



E.G. Miles Parkway SR 196 / SR 119

Corridor Study

ATLAS

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transport
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Table of Contents

Introduction	4
Background and Purpose	4
Stakeholder Engagement.....	7
Existing Conditions	10
Site Visits and Field Observations	10
Traffic Data	13
Safety Analysis.....	20
Zoning and Land Use.....	27
Transportation Network and Operations	29
Traffic Capacity Analysis.....	29
Future Conditions	35
Transportation and Development Projects.....	35
Future Traffic Projections Methodology.....	36
Growth Rate	36
Trip Generation for U-Turns	37
Future No-Build Scenario	37
Observations	44
Future Build Scenario	44
Signal Warrant Summary.....	44
ICE Analysis Summary.....	58
Conclusions and Recommendations	62
Preferred Intersection Design.....	62
Priority Improvement Project Recommendations.....	64
General Recommendations and Conclusions.....	67

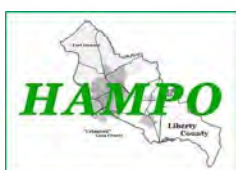


Table of Figures

Figure 1: E.G. Miles Corridor Reference Map.....5

Figure 2: Stakeholder Survey Feedback (Existing Bicycle and Walking Conditions)*8

Figure 3: Stakeholder Survey Feedback (Corridor Improvement Needs)*8

Figure 4: Stakeholder Survey Feedback (Corridor Improvement Needs)*.....9

Figure 5: E.G. Miles Pkwy at W 15th St Morning Peak Period Intersection Queuing 10

Figure 6: E.G. Miles Pkwy At W 15th St Evening Peak Period Intersection Queuing..... 11

Figure 7: E.G. Miles Pkwy At Veterans Pkwy Morning Peak Period Intersection Queuing 11

Figure 8: E.G. Miles Pkwy At Veterans Pkwy Evening Peak Period Intersection Queuing 12

Figure 9: E.G. Miles Pkwy At Gen Screven Way Morning Peak Period Intersection Queuing 12

Figure 10: E.G. Miles Pkwy At Gen Screven Way Evening Peak Period Intersection Queuing..... 13

Figure 11: Traffic Count Location Map 15

Figure 12: Existing Turning Movement Traffic Counts (2021) 16

Figure 13: Existing Bi-Directional Traffic Counts (2021) 17

Figure 14: Existing Bi-Directional Traffic Counts (2021) 18

Figure 15: Existing Bi-Directional Classification Counts (2021) 19

Figure 16: Existing Missing Pedestrian Crosswalk At E.G. Miles Parkway And General Screven Way ...26

Figure 17: Weekly Speed Profile for Count Station 179-0121 26

Figure 18: Weekly Speed Profile for Count Station 179-0123 27

Figure 19: E.G. Miles Parkway Study Area Existing Zoning 28

Figure 20: Segment 2 (W 15th St to Veterans Pkwy) Existing Intersection Control with Lane Geometry 30

Figure 21: Segment 1 (Veterans Pkwy W Gen Screven Way) Existing Intersection Control With Lane Geometry 31

Figure 22: Existing LOS and Delay Results (W 15th St to Miles Crossing)..... 32

Figure 23: Existing LOS And Delay Results (Live Oak Drive To Veterans Parkway) 33

Figure 24: Existing LOS And Delay Results (Deal Street To W General Screven Way)..... 34

Figure 25: GDOT Projects Within The Study Area 35

Figure 26: GDOT Projects Within The Study Area 36

Figure 27: 2025 No Build LOS And Delay Results (W 15th St To Miles Crossing) 38

Figure 28: 2025 No Build LOS And Delay Results (Live Oak Dr To Veterans Pkwy) 39

Figure 29: 2025 No Build LOS And Delay Results (Deal St to W General Screven Way) 40

Figure 30: 2045 No Build LOS And Delay Results (W 15th St To Miles Crossing) 41

Figure 31: 2045 No Build LOS And Delay Results (Live Oak Dr To Veterans Pkwy) 42

Figure 32: 2045 No Build LOS And Delay Results (Deal St To W General Screven Way) 43

Figure 33: 2025 Build LOS And Delay Results (W 15th St To Miles Crossing) 46

Figure 34: 2025 Build LOS And Delay Results (Live Oak Dr To Veterans Pkwy) 47

Figure 35: 2025 Build LOS And Delay Results (Deal St To W General Screven Way)..... 48

Figure 36: 2045 Build LOS And Delay Results (W 15th St To Miles Crossing) 49

Figure 37: 2045 Build LOS And Delay Results (Live Oak Dr To Veterans Pkwy) 50

Figure 38: 2045 Build LOS And Delay Results (Deal St To W General Screven Way)..... 51

Figure 39: Full Build Los And Delay Results (W 15th St To Miles Crossing) 52

Figure 40: Full Build Los And Delay Results (Live Oak Dr To Veterans Pkwy) 53

Figure 41: Full Build Los And Delay Results (Deal St To W General Screven Way)..... 54

Figure 42: Proposed Center Median Openings (W 15th St To Miles Crossing) 55

Figure 43: Proposed Center Median Openings (Live Oak Dr To Veterans Pkwy) 56

Figure 44: Proposed Center Median Openings (Deal St To W General Screven Way) 57

Figure 45: Example Of A Conventional Minor Street/ Two-Way Stop Control (TWSC) Intersection 59

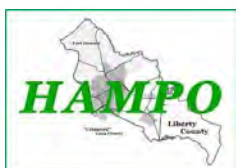


Figure 46: Example of a High-T Intersection 60
 Figure 47: Example of A Reduced Conflict U-Turn (RCUT) Intersection..... 60
 Figure 48: Example of a Conventional Traffic Signal Intersection..... 61
 Figure 49: Example of a Continuous Green Intersection 61
 Figure 50: Example of a Signalized RCUT Intersection..... 62

List of Tables

Table 1: Historical GDOT Count Station Data..... 14
 Table 2: E.G. Miles Parkway Segment 1: Corridor vs State Crash Data..... 20
 Table 3: E.G. Miles Parkway Segment 2: Corridor vs State Crash Data..... 20
 Table 4: Airport Dr/W 15th St and E.G. Miles Parkway Crash Data 21
 Table 5: Curtis Rd and E.G. Miles Parkway Crash Data..... 21
 Table 6: Live Oak Church Rd and E.G. Miles Parkway Crash Data..... 21
 Table 7: Miles Xing and E.G. Miles Parkway Crash Data 22
 Table 8: Live Oak Dr and E.G. Miles Parkway Crash Data 22
 Table 9: Pineland Ave and E.G. Miles Parkway Crash Data 22
 Table 10: Willowbrook Dr/ Sharon St and E.G. Miles Parkway Crash Data 23
 Table 11: Veterans Pkwy and E.G. Miles Parkway Crash Data..... 23
 Table 12: Deal St and E.G. Miles Parkway Crash Data..... 23
 Table 13: Arlington Dr/ Surrey Rd and E.G. Miles Parkway Crash Data 24
 Table 14: Liberty Regional Medical Center and E.G. Miles Parkway Crash Data..... 24
 Table 15: W General Screven Way and E.G. Miles Parkway Crash Data 24
 Table 16: Liberty County Specific Zoning Districts..... 27
 Table 17: City Of Hinesville Specific Zoning Districts 28
 Table 18: GDOT Count Station Growth Rate 37
 Table 19: Signal Warrant Analysis Summary..... 45
 Table 20: ICE Results Summary..... 59
 Table 21: Unsignalized Intersections Preferred Design..... 62
 Table 22: Signalized Intersections Recommended Improvements 62
 Table 23: Left Turn Phasing Recommendations 64
 Table 24: Short Term Project Recommendations..... 65
 Table 25: Mid-Term Project Recommendations 65
 Table 26: Long-Term Project Recommendations 65

Appendix A: Traffic Counts

Appendix B: Synchro Analysis Results (Unsignalized Intersections)

Appendix C: Synchro Analysis Results (Signalized Intersections)

Appendix D: Synchro Analysis Results (Full Build Condition)

Appendix E: ICE and Signal Warrants

Appendix F: Intersection Analysis Memo – Deal Street at E.G. Miles Parkway

Appendix G: Detailed Concept



Introduction

Background and Purpose

This study's goal is to assess the SR 119/E.G. Miles Parkway corridor in Hinesville, Georgia, which runs between General Screven Way and SR 119/Airport Road. The main entrance to the Liberty Regional Medical Center, commercial shopping centers, residential communities, the city of Hinesville Public Works Department, and the headquarters of Liberty Transit are all located along this corridor, which is also about a mile from the main access gate to the Fort Stewart Military Installation. With multiple at-grade intersections, one railroad crossing, business driveways, and cross sections ranging from 4-lanes with a center two-way left turn lane to 4-lanes undivided without any existing center median infrastructure, the route handles 17,000 to 21,700 vehicles per day (vpd).

The corridor was also included in the Hinesville Area Metropolitan Organization (HAMPO) Freight Study as a freight route, linking to the Fort Stewart Freight Access on 15th Street. In October 2020, the 2045 HAMPO Metropolitan Transportation Plan (MTP) was established, and it identified this route as a high accident corridor and an area slated for significant land development. The local rezoning and engineering processes for two planned projects in this study region are presently underway, and it has been determined that specific conditions necessitate conducting traffic impact studies. The MTP suggested three operational enhancement projects for the Metropolitan Planning Organization (MPO) region that would increase capacity, safety, and freight support. Additionally, the Liberty County T-SPLOST vote that was successfully approved in 2020 recognized this.

Since the MTP's implementation, GDOT District 5 found that operational changes are required to accommodate the current average annual daily traffic (AADT). In addition, GDOT suggested that a safety analysis be carried along the corridor. It was decided at a coordination meeting with local and state elected officials, GDOT partners, business leaders, and local HAMPO leadership that a thorough corridor analysis is required to comprehend current and future transportation issues and to determine the best way to use the various public and private transportation funds available for capital improvements for the corridor.

While the entire corridor was examined to ensure consistency for the improvements suggested by the mid- to long-range MTP, special attention was given to examining and creating recommendations that are ready for implementation for the segment that is currently under development pressure and has a high crash rate, relative to the statewide average for similar facilities. The study corridor has been divided into two segments as followed:

- Segment 1: General Screven Way to Veterans Parkway
- Segment 2: Veterans Parkway to W 15th St

Figure 1 highlights the study boundaries and the limits of the Segment 1 and Segment 2 roadway sections.

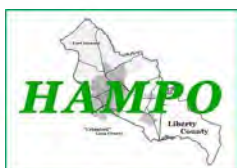
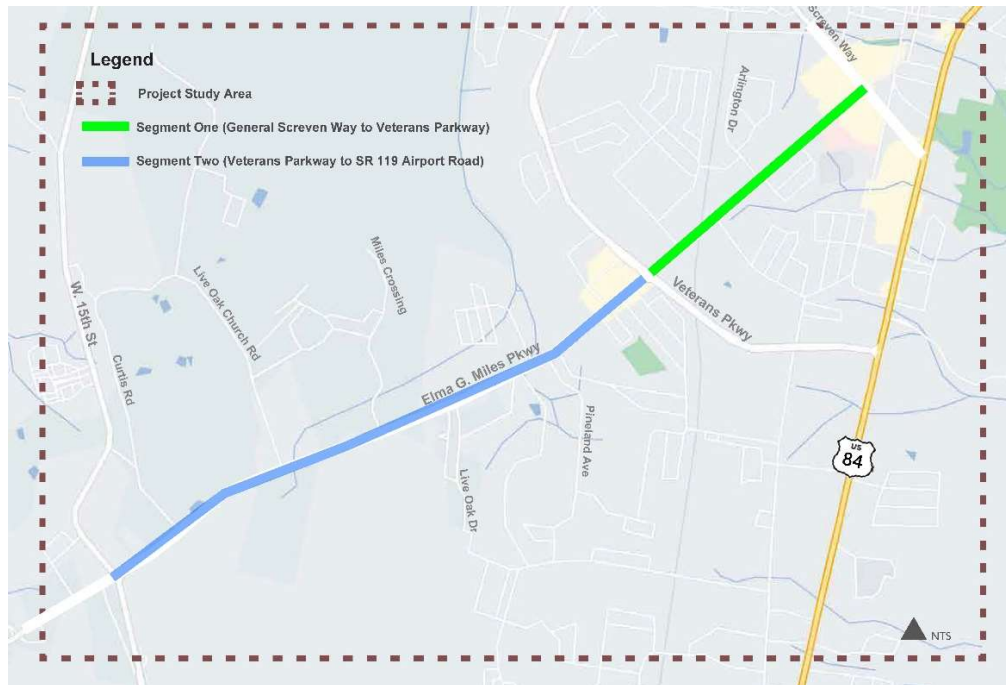


FIGURE 1: E.G. MILES CORRIDOR REFERENCE MAP



Review of Existing Plans and Documents

As part of the study, local regional and state initiatives were received for road safety to better understand local desires and recommendations that reflected local outcomes. This section cites considerations related to the SR 196/E.G. Miles Parkway Road Safety Audit (RSA) in addition to consideration of the observed traffic.

All plans and findings require the two sections of this corridor to be addressed. By and large, connectivity and access has not been a factor in the previous planning studies. This is not due to negligence rather the scopes of those plans and studies did not include items such as transit, commerce, or specifically addressing a particular mode of operation. The concepts that follow from this review outlined specific considerations as this project moved through public stakeholders and local official meetings towards recommending corridor improvement projects.

The existing plans were reviewed at the site level to understand how to achieve operational efficiency and implement safety across various while accommodating vehicular traffic and freight. More detailed information regarding improvement project recommendations is listed in the Conclusions and Recommendations section of this report. The list of plans and documents which were reviewed as part of this effort includes:

- GDOT Safety Audit Data and Recommendations
- GDOT Design policy manual
- GDOT Context Sensitive Design Manual
- Hinesville Municipal Code
- Liberty County Land Development Code (LDC)
- Permitting and Planning
- AASHTO Recommendations for Urban Context
- Walk, Thrive Bike Report, Atlanta Regional Commission
- Local Government and Law Enforcement Programs

- Traffic Data, collected and observed
- Demographic information
- Technical Memorandum of review of GDOT safety audit

Review of the GDOT Safety Audit with Suggestions

The review took an in-depth look at the safety audit performed by the state in 2017. This study will provide additional recommendations based on the initial conclusions of the 2017 safety audit. The 2017 study identified the various high collision points that are well-known to both the state and local officials. With most collisions at intersections and in commercial areas, an initial suggestion is to provide the opportunity for more modes of transportation to have safe access as well as treatments that provide for enhanced pedestrian safety.

Another observation for the study is that it does not take into context the emerging multifamily development nor the desire of the local community to improve access through transit and commercial development densification. While the data review still supports design updates including turning lanes and intersection improvements with raised medians, access management should be considered as part of the solution to better understand the potential impacts of changing one intersection with the effects to another intersection nearby.

Thus, this will also require consideration of context-based solutions to address approach design speed while entering commercial corridors from the rural highway corridor sections. Managing the corridor as a whole versus spot treatments at high collision intersections should assist in the overall reduction of collisions with vehicles, pedestrians and property. Access management can be a difficult concept at the local level and should be vetted with local stakeholders to understand impacts as well as find common ground to achieve a better comprehensive outcome.



Stakeholder Engagement

A central pillar of the E.G. Miles Corridor study was to gather appropriate and useable feedback from the general public, stakeholders, and other important participants using a variety of resources and tools to better understand the needs and constraints of the E.G. Miles Corridor and the greater study area roadway network. Thus, the stakeholder engagement and outreach strategy developed at the onset of the study was used to establish the means and methods of conveying information with, and encouraging and incorporating input from the general public, stakeholders, property owners, and elected officials. Both traditional in-person outreach in addition to web and online based outreach mechanisms were employed to engage the public through public meetings, outreach events, online surveys and questionnaires.

