%	25
17%	0

2%	0
16%	0

31%	0
3%	0

32%	0
8%	0

0%	0
0%	0

4%	10
0%	0

Entertainment Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Enter from External	0
---------------------	---

Exit to External	0
------------------	---

21%	0
4%	18

26%	0
4%	22

Retail Landuse			
Size: 212,592 Sq. Ft.			
	Total	Internal	External
Enter	456	46	410
Exit	494	119	375
Total	950	165	785
%	100%	17.37%	83%

Enter from External	410
---------------------	-----

Exit to External	375
------------------	-----

29%	143
29%	0

50%	228
41%	0

Restaurant Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%



Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 94

Daily - 2042
Internal Capture Matrix

Enter from External	4275	Exit to External	4686
---------------------	------	------------------	------

Residential Landuse			
Size: 1,181 Units			
	Total	Internal	External
Enter	4943	668	4275
Exit	4943	257	4686
Total	9886	925	8961
%	100%	9.36%	91%

Lodging Landuse			
Size: Rooms			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Retail Landuse			
Size: 79,392 Sq. Ft.			
	Total	Internal	External
Enter	2570	257	2313
Exit	2569	668	1901
Total	5139	925	4214
%	100%	18.00%	82%

Restaurant Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 94

PM Peak Hour - 2042
Internal Capture Matrix

Enter from External	533	Exit to External	328
---------------------	-----	------------------	-----

Residential Landuse			
Size: 1,181 Units			
	Total	Internal	External
Enter	595	62	533
Exit	350	22	328
Total	945	84	861
%	100%	8.89%	91%

Lodging Landuse			
Size: Rooms			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

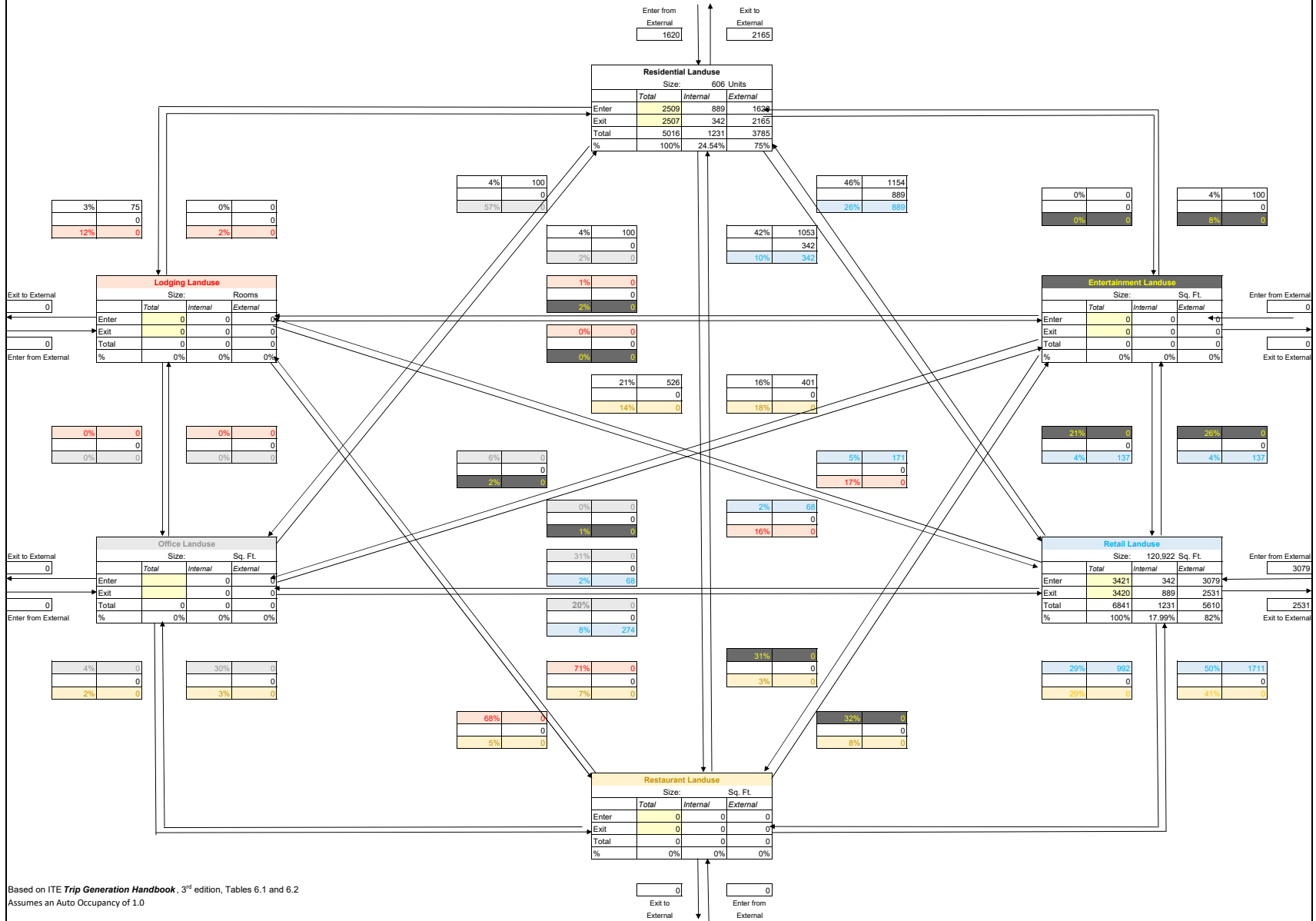
Retail Landuse			
Size: 79,392 Sq. Ft.			
	Total	Internal	External
Enter	220	22	198
Exit	238	62	176
Total	458	84	374
%	100%	18.34%	82%

Restaurant Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 97

Daily - 2042
Internal Capture Matrix



TAZ 97

PM Peak Hour - 2042
Internal Capture Matrix

Enter from External	226	Exit to External	154
---------------------	-----	------------------	-----

Residential Landuse			
Size: 606 Units			
	Total	Internal	External
Enter	311	85	226
Exit	184	30	154
Total	495	115	380
%	100%	23.23%	77%

Lodging Landuse			
Size: Rooms			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

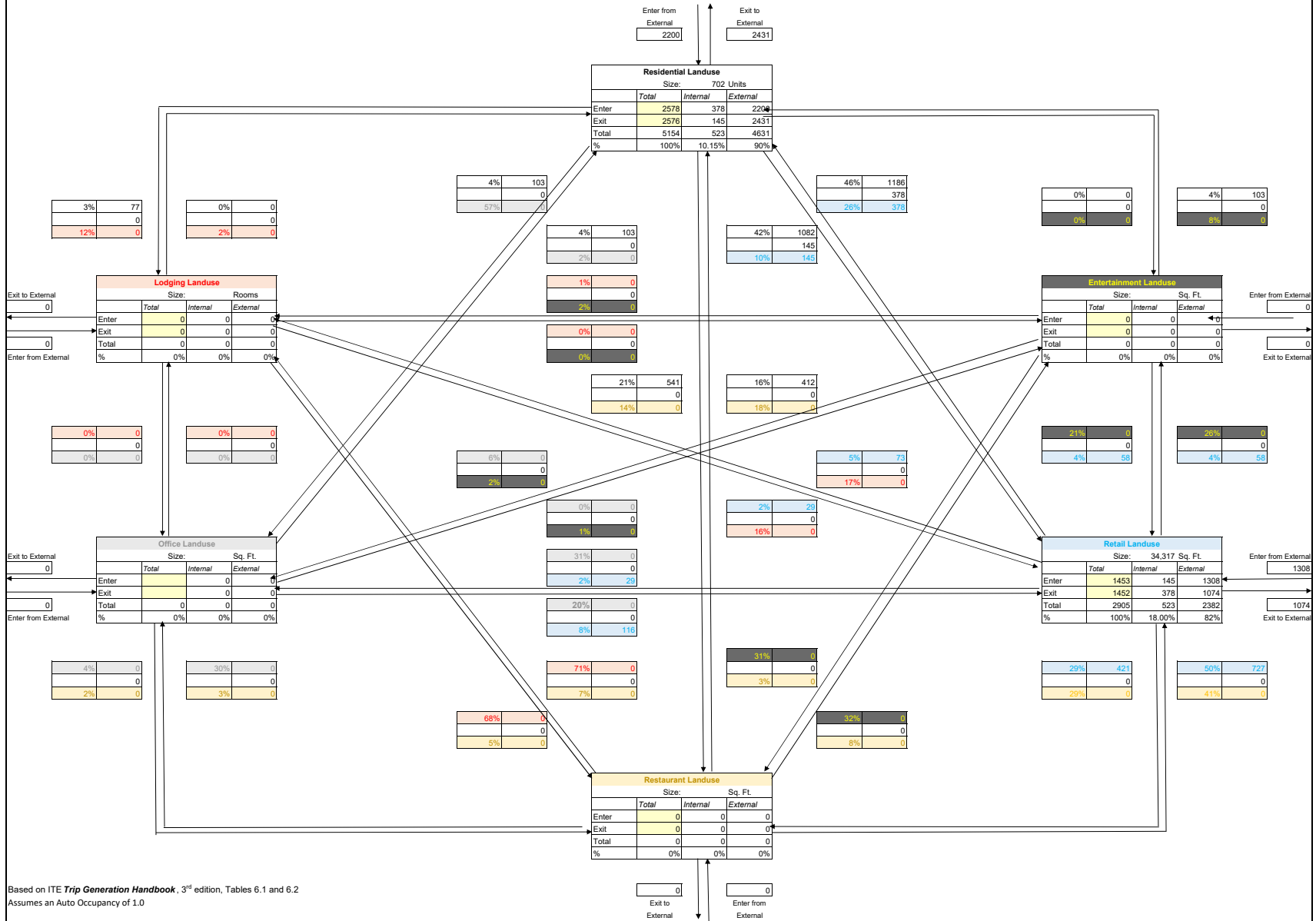
Retail Landuse			
Size: 120,922 Sq. Ft.			
	Total	Internal	External
Enter	300	30	270
Exit	325	85	240
Total	625	115	510
%	100%	18.40%	82%

Restaurant Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 128

Daily - 2042
Internal Capture Matrix



Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 128

PM Peak Hour - 2042
Internal Capture Matrix

Enter from External	255	Exit to External	160
---------------------	-----	------------------	-----

Residential Landuse			
Size:		702	Units
Total	Internal	External	
Enter	288	33	255
Exit	172	12	160
Total	460	45	415
%	100%	9.78%	90%

Lodging Landuse			
Size:		Rooms	
Total	Internal	External	
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size:		Sq. Ft.	
Total	Internal	External	
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size:		Sq. Ft.	
Total	Internal	External	
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Retail Landuse			
Size:		34,317	Sq. Ft.
Total	Internal	External	
Enter	118	12	106
Exit	128	33	95
Total	246	45	201
%	100%	18.29%	82%

Restaurant Landuse			
Size:		Sq. Ft.	
Total	Internal	External	
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 129

Daily - 2042
Internal Capture Matrix

Enter from External	2196	Exit to External	2324
---------------------	------	------------------	------

Residential Landuse			
Size: 681 Units			
	Total	Internal	External
Enter	2404	206	2196
Exit	2403	79	2324
Total	4807	285	4522
%	100%	5.93%	94%

Lodging Landuse			
Size: Rooms			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