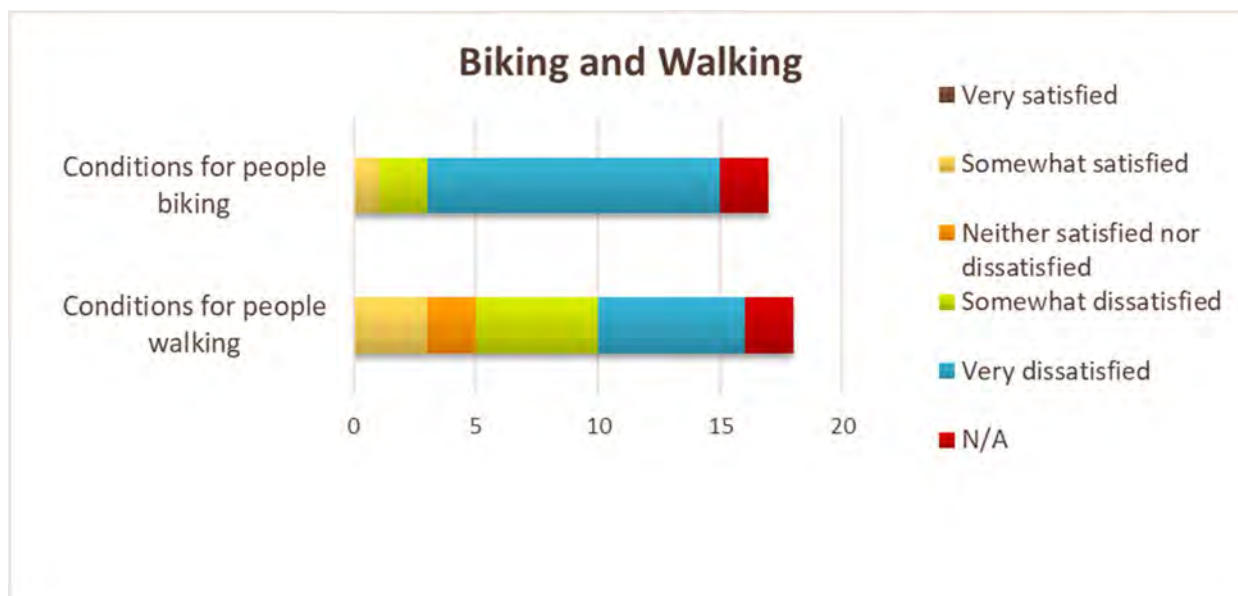
A focus group presentation and discussions regarding the E.G. Miles Parkway issues were carried out in March 2022 in addition to regular committee presentations. Two public meetings were conducted on April 14, 2022 and May 12, 2022 where concept layouts, factual summary sheets, and additional corridor study materials were presented as a way to inform stakeholders and provide a baseline for further discussion. Comprehensively, the stakeholder and public involvement included individuals from the following organizations:

- Various Business and Property Owners
- Chamber of Commerce
- Development Authority Representatives
- Sheriff's Office, Fire, EMS
- Police Departments
- Fort Stewart
- Liberty Transit
- Liberty Regional Medical Center
- GDOT and HAMPO Committee Members

A summary of the stakeholder survey results is presented in the Figures 2 through 4.

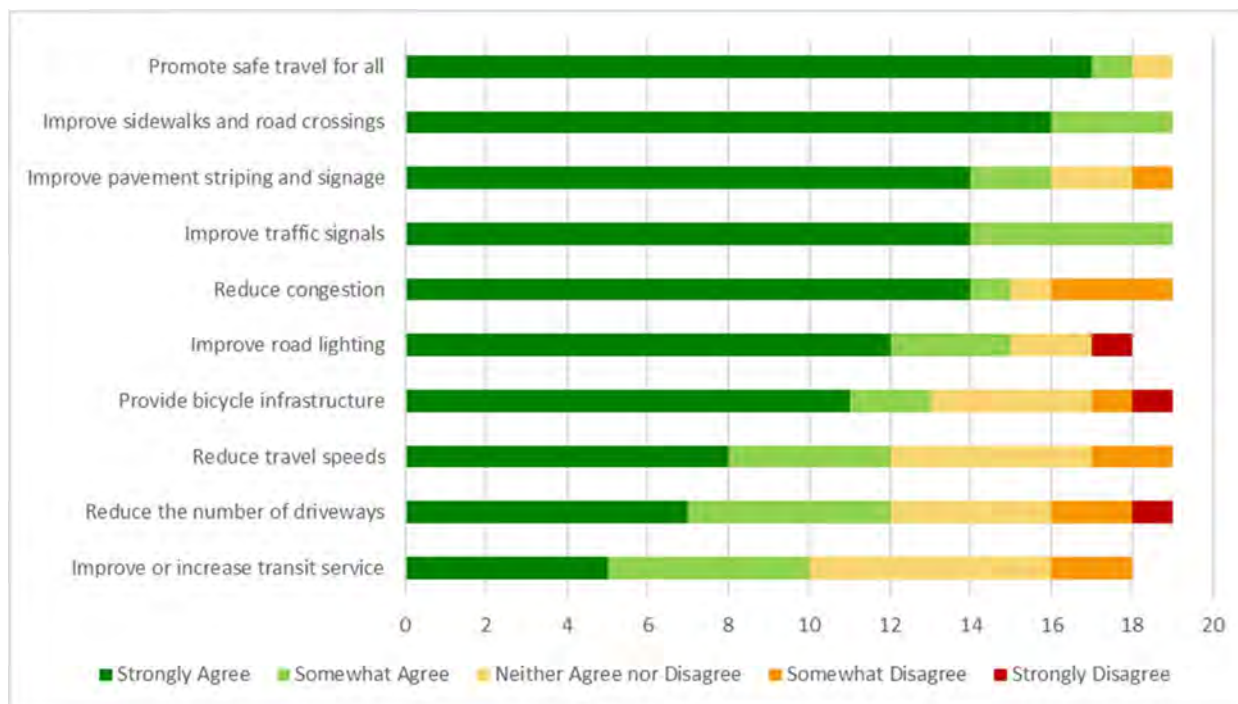


FIGURE 2: STAKEHOLDER SURVEY FEEDBACK (EXISTING BICYCLE AND WALKING CONDITIONS)*



* Survey results shown in the figure above included 19 survey respondents.

FIGURE 3: STAKEHOLDER SURVEY FEEDBACK (CORRIDOR IMPROVEMENT NEEDS)*



* Survey results shown in the figure above included 19 survey respondents.

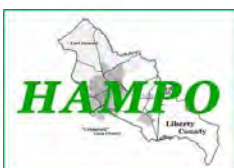
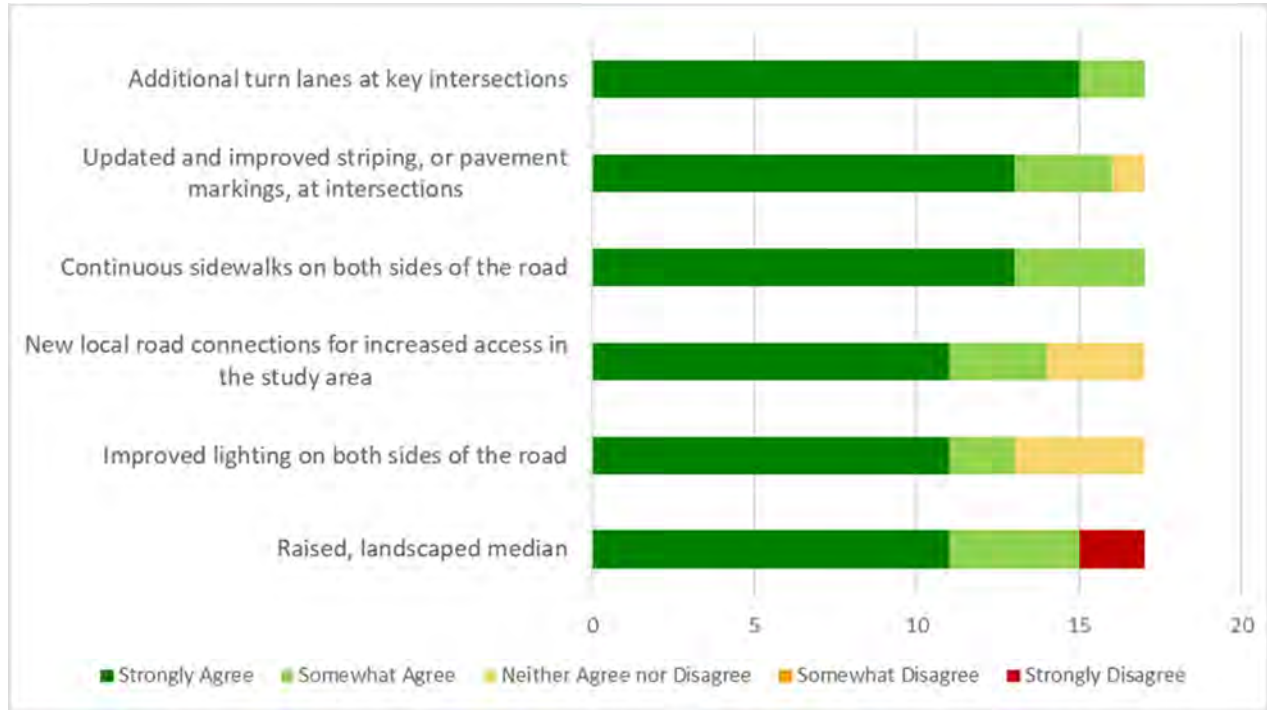


FIGURE 4: STAKEHOLDER SURVEY FEEDBACK (CORRIDOR IMPROVEMENT NEEDS)*



* Survey results shown in the figure above included 19 survey respondents.

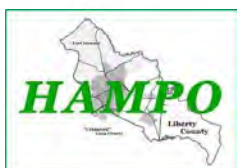
After the stakeholder feedback was collected and analyzed, a summary of priority stakeholder concerns specific to the E.G. Miles corridor and the greater study area road network was developed from online surveys and in-person feedback. Each issue was categorized based on its location of impact either along the E.G. Miles Parkway study corridor or within the greater study area. The summary of concerns and suggestions is as follows:

Concerns and Suggestions – E.G. Miles Parkway Corridor Needs

- Cut-through traffic in neighborhoods where there is limited access from EG Miles.
- Walking on this high-speed corridor will still not be comfortable. The distance between the sidewalk and the roadway is too narrow.
- Speeding will not be reduced despite improvements on corridor.
- Maintenance might still be an issue. Sidewalks will need to be maintained.
- The manhole covers are an ongoing issue because tires drop into the holes or drivers swerve at high speeds to miss the holes.

Concerns and Suggestions – Study Area Network Needs

- The corridor has no alternate routes. We need another route to Fort Stewart from the west to disperse traffic.
- Congestion on E.G. Miles will only increase as more homes are built in the area. We need more local roads for through traffic.



Existing Conditions

To evaluate the existing roadway conditions, traffic counts and subsequent analysis was conducted along E.G. Miles Parkway and at the major intersections that could be impacted by future design decisions. Since existing traffic data was somewhat limited to the E.G. Miles Parkway corridor, trip generation was conducted to estimate traffic coming in and out from major traffic generating establishments. Inventorying the existing roadway was done in addition to looking at crash history, speed data, and existing intersection traffic control.

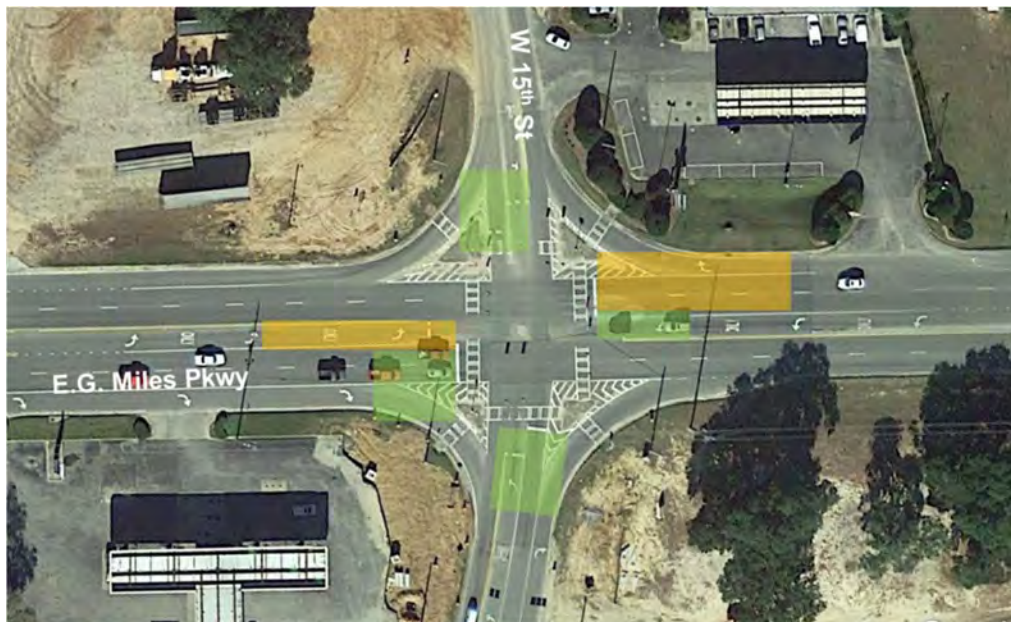
Site Visits and Field Observations

To obtain a better understanding of the existing roadway conditions, including operational and safety aspects, a site inventory along the E.G. Miles Corridor was conducted during the AM and PM peak hours on Tuesday February 9, 2022. The site visit focused on the existing corridor constraints and the approximate intersection vehicle queuing at the following three intersections:

- E.G. Miles Parkway at W 15th Street
- E.G. Miles Parkway at Veterans Parkway
- E.G. Miles Parkway at General Screven Way

The proceeding figures (Figures 5 through 10) show the approximate morning and evening peak traffic queuing at three intersection locations along the E.G. Miles Parkway study corridor. Each intersection approach was highlighted based on the observed amount of vehicle queuing. Green highlights minimal vehicle queuing (less than 10 cars), moderate queuing (approximately 10 to 20 vehicles) is shown in orange highlights, and extensive intersection queuing (more than 20 vehicles) is shown in red.

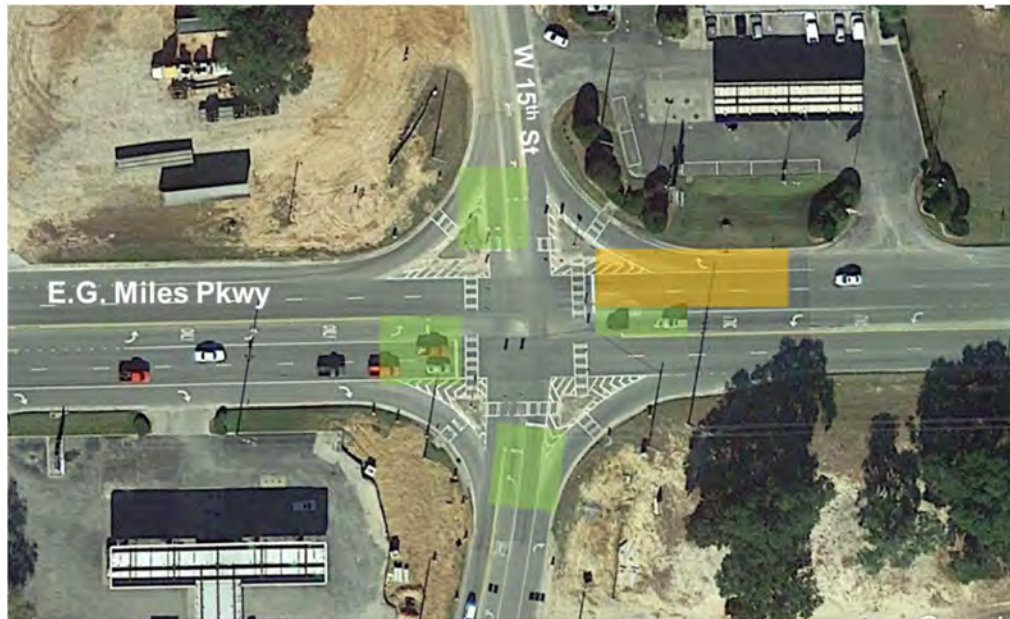
FIGURE 5: E.G. MILES PKWY AT W 15TH ST MORNING PEAK PERIOD INTERSECTION QUEUING



- Minimal Intersection Queuing (approx. <10 cars*)
- Moderate Intersection Queuing (approx. 10-20 cars*)
- Extensive Intersection Queuing (approx. >20 cars*)

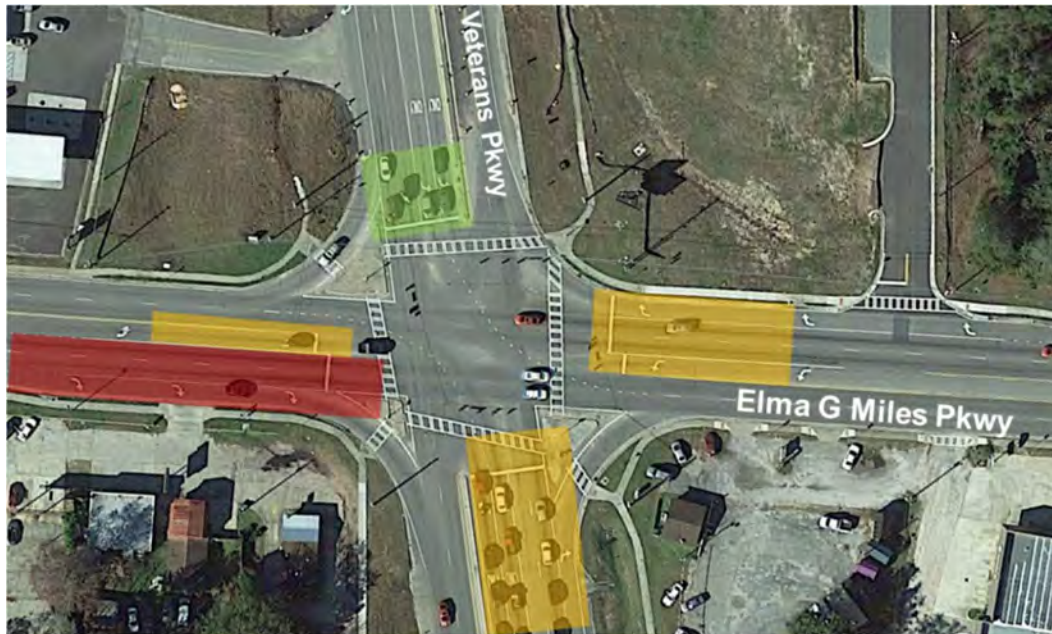
*Intersection queuing was measured by observing the average number of cars that line up per approach during the red light cycle phase.

FIGURE 6: E.G. MILES PKWY AT W 15th ST EVENING PEAK PERIOD INTERSECTION QUEUING



- Minimal Intersection Queuing (approx. <10 cars*)
 - Moderate Intersection Queuing (approx. 10-20 cars*)
 - Extensive Intersection Queuing (approx. >20 cars*)
- *Intersection queuing was measured by observing the average number of cars that line up per approach during the red light cycle phase.

FIGURE 7: E.G. MILES PKWY AT VETERANS PKWY MORNING PEAK PERIOD INTERSECTION QUEUING



- Minimal Intersection Queuing (approx. <10 cars*)
 - Moderate Intersection Queuing (approx. 10-20 cars*)
 - Extensive Intersection Queuing (approx. >20 cars*)
- *Intersection queuing was measured by observing the average number of cars that line up per approach during the red light cycle phase.

FIGURE 8: E.G. MILES PKWY AT VETERANS PKWY EVENING PEAK PERIOD INTERSECTION QUEUING



- Minimal Intersection Queuing (approx. <10 cars*)
 - Moderate Intersection Queuing (approx. 10-20 cars*)
 - Extensive Intersection Queuing (approx. >20 cars*)
- *Intersection queuing was measured by observing the average number of cars that line up per approach during the red light cycle phase.

FIGURE 9: E.G. MILES PKWY AT GEN SCREVEN WAY MORNING PEAK PERIOD INTERSECTION QUEUING



- Minimal Intersection Queuing (approx. <10 cars*)
 - Moderate Intersection Queuing (approx. 10-20 cars*)
 - Extensive Intersection Queuing (approx. >20 cars*)
- *Intersection queuing was measured by observing the average number of cars that line up per approach during the red light cycle phase.

FIGURE 10: E.G. MILES PKWY AT GEN SCREVEN WAY EVENING PEAK PERIOD INTERSECTION QUEUING



Traffic Data

Traffic counts were collected on December 7, 2021 and December 8, 2021. Turning Movement Counts (TMCs) were conducted at the intersections of Airport Road/ W 15th Street and E.G. Miles Parkway, Veterans Parkway at E.G. Miles Parkway, and W General Screven Way at E.G. Miles Parkway during three peak hour periods:

- AM peak (7 AM to 9 AM)
- Noon peak (11 AM to 1 PM)
- PM peak (4 PM to 6 PM)

48-hour bi-directional counts were conducted at the following locations:

- Curtis Road
- Live Oak Church Road
- Miles Crossing
- Live Oak Drive
- Pineland Ave
- Arlington

The two 48-hour bi-directional counts (G and H) that were collected on E.G. Miles Parkway also included vehicle classification counts, meaning both vehicle and truck specific data was collected. Previous data collection was conducted for a traffic impact study at the intersection of Deal Street and E.G. Miles Parkway which was taken into account. The figures (Figures 11 through 15) below show the locations of the traffic counts within the study area and the existing turning movement and ADT counts

per direction at each collected location. It was found that busses and heavy vehicles are about 22% of vehicular traffic while cars and trailers make up 78% of vehicular traffic. Detailed counts can be found in the appendices of this report.

GDOT Count Stations

In addition to the collected data, there are existing GDOT count stations along the corridor. Count station 179-0121 is located on E.G. Miles Parkway west of Live Oak Church Road. Count station 179-0123 is located on E.G. Miles Parkway east of Palm Drive. Although the Traffic Analysis and Data Application (TADA) contains data for the last 10 years, not all data is field collected meaning some year's traffic data is estimated based on previous field data collection. Thus, actual counts were the main source of evaluation of this study. Table 1 shows the actual counts available for these stations.

TABLE 1: HISTORICAL GDOT COUNT STATION DATA

Year	E.G. Miles Parkway Pkwy GDOT TC 079-0121 AADT	E.G. Miles Parkway Pkwy GDOT TC 079-0123 AADT
2015	16,900	-
2017	-	19,900
2018	-	16,900
2019	21,700	-
2020	-	17,000



Peak Hour Turning Movement Counts

(AM:7-9a, MD:11-1p, PM:4-6p)

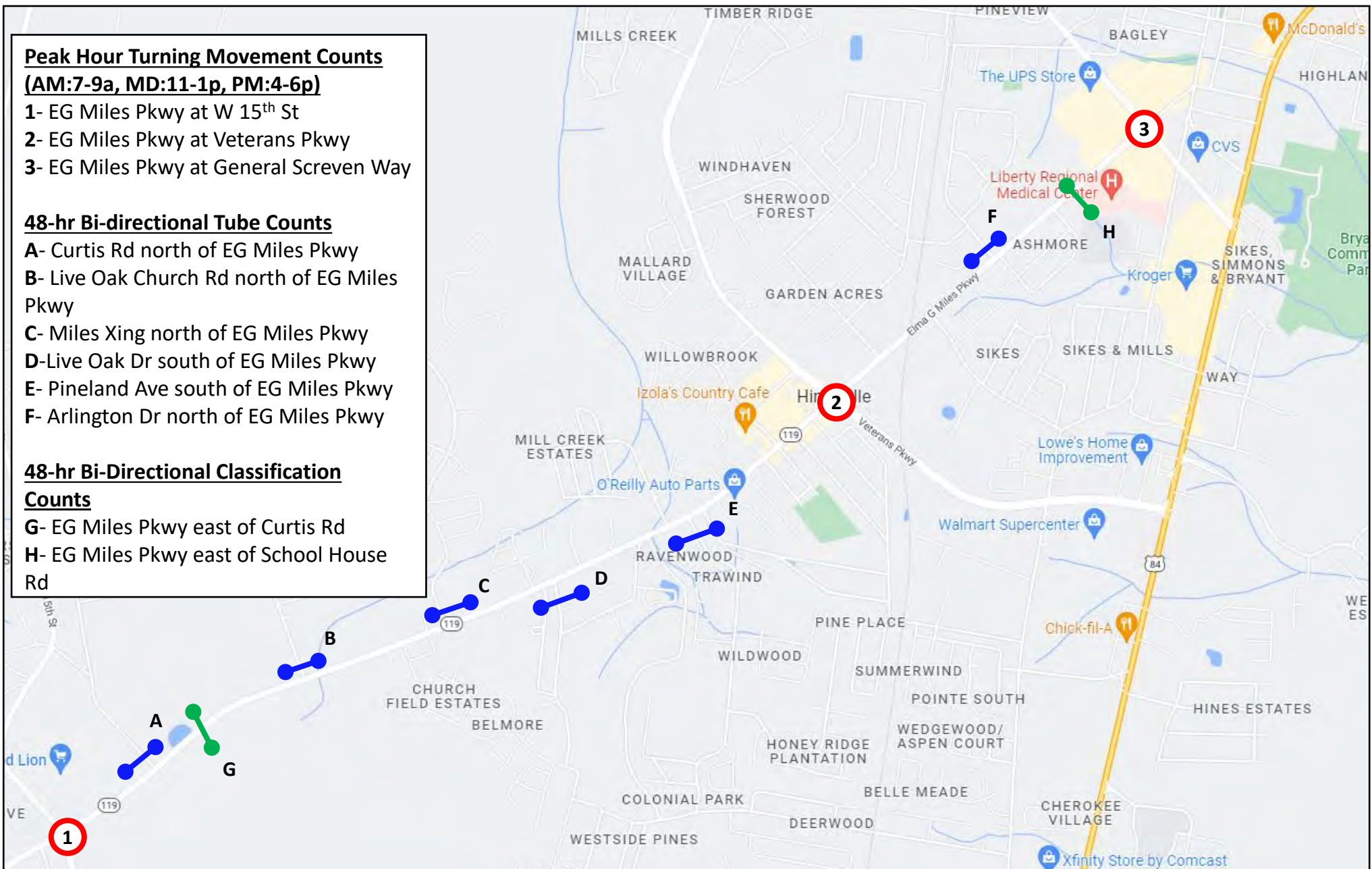
- 1- EG Miles Pkwy at W 15th St
- 2- EG Miles Pkwy at Veterans Pkwy
- 3- EG Miles Pkwy at General Screven Way

48-hr Bi-directional Tube Counts

- A- Curtis Rd north of EG Miles Pkwy
- B- Live Oak Church Rd north of EG Miles Pkwy
- C- Miles Xing north of EG Miles Pkwy
- D- Live Oak Dr south of EG Miles Pkwy
- E- Pineland Ave south of EG Miles Pkwy
- F- Arlington Dr north of EG Miles Pkwy

48-hr Bi-Directional Classification Counts

- G- EG Miles Pkwy east of Curtis Rd
- H- EG Miles Pkwy east of School House Rd



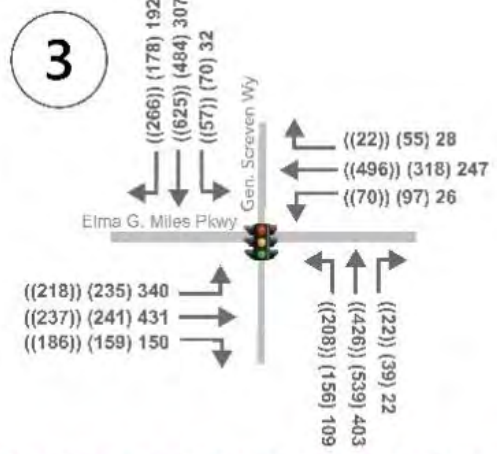
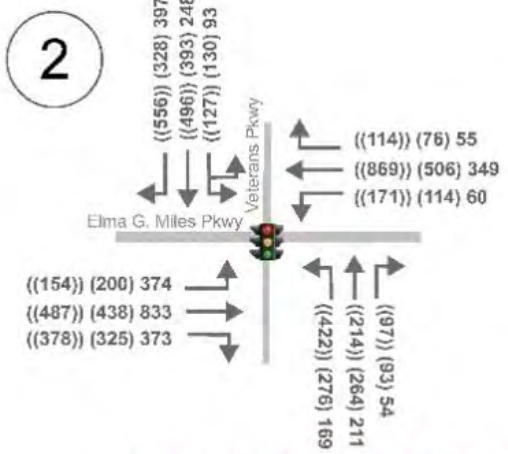
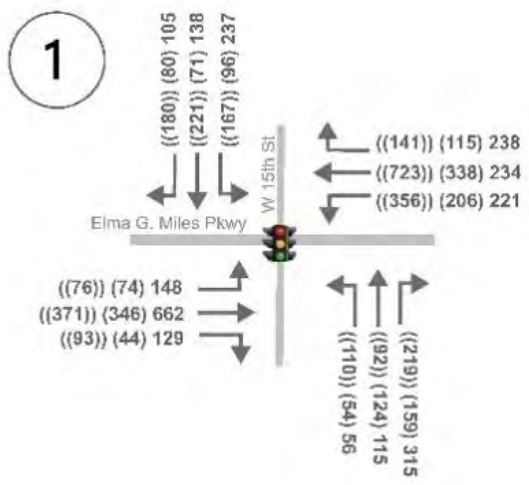
Legend

- Peak Hour Turning Movement Counts
- 48-hr Bi-Directional Tube Counts
- 48-hr Bi-Directional Classification Counts

Traffic Count Location Map

Figure 11	EG Miles Corridor Study
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Legend

Direction of Volume -

*PM Traffic Volume - ((##))

*Midday Traffic Volume - (##)