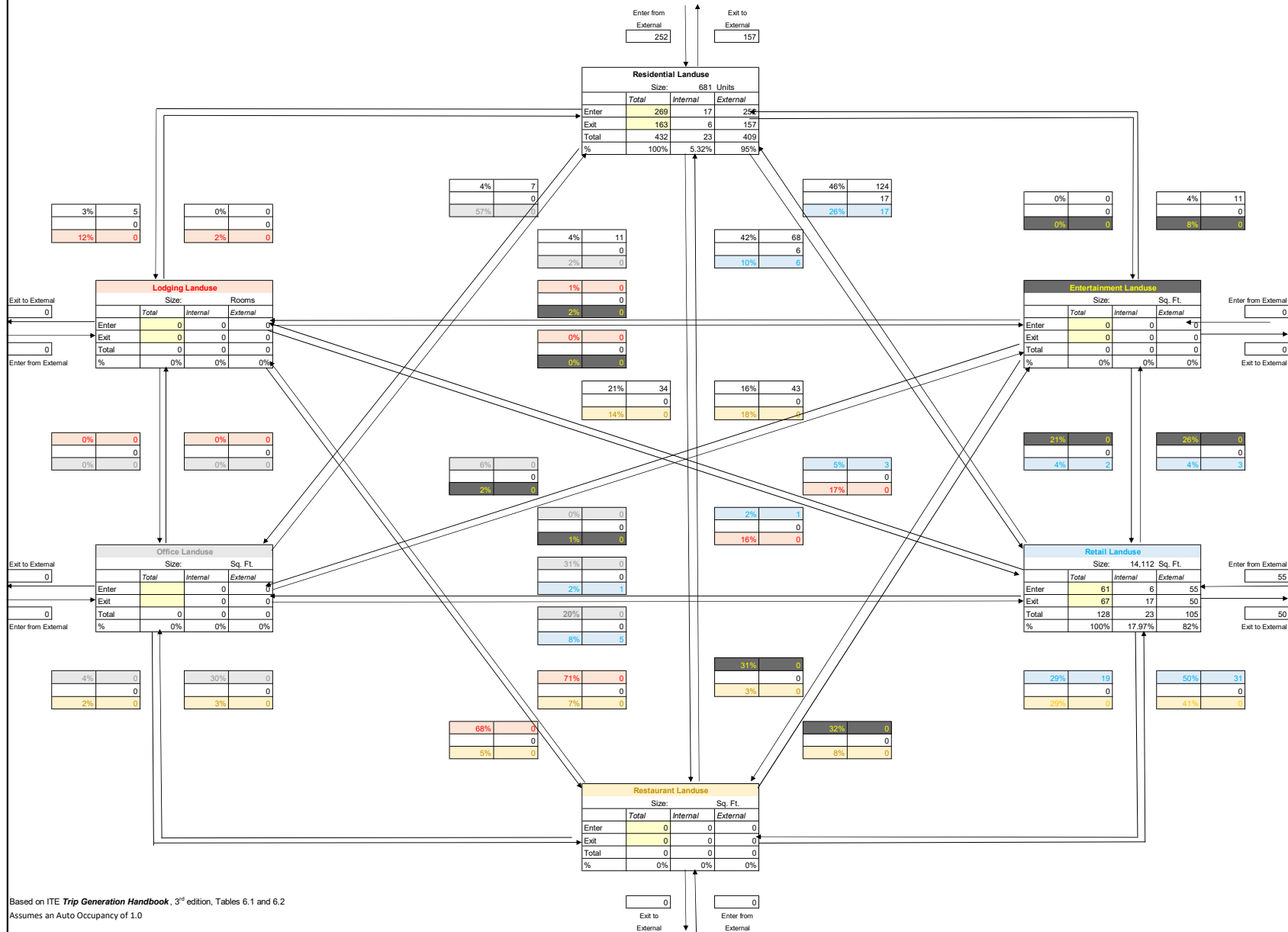
Retail Landuse			
Size: 14,112 Sq. Ft.			
	Total	Internal	External
Enter	794	79	715
Exit	794	206	588
Total	1588	285	1303
%	100%	17.95%	82%

Restaurant Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 129

PM Peak Hour - 2042
Internal Capture Matrix



TAZ 130

Daily - 2042
Internal Capture Matrix

Enter from External	334	Exit to External	358
---------------------	-----	------------------	-----

Residential Landuse			
Size: 227 Units			
	Total	Internal	External
Enter	618	284	334
Exit	617	259	358
Total	1235	543	692
%	100%	43.97%	56%

Lodging Landuse			
Size: Rooms			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

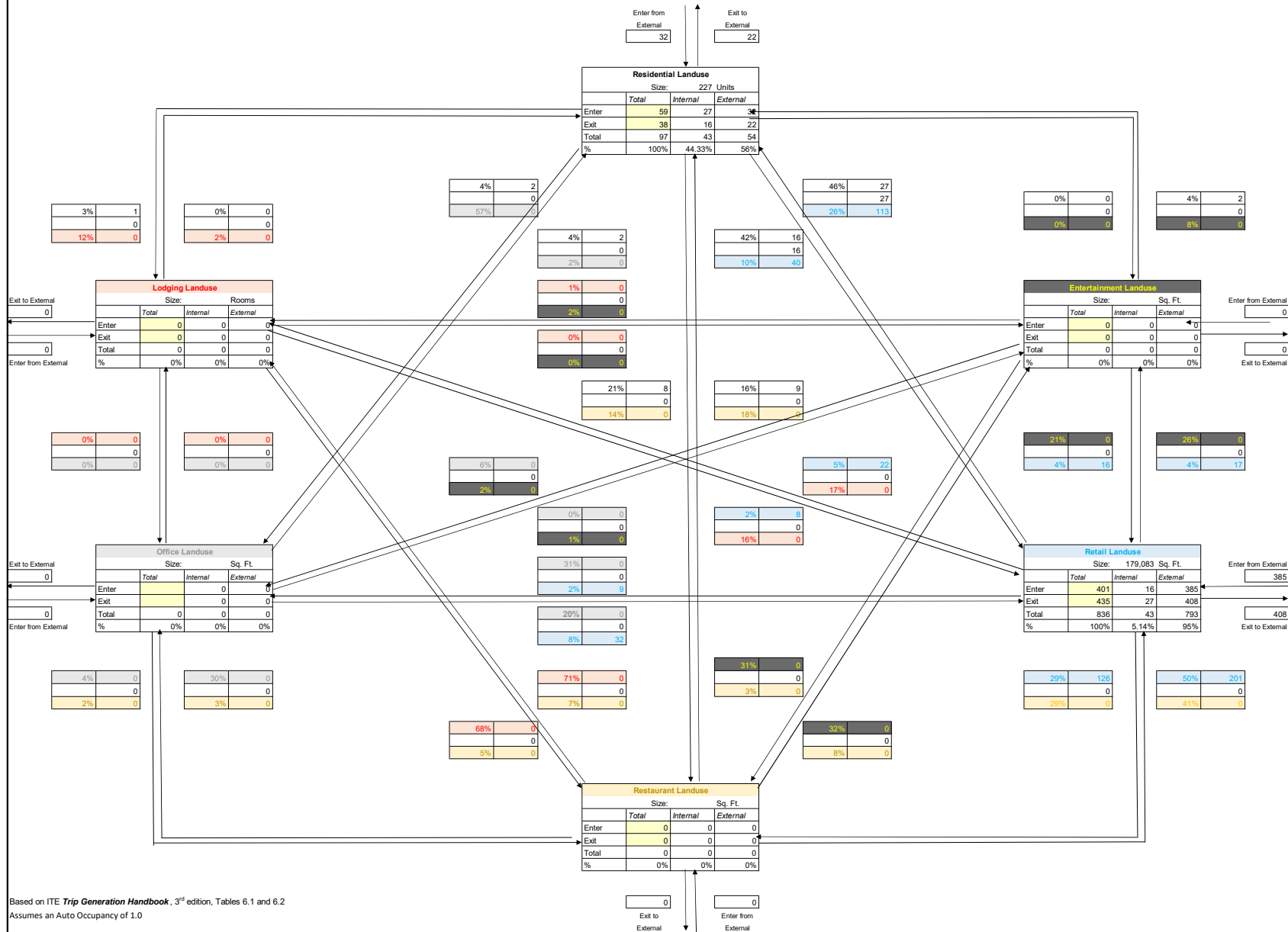
Retail Landuse			
Size: 179,083 Sq. Ft.			
	Total	Internal	External
Enter	4468	259	4209
Exit	4467	284	4183
Total	8935	543	8392
%	100%	6.08%	94%

Restaurant Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 130

PM Peak Hour - 2042
Internal Capture Matrix



TAZ 27

Daily - 2047
Internal Capture Matrix

Enter from External	3561	Exit to External	3867
---------------------	------	------------------	------

Residential Landuse			
Size: 1,005 Units			
	Total	Internal	External
Enter	4062	501	3561
Exit	4060	193	3867
Total	8122	694	7428
%	100%	8.54%	91%

Lodging Landuse			
Size: Rooms			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Retail Landuse			
Size: 52,030 Sq. Ft.			
	Total	Internal	External
Enter	1928	193	1735
Exit	1927	501	1426
Total	3855	694	3161
%	100%	18.00%	82%

Restaurant Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 27

PM Peak Hour - 2047
Internal Capture Matrix

Enter from External	458	Exit to External	281
---------------------	-----	------------------	-----

Residential Landuse			
Size: 1,005 Units			
	Total	Internal	External
Enter	503	45	458
Exit	297	16	281
Total	800	61	739
%	100%	7.63%	92%

Lodging Landuse			
Size: Rooms			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

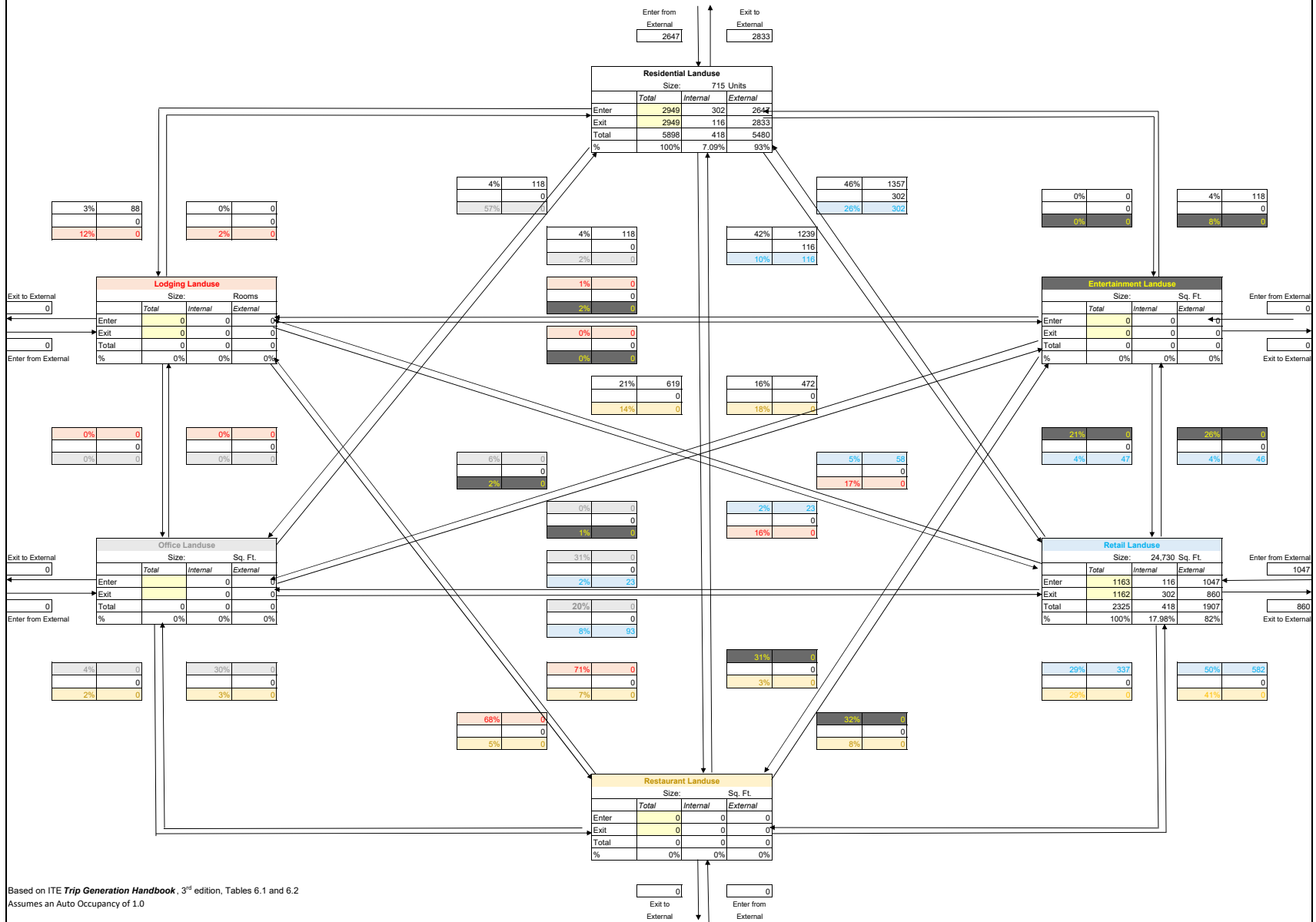
Retail Landuse			
Size: 52,030 Sq. Ft.			
	Total	Internal	External
Enter	161	16	145
Exit	174	45	129
Total	335	61	274
%	100%	18.21%	82%

Restaurant Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 28

Daily - 2047
Internal Capture Matrix



Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 28

PM Peak Hour - 2047
Internal Capture Matrix

Enter from External	339	Exit to External	207
---------------------	-----	------------------	-----

Residential Landuse			
Size: 715 Units			
	Total	Internal	External
Enter	365	26	339
Exit	216	9	207
Total	581	35	546
%	100%	6.02%	94%

Lodging Landuse			
Size: Rooms			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Entertainment Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Office Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