*AM Traffic Volume - ##

Intersection Control -

Project Study Area -

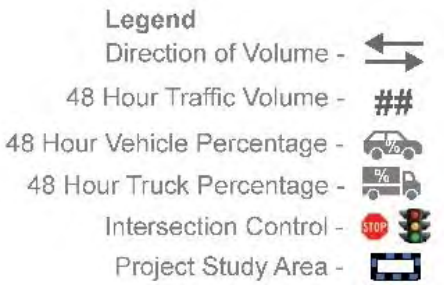
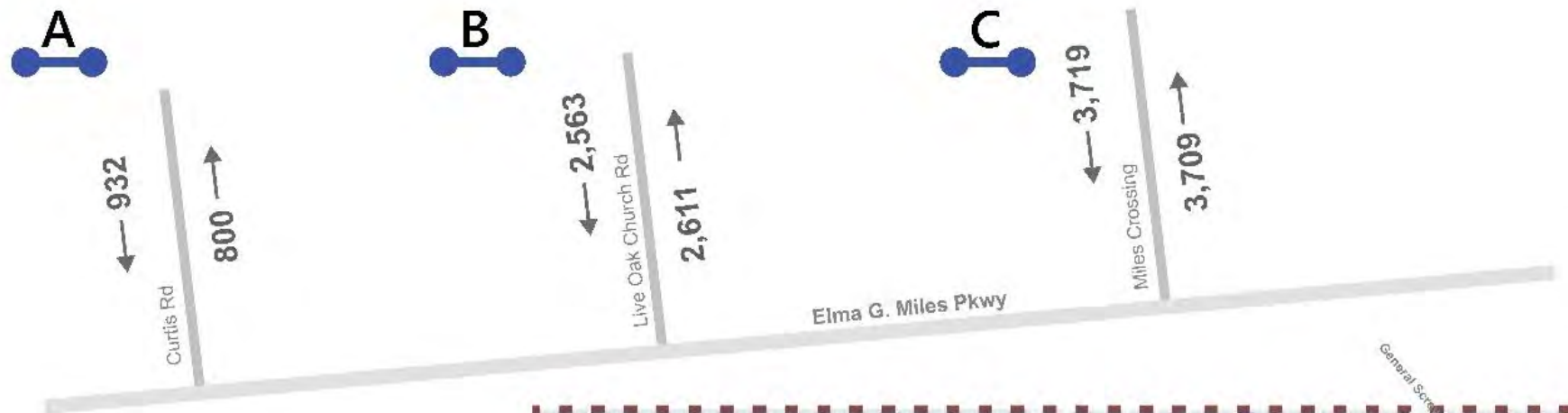
*Peak (1) Hour Volumes:
 *AM - Between 5:30 and 8:30 AM,
 *Midday - Between 12:00 and 2:00 PM,
 *PM - Between 4:00 and 6:00 PM

Existing Turning Movement Traffic Counts (2021)

Figure 12

EG Miles Corridor Study



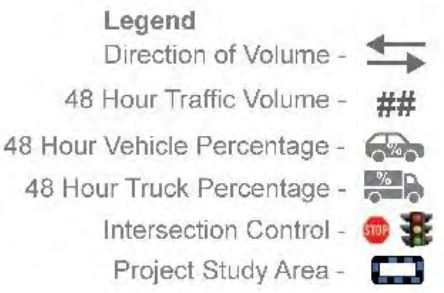
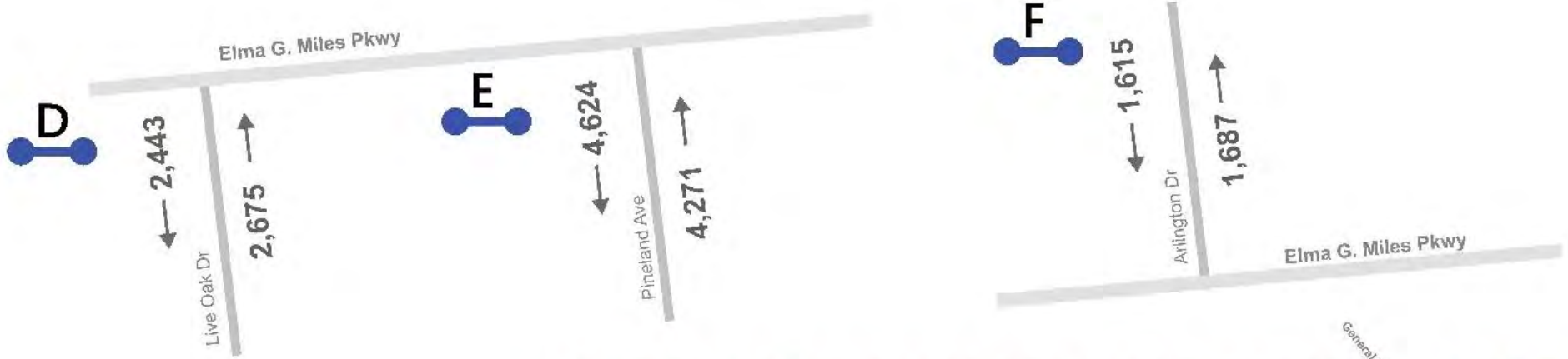


Existing Bi-Directional Traffic Counts (2021)

Figure 13

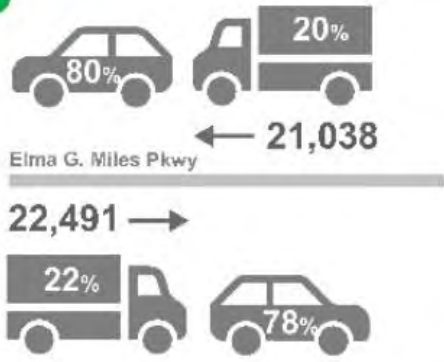
EG Miles Corridor Study



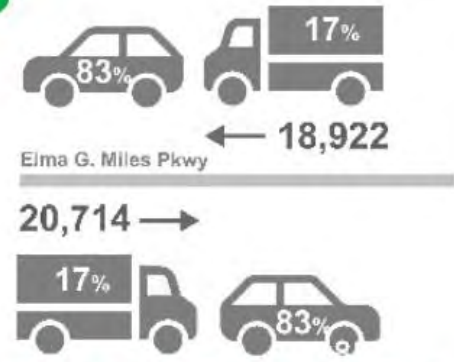


Existing Bi-Directional Traffic Counts (2021)	
Figure 14	EG Miles Corridor Study

G



H



- Legend**
- Direction of Volume - ↔
 - 48 Hour Traffic Volume - ##
 - 48 Hour Vehicle Percentage - %
 - 48 Hour Truck Percentage - %
 - Intersection Control - [stop sign icon] [traffic light icon]
 - Project Study Area - [dashed red border icon]



Existing Bi-Direction Classification Counts (2021)

Figure 15

EG Miles Corridor Study



Safety Analysis

Historical Crash Data

Crash history data was collected from the Georgia Electronic Accident Reporting System (GEARS). To see how the crash data stood in relation to statewide averages, it was compared to the statewide crash rates of similarly classed facilities in terms of crashes per 100 million vehicles miles (100Mvm). Throughout the entire corridor, the crash rate was observed to be higher than the state average. Crash history from 2016 to 2020 was used for the comparison timeframe. Tables 2 and 3 show the statewide crash data versus the E.G. Miles Parkway corridor.

TABLE 2: E.G. MILES PARKWAY SEGMENT 1: CORRIDOR VS STATE CRASH DATA

Year	AADT	Overall Crash Rate (per 100Mvm)	Statewide Average Overall Crash Rate	Injury Only Crash Rate (per 100Mvm)	Fatal Crash Rate
2016	17000	1413.7	655	452.4	0.0
2017	17000	1102.7	623	410.0	0.0
2018	16900	1223.0	540	312.9	0.0
2019	19900	1171.4	480	350.2	0.0
2020	19700	878.4	n/a	219.6	12.2

TABLE 3: E.G. MILES PARKWAY SEGMENT 2: CORRIDOR VS STATE CRASH DATA

Year	AADT	Overall Crash Rate (per 100Mvm)	Statewide Average Overall Crash Rate	Injury Crash Rate (per 100Mvm)	Fatal Crash Rate
2016	19600	830.8	655	241.4	5.6
2017	21700	978.6	623	304.2	5.1
2018	17400	980.1	540	328.8	0.0
2019	17500	1200.9	480	326.9	0.0
2020	17400	986.5	n/a	297.2	6.3

In addition to the data above, the historical intersection crash data from the 5 latest years was inventoried. The crash data from the previous 5 years was compiled and separated into 6 separate crash types: angle, head-on, rear end, sideswipe-same direction of travel, sideswipe opposite direction of travel. Additionally, the crashes were separated by crash severity: no apparent injury (O), possible injury or complaint (C), suspected minor or visible injury (B), suspected serious injury (A), fatal injury (K). Tables 4 through 15 show the crash data from the previous 5 years for each intersection.

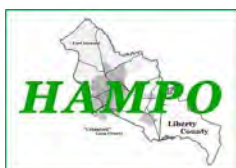


TABLE 4: AIRPORT DR/W 15TH ST AND E.G. MILES PARKWAY CRASH DATA

Crash Type	Crash Severity					% Of Total
	K	A	B	C	O	
Angle	0	0	9	17	48	32%
Head-on	1	0	3	6	2	5%
Rear End	0	0	1	25	84	47%
Sideswipe- Same	0	0	0	0	17	7%
Sideswipe- Opposite	0	0	0	0	8	3%
Not Collision w/ Motor Veh	0	0	1	1	11	6%
Totals	1	0	14	49	170	234

TABLE 5: CURTIS RD AND E.G. MILES PARKWAY CRASH DATA

Crash Type	Crash Severity					% Of Total
	K	A	B	C	O	
Angle	0	0	0	2	0	14%
Head-on	0	0	0	0	0	0%
Rear End	0	0	0	0	1	7%
Sideswipe- Same	0	0	0	0	4	29%
Sideswipe- Opposite	0	0	0	0	1	7%
Not Collision w/ Motor Veh	0	0	0	0	6	43%
Totals	0	0	0	2	12	14

TABLE 6: LIVE OAK CHURCH RD AND E.G. MILES PARKWAY CRASH DATA

Crash Type	Crash Severity					% of Total
	K	A	B	C	O	
Angle	0	0	0	0	4	15%
Head-on	0	0	0	0	0	0%
Rear End	0	0	2	4	4	37%
Sideswipe- Same	0	0	0	0	6	22%
Sideswipe- Opposite	0	0	0	0	1	4%
Not Collision w/ Motor Veh	0	0	0	2	4	22%
Totals	0	0	2	6	19	27



TABLE 7: MILES XING AND E.G. MILES PARKWAY CRASH DATA

Crash Type	Crash Severity					% of Total
	K	A	B	C	O	
Angle	0	1	0	3	4	42%
Head-on	0	0	0	0	2	11%
Rear End	0	0	0	1	4	26%
Sideswipe- Same	0	0	0	0	0	0%
Sideswipe- Opposite	0	0	0	0	0	0%
Not Collision w/ Motor Veh	0	0	0	0	4	21%
Totals	0	1	0	4	14	19

TABLE 8: LIVE OAK DR AND E.G. MILES PARKWAY CRASH DATA

Crash Type	Crash Severity					% of Total
	K	A	B	C	O	
Angle	0	0	1	5	13	40%
Head-on	0	0	0	2	2	8%
Rear End	0	1	0	2	8	23%
Sideswipe- Same	0	0	0	0	9	19%
Sideswipe- Opposite	0	0	0	1	2	6%
Not Collision w/ Motor Veh	0	0	0	0	2	4%
Totals	0	1	1	10	36	48

TABLE 9: PINELAND AVE AND E.G. MILES PARKWAY CRASH DATA

Crash Type	Crash Severity					% of Total
	K	A	B	C	O	
Angle	0	0	2	11	29	59%
Head-on	0	0	0	0	1	1%
Rear End	0	0	1	5	11	24%
Sideswipe- Same	0	0	0	0	6	8%
Sideswipe- Opposite	0	0	0	0	1	1%
Not Collision w/ Motor Veh	0	0	0	0	4	6%
Totals	0	0	3	16	52	71

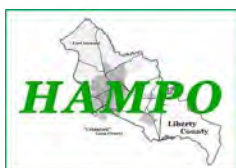


TABLE 10: WILLOWBROOK DR/ SHARON ST AND E.G. MILES PARKWAY CRASH DATA

Crash Type	Crash Severity					% of Total
	K	A	B	C	O	
Angle	0	0	3	5	14	37%
Head-on	0	0	1	0	0	2%
Rear End	0	0	3	8	13	41%
Sideswipe- Same	0	0	0	0	6	10%
Sideswipe- Opposite	0	0	1	0	2	5%
Not Collision w/ Motor Veh	0	0	1	0	2	5%
Totals	0	0	9	13	37	59

TABLE 11: VETERANS PKWY AND E.G. MILES PARKWAY CRASH DATA

Crash Type	Crash Severity					% of Total
	K	A	B	C	O	
Angle	0	0	8	12	36	25%
Head-on	0	0	2	1	2	2%
Rear End	0	0	4	26	103	59%
Sideswipe- Same	0	0	0	1	21	10%
Sideswipe- Opposite	0	0	0	1	0	0%
Not Collision w/ Motor Veh	0	0	0	1	7	4%
Totals	0	0	14	42	169	225

TABLE 12: DEAL ST AND E.G. MILES PARKWAY CRASH DATA

Crash Type	Crash Severity					% of Total
	K	A	B	C	O	
Angle	0	0	3	5	14	37%
Head-on	0	0	1	0	0	2%
Rear End	0	0	3	8	13	41%
Sideswipe- Same	0	0	0	0	6	10%
Sideswipe- Opposite	0	0	1	0	2	5%
Not Collision w/ Motor Veh	0	0	1	0	2	5%
Totals	0	0	9	13	37	59

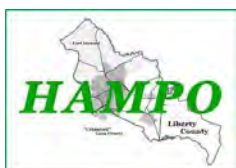


TABLE 13: ARLINGTON DR/ SURREY RD AND E.G. MILES PARKWAY CRASH DATA

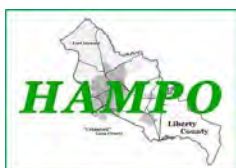
Crash Type	Crash Severity					% of Total
	K	A	B	C	O	
Angle	0	1	0	4	5	26%
Head-on	0	0	0	1	0	3%
Rear End	0	0	0	4	19	61%
Sideswipe- Same	0	0	0	2	1	8%
Sideswipe- Opposite	0	0	0	0	0	0%
Not Collision w/ Motor Veh	0	0	0	0	1	3%
Totals	0	1	0	11	26	38

TABLE 14: LIBERTY REGIONAL MEDICAL CENTER AND E.G. MILES PARKWAY CRASH DATA

Crash Type	Crash Severity					% of Total
	K	A	B	C	O	
Angle	0	0	0	2	3	26%
Head-on	0	0	0	0	0	0%
Rear End	0	0	0	3	5	42%
Sideswipe- Same	0	0	0	0	2	11%
Sideswipe- Opposite	0	0	0	0	1	5%
Not Collision w/ Motor Veh	1	0	0	0	2	16%
Totals	1	0	0	5	13	19

TABLE 15: W GENERAL SCREVEN WAY AND E.G. MILES PARKWAY CRASH DATA

Crash Type	Crash Severity					% of Total
	K	A	B	C	O	
Angle	0	0	4	12	52	42%
Head-on	0	1	0	1	2	2%
Rear End	0	0	1	10	66	48%
Sideswipe- Same	0	0	0	1	8	6%
Sideswipe- Opposite	0	0	0	0	2	1%
Not Collision w/ Motor Veh	0	0	0	0	1	1%
Totals	0	1	5	24	131	161



Pedestrian Corridor Conditions

Along the E.G. Miles Parkway corridor improvements have been made to implement sidewalks along both sides of E.G. Miles Parkway, especially along Segment 2 (Veterans Parkway to W 15th St) where new sidewalks have been constructed to provide connected pedestrian access. While the pedestrian sidewalk links have improved in recent years, there are still some areas which lack safe pedestrian crossing conditions at both mid-block locations and at specific intersection approaches. For example, as shown in Figure 16 the northbound approach on General Screven way at E.G. Miles Parkway is missing crosswalk striping. This is an important safety element as it provides a visible crossing path for pedestrians and drivers. Also, GDOT Signal Design Guidelines require a crosswalk on all approaches.

Speed Data

Speed data was collected from GDOT's Traffic Analysis and Data Application (TADA) database. Speed data was collected from two count station locations along E.G. Miles Parkway. One location (179-0121) is located between W 15th Street and Veterans Parkway the other station (179-0123) is located between Veterans Parkway and General Screven Way. Speed data is only available for a couple of days at each count station (179-0121: August 3, 2021 to August 5, 2021 and 179-0123: November 8, 2021 to November 10, 2021). At station location (179-121), the average speed of travel was above the posted speed limit (45 MPH and 40 MPH respectively). Figures 17 and 18 shows the GDOT speed information.



FIGURE 16: EXISTING MISSING PEDESTRIAN CROSSWALK AT E.G. MILES PARKWAY AND GENERAL SCREVEN WAY



FIGURE 17: WEEKLY SPEED PROFILE FOR COUNT STATION 179-0121

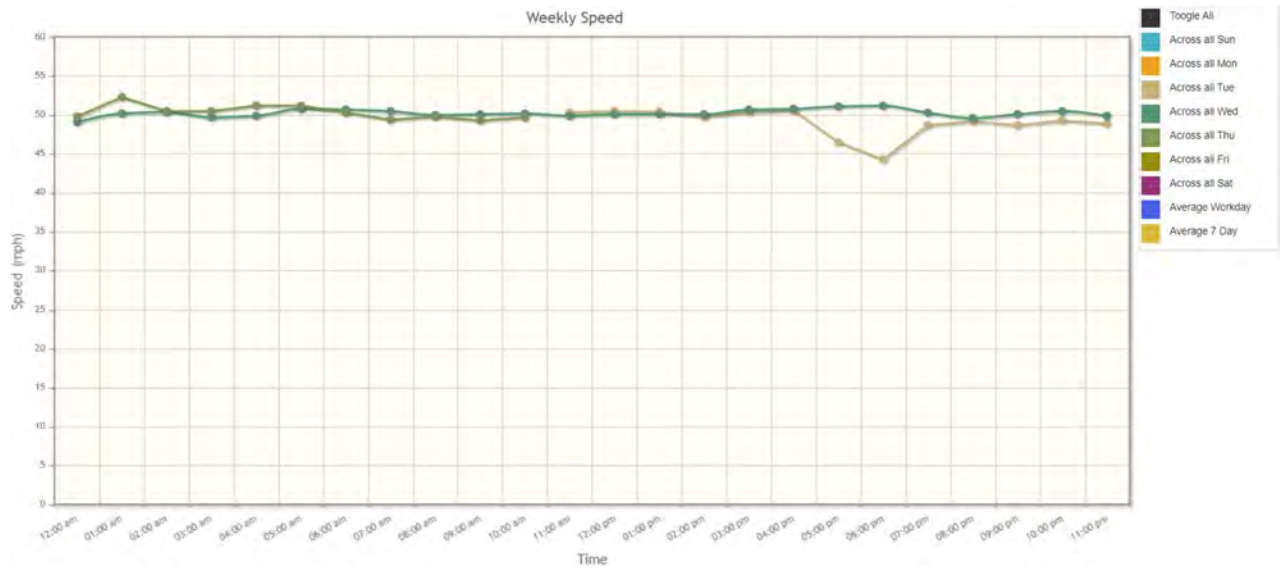
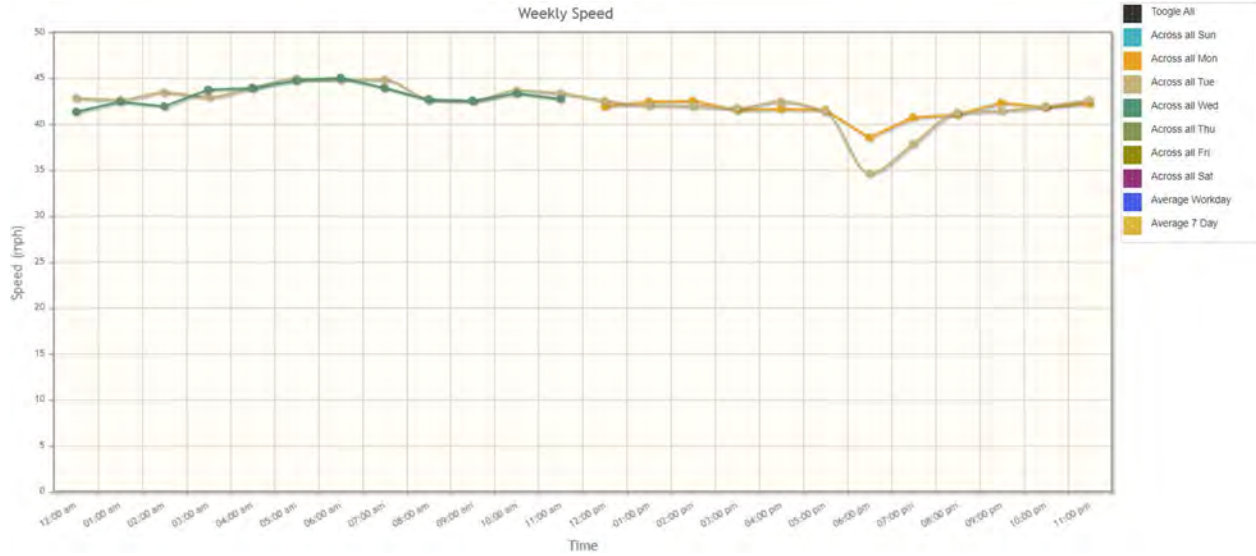


FIGURE 18: WEEKLY SPEED PROFILE FOR COUNT STATION 179-0123



Zoning and Land Use

The existing land use pattern within the E.G. Miles Parkway study area can be characterized by its mature residential mixed housing stock with commercial, office, and light industrial parcels located mainly along major roadway corridors such as E.G. Miles Parkway and US 84. The figure below shows the existing zoning per “district” within the study area, and several key locations located along the E.G. Miles Parkway corridor which are the Hinesville Public Works Department, and the Liberty Regional Medical Center.

The individual land uses per each zoning type is shown in the Tables 16 and 17 for Liberty County and the City of Hinesville. Figure 19 shows the existing zoning.

TABLE 16: LIBERTY COUNTY SPECIFIC ZONING DISTRICTS

Zoning Code	Zoning District
"A-1"	Agricultural districts
"AR-1"	Agricultural Residential districts
"R-1"	Single-Family Residential districts
"R-2"	Two-Family Residential districts
"R-2A"	One- and Two-Family Residential districts
"R-3"	Multifamily Residential districts
"R-4"	Mobile Home Park Residential districts
"B-1"	Neighborhood Commercial districts
"B-2"	General Commercial districts
"I-1"	Industrial districts
"PUD"	Planned Unit Development districts
"DM-1"	Dunes and Marshland districts

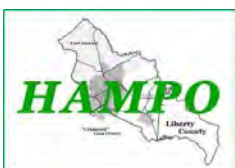
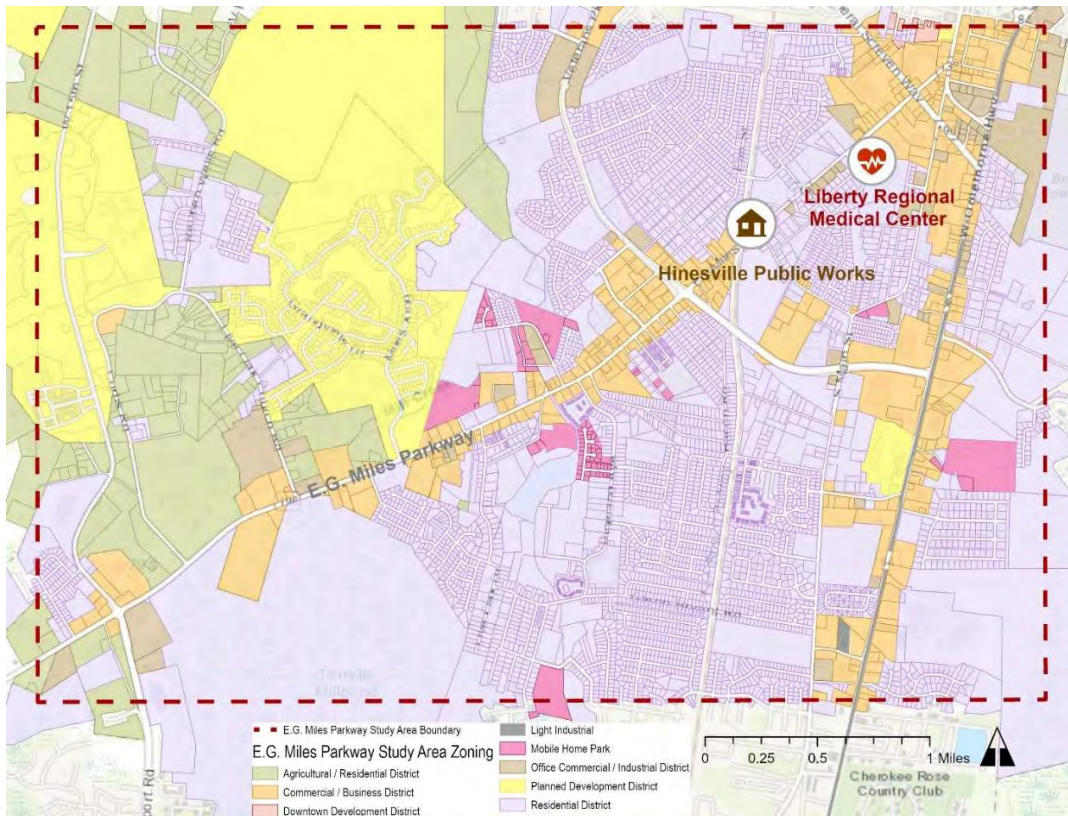


TABLE 17: CITY OF HINESVILLE SPECIFIC ZONING DISTRICTS

Zoning Code	Zoning District
R-1	Single-Family Dwelling District
R-2	Single-Family Dwelling District
R-3	Single-Family Dwelling District
R-4	Single-Family Dwelling District
R-A-1	Multifamily Dwelling District
R-TH	Townhouse Dwelling District
MH	Manufactured Home Park Dwelling District
MH-2	Single-Family Manufactured Home Dwelling District
PUD	Planned Unit Development District
O-I	Office—Institutional District
O-C	Office—Commercial District
C-1	Central Business District
C-2	General Commercial District
C-3	Highway Commercial District
D-D	Downtown Development District
L-I	Light Industrial District
<i>Special Districts</i>	
FH	Flood Hazard District
MR	Military Reservation District

FIGURE 19: E.G. MILES PARKWAY STUDY AREA EXISTING ZONING



Transportation Network and Operations

SR 119/196/Elma G Miles Parkway (E.G. Miles Parkway) is a 4-lane minor arterial road in Hinesville, Georgia. The roadway has a posted speed limit of 45 MPH and 40 MPH, depending on the location. The surrounding area is primarily residential with some commercial and some retail, depending on the area. The corridor also provides access to Fort Stewart and as previously stated, E.G. Miles Parkway is considered a freight corridor.

A two-way left-turn lane exists along the southern section of the corridor. Right-turn bays exist along some of the intersections with minor streets. All minor streets only have 1 approach lane. In addition to the minor streets, E.G. Miles Parkway has 3 major intersections: E.G. Miles Parkway at W 15th Street/ Airport Road, E.G. Miles Parkway at SR Veterans Parkway, and E.G. Miles Parkway at W General Screven Way. E.G. Miles Parkway is characterized with flat. The following figures (Figures 20 and 21) depict the existing intersection control with current lane geometry along the E.G. Miles Parkway study corridor.

Traffic Capacity Analysis

Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a set time duration. Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* (HCM) defines six levels of service, LOS A through LOS F, with A being the best and F the worst. Capacity analysis on a conventional stop intersection by only considering LOS on main street left turns and the minor street approach(es). The signalized capacity analysis looks at overall intersection LOS and delay. The existing traffic conditions were analysed based on the tube count and Turning Movement Counts (TMCs).

Capacity analyses were conducted on the intersections that were deemed to include a median opening. The analyses were conducted for the AM, Noon, and PM Peak hours. At intersections where no field data was collected, trip generation rates published in the *Institute of Transportation Engineers (ITE) Trip Generation Manual; Tenth Edition* were used to determine the existing traffic. Each peak was determined on a per intersection basis to grasp the worse traffic conditions at each intersection. The HCM 2010 Unsignalized Intersection Analysis methodology was used for all unsignalized intersections, while Synchro 11 traffic analysis software was used to analyze the three signalized intersections.

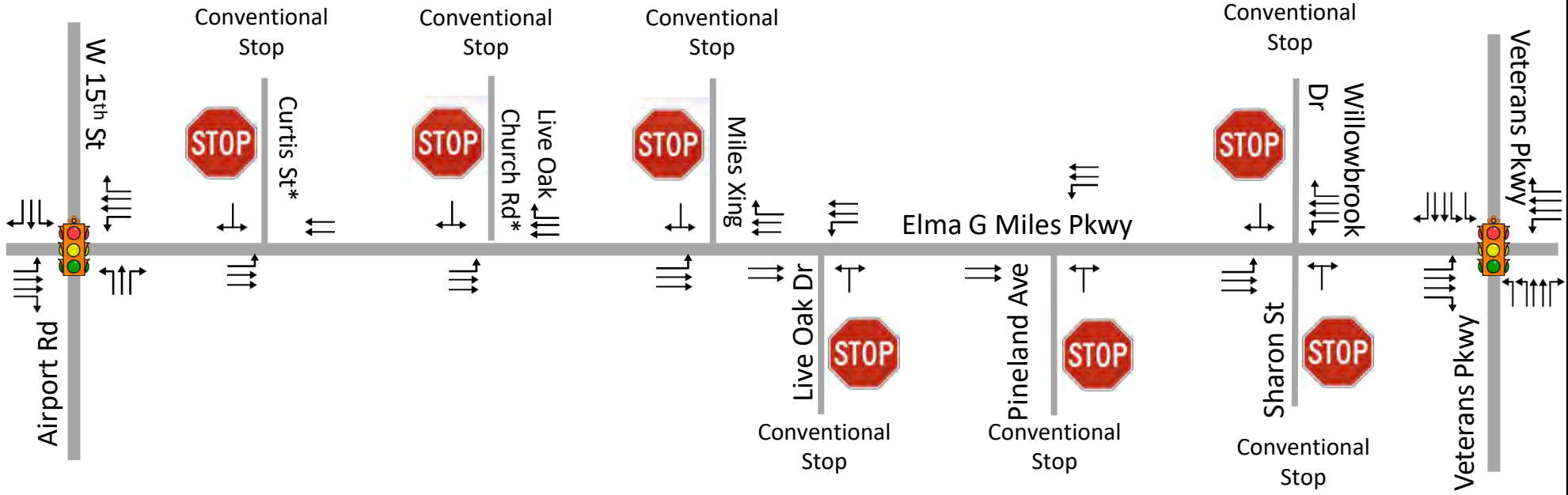
Because TMC were not conducted at every intersection, and capacity analyses require TMCs, the following assumptions were made: the hourly distribution of the 48-hour counts of E.G. Miles Parkway were used to distribute the traffic coming from side streets, and the hourly distribution for each direction would determine how many vehicles were turning into the side street. The 48-hour counts on the minor streets were used to determine the total traffic entering and exiting the minor streets. This distribution was done at each of the peaks. Because only two 48-hour counts were conducted on E.G. Miles Parkway, the southern intersections (south of Veterans Parkway) were analyzed with the 48-hour count conducted on E.G. Miles Parkway north of Curtis Road and the northern intersections (north of veterans Parkway) were analyzed with the 48-hour count conducted on E.G. Miles Parkway north of Deal Street.