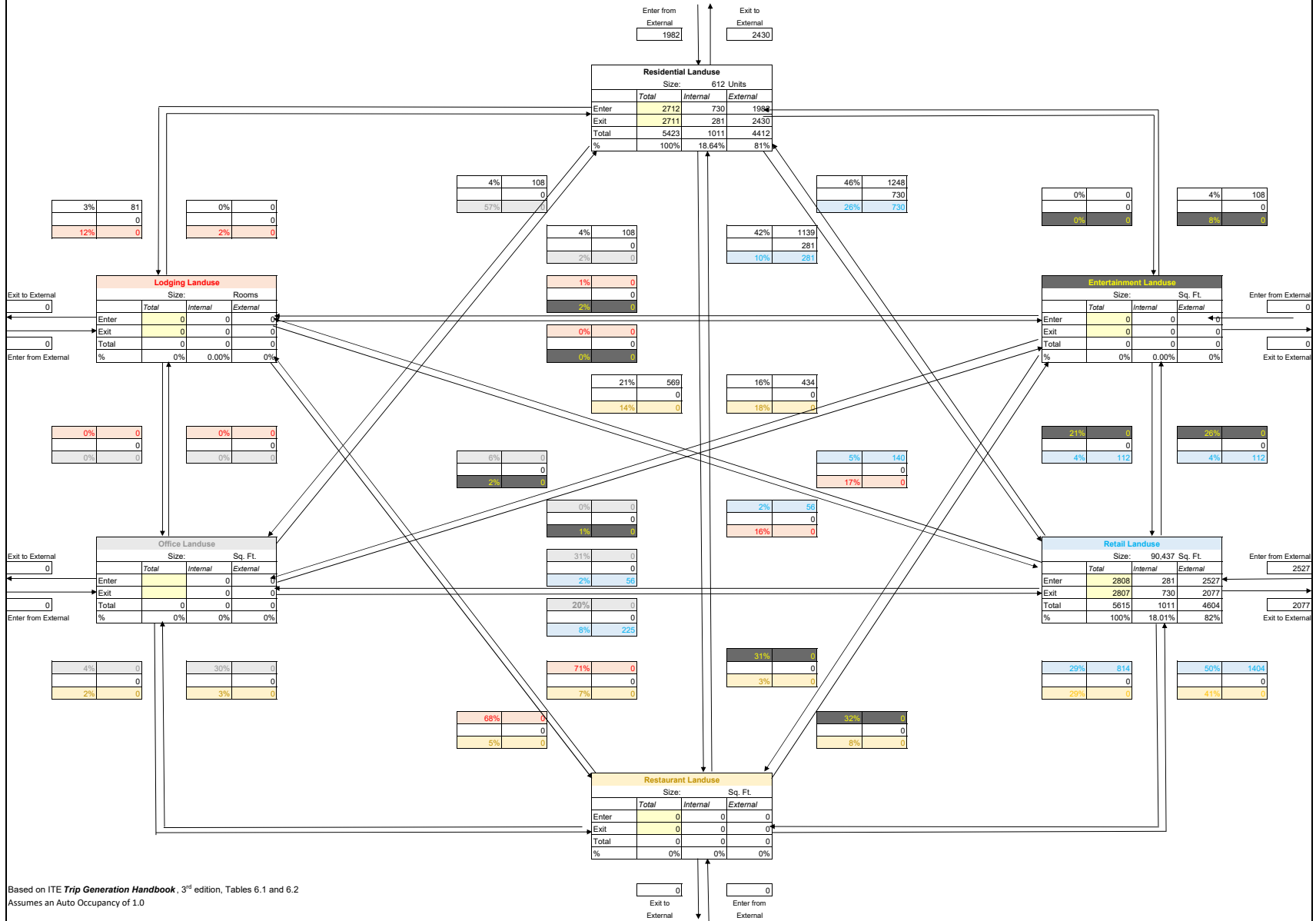
Retail Landuse			
Size: 24,730 Sq. Ft.			
	Total	Internal	External
Enter	93	9	84
Exit	100	26	74
Total	193	35	158
%	100%	18.13%	82%

Restaurant Landuse			
Size: Sq. Ft.			
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 31

Daily - 2047
Internal Capture Matrix



TAZ 31

PM Peak Hour - 2047
Internal Capture Matrix

Enter from External	286	Exit to External	185
---------------------	-----	------------------	-----

Residential Landuse			
Size:	612 Units		
	Total	Internal	External
Enter	354	68	286
Exit	209	24	185
Total	563	92	471
%	100%	16.34%	84%

Lodging Landuse			
Size:	Rooms		
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0.00%	0%

Entertainment Landuse			
Size:	Sq. Ft.		
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0.00%	0%

Office Landuse			
Size:	Sq. Ft.		
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Retail Landuse			
Size:	90,437 Sq. Ft.		
	Total	Internal	External
Enter	242	24	218
Exit	262	68	194
Total	504	92	412
%	100%	18.25%	82%

Restaurant Landuse			
Size:	Sq. Ft.		
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	0%	0%	0%

Based on ITE *Trip Generation Handbook*, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

Appendix G
(Total Traffic Conditions – Synchro Printouts)

Appendix G1
(Total Traffic Conditions – Synchro Printouts without
timing improvements

HCM 6th Signalized Intersection Summary

1: US-17 & SR-200

06/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	1048	37	332	1071	340	36	107	369	353	106	33
Future Volume (veh/h)	82	1048	37	332	1071	340	36	107	369	353	106	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	1139	40	361	1164	370	39	116	0	384	115	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	1235	43	440	1620	503	65	956		466	1306	
Arrive On Green	0.05	0.24	0.24	0.13	0.32	0.32	0.04	0.27	0.00	0.13	0.37	0.00
Sat Flow, veh/h	3456	5065	178	3456	5106	1585	1781	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	89	765	414	361	1164	370	39	116	0	384	115	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1838	1728	1702	1585	1781	1777	1585	1728	1777	1585
Q Serve(g_s), s	2.0	17.5	17.6	8.1	16.1	16.6	1.7	2.0	0.0	8.7	1.7	0.0
Cycle Q Clear(g_c), s	2.0	17.5	17.6	8.1	16.1	16.6	1.7	2.0	0.0	8.7	1.7	0.0
Prop In Lane	1.00		0.10	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	186	830	448	440	1620	503	65	956		466	1306	
V/C Ratio(X)	0.48	0.92	0.92	0.82	0.72	0.74	0.60	0.12		0.82	0.09	
Avail Cap(c_a), veh/h	220	830	448	454	1620	503	134	956		497	1306	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.8	29.5	29.5	34.0	24.1	24.3	38.0	22.1	0.0	33.7	16.5	0.0
Incr Delay (d2), s/veh	1.9	15.6	24.7	11.1	1.6	5.6	8.8	0.3	0.0	10.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	8.3	10.1	3.9	6.1	6.4	0.9	0.8	0.0	4.1	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.7	45.2	54.2	45.1	25.7	29.9	46.8	22.4	0.0	44.0	16.7	0.0
LnGrp LOS	D	D	D	D	C	C	D	C		D	B	
Approach Vol, veh/h	1268				1895				155		A	
Approach Delay, s/veh	47.7				30.2				28.5		37.7	
Approach LOS	D				C				C		D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.3	26.0	14.7	24.0	7.4	33.9	8.8	29.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.5	20.5	10.5	19.5	6.0	26.0	5.1	24.9				
Max Q Clear Time (g_c+I1), s	10.7	4.0	10.1	19.6	3.7	3.7	4.0	18.6				
Green Ext Time (p_c), s	0.1	0.5	0.1	0.0	0.0	0.5	0.0	4.1				

Intersection Summary

HCM 6th Ctrl Delay 36.9

HCM 6th LOS D

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Timing Report, Sorted By Phase

1: US-17 & SR-200

06/01/2022

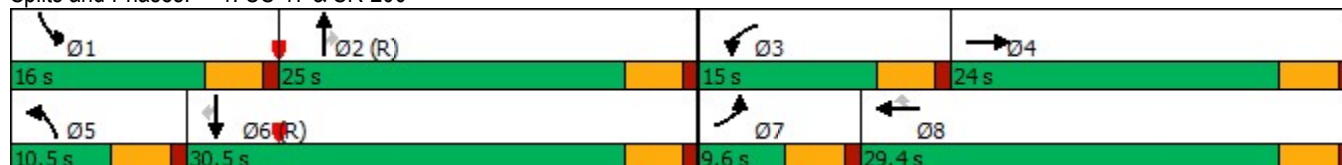


Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	16	25	15	24	10.5	30.5	9.6	29.4
Maximum Split (%)	20.0%	31.3%	18.8%	30.0%	13.1%	38.1%	12.0%	36.8%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	64	0	25	40	64	74.5	25	34.6
End Time (s)	0	25	40	64	74.5	25	34.6	64
Yield/Force Off (s)	75.5	20.5	35.5	59.5	70	20.5	30.1	59.5
Yield/Force Off 170(s)	75.5	9.5	35.5	48.5	70	9.5	30.1	48.5
Local Start Time (s)	64	0	25	40	64	74.5	25	34.6
Local Yield (s)	75.5	20.5	35.5	59.5	70	20.5	30.1	59.5
Local Yield 170(s)	75.5	9.5	35.5	48.5	70	9.5	30.1	48.5

Intersection Summary

Cycle Length 80
Control Type Actuated-Coordinated
Natural Cycle 80
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Splits and Phases: 1: US-17 & SR-200



HCM 6th Signalized Intersection Summary

3: SR-200 & Felmor Rd

06/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	19	1917	131	315	1993	82	63	27	259	175	54	87
Future Volume (veh/h)	19	1917	131	315	1993	82	63	27	259	175	54	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	2084	142	342	2166	89	68	29	282	190	59	95
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	39	1966	610	330	2798	868	305	372	315	362	134	215
Arrive On Green	0.02	0.38	0.38	0.19	0.55	0.55	0.04	0.20	0.20	0.05	0.21	0.21
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	645	1038
Grp Volume(v), veh/h	21	2084	142	342	2166	89	68	29	282	190	0	154
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	0	1683
Q Serve(g_s), s	1.2	38.5	6.1	18.5	33.3	2.7	3.0	1.3	17.3	5.1	0.0	8.0
Cycle Q Clear(g_c), s	1.2	38.5	6.1	18.5	33.3	2.7	3.0	1.3	17.3	5.1	0.0	8.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	39	1966	610	330	2798	868	305	372	315	362	0	349
V/C Ratio(X)	0.53	1.06	0.23	1.04	0.77	0.10	0.22	0.08	0.89	0.52	0.00	0.44
Avail Cap(c_a), veh/h	89	1966	610	330	2798	868	318	372	315	362	0	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.4	30.8	20.8	40.8	17.7	10.8	30.2	32.6	39.0	32.5	0.0	34.6
Incr Delay (d2), s/veh	10.7	38.4	0.2	59.7	1.4	0.1	0.4	0.4	29.7	1.4	0.0	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	22.1	2.2	13.4	12.5	0.9	1.3	0.6	9.2	1.6	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.1	69.2	21.0	100.5	19.2	10.9	30.5	33.0	68.7	33.9	0.0	38.6
LnGrp LOS	E	F	C	F	B	B	C	C	E	C	A	D
Approach Vol, veh/h	2247					2597		379		344		
Approach Delay, s/veh	66.0					29.6		59.1		36.0		
Approach LOS	E					C		E		D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	24.4	23.0	43.0	8.8	25.2	6.7	59.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	19.9	18.5	38.5	5.0	20.0	5.0	52.0				
Max Q Clear Time (g_c+I1), s	7.1	19.3	20.5	40.5	5.0	10.0	3.2	35.3				
Green Ext Time (p_c), s	0.0	0.1	0.0	0.0	0.0	0.5	0.0	13.7				
Intersection Summary												
HCM 6th Ctrl Delay	46.7											
HCM 6th LOS	D											

Timing Report, Sorted By Phase

3: SR-200 & Felmor Rd

06/01/2022

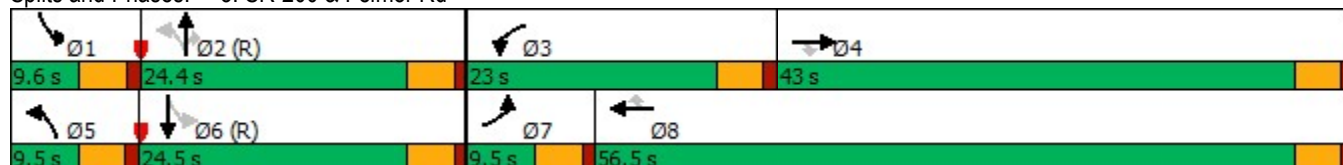


Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBT	NBL	SBTL	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	9.6	24.4	23	43	9.5	24.5	9.5	56.5
Maximum Split (%)	9.6%	24.4%	23.0%	43.0%	9.5%	24.5%	9.5%	56.5%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	90.4	0	24.4	47.4	90.4	99.9	24.4	33.9
End Time (s)	0	24.4	47.4	90.4	99.9	24.4	33.9	90.4
Yield/Force Off (s)	95.5	19.9	42.9	85.9	95.4	19.9	29.4	85.9
Yield/Force Off 170(s)	95.5	8.9	42.9	74.9	95.4	8.9	29.4	74.9
Local Start Time (s)	90.4	0	24.4	47.4	90.4	99.9	24.4	33.9
Local Yield (s)	95.5	19.9	42.9	85.9	95.4	19.9	29.4	85.9
Local Yield 170(s)	95.5	8.9	42.9	74.9	95.4	8.9	29.4	74.9