For the purposes of the traffic analysis, E.G. Miles Parkway is said to run East/West and the side street to run North/South. The traffic analyses concluded that given the existing volumes, most unsignalized intersections suffer unreasonable delays on the side streets. All three signalized intersections were deemed to be operationally fit with the existing conditions. The following figures (Figures 22 through 24) summarize the LOS and delays for all the intersections analysis under existing conditions.

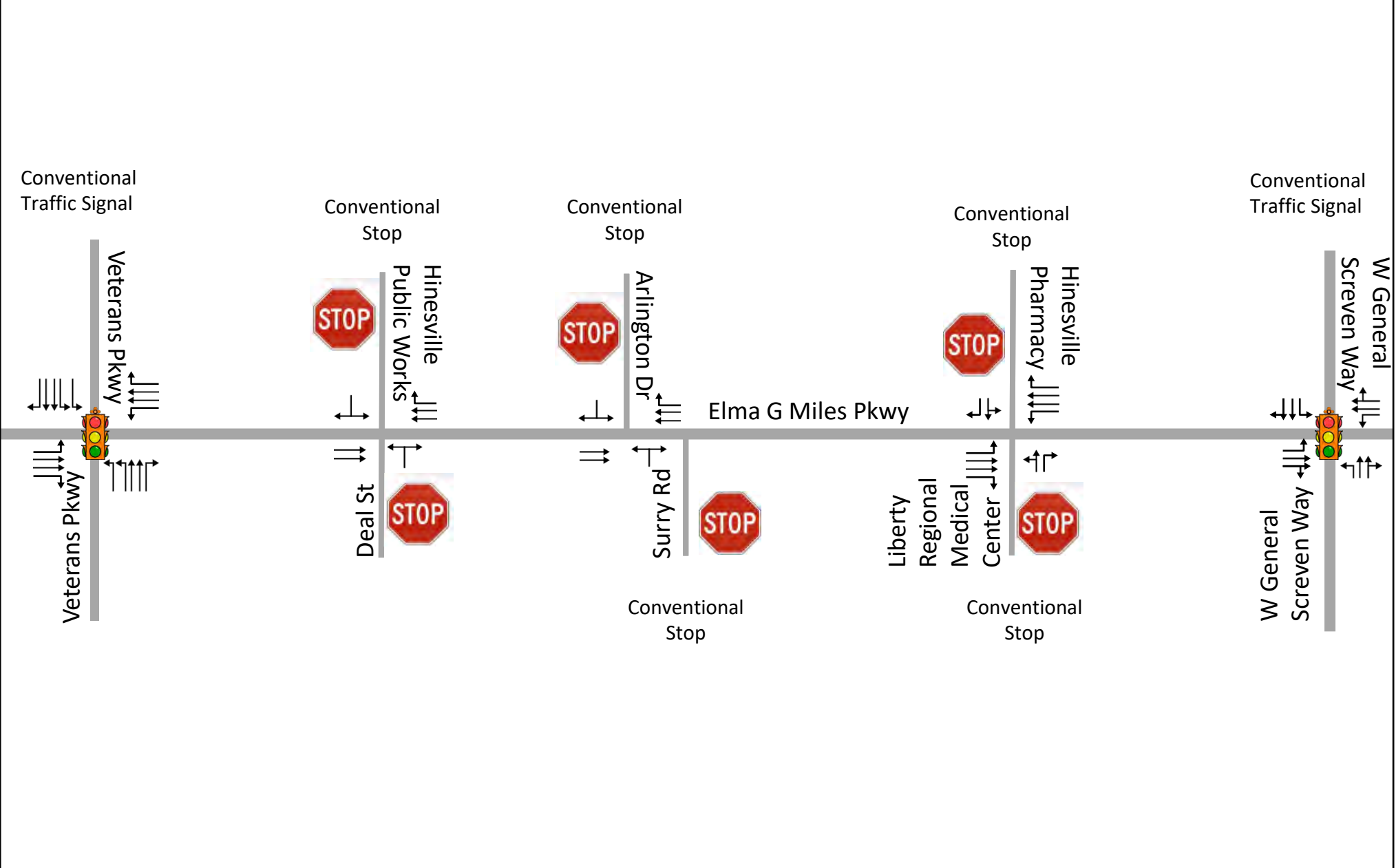


Conventional Traffic Signal

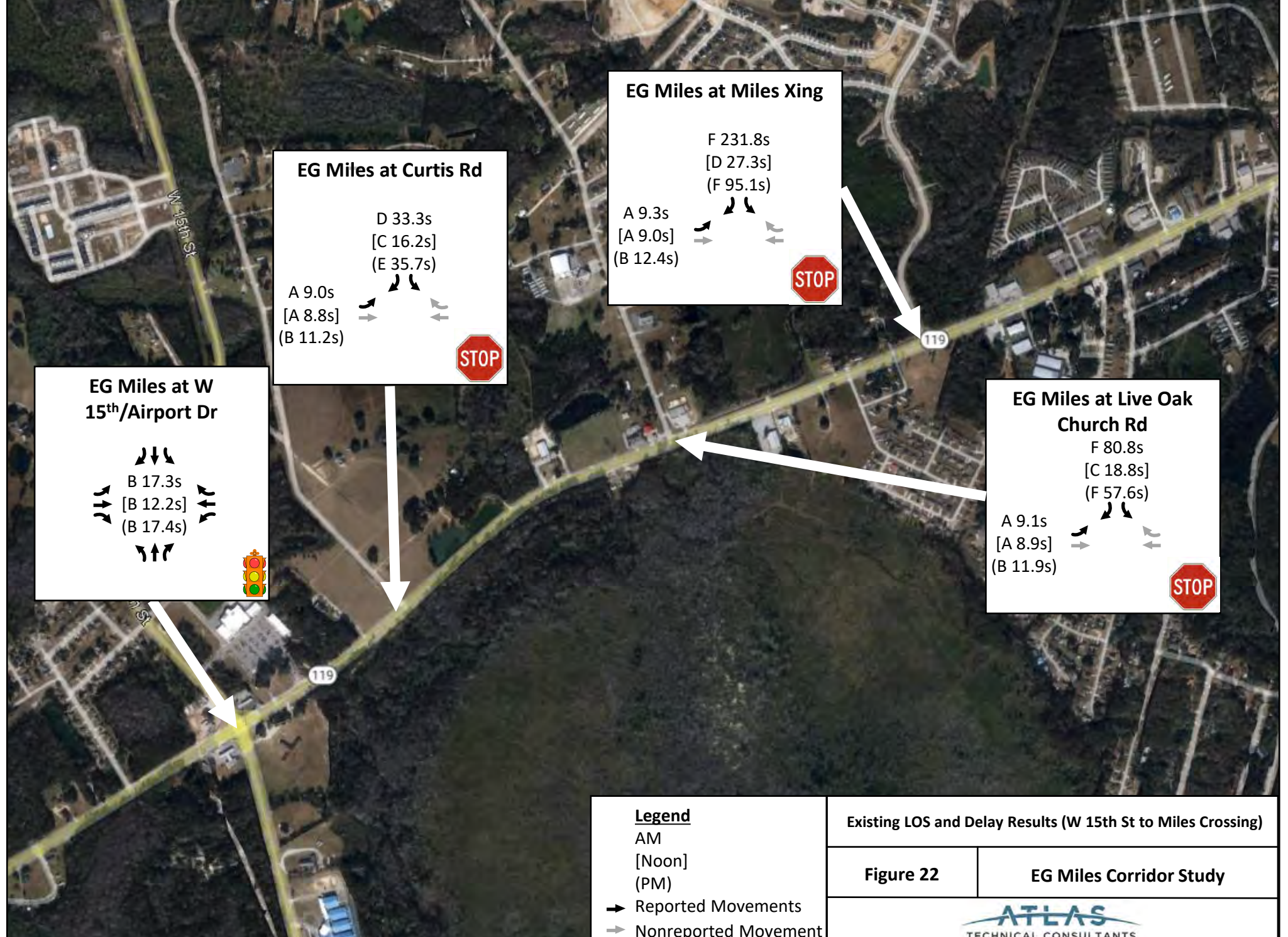
Conventional Traffic Signal



Section 1 (W 15th St to Veterans Pkwy) Existing Intersection Control with Lane Geometry	
Figure 20	EG Miles Corridor Study



Section 1 (Veterans Pkwy W Gen Screenen Way) Existing Intersection Control With Lane Geometry	
Figure 21	EG Miles Corridor Study



EG Miles at Curtis Rd

D 33.3s
 [C 16.2s]
 (E 35.7s)

A 9.0s
 [A 8.8s]
 (B 11.2s)

STOP

EG Miles at Miles Xing

F 231.8s
 [D 27.3s]
 (F 95.1s)

A 9.3s
 [A 9.0s]
 (B 12.4s)

STOP

EG Miles at W 15th/Airport Dr

B 17.3s
 [B 12.2s]
 (B 17.4s)

STOP

EG Miles at Live Oak Church Rd

F 80.8s
 [C 18.8s]
 (F 57.6s)

A 9.1s
 [A 8.9s]
 (B 11.9s)


STOP

<p>Legend</p> <p>AM [Noon] (PM)</p> <p>➔ Reported Movements ➞ Nonreported Movement</p>	Existing LOS and Delay Results (W 15th St to Miles Crossing)	
	Figure 22	EG Miles Corridor Study

EG Miles at Live Oak Dr

B 12.3s
[A 9.3s]
(A 10.0s)


F 61.6s
[C 22.9s]
(F 77.4s)



EG Miles at Pineland Ave


B 12.6s
[A 9.4s]
(B 10.7s)

F 171.6s
[D 31.5s]
(F 320.1s)



EG Miles at Veterans Pkwy

B 19.5s
[C 21.5s]
(D 39.3)




**EG Miles at Willowbrook Rd/
Sharon St**

E 47.2s
[C 19.0s]
(E 49.4s)

A 8.9s
[A 8.9s]
(B 11.3s)

B 11.6s
[A 8.9s]
(A 9.5s)

E 36.9s
[C 17.7s]
(E 42.8s)

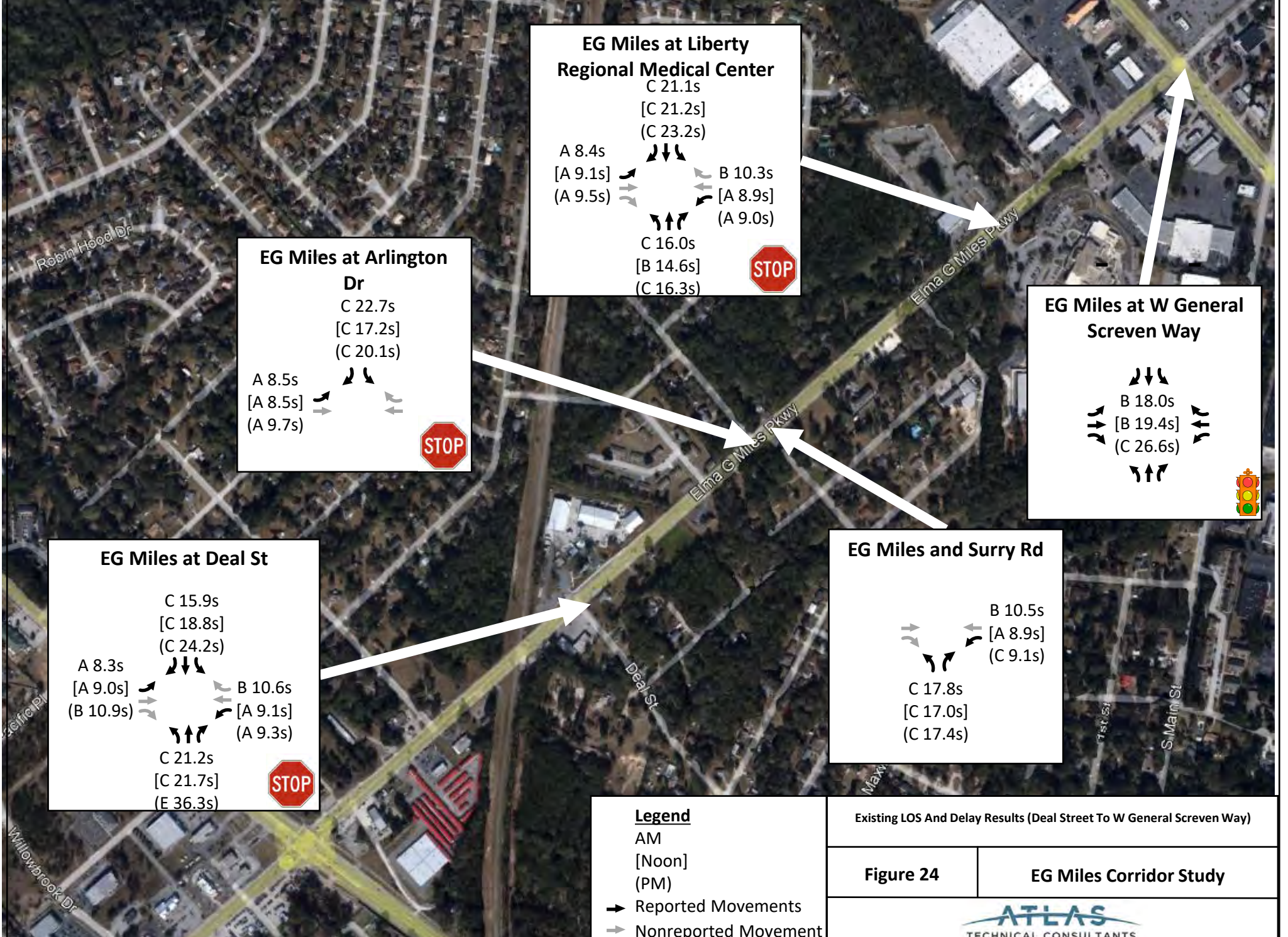


Legend

AM
[Noon]
(PM)

➔ Reported Movements
➡ Nonreported Movement

Existing LOS And Delay Results (Live Oak Drive To Veterans Parkway)	
Figure 23	EG Miles Corridor Study
	



EG Miles at Liberty
Regional Medical Center
 C 21.1s
 [C 21.2s]
 (C 23.2s)

A 8.4s
 [A 9.1s]
 (A 9.5s)

B 10.3s
 [A 8.9s]
 (A 9.0s)

C 16.0s
 [B 14.6s]
 (C 16.3s)

STOP

EG Miles at Arlington
Dr
 C 22.7s
 [C 17.2s]
 (C 20.1s)

A 8.5s
 [A 8.5s]
 (A 9.7s)

STOP

EG Miles at W General
Screven Way

B 18.0s
 [B 19.4s]
 (C 26.6s)

EG Miles at Deal St

C 15.9s
 [C 18.8s]
 (C 24.2s)

A 8.3s
 [A 9.0s]
 (B 10.9s)

B 10.6s
 [A 9.1s]
 (A 9.3s)

C 21.2s
 [C 21.7s]
 (E 36.3s)

STOP

EG Miles and Surry Rd

B 10.5s
 [A 8.9s]
 (C 9.1s)

C 17.8s
 [C 17.0s]
 (C 17.4s)

- Legend**
- AM
 - [Noon]
 - (PM)
 - ➔ Reported Movements
 - ➡ Nonreported Movement

Existing LOS And Delay Results (Deal Street To W General Screven Way)

Figure 24

EG Miles Corridor Study



Future Conditions

Transportation and Development Projects

Within the E.G. Miles Parkway study area there are several planned transportation and development projects with some already under construction. Within the study area boundary there are three GDOT transportation improvement projects with two already under construction and one project planned to be constructed in the long range (>10 years). Additionally, there are multiple commercial and residential development projects within the study area. There are 11 commercial developments within the study area with two already under construction and 8 planned residential developments with all 8 residential developments designated as single family. The transportation and development projects are shown by location in Figures 25 and 26.

FIGURE 25: GDOT PROJECTS WITHIN THE STUDY AREA

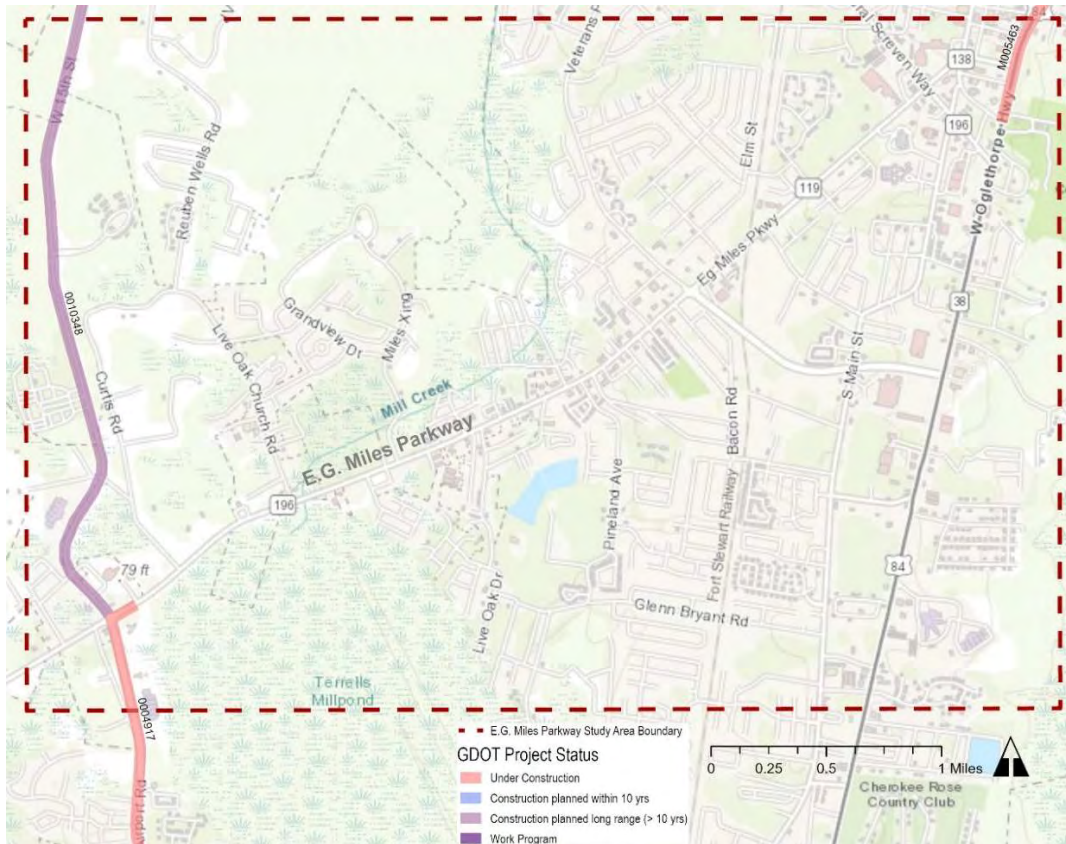
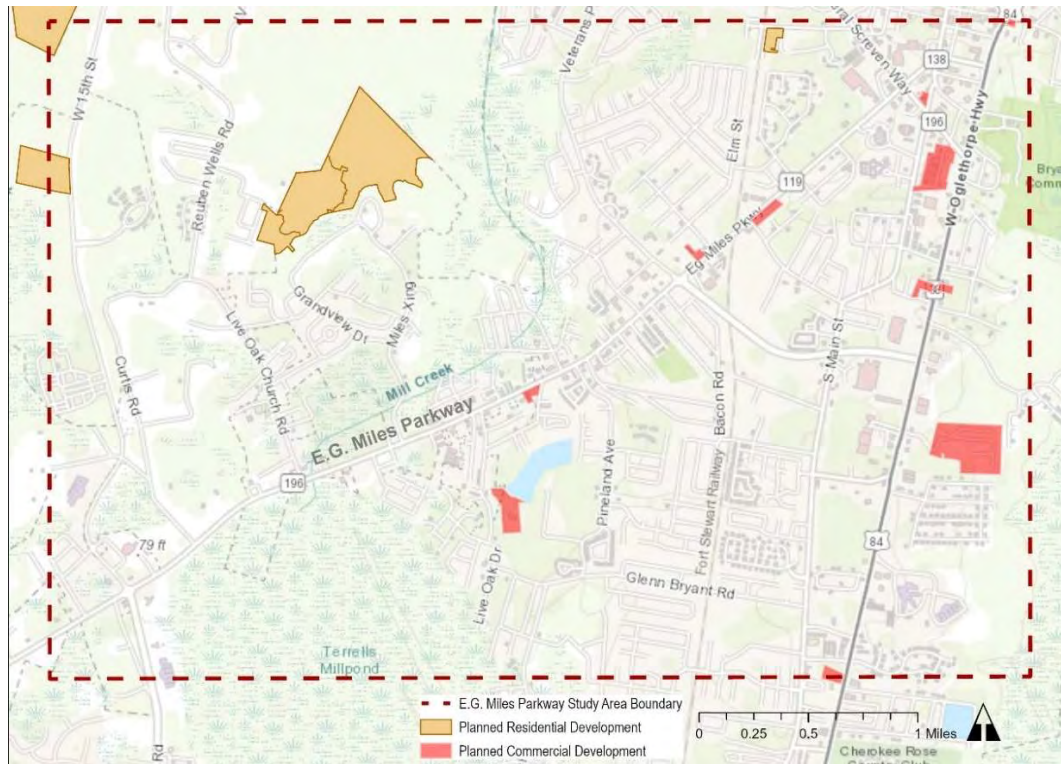


FIGURE 26: GDOT PROJECTS WITHIN THE STUDY AREA



Future Traffic Projections Methodology

Future traffic conditions were assessed and analyzed in relation with the existing traffic analysis. For the purposes of this study, 2025 was designated to be the opening year and 2045 was chosen to be the design year. To better analyze the future traffic, the existing baseline traffic volumes were grown by an appropriate growth rate and then used as the future volumes for various future traffic analyses. Synchro 11 software was the main tool used for the future traffic analysis for signalized intersections and HCM 2010 Unsignalized Analysis was used for the future analysis at unsignalized intersections.

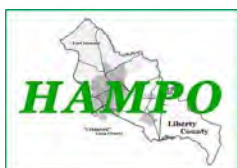
After the 2025 and 2045 scenarios for the build and no build scenarios were analyzed, each unsignalized median opening location went through an extensive Signal Warrant Analysis and Intersection Control Evaluation (ICE) assessment. This was done to determine the future recommendations per location along the study corridor.

Intersection improvements were first assessed and analyzed as stand-alone improvements per intersection location. Since the ICE analysis does not factor in adjacent intersections when analyzing an individual intersection, a second iteration of ICE was conducted to make sure the alternatives from the first iteration still stand as the preferred alternatives through the study corridor. The second iteration considers trips that would be rerouted on a corridor-wide level.

Growth Rate

Future traffic conditions were based on the existing and the projected growth rate for each studied roadway. The growth rate for the area was determined using information from the following GDOT count stations:

- 179-0125 (on E.G. Miles Parkway/W Hendry St)
- 179-0092 (on W General Screven Way south of E.G. Miles Parkway)



- 179-0094 (on W General Screven north of E.G. Miles Parkway)
- 179-0123 (on E.G. Miles Parkway north of Veterans Parkway)
- 179-0121 (on E.G. Miles Parkway North of Curtis Road)
- 179-0221 (on Veterans Parkway north of E.G. Miles Parkway)

Only actual count data from the GDOT count stations were used to determine the growth rate. The developed growth rate also takes into consideration US Census data and subsequent projections. US Census data shows that Hinesville has a growth rate of less than 0.5% per year. Then this growth rate was only applied to the through-movement volumes along E.G. Miles Parkway, Veterans Parkway, 15th Street/ Airport Road, and General Screven Way.

The growth rate was not applied to the minor streets since it is assumed that local traffic will not significantly change unless a new development is proposed in close proximity to the minor study streets. For the purposes of this traffic analysis, based on actual GDOT count station data and US Census data, the growth rate was assumed to be 0.5%. Table 18 summarizes the growth rate at each GDOT count station.

TABLE 18: GDOT COUNT STATION GROWTH RATE

Station ID	179-0125	179-0092	179-0094	179-0123	179-0121	179-0221
Growth Rate	0.32%	0.27%	-2.00%	-2.00%	-1.20%	2.63%

Trip Generation for U-Turns

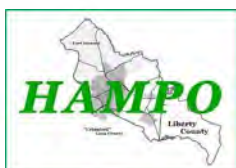
Since data collection was not conducted for all driveways, trip generation calculations were used to determine the estimate number of trips that would be rerouted due to the proposed center roadway median along E.G. Miles Parkway. The generated trips resulting in U-Turns would then be implemented into the build scenarios.

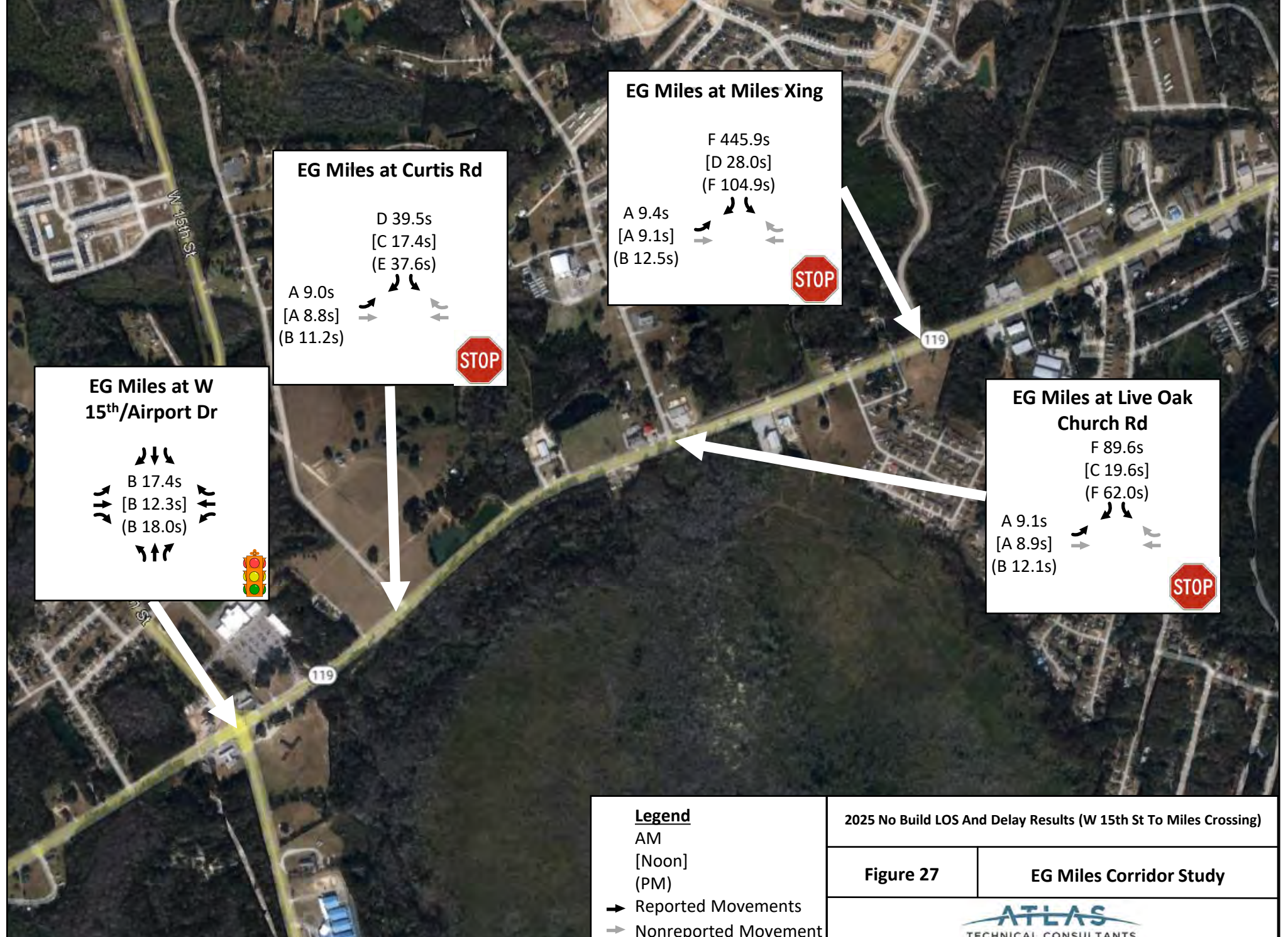
The *Institute of Transportation Engineers (ITE) Trip Generation Manual; Tenth Edition* trip generation rates were used to estimate the traffic generated by the major traffic generators. Trip generation was only conducted for the southern portion of the study corridor since it was determined that establishments in the northern section would not have a major operational impact on U-turn movements.

The generated trips were group into major 7 major sections between median openings. Each section was categorized and allocated to either the northern or southern sections. With the hourly directional distribution determined on E.G. Miles Parkway, the trips that are intended to take a left turn can be determined. These trips would be rerouted as U-turns at the next median opening.

Future No-Build Scenario

The future no-build scenario considered only a change in volumes determined by the proposed growth rate. This scenario did not consider any intersection improvements and it does not consider any potential developments or land use changes on or near the corridor. This scenario was analyzed in the 2025 opening year and 2045 design year. The traffic analysis level of service (LOS) and subsequent delay results can be found in the following figures (Figures 27 through 32) for the 2025 and 2045 scenarios.