Intersection Summary

Cycle Length 100
Control Type Actuated-Coordinated
Natural Cycle 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Splits and Phases: 3: SR-200 & Felmor Rd



HCM 6th Signalized Intersection Summary

5: SR-200 & Chester Rd

06/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	375	1130	245	81	776	82	398	114	118	254	176	648
Future Volume (veh/h)	375	1130	245	81	776	82	398	114	118	254	176	648
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	408	1228	266	88	843	89	433	124	128	276	191	704
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	434	1369	425	171	980	304	465	1346	601	358	1237	552
Arrive On Green	0.13	0.27	0.27	0.05	0.19	0.19	0.13	0.38	0.38	0.10	0.35	0.35
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	408	1228	266	88	843	89	433	124	128	276	191	704
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	10.5	20.9	13.3	2.2	14.4	4.3	11.2	2.0	4.9	7.0	3.3	31.3
Cycle Q Clear(g_c), s	10.5	20.9	13.3	2.2	14.4	4.3	11.2	2.0	4.9	7.0	3.3	31.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	434	1369	425	171	980	304	465	1346	601	358	1237	552
V/C Ratio(X)	0.94	0.90	0.63	0.52	0.86	0.29	0.93	0.09	0.21	0.77	0.15	1.28
Avail Cap(c_a), veh/h	434	1379	428	192	1021	317	465	1346	601	484	1237	552
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	31.7	29.0	41.7	35.2	31.1	38.5	18.0	18.9	39.3	20.2	29.3
Incr Delay (d2), s/veh	28.7	8.1	2.8	2.4	7.3	0.5	25.8	0.1	0.8	5.3	0.3	137.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	9.0	5.0	1.0	6.3	1.6	6.3	0.8	1.8	3.2	1.4	31.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.7	39.8	31.8	44.1	42.5	31.7	64.3	18.1	19.7	44.6	20.5	167.3
LnGrp LOS	E	D	C	D	D	C	E	B	B	D	C	F
Approach Vol, veh/h		1902			1020			685			1171	
Approach Delay, s/veh		44.7			41.7			47.6			114.4	
Approach LOS		D			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.8	38.6	8.9	28.6	16.6	35.8	15.8	21.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	12.6	30.1	5.0	24.3	12.1	30.6	11.3	18.0				
Max Q Clear Time (g_c+I1), s	9.0	6.9	4.2	22.9	13.2	33.3	12.5	16.4				
Green Ext Time (p_c), s	0.3	1.1	0.0	1.1	0.0	0.0	0.0	0.9				
Intersection Summary												
HCM 6th Ctrl Delay			61.5									
HCM 6th LOS			E									

Timing Report, Sorted By Phase

5: SR-200 & Chester Rd

06/01/2022

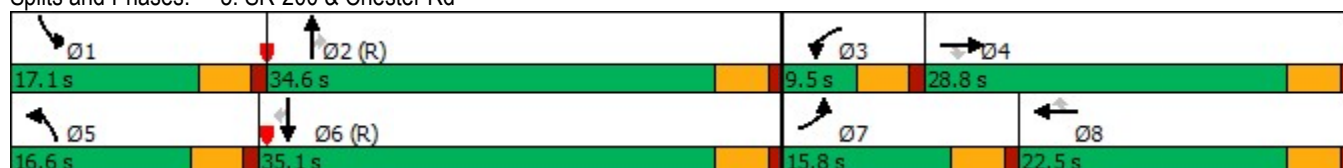


Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	17.1	34.6	9.5	28.8	16.6	35.1	15.8	22.5
Maximum Split (%)	19.0%	38.4%	10.6%	32.0%	18.4%	39.0%	17.6%	25.0%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	72.9	0	34.6	44.1	72.9	89.5	34.6	50.4
End Time (s)	0	34.6	44.1	72.9	89.5	34.6	50.4	72.9
Yield/Force Off (s)	85.5	30.1	39.6	68.4	85	30.1	45.9	68.4
Yield/Force Off 170(s)	85.5	19.1	39.6	57.4	85	19.1	45.9	57.4
Local Start Time (s)	72.9	0	34.6	44.1	72.9	89.5	34.6	50.4
Local Yield (s)	85.5	30.1	39.6	68.4	85	30.1	45.9	68.4
Local Yield 170(s)	85.5	19.1	39.6	57.4	85	19.1	45.9	57.4

Intersection Summary

Cycle Length 90
Control Type Actuated-Coordinated
Natural Cycle 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Splits and Phases: 5: SR-200 & Chester Rd



HCM 6th Signalized Intersection Summary

6: Chester Rd & Pages Dairy Rd

06/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	0	275	0	0	59	48	498	0	117	1140	241
Future Volume (veh/h)	128	0	275	0	0	59	48	498	0	117	1140	241
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	139	0	299	0	0	64	52	541	0	127	1239	262
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	343	403	342	80	135	114	284	2065	0	612	2111	941
Arrive On Green	0.09	0.00	0.22	0.00	0.00	0.07	0.04	0.58	0.00	0.05	0.59	0.59
Sat Flow, veh/h	1781	1870	1585	1418	1870	1585	1781	3647	0	1781	3554	1585
Grp Volume(v), veh/h	139	0	299	0	0	64	52	541	0	127	1239	262
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1418	1870	1585	1781	1777	0	1781	1777	1585
Q Serve(g_s), s	6.2	0.0	16.4	0.0	0.0	3.5	1.0	6.8	0.0	2.5	19.6	7.2
Cycle Q Clear(g_c), s	6.2	0.0	16.4	0.0	0.0	3.5	1.0	6.8	0.0	2.5	19.6	7.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	343	403	342	80	135	114	284	2065	0	612	2111	941
V/C Ratio(X)	0.41	0.00	0.87	0.00	0.00	0.56	0.18	0.26	0.00	0.21	0.59	0.28
Avail Cap(c_a), veh/h	533	842	713	261	374	317	311	2065	0	690	2111	941
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	0.0	34.1	0.0	0.0	40.4	8.9	9.3	0.0	6.8	11.4	8.9
Incr Delay (d2), s/veh	0.8	0.0	7.1	0.0	0.0	4.2	0.3	0.3	0.0	0.2	1.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	6.8	0.0	0.0	1.5	0.4	2.5	0.0	0.9	7.3	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	0.0	41.2	0.0	0.0	44.6	9.2	9.6	0.0	6.9	12.6	9.6
LnGrp LOS	C	A	D	A	A	D	A	A	A	A	B	A
Approach Vol, veh/h	438			64			593			1628		
Approach Delay, s/veh	38.6			44.6			9.6			11.7		
Approach LOS	D			D			A			B		
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	56.8		23.9	8.1	58.0	12.9	11.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.7	27.3		40.5	5.0	31.0	18.0	18.0				
Max Q Clear Time (g_c+I1), s	4.5	8.8		18.4	3.0	21.6	8.2	5.5				
Green Ext Time (p_c), s	0.1	3.5		1.0	0.0	6.2	0.2	0.1				
Intersection Summary												
HCM 6th Ctrl Delay	16.3											
HCM 6th LOS	B											

Timing Report, Sorted By Phase

6: Chester Rd & Pages Dairy Rd

06/01/2022

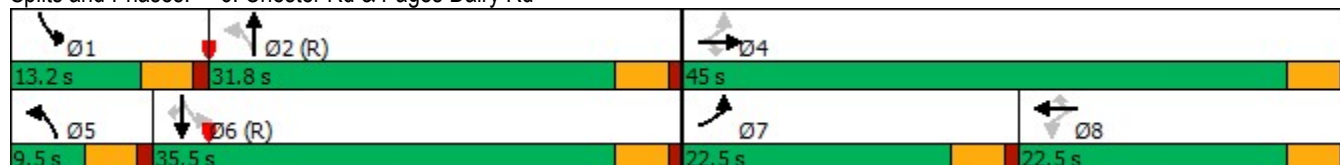


Phase Number	1	2	4	5	6	7	8
Movement	SBL	NBTL	EBTL	NBL	SBTL	EBL	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	None
Maximum Split (s)	13.2	31.8	45	9.5	35.5	22.5	22.5
Maximum Split (%)	14.7%	35.3%	50.0%	10.6%	39.4%	25.0%	25.0%
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0
Walk Time (s)		7	7		7	7	7
Flash Dont Walk (s)		11	11		11	11	11
Dual Entry	No	Yes	Yes	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	76.8	0	31.8	76.8	86.3	31.8	54.3
End Time (s)	0	31.8	76.8	86.3	31.8	54.3	76.8
Yield/Force Off (s)	85.5	27.3	72.3	81.8	27.3	49.8	72.3
Yield/Force Off 170(s)	85.5	16.3	61.3	81.8	16.3	38.8	61.3
Local Start Time (s)	76.8	0	31.8	76.8	86.3	31.8	54.3
Local Yield (s)	85.5	27.3	72.3	81.8	27.3	49.8	72.3
Local Yield 170(s)	85.5	16.3	61.3	81.8	16.3	38.8	61.3

Intersection Summary

Cycle Length 90
Control Type Actuated-Coordinated
Natural Cycle 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Splits and Phases: 6: Chester Rd & Pages Dairy Rd



HCM 6th Signalized Intersection Summary

8: SR 200 & Blackrock Rd

06/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (veh/h)	50	1610	34	15	958	107	13	2	7	318	3	48
Future Volume (veh/h)	50	1610	34	15	958	107	13	2	7	318	3	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	1750	37	16	1041	116	14	2	8	346	3	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	1730	537	33	1614	501	441	80	322	350	37	644
Arrive On Green	0.04	0.34	0.34	0.02	0.32	0.32	0.02	0.25	0.25	0.20	0.43	0.43
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	327	1308	1781	87	1511
Grp Volume(v), veh/h	54	1750	37	16	1041	116	14	0	10	346	0	55
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	0	1635	1781	0	1598
Q Serve(g_s), s	2.7	30.5	1.4	0.8	15.8	4.9	0.5	0.0	0.4	17.4	0.0	1.8
Cycle Q Clear(g_c), s	2.7	30.5	1.4	0.8	15.8	4.9	0.5	0.0	0.4	17.4	0.0	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.80	1.00		0.95
Lane Grp Cap(c), veh/h	73	1730	537	33	1614	501	441	0	402	350	0	682
V/C Ratio(X)	0.74	1.01	0.07	0.49	0.65	0.23	0.03	0.00	0.02	0.99	0.00	0.08
Avail Cap(c_a), veh/h	139	1730	537	99	1617	502	511	0	402	350	0	682
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.7	29.7	20.1	43.8	26.4	22.7	24.7	0.0	25.7	36.0	0.0	15.3
Incr Delay (d2), s/veh	13.3	24.5	0.1	10.9	0.9	0.2	0.0	0.0	0.1	44.6	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	15.8	0.5	0.4	6.3	1.8	0.2	0.0	0.2	11.7	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.0	54.2	20.2	54.7	27.3	22.9	24.7	0.0	25.8	80.7	0.0	15.6
LnGrp LOS	E	F	C	D	C	C	C	A	C	F	A	B
Approach Vol, veh/h		1841			1173			24			401	
Approach Delay, s/veh		53.6			27.3			25.2			71.7	
Approach LOS		D			C			C			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.2	26.7	6.1	35.0	6.0	42.9	8.2	32.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	17.7	18.8	5.0	30.5	5.0	31.5	7.0	28.5				
Max Q Clear Time (g_c+I1), s	19.4	2.4	2.8	32.5	2.5	3.8	4.7	17.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.3	0.0	5.5				
Intersection Summary												
HCM 6th Ctrl Delay			46.5									
HCM 6th LOS			D									

Timing Report, Sorted By Phase

8: SR 200 & Blackrock Rd

06/01/2022

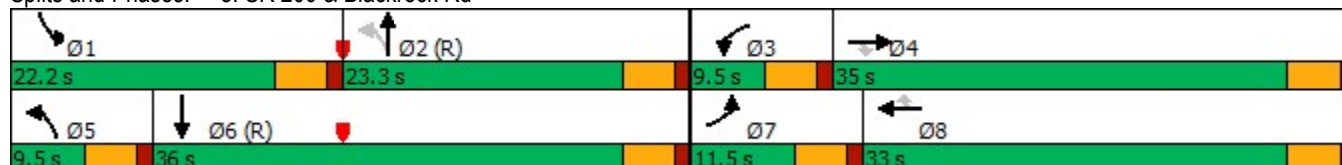


Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	22.2	23.3	9.5	35	9.5	36	11.5	33
Maximum Split (%)	24.7%	25.9%	10.6%	38.9%	10.6%	40.0%	12.8%	36.7%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	67.8	0	23.3	32.8	67.8	77.3	23.3	34.8
End Time (s)	0	23.3	32.8	67.8	77.3	23.3	34.8	67.8
Yield/Force Off (s)	85.5	18.8	28.3	63.3	72.8	18.8	30.3	63.3
Yield/Force Off 170(s)	85.5	7.8	28.3	52.3	72.8	7.8	30.3	52.3
Local Start Time (s)	67.8	0	23.3	32.8	67.8	77.3	23.3	34.8
Local Yield (s)	85.5	18.8	28.3	63.3	72.8	18.8	30.3	63.3
Local Yield 170(s)	85.5	7.8	28.3	52.3	72.8	7.8	30.3	52.3

Intersection Summary

Cycle Length 90
Control Type Actuated-Coordinated
Natural Cycle 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Splits and Phases: 8: SR 200 & Blackrock Rd



Intersection												
Int Delay, s/veh	68.3											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	209	411	29	8	407	92	5	19	14	50	62	213
Future Vol, veh/h	209	411	29	8	407	92	5	19	14	50	62	213
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	95	-	-	185	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	227	447	32	9	442	100	5	21	15	54	67	232
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	542	0	0	479	0	0	1190	1477	240	1198	1443	271
Stage 1	-	-	-	-	-	-	917	917	-	510	510	-
Stage 2	-	-	-	-	-	-	273	560	-	688	933	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1023	-	-	1080	-	-	143	125	761	141	131	727
Stage 1	-	-	-	-	-	-	293	349	-	514	536	-
Stage 2	-	-	-	-	-	-	710	509	-	403	343	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1023	-	-	1080	-	-	38	97	761	96	101	727
Mov Cap-2 Maneuver	-	-	-	-	-	-	38	97	-	96	101	-
Stage 1	-	-	-	-	-	-	228	272	-	400	532	-
Stage 2	-	-	-	-	-	-	419	505	-	284	267	-
Approach	SE			NW			NE			SW		
HCM Control Delay, s	3.1			0.1			56.2			\$ 306.5		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1					
Capacity (veh/h)	110	1080	-	-	1023	-	-	228				
HCM Lane V/C Ratio	0.375	0.008	-	-	0.222	-	-	1.549				
HCM Control Delay (s)	56.2	8.4	-	-	9.5	-	-	\$ 306.5				
HCM Lane LOS	F	A	-	-	A	-	-	F				
HCM 95th %tile Q(veh)	1.5	0	-	-	0.8	-	-	21.7				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Lanes, Volumes, Timings
2: US-17 & Pages Dairy Rd

06/01/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	209	411	29	8	407	92	5	19	14	50	62	213
Future Volume (vph)	209	411	29	8	407	92	5	19	14	50	62	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	185		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.972			0.951			0.911	
Flt Protected	0.950			0.950				0.994			0.992	
Satd. Flow (prot)	1770	3504	0	1770	3440	0	0	1761	0	0	1683	0
Flt Permitted	0.950			0.950				0.994			0.992	
Satd. Flow (perm)	1770	3504	0	1770	3440	0	0	1761	0	0	1683	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1062			523			462			718	
Travel Time (s)		24.1			11.9			10.5			16.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	227	447	32	9	442	100	5	21	15	54	67	232
Shared Lane Traffic (%)												
Lane Group Flow (vph)	227	479	0	9	542	0	0	41	0	0	353	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	61.5%						ICU Level of Service B					
Analysis Period (min)	15											

HCM 6th TWSC
4: Felmor Rd & Pages Dairy Rd

06/01/2022

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Vol, veh/h	334	150	116	365	20	25
Future Vol, veh/h	334	150	116	365	20	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	363	163	126	397	22	27
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	526	0	1012	363
Stage 1	-	-	-	-	363	-
Stage 2	-	-	-	-	649	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1041	-	265	682
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	520	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1041	-	233	682
Mov Cap-2 Maneuver	-	-	-	-	233	-
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	457	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.2		15.6	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	233	682	-	-	1041	-
HCM Lane V/C Ratio	0.093	0.04	-	-	0.121	-
HCM Control Delay (s)	22	10.5	-	-	8.9	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.4	-

Lanes, Volumes, Timings
4: Felmor Rd & Pages Dairy Rd

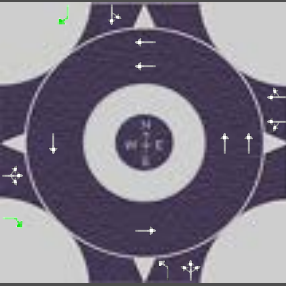
06/01/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↙	↑	↙	↗
Traffic Volume (vph)	334	150	116	365	20	25
Future Volume (vph)	334	150	116	365	20	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1863	1583	1770	1863	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	555			651	534	
Travel Time (s)	12.6			14.8	12.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	363	163	126	397	22	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	363	163	126	397	22	27
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 37.3%				ICU Level of Service A		
Analysis Period (min) 15						

HCS7 Roundabouts Report

General Information

Site Information

Analyst	Thomas Hatcher, P.E.		Intersection	
Agency or Co.	ETM, Inc.		E/W Street Name	Wildlight Pkwy
Date Performed			N/S Street Name	Chester Rd
Analysis Year	2027		Analysis Time Period (hrs)	0.25
Time Analyzed			Peak Hour Factor	0.92
Project Description			Jurisdiction	Nassau County, Florida

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	2	0	0	1	1	0	0	0	1	0
Lane Assignment	LTR				LT				L				LTR			
Volume (V), veh/h	0	88	0	1098	0	136	0	1	0	556	123	50	0	8	284	44
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flow Rate (V_{PCE}), pc/h	0	99	0	1229	0	152	0	1	0	622	138	56	0	9	318	49
Right-Turn Bypass	Non-Yielding				None				None				Non-Yielding			
Conflicting Lanes	1				2				1				2			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763		4.6453	4.3276		4.5436	4.5436			4.3276	
Follow-Up Headway (s)		2.6087		2.6667	2.5352		2.5352	2.5352			2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		99	1229	152	1		432	384			327	49
Entry Volume, veh/h		96	1193	148	1		420	372			317	48
Circulating Flow (v_c), pc/h	479			859			108			774		
Exiting Flow (v_{ex}), pc/h	65			622			238			470		
Capacity (C_{PCE}), pc/h		847		613	684		1287	1287			735	
Capacity (c), veh/h		822		595	664		1250	1250			714	
v/c Ratio (x)		0.12		0.25	0.00		0.34	0.30			0.44	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		5.5		9.3	5.4		6.0	5.6			11.2	
Lane LOS		A	A	A	A		A	A			B	A
95% Queue, veh		0.4		1.0	0.0		1.5	1.3			2.3	
Approach Delay, s/veh	0.4			9.3			5.8			9.8		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	3.9						A					

HCM 6th Signalized Intersection Summary

1: US-17 & SR-200

06/01/2022

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	117	1288	39	446	1223	468	74	143	477	406	149	35	
Future Volume (veh/h)	117	1288	39	446	1223	468	74	143	477	406	149	35	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	127	1400	42	485	1329	509	80	155	0	441	162	0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	195	1421	43	518	1902	590	103	825		480	1113		
Arrive On Green	0.06	0.28	0.28	0.15	0.37	0.37	0.06	0.23	0.00	0.14	0.31	0.00	
Sat Flow, veh/h	3456	5094	153	3456	5106	1585	1781	3554	1585	3456	3554	1585	
Grp Volume(v), veh/h	127	936	506	485	1329	509	80	155	0	441	162	0	
Grp Sat Flow(s),veh/h/ln	1728	1702	1843	1728	1702	1585	1781	1777	1585	1728	1777	1585	
Q Serve(g_s), s	3.2	24.6	24.6	12.5	19.9	26.7	4.0	3.2	0.0	11.3	3.0	0.0	
Cycle Q Clear(g_c), s	3.2	24.6	24.6	12.5	19.9	26.7	4.0	3.2	0.0	11.3	3.0	0.0	
Prop In Lane	1.00		0.08	1.00		1.00	1.00		1.00	1.00		1.00	
Lane Grp Cap(c), veh/h	195	949	514	518	1902	590	103	825		480	1113		
V/C Ratio(X)	0.65	0.99	0.99	0.94	0.70	0.86	0.78	0.19		0.92	0.15		
Avail Cap(c_a), veh/h	273	949	514	518	1902	590	190	825		480	1113		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	41.6	32.3	32.3	37.8	24.0	26.1	41.8	27.7	0.0	38.2	22.2	0.0	
Incr Delay (d2), s/veh	3.6	25.6	35.8	24.6	1.1	12.4	11.7	0.5	0.0	22.8	0.3	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	1.4	12.7	15.2	6.8	7.5	11.1	2.0	1.3	0.0	6.1	1.2	0.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	45.2	57.8	68.1	62.4	25.1	38.5	53.5	28.2	0.0	61.1	22.5	0.0	
LnGrp LOS	D	E	E	E	C	D	D	C		E	C		
Approach Vol, veh/h	1569		2323			235		A		603			A
Approach Delay, s/veh	60.1		35.8			36.8		50.7					
Approach LOS	E		D			D		D					
Timer - Assigned Phs	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	17.0	25.4	18.0	29.6	9.7	32.7	9.6	38.0					
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5					
Max Green Setting (Gmax), s	12.5	20.9	13.5	25.1	9.6	23.8	7.1	31.5					
Max Q Clear Time (g_c+I1), s	13.3	5.2	14.5	26.6	6.0	5.0	5.2	28.7					
Green Ext Time (p_c), s	0.0	0.7	0.0	0.0	0.0	0.8	0.1	2.2					
Intersection Summary													
HCM 6th Ctrl Delay	45.8												
HCM 6th LOS	D												

Timing Report, Sorted By Phase

1: US-17 & SR-200

06/01/2022



Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	17	25.4	18	29.6	14.1	28.3	11.6	36
Maximum Split (%)	18.9%	28.2%	20.0%	32.9%	15.7%	31.4%	12.9%	40.0%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	73	0	25.4	43.4	73	87.1	25.4	37
End Time (s)	0	25.4	43.4	73	87.1	25.4	37	73
Yield/Force Off (s)	85.5	20.9	38.9	68.5	82.6	20.9	32.5	68.5
Yield/Force Off 170(s)	85.5	9.9	38.9	57.5	82.6	9.9	32.5	57.5
Local Start Time (s)	73	0	25.4	43.4	73	87.1	25.4	37
Local Yield (s)	85.5	20.9	38.9	68.5	82.6	20.9	32.5	68.5
Local Yield 170(s)	85.5	9.9	38.9	57.5	82.6	9.9	32.5	57.5

Intersection Summary

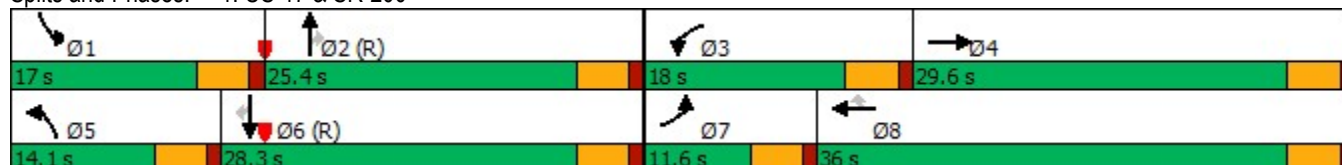
Cycle Length 90

Control Type Actuated-Coordinated

Natural Cycle 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Splits and Phases: 1: US-17 & SR-200