EG Miles at Curtis Rd

D 39.5s
 [C 17.4s]
 (E 37.6s)

A 9.0s
 [A 8.8s]
 (B 11.2s)

STOP

EG Miles at Miles Xing

F 445.9s
 [D 28.0s]
 (F 104.9s)

A 9.4s
 [A 9.1s]
 (B 12.5s)

STOP

EG Miles at W 15th/Airport Dr

B 17.4s
 [B 12.3s]
 (B 18.0s)

STOP

EG Miles at Live Oak Church Rd

F 89.6s
 [C 19.6s]
 (F 62.0s)

A 9.1s
 [A 8.9s]
 (B 12.1s)


STOP

<p>Legend</p> <p>AM [Noon] (PM)</p> <p>➔ Reported Movements ➞ Nonreported Movement</p>	2025 No Build LOS And Delay Results (W 15th St To Miles Crossing)	
	Figure 27	EG Miles Corridor Study

EG Miles at Live Oak Dr

B 12.4s
[A 9.3s]
(B 10.1s)


F 91.2s
[C 23.2s]
(F 86.3s)



EG Miles at Pineland Ave


B 12.7s
[A 9.4s]
(B 10.8s)

F 233.9s
[D 31.6s]
(F 344.4s)



EG Miles at Veterans Pkwy

B 18.3s
[C 21.0s]
(D 42.7s)




**EG Miles at Willowbrook Rd/
Sharon St**

E 50.8s
[C 19.4s]
(E 54.5s)

A 9.0s
[A 9.0s] (B 11.7s)

B 11.8s
[A 8.9s]
(A 9.6s)

E 38.7s
[C 18.2s]
(E 46.3s)



Legend

AM
[Noon]
(PM)

➔ Reported Movements
➡ Nonreported Movement

2025 No Build LOS And Delay Results (Live Oak Dr To Veterans Pkwy)

Figure 28

EG Miles Corridor Study




EG Miles at Liberty Regional Medical Center

C 21.1s
[C 218.2s]
(C 23.2s)

A 8.4s
[A 9.2s]
(A 9.5s)

B 10.4s
[A 9.0s]
(A 9.1s)


C 16.3s
[B 14.9s]
(C 16.9s)



EG Miles at Arlington Dr


C 23.2s
[C 18.4s]
(C 21.9s)

A 8.5s
[A 9.3s]
(A 9.9s)



EG Miles at W General Screven Way

B 17.0s
[B 19.8s]
(C 29.4s)




EG Miles at Deal St

C 18.6s
[C 20.6s]
(C 25.7s)

A 8.4s
[A 9.0s]
(B 11.0s)

B 11.0s
[A 9.2s]
(A 9.3s)


D 28.2s
[C 24.1s]
(E 49.0s)



EG Miles and Surry Rd

B 11.2s
[A 9.0s]
(C 9.2s)

C 20.1s
[C 17.3s]
(C 18.0s)



Legend

AM
[Noon]
(PM)

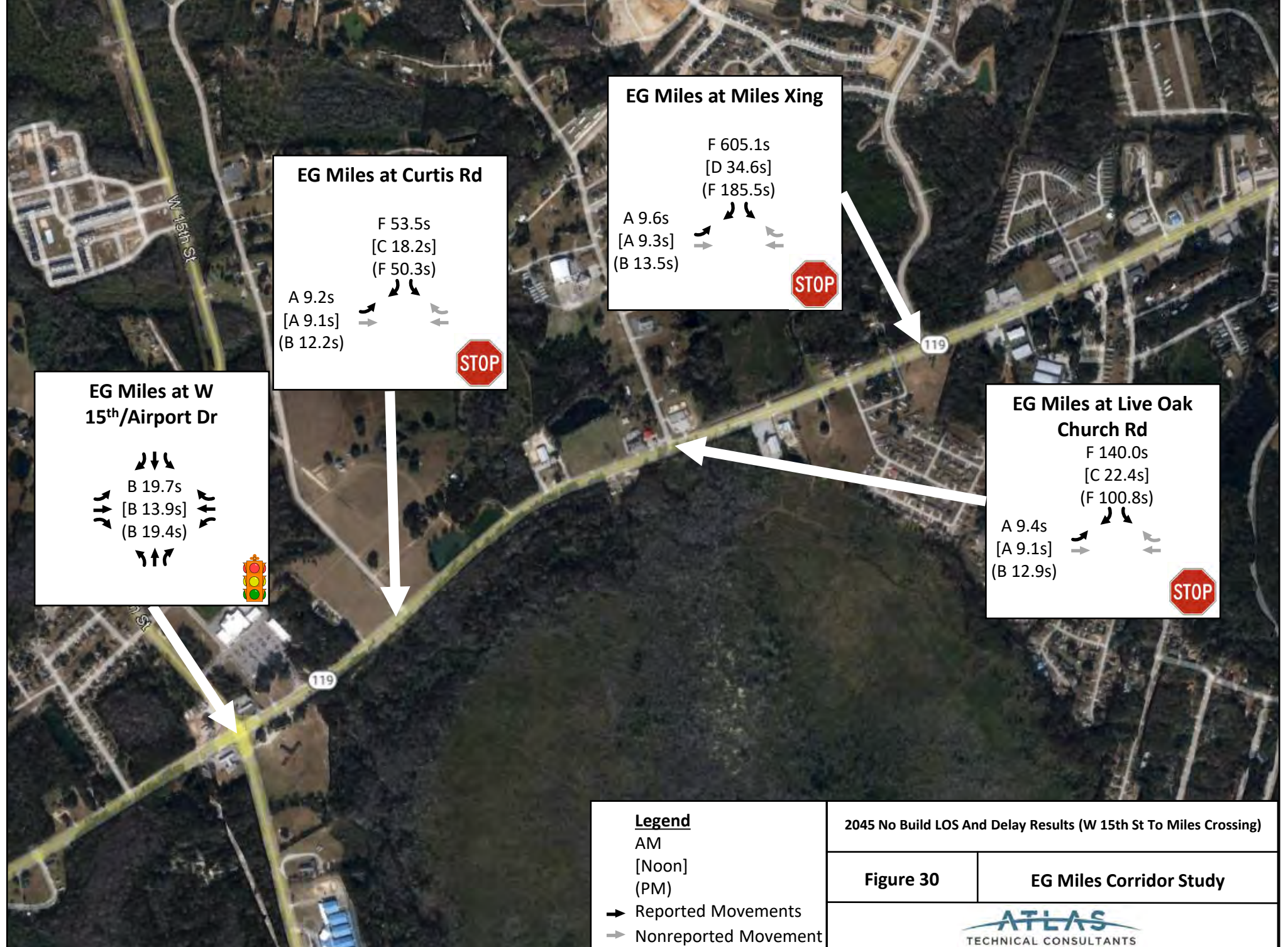
➔ Reported Movement
➡ Nonreported Movement

No Build LOS And Delay Results (Deal St to W General Screven Way)

Figure 29

EG Miles Corridor Study





EG Miles at Curtis Rd

F 53.5s
[C 18.2s]
(F 50.3s)

A 9.2s
[A 9.1s]
(B 12.2s)

STOP

EG Miles at Miles Xing

F 605.1s
[D 34.6s]
(F 185.5s)

A 9.6s
[A 9.3s]
(B 13.5s)

STOP

EG Miles at W 15th/Airport Dr

B 19.7s
[B 13.9s]
(B 19.4s)

119

Traffic Light

EG Miles at Live Oak Church Rd

F 140.0s
[C 22.4s]
(F 100.8s)

A 9.4s
[A 9.1s]
(B 12.9s)

STOP


Legend
AM
[Noon]
(PM)
➔ Reported Movements
➞ Nonreported Movement

2045 No Build LOS And Delay Results (W 15th St To Miles Crossing)	
Figure 30	EG Miles Corridor Study

EG Miles at Live Oak Dr

B 13.3s
[A 9.6s]
(B 10.4s)


F 153.2s
[D 27.4s]
(F 139.2s)



EG Miles at Pineland Ave


B 13.6s
[A 9.7s]
(B 11.2s)

F 348.7s
[E 40.1s]
(F 511.8s)



EG Miles at Veterans Pkwy

C 20.4
[C 23.3s]
(D 54.9s)




**EG Miles at Willowbrook Rd/
Sharon St**

F 75.3s
[C 21.9s]
(E 54.5s)

A 9.2s
[A 9.2s]
(B 12.4s)

B 12.6s
[A 9.2]
(A 10.0s)

F 61.0s
[C 20.2s]
(E 46.3s)




Legend

AM
[Noon]
(PM)

➔ Reported Movements
➡ Nonreported Movement

2045 No Build LOS And Delay Results (Live Oak Dr To Veterans Pkwy)

Figure 31 **EG Miles Corridor Study**




EG Miles at Liberty Regional Medical Center

C 29.7s
[D 25.7s]
(D 28.8)

A 8.6s
[A 9.4s]
(A 9.8s)

B 11.0s
[A 9.2s]
(A 9.4s)


C 18.3s
[C 16.4s]
(C 19.1)



EG Miles at Arlington Dr


C 27.9s
[C 20.7s]
(D 25.5s)

A 8.7s
[A 9.6s]
(B 10.2s)



EG Miles at W General Screven Way

B 18.6s
[C 22.8s]
(C 33.9s)




EG Miles at Deal St***

C 20.6s
[C 24.1s]
(D 33.0s)

A 8.6s
[A 9.2s]
(B 11.6s)

D 32.4s
[D 30.1]
(E 89.2s)


D 32.4s
[D 30.1]
(E 89.2s)



EG Miles and Surry Rd

B 11.2s
[A 9.2s]
(C 9.4s)

C 20.5s
[C 19.2s]
(C 21.1s)



Legend

AM
[Noon]
(PM)

➔ Reported Movements
➞ Nonreported Movement

2045 No Build LOS And Delay Results (Deal St To W General Screven Way)

Figure 32 | **EG Miles Corridor Study**



Observations

With the future no-build scenarios, it was observed that traffic operations worsen for the most part. Several intersections such as Miles Crossing, had a significant impact on delay, while other intersections such as Curtis Road, had an only a slight increase in delay time. All the signalized intersections had only a nominal impact on delay, only increasing by less than 5 seconds.

E.G. Miles Parkway at Veterans Parkway had heavy westbound left turn traffic in the AM peak hour and heavy southbound right turn traffic in the PM peak hour. This reflects the travel patterns to and from Fort Stewart. Because of the heavy traffic and existing lane geometry, these movements are experiencing excessive delay. To combat these delays, signal timing operations were conducted, as an additional simulation tool however this was not sufficient to improve overall delay. Since the signal optimizations were not comprehensive enough, lane geometry at the intersection would have to be improved. A second left turn, and right turn lane were added since GDOT considers a second left turn lane when left turning volume exceeds 300 VPH in the peak hours. For safety concerns, the phasing of the left turn was changed to protected only.

Future Build Scenario

The future build scenario was done in two phases. The first phase looked at the addition of the U-Turns generated by the proposed center median along E.G. Miles Parkway. This would give a baseline for the improvement that could be made and would allow for ICE to be conducted appropriately. The second part involved looking at the AM and PM peak hour of the design year to determine if certain intersection improvement would make a justified difference in safety and congestion measures. The following figures (Figures 33 through 41) show the LOS and vehicle results per study intersection for the 2025 and 2045 build scenarios and the additional 2045 full build scenario. Figures 42 through 44 show the intersections that were determined to be median openings.

The intersections where median openings would be considered were determined by the presence of higher volumes, compared with other cross streets, and taking GDOT policy into account. GDOT Policy states that the minimum spacing between 2 median opens is 1000 feet. All median openings meet this minimum. Below shows the preferred design concept of the of median opening locations along E.G. Miles Parkway.

To determine the type of improvements that should be made to the E.G. Miles Parkway corridor, the GDOT Intersection Control Evaluation (ICE) and Signal Warrant tools, along with HCM 2010 and Synchro Analysis were conducted. Signal warrant screening will give guidance on whether or a not a signal is justified. The results from the signal warrant analysis are not the sole justification for a signal. The ICE procedure will look at a variety of feasible alternatives and given operational and safety data, will provide guidance on a recommendation. ICE was used in conjunction with Signal Warrant screening to determine whether signals should be installed. Capacity analysis is used to evaluate the operation of the different alternatives.

Signal Warrant Summary

The *Manual on Uniform Traffic Control Devices* (MUTCD), 2009 edition, provides signal warrant guidance to evaluate whether a traffic signal is justified or not at an existing unsignalized intersection. These warrants are based on various traffic and roadway factors including recent crash data, traffic volumes, pedestrian volumes, and roadway network characteristics. The warrant analysis process looks at the total mainline volume and the greatest side street approach volume. The following warrants were



determined to apply at all locations: Warrant 1A, Warrant 1B, Warrant 1 (Combine warrant), Warrant 2, and Warrant 7.

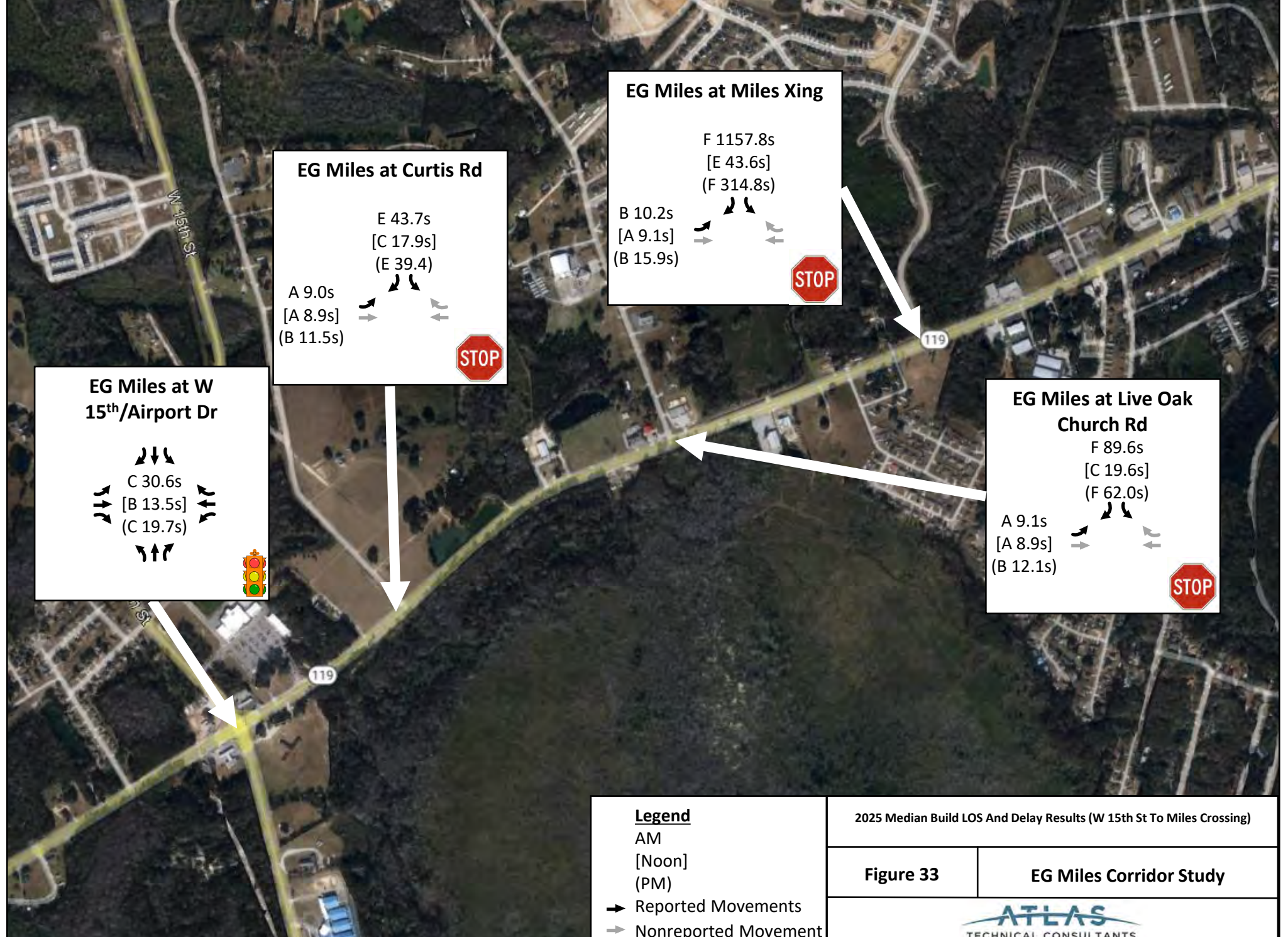
- Warrant 1 Condition A (Minimum Vehicular Volume) is intended for locations where a large number of vehicles approach the intersection from the minor road
- Warrant 1 Condition B (Interruption of Continuous Traffic) is intended for locations where the volume on the major road is so heavy, that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street
- When the warranting criteria is not met for neither warrant 1A or 1B, and any other measures to improve traffic flow have failed, an evaluation can be performed to determine if conditions A and B combined are met when the required volumes are decreased to 80% (Warrant 1 A and B, Combination of Warrants)
- Warrant 2 (Four Hour Volumes) is applied when the traffic volume on the minor street is the principal reason to consider installing a traffic control signal
- Warrant 7 (Crash Experience) requires a minimum of five crashes of the type that could be corrected by the installation of a traffic signal, to have occurred within the most recent 12-month period of available data and meet 80% of the volume warrants

The signal warrant analysis underwent a process called right turn reductions. According to NCHRP 457, right turns do not yield the same benefit from signalization as through or left turn movements. Consequently, including right turns in a warrant analysis