HCM 6th Signalized Intersection Summary

3: SR-200 & Felmor Rd

06/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (veh/h)	10	2032	103	428	2403	46	108	25	298	41	26	44
Future Volume (veh/h)	10	2032	103	428	2403	46	108	25	298	41	26	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	2209	112	465	2612	50	117	27	324	45	28	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	2207	685	464	3092	960	251	279	236	245	88	151
Arrive On Green	0.09	0.43	0.43	0.26	0.61	0.61	0.04	0.15	0.15	0.03	0.14	0.14
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	619	1061
Grp Volume(v), veh/h	11	2209	112	465	2612	50	117	27	324	45	0	76
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	0	1679
Q Serve(g_s), s	0.8	60.5	6.0	36.5	57.8	1.4	5.1	1.7	20.9	3.0	0.0	5.7
Cycle Q Clear(g_c), s	0.8	60.5	6.0	36.5	57.8	1.4	5.1	1.7	20.9	3.0	0.0	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.63
Lane Grp Cap(c), veh/h	156	2207	685	464	3092	960	251	279	236	245	0	239
V/C Ratio(X)	0.07	1.00	0.16	1.00	0.84	0.05	0.47	0.10	1.37	0.18	0.00	0.32
Avail Cap(c_a), veh/h	156	2207	685	464	3355	1042	251	279	236	256	0	239
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.7	39.7	24.3	51.8	22.3	6.5	52.7	51.4	59.6	49.3	0.0	54.0
Incr Delay (d2), s/veh	0.2	19.4	0.1	42.1	2.0	0.0	1.4	0.7	191.7	0.4	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	27.4	2.2	21.0	20.8	0.6	1.4	0.9	20.7	1.4	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.9	59.2	24.4	93.8	24.3	6.6	54.1	52.1	251.3	49.6	0.0	57.4
LnGrp LOS	E	F	C	F	C	A	D	D	F	D	A	E
Approach Vol, veh/h	2332					3127			468		121	
Approach Delay, s/veh	57.5					34.4			190.5		54.5	
Approach LOS	E					C			F		D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.6	25.4	41.0	65.0	9.6	24.4	16.7	89.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	20.0	36.5	60.5	5.1	19.9	5.0	92.0				
Max Q Clear Time (g_c+l1), s	5.0	22.9	38.5	62.5	7.1	7.7	2.8	59.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.2	0.0	24.9				
Intersection Summary												
HCM 6th Ctrl Delay			55.8									
HCM 6th LOS			E									

Timing Report, Sorted By Phase

3: SR-200 & Felmor Rd

06/01/2022



Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBT	NBL	SBTL	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	9.5	24.5	41	65	9.6	24.4	9.5	96.5
Maximum Split (%)	6.8%	17.5%	29.3%	46.4%	6.9%	17.4%	6.8%	68.9%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	3	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	130.4	139.9	24.4	65.4	130.4	0	120.9	24.4
End Time (s)	139.9	24.4	65.4	130.4	0	24.4	130.4	120.9
Yield/Force Off (s)	135.4	19.9	60.9	125.9	135.5	19.9	125.9	116.4
Yield/Force Off 170(s)	135.4	8.9	60.9	114.9	135.5	8.9	125.9	105.4
Local Start Time (s)	130.4	139.9	24.4	65.4	130.4	0	120.9	24.4
Local Yield (s)	135.4	19.9	60.9	125.9	135.5	19.9	125.9	116.4
Local Yield 170(s)	135.4	8.9	60.9	114.9	135.5	8.9	125.9	105.4

Intersection Summary

Cycle Length 140
Control Type Actuated-Coordinated
Natural Cycle 140
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Splits and Phases: 3: SR-200 & Felmor Rd



HCM 6th Signalized Intersection Summary

5: SR-200 & Chester Rd

06/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	743	1032	396	174	1432	169	356	277	101	203	229	438
Future Volume (veh/h)	743	1032	396	174	1432	169	356	277	101	203	229	438
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	808	1122	430	189	1557	184	387	301	110	221	249	476
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	833	2412	749	253	1555	483	402	739	330	286	620	277
Arrive On Green	0.24	0.47	0.47	0.07	0.30	0.30	0.12	0.21	0.21	0.08	0.17	0.17
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	808	1122	430	189	1557	184	387	301	110	221	249	476
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	25.5	16.3	21.6	5.9	33.5	10.0	12.3	8.1	6.5	6.9	6.8	19.2
Cycle Q Clear(g_c), s	25.5	16.3	21.6	5.9	33.5	10.0	12.3	8.1	6.5	6.9	6.8	19.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	833	2412	749	253	1555	483	402	739	330	286	620	277
V/C Ratio(X)	0.97	0.47	0.57	0.75	1.00	0.38	0.96	0.41	0.33	0.77	0.40	1.72
Avail Cap(c_a), veh/h	833	2412	749	349	1555	483	402	739	330	390	620	277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.4	19.6	21.0	50.0	38.3	30.1	48.4	37.7	37.1	49.4	40.3	45.4
Incr Delay (d2), s/veh	24.1	0.1	1.1	5.7	23.1	0.5	35.1	1.7	2.7	6.4	1.9	339.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.5	6.4	8.0	2.7	17.0	3.9	7.2	3.7	2.8	3.2	3.2	33.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.5	19.8	22.1	55.6	61.4	30.6	83.4	39.4	39.8	55.8	42.2	384.5
LnGrp LOS	E	B	C	E	F	C	F	D	D	E	D	F
Approach Vol, veh/h	2360			1930			798			946		
Approach Delay, s/veh	35.8			57.9			60.8			217.6		
Approach LOS	D			E			E			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.6	27.4	12.5	56.5	17.3	23.7	31.0	38.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	12.4	19.6	11.1	48.9	12.8	19.2	26.5	33.5				
Max Q Clear Time (g_c+l1), s	8.9	10.1	7.9	23.6	14.3	21.2	27.5	35.5				
Green Ext Time (p_c), s	0.2	1.6	0.2	11.2	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	74.7											
HCM 6th LOS	E											

Timing Report, Sorted By Phase

5: SR-200 & Chester Rd

06/01/2022

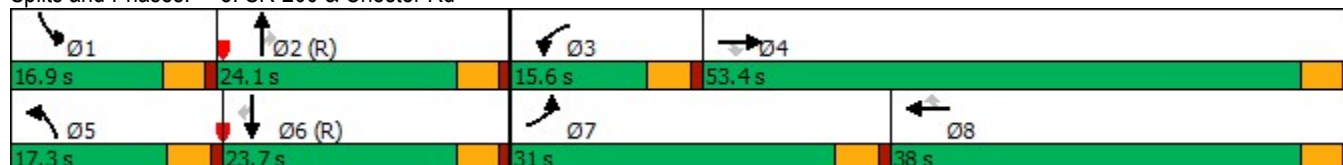


Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	16.9	24.1	15.6	53.4	17.3	23.7	31	38
Maximum Split (%)	15.4%	21.9%	14.2%	48.5%	15.7%	21.5%	28.2%	34.5%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	92.7	109.6	23.7	39.3	92.7	0	23.7	54.7
End Time (s)	109.6	23.7	39.3	92.7	0	23.7	54.7	92.7
Yield/Force Off (s)	105.1	19.2	34.8	88.2	105.5	19.2	50.2	88.2
Yield/Force Off 170(s)	105.1	8.2	34.8	77.2	105.5	8.2	50.2	77.2
Local Start Time (s)	92.7	109.6	23.7	39.3	92.7	0	23.7	54.7
Local Yield (s)	105.1	19.2	34.8	88.2	105.5	19.2	50.2	88.2
Local Yield 170(s)	105.1	8.2	34.8	77.2	105.5	8.2	50.2	77.2

Intersection Summary

Cycle Length 110
Control Type Actuated-Coordinated
Natural Cycle 110
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Splits and Phases: 5: SR-200 & Chester Rd



HCM 6th Signalized Intersection Summary

6: Chester Rd & Pages Dairy Rd

06/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	263	0	250	0	0	105	206	1172	0	65	730	151
Future Volume (veh/h)	263	0	250	0	0	105	206	1172	0	65	730	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	286	0	272	0	0	114	224	1274	0	71	793	164
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	322	609	516	80	177	150	399	1700	0	243	1547	690
Arrive On Green	0.18	0.00	0.33	0.00	0.00	0.09	0.09	0.48	0.00	0.05	0.44	0.44
Sat Flow, veh/h	1781	1870	1585	1418	1870	1585	1781	3647	0	1781	3554	1585
Grp Volume(v), veh/h	286	0	272	0	0	114	224	1274	0	71	793	164
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1418	1870	1585	1781	1777	0	1781	1777	1585
Q Serve(g_s), s	14.1	0.0	12.6	0.0	0.0	6.3	6.0	26.2	0.0	1.9	14.6	5.9
Cycle Q Clear(g_c), s	14.1	0.0	12.6	0.0	0.0	6.3	6.0	26.2	0.0	1.9	14.6	5.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	322	609	516	80	177	150	399	1700	0	243	1547	690
V/C Ratio(X)	0.89	0.00	0.53	0.00	0.00	0.76	0.56	0.75	0.00	0.29	0.51	0.24
Avail Cap(c_a), veh/h	356	842	713	229	374	317	430	1700	0	260	1547	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	0.0	24.7	0.0	0.0	39.8	13.2	19.1	0.0	15.9	18.5	16.0
Incr Delay (d2), s/veh	21.4	0.0	0.8	0.0	0.0	7.7	1.4	3.1	0.0	0.7	1.2	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	0.0	4.7	0.0	0.0	2.7	2.4	10.8	0.0	0.8	6.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.4	0.0	25.6	0.0	0.0	47.5	14.6	22.2	0.0	16.6	19.7	16.8
LnGrp LOS	E	A	C	A	A	D	B	C	A	B	B	B
Approach Vol, veh/h	558			114			1498			1028		
Approach Delay, s/veh	41.9			47.5			21.0			19.0		
Approach LOS	D			D			C			B		
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	47.6		33.8	12.5	43.7	20.8	13.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	31.0		40.5	9.6	26.4	18.0	18.0				
Max Q Clear Time (g_c+I1), s	3.9	28.2		14.6	8.0	16.6	16.1	8.3				
Green Ext Time (p_c), s	0.0	2.0		0.9	0.1	4.2	0.2	0.2				
Intersection Summary												
HCM 6th Ctrl Delay	25.0											
HCM 6th LOS	C											

Timing Report, Sorted By Phase

6: Chester Rd & Pages Dairy Rd

06/01/2022

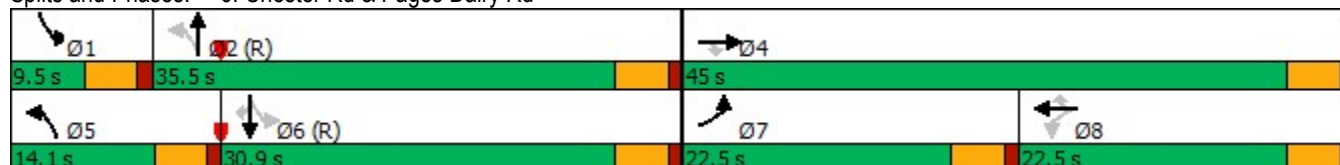


Phase Number	1	2	4	5	6	7	8
Movement	SBL	NBTL	EBT	NBL	SBTL	EBL	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	None
Maximum Split (s)	9.5	35.5	45	14.1	30.9	22.5	22.5
Maximum Split (%)	10.6%	39.4%	50.0%	15.7%	34.3%	25.0%	25.0%
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0
Walk Time (s)		7	7		7	7	7
Flash Dont Walk (s)		11	11		11	11	11
Dual Entry	No	Yes	Yes	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	75.9	85.4	30.9	75.9	0	30.9	53.4
End Time (s)	85.4	30.9	75.9	0	30.9	53.4	75.9
Yield/Force Off (s)	80.9	26.4	71.4	85.5	26.4	48.9	71.4
Yield/Force Off 170(s)	80.9	15.4	60.4	85.5	15.4	37.9	60.4
Local Start Time (s)	75.9	85.4	30.9	75.9	0	30.9	53.4
Local Yield (s)	80.9	26.4	71.4	85.5	26.4	48.9	71.4
Local Yield 170(s)	80.9	15.4	60.4	85.5	15.4	37.9	60.4

Intersection Summary

Cycle Length 90
Control Type Actuated-Coordinated
Natural Cycle 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Splits and Phases: 6: Chester Rd & Pages Dairy Rd



HCM 6th Signalized Intersection Summary

8: SR 200 & Blackrock Rd

06/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (veh/h)	82	1406	19	9	1829	277	25	2	15	177	3	78
Future Volume (veh/h)	82	1406	19	9	1829	277	25	2	15	177	3	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	1528	21	10	1988	301	27	2	16	192	3	85
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	2319	720	22	2070	642	408	38	306	214	17	471
Arrive On Green	0.06	0.45	0.45	0.01	0.41	0.41	0.03	0.21	0.21	0.12	0.31	0.31
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	179	1433	1781	54	1539
Grp Volume(v), veh/h	89	1528	21	10	1988	301	27	0	18	192	0	88
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	0	1612	1781	0	1593
Q Serve(g_s), s	4.4	21.0	0.7	0.5	34.1	12.5	1.1	0.0	0.8	9.6	0.0	3.6
Cycle Q Clear(g_c), s	4.4	21.0	0.7	0.5	34.1	12.5	1.1	0.0	0.8	9.6	0.0	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.89	1.00		0.97
Lane Grp Cap(c), veh/h	109	2319	720	22	2070	642	408	0	344	214	0	488
V/C Ratio(X)	0.82	0.66	0.03	0.46	0.96	0.47	0.07	0.00	0.05	0.90	0.00	0.18
Avail Cap(c_a), veh/h	109	2319	720	99	2071	643	459	0	344	214	0	488
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.8	19.1	13.6	44.1	26.1	19.6	26.3	0.0	28.1	39.1	0.0	22.9
Incr Delay (d2), s/veh	36.6	0.7	0.0	14.1	11.9	0.5	0.1	0.0	0.3	35.3	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	8.0	0.2	0.3	15.3	4.5	0.4	0.0	0.3	6.2	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.4	19.8	13.6	58.3	37.9	20.2	26.4	0.0	28.4	74.3	0.0	23.7
LnGrp LOS	E	B	B	E	D	C	C	A	C	E	A	C
Approach Vol, veh/h		1638			2299			45			280	
Approach Delay, s/veh		22.9			35.7			27.2			58.4	
Approach LOS		C			D			C			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.3	23.7	5.6	45.4	7.0	32.1	10.0	41.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.8	19.2	5.0	37.0	5.0	25.0	5.5	36.5				
Max Q Clear Time (g_c+I1), s	11.6	2.8	2.5	23.0	3.1	5.6	6.4	36.1				
Green Ext Time (p_c), s	0.0	0.0	0.0	9.0	0.0	0.4	0.0	0.4				
Intersection Summary												
HCM 6th Ctrl Delay			32.2									
HCM 6th LOS			C									

Timing Report, Sorted By Phase

8: SR 200 & Blackrock Rd

06/01/2022



Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	15.3	23.7	9.5	41.5	9.5	29.5	10	41
Maximum Split (%)	17.0%	26.3%	10.6%	46.1%	10.6%	32.8%	11.1%	45.6%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	74.7	0	23.7	33.2	74.7	84.2	23.7	33.7
End Time (s)	0	23.7	33.2	74.7	84.2	23.7	33.7	74.7
Yield/Force Off (s)	85.5	19.2	28.7	70.2	79.7	19.2	29.2	70.2
Yield/Force Off 170(s)	85.5	8.2	28.7	59.2	79.7	8.2	29.2	59.2
Local Start Time (s)	74.7	0	23.7	33.2	74.7	84.2	23.7	33.7
Local Yield (s)	85.5	19.2	28.7	70.2	79.7	19.2	29.2	70.2
Local Yield 170(s)	85.5	8.2	28.7	59.2	79.7	8.2	29.2	59.2

Intersection Summary

Cycle Length 90
Control Type Actuated-Coordinated
Natural Cycle 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Splits and Phases: 8: SR 200 & Blackrock Rd

Ø1	Ø2 (R)	Ø3	Ø4
15.3 s	23.7 s	9.5 s	41.5 s
Ø5	Ø6 (R)	Ø7	Ø8
9.5 s	29.5 s	10 s	41 s

Lanes, Volumes, Timings
2: US-17 & Pages Dairy Rd

06/01/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	235	480	24	12	566	151	9	41	22	62	41	192
Future Volume (vph)	235	480	24	12	566	151	9	41	22	62	41	192
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	185		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.968			0.959			0.912	
Flt Protected	0.950			0.950				0.994			0.990	
Satd. Flow (prot)	1770	3514	0	1770	3426	0	0	1776	0	0	1682	0
Flt Permitted	0.950			0.950				0.994			0.990	
Satd. Flow (perm)	1770	3514	0	1770	3426	0	0	1776	0	0	1682	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1062			523			462			718	
Travel Time (s)		24.1			11.9			10.5			16.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	255	522	26	13	615	164	10	45	24	67	45	209
Shared Lane Traffic (%)												
Lane Group Flow (vph)	255	548	0	13	779	0	0	79	0	0	321	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	67.5%				ICU Level of Service C							
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	354.1											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	235	480	24	12	566	151	9	41	22	62	41	192
Future Vol, veh/h	235	480	24	12	566	151	9	41	22	62	41	192
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	95	-	-	185	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	255	522	26	13	615	164	10	45	24	67	45	209
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	779	0	0	548	0	0	1401	1850	274	1517	1781	390
Stage 1	-	-	-	-	-	-	1045	1045	-	723	723	-
Stage 2	-	-	-	-	-	-	356	805	-	794	1058	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	834	-	-	1018	-	-	100	74	724	82	81	609
Stage 1	-	-	-	-	-	-	245	304	-	384	429	-
Stage 2	-	-	-	-	-	-	634	393	-	348	300	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	834	-	-	1018	-	-	17	51	724	~ 16	55	609
Mov Cap-2 Maneuver	-	-	-	-	-	-	17	51	-	~ 16	55	-
Stage 1	-	-	-	-	-	-	170	211	-	266	423	-
Stage 2	-	-	-	-	-	-	368	388	-	184	208	-
Approach	SE			NW			NE			SW		
HCM Control Delay, s	3.6			0.1			\$ 418.1			\$ 2091.1		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1					
Capacity (veh/h)	53	1018	-	-	834	-	-	60				
HCM Lane V/C Ratio	1.477	0.013	-	-	0.306	-	-	5.344				
HCM Control Delay (s)	\$ 418.1	8.6	-	-	11.2	-	-	\$ 2091.1				
HCM Lane LOS	F	A	-	-	B	-	-	F				
HCM 95th %tile Q(veh)	7.2	0	-	-	1.3	-	-	35.9				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Lanes, Volumes, Timings
4: Felmor Rd & Pages Dairy Rd

06/01/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↙	↑	↙	↗
Traffic Volume (vph)	358	48	45	255	43	27
Future Volume (vph)	358	48	45	255	43	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1863	1583	1770	1863	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	555			651	534	
Travel Time (s)	12.6			14.8	12.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	389	52	49	277	47	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	389	52	49	277	47	29
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 35.5%				ICU Level of Service A		
Analysis Period (min) 15						

HCM 6th TWSC
4: Felmor Rd & Pages Dairy Rd

06/01/2022

Intersection

Int Delay, s/veh 1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	358	48	45	255	43	27
Future Vol, veh/h	358	48	45	255	43	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	389	52	49	277	47	29

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	441
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1119
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1119
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

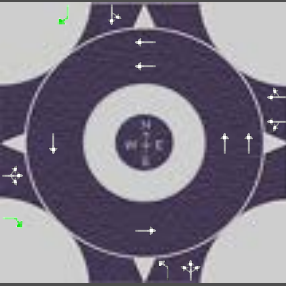
Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	14.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	356	659	-	-	1119	-
HCM Lane V/C Ratio	0.131	0.045	-	-	0.044	-
HCM Control Delay (s)	16.6	10.7	-	-	8.4	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-

HCS7 Roundabouts Report

General Information

Site Information

Analyst	Thomas Hatcher, P.E.		Intersection	
Agency or Co.	ETM, Inc.		E/W Street Name	Wildlight Pkwy
Date Performed			N/S Street Name	Chester Rd
Analysis Year	2027		Analysis Time Period (hrs)	0.25
Time Analyzed			Peak Hour Factor	0.92
Project Description			Jurisdiction	Nassau County, Florida

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	2	0	0	1	1	0	0	0	1	0
Lane Assignment	LTR				LT				L				LTR			
Volume (V), veh/h	0	49	0	611	0	137	0	1	0	982	317	251	0	7	202	78
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flow Rate (V_{PCE}), pc/h	0	55	0	684	0	153	0	1	0	1099	355	281	0	8	226	87
Right-Turn Bypass	Non-Yielding				None				None				Non-Yielding			
Conflicting Lanes	1				2				1				2			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763		4.6453	4.3276		4.5436	4.5436			4.3276	
Follow-Up Headway (s)		2.6087		2.6667	2.5352		2.5352	2.5352			2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		55	684	153	1		920	815			234	87
Entry Volume, veh/h		53	664	149	1		893	792			227	84
Circulating Flow (v_c), pc/h	387			1509			63			1252		
Exiting Flow (v_{ex}), pc/h	289			1099			411			379		
Capacity (C_{PCE}), pc/h		930		337	394		1341	1341			490	
Capacity (c), veh/h		903		327	382		1302	1302			476	
v/c Ratio (x)		0.06		0.45	0.00		0.69	0.61			0.48	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.5		22.1	9.5		12.0	10.0			16.7	
Lane LOS		A	A	C	A		B	A			C	A
95% Queue, veh		0.2		2.3	0.0		5.9	4.4			2.5	
Approach Delay, s/veh	0.3			22.0			11.1			12.2		
Approach LOS	A			C			B			B		
Intersection Delay, s/veh LOS	9.1						A					

Appendix G2
(Total Traffic Conditions – Synchro Printouts with
Right-Turn Overlap Phasing)

HCM 6th Signalized Intersection Summary

5: SR-200 & Chester Rd

06/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	375	1130	245	81	776	82	398	114	118	254	176	648
Future Volume (veh/h)	375	1130	245	81	776	82	398	114	118	254	176	648
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	408	1228	266	88	843	89	433	124	128	276	191	704
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	503	1557	483	185	1087	338	475	1112	496	358	991	673
Arrive On Green	0.15	0.30	0.30	0.05	0.21	0.21	0.14	0.31	0.31	0.10	0.28	0.28
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	408	1228	266	88	843	89	433	124	128	276	191	704
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	9.2	17.6	11.2	2.0	12.5	3.7	9.9	2.0	4.8	6.2	3.3	22.3
Cycle Q Clear(g_c), s	9.2	17.6	11.2	2.0	12.5	3.7	9.9	2.0	4.8	6.2	3.3	22.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	503	1557	483	185	1087	338	475	1112	496	358	991	673
V/C Ratio(X)	0.81	0.79	0.55	0.47	0.78	0.26	0.91	0.11	0.26	0.77	0.19	1.05
Avail Cap(c_a), veh/h	626	1730	537	233	1149	357	475	1112	496	384	991	673
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.1	25.4	23.2	36.8	29.7	26.3	34.0	19.6	20.5	34.9	22.0	23.0
Incr Delay (d2), s/veh	6.5	2.3	1.0	1.9	3.2	0.4	21.7	0.2	1.3	8.7	0.4	47.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	6.7	3.9	0.8	5.0	1.3	5.5	0.8	1.8	3.0	1.4	19.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.6	27.7	24.2	38.6	32.9	26.7	55.7	19.8	21.8	43.7	22.4	70.4
LnGrp LOS	D	C	C	D	C	C	E	B	C	D	C	F
Approach Vol, veh/h	1902			1020			685			1171		
Approach Delay, s/veh	29.8			32.9			42.9			56.3		
Approach LOS	C			C			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	29.5	8.8	28.9	15.5	26.8	16.1	21.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.9	20.6	5.4	27.1	11.0	18.5	14.5	18.0				
Max Q Clear Time (g_c+I1), s	8.2	6.8	4.0	19.6	11.9	24.3	11.2	14.5				
Green Ext Time (p_c), s	0.1	0.9	0.0	4.8	0.0	0.0	0.5	1.8				
Intersection Summary												
HCM 6th Ctrl Delay	38.8											
HCM 6th LOS	D											

Timing Report, Sorted By Phase

5: SR-200 & Chester Rd

06/01/2022



Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	13.4	25.1	9.9	31.6	15.5	23	19	22.5
Maximum Split (%)	16.8%	31.4%	12.4%	39.5%	19.4%	28.8%	23.8%	28.1%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	64.5	77.9	23	32.9	64.5	0	23	42
End Time (s)	77.9	23	32.9	64.5	0	23	42	64.5
Yield/Force Off (s)	73.4	18.5	28.4	60	75.5	18.5	37.5	60
Yield/Force Off 170(s)	73.4	7.5	28.4	49	75.5	7.5	37.5	49
Local Start Time (s)	64.5	77.9	23	32.9	64.5	0	23	42
Local Yield (s)	73.4	18.5	28.4	60	75.5	18.5	37.5	60
Local Yield 170(s)	73.4	7.5	28.4	49	75.5	7.5	37.5	49

Intersection Summary

Cycle Length 80
Control Type Actuated-Coordinated
Natural Cycle 80
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Splits and Phases: 5: SR-200 & Chester Rd

Ø1	Ø2 (R)	Ø3	Ø4
13.4 s	25.1 s	9.9 s	31.6 s
Ø5	Ø6 (R)	Ø7	Ø8
15.5 s	23 s	19 s	22.5 s

HCM 6th Signalized Intersection Summary 5: SR-200 & Chester Rd

06/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	743	1032	396	174	1432	169	356	277	101	203	229	438
Future Volume (veh/h)	743	1032	396	174	1432	169	356	277	101	203	229	438
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	808	1122	430	189	1557	184	387	301	110	221	249	476
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	833	2412	749	253	1555	483	402	739	330	286	620	659
Arrive On Green	0.24	0.47	0.47	0.07	0.30	0.30	0.12	0.21	0.21	0.08	0.17	0.17
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	808	1122	430	189	1557	184	387	301	110	221	249	476
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	25.5	16.3	21.6	5.9	33.5	10.0	12.3	8.1	6.5	6.9	6.8	19.2
Cycle Q Clear(g_c), s	25.5	16.3	21.6	5.9	33.5	10.0	12.3	8.1	6.5	6.9	6.8	19.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	833	2412	749	253	1555	483	402	739	330	286	620	659
V/C Ratio(X)	0.97	0.47	0.57	0.75	1.00	0.38	0.96	0.41	0.33	0.77	0.40	0.72
Avail Cap(c_a), veh/h	833	2412	749	349	1555	483	402	739	330	390	620	659
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.4	19.6	21.0	50.0	38.3	30.1	48.4	37.7	37.1	49.4	40.3	26.9
Incr Delay (d2), s/veh	24.1	0.1	1.1	5.7	23.1	0.5	35.1	1.7	2.7	6.4	1.9	6.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.5	6.4	8.0	2.7	17.0	3.9	7.2	3.7	2.8	3.2	3.2	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.5	19.8	22.1	55.6	61.4	30.6	83.4	39.4	39.8	55.8	42.2	33.6
LnGrp LOS	E	B	C	E	F	C	F	D	D	E	D	C
Approach Vol, veh/h	2360			1930			798			946		
Approach Delay, s/veh	35.8			57.9			60.8			41.1		
Approach LOS	D			E			E			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.6	27.4	12.5	56.5	17.3	23.7	31.0	38.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	12.4	19.6	11.1	48.9	12.8	19.2	26.5	33.5				
Max Q Clear Time (g_c+I1), s	8.9	10.1	7.9	23.6	14.3	21.2	27.5	35.5				
Green Ext Time (p_c), s	0.2	1.6	0.2	11.2	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	47.0											
HCM 6th LOS	D											

Timing Report, Sorted By Phase

5: SR-200 & Chester Rd

06/01/2022



Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	16.9	24.1	15.6	53.4	17.3	23.7	31	38
Maximum Split (%)	15.4%	21.9%	14.2%	48.5%	15.7%	21.5%	28.2%	34.5%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	92.7	109.6	23.7	39.3	92.7	0	23.7	54.7
End Time (s)	109.6	23.7	39.3	92.7	0	23.7	54.7	92.7
Yield/Force Off (s)	105.1	19.2	34.8	88.2	105.5	19.2	50.2	88.2
Yield/Force Off 170(s)	105.1	8.2	34.8	77.2	105.5	8.2	50.2	77.2
Local Start Time (s)	92.7	109.6	23.7	39.3	92.7	0	23.7	54.7
Local Yield (s)	105.1	19.2	34.8	88.2	105.5	19.2	50.2	88.2
Local Yield 170(s)	105.1	8.2	34.8	77.2	105.5	8.2	50.2	77.2

Intersection Summary

Cycle Length 110
Control Type Actuated-Coordinated
Natural Cycle 110
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Splits and Phases: 5: SR-200 & Chester Rd

Ø1	Ø2 (R)	Ø3	Ø4
16.9 s	24.1 s	15.6 s	53.4 s
Ø5	Ø6 (R)	Ø7	Ø8
17.3 s	23.7 s	31 s	38 s

HCM 6th Signalized Intersection Summary

3: SR-200 & Felmor Rd

06/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	10	2032	103	428	2403	46	108	25	298	41	26	44
Future Volume (veh/h)	10	2032	103	428	2403	46	108	25	298	41	26	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	2209	112	465	2612	50	117	27	324	45	28	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	2207	685	464	3092	960	251	279	649	245	88	151
Arrive On Green	0.09	0.43	0.43	0.26	0.61	0.61	0.04	0.15	0.15	0.03	0.14	0.14
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	619	1061
Grp Volume(v), veh/h	11	2209	112	465	2612	50	117	27	324	45	0	76
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	0	1679
Q Serve(g_s), s	0.8	60.5	6.0	36.5	57.8	1.4	5.1	1.7	20.9	3.0	0.0	5.7
Cycle Q Clear(g_c), s	0.8	60.5	6.0	36.5	57.8	1.4	5.1	1.7	20.9	3.0	0.0	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.63
Lane Grp Cap(c), veh/h	156	2207	685	464	3092	960	251	279	649	245	0	239
V/C Ratio(X)	0.07	1.00	0.16	1.00	0.84	0.05	0.47	0.10	0.50	0.18	0.00	0.32
Avail Cap(c_a), veh/h	156	2207	685	464	3355	1042	251	279	649	256	0	239
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.7	39.7	24.3	51.8	22.3	6.5	52.7	51.4	30.7	49.3	0.0	54.0
Incr Delay (d2), s/veh	0.2	19.4	0.1	42.1	2.0	0.0	1.4	0.7	2.7	0.4	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	27.4	2.2	21.0	20.8	0.6	1.4	0.9	8.2	1.4	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.9	59.2	24.4	93.8	24.3	6.6	54.1	52.1	33.4	49.6	0.0	57.4
LnGrp LOS	E	F	C	F	C	A	D	D	C	D	A	E
Approach Vol, veh/h	2332		3127				468				121	
Approach Delay, s/veh	57.5		34.4				39.6				54.5	
Approach LOS	E		C				D				D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.6	25.4	41.0	65.0	9.6	24.4	16.7	89.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	20.0	36.5	60.5	5.1	19.9	5.0	92.0				
Max Q Clear Time (g_c+I1), s	5.0	22.9	38.5	62.5	7.1	7.7	2.8	59.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.2	0.0	24.9				
Intersection Summary												
HCM 6th Ctrl Delay	44.1											
HCM 6th LOS	D											

Timing Report, Sorted By Phase

3: SR-200 & Felmor Rd

06/01/2022



Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBT	NBL	SBTL	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	9.5	24.5	41	65	9.6	24.4	9.5	96.5
Maximum Split (%)	6.8%	17.5%	29.3%	46.4%	6.9%	17.4%	6.8%	68.9%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	3	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	130.4	139.9	24.4	65.4	130.4	0	120.9	24.4
End Time (s)	139.9	24.4	65.4	130.4	0	24.4	130.4	120.9
Yield/Force Off (s)	135.4	19.9	60.9	125.9	135.5	19.9	125.9	116.4
Yield/Force Off 170(s)	135.4	8.9	60.9	114.9	135.5	8.9	125.9	105.4
Local Start Time (s)	130.4	139.9	24.4	65.4	130.4	0	120.9	24.4
Local Yield (s)	135.4	19.9	60.9	125.9	135.5	19.9	125.9	116.4
Local Yield 170(s)	135.4	8.9	60.9	114.9	135.5	8.9	125.9	105.4

Intersection Summary

Cycle Length 140
Control Type Actuated-Coordinated
Natural Cycle 140
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Splits and Phases: 3: SR-200 & Felmor Rd

Ø1	Ø2 (R)	Ø3	Ø4
9.5 s	24.5 s	41 s	65 s
Ø7	Ø5	Ø6 (R)	Ø8
9.6 s	24.4 s	96.5 s	9.5 s

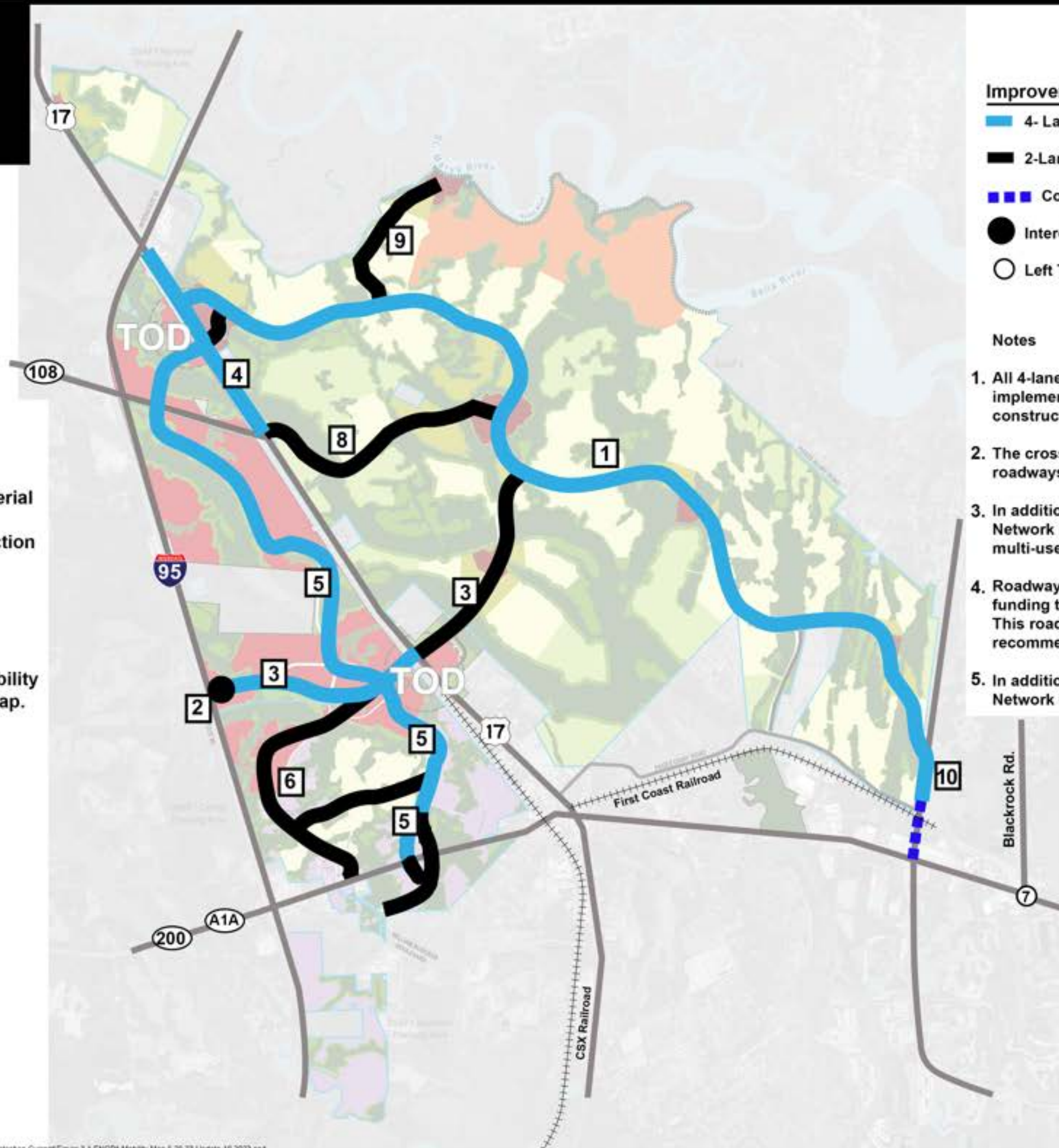
Appendix H
(Exhibit H – Proposed ENCPA Mobility Network
Improvements)

ENCPA Mobility Improvement Map

Mobility Network Cost Components (on map)

- 1 Wildlight Parkway
- 2 New I-95 Interchange
- 3 Central Connector
- 4 US 17 Widening
- 5 North-South Regional Center Arterial
- 6 DSAP Western Loop Collector
- 7 SR A1A at Blackrock Rd. intersection left turn lane improvements
- 8 CR 108 Connector
- 9 Resort Road
- 10 Chester Road

Internal trails are included in the Mobility Network but are not shown on the map.



Improvements

- 4- Lanes
- 2-Lanes w/Turn Lanes at Major Intersections
- Committed Funding Roadway
- Interchange
- Left Turn Lane Improvements

Notes

1. All 4-lane roadways are assumed to be implemented in phases, with 2 lanes constructed initially.
2. The cross-sections for all the Mobility Network roadways also include 10' multi-use trails.
3. In addition to the roadways shown, the Mobility Network includes approximately 50 miles of separate multi-use trails.
4. Roadway shown in dashed lines have committed funding through Nassau County for additional lanes. This roadway is not included in the cost for the recommended mobility plan.
5. In addition to the roadways shown, the Mobility Network includes major intersections.

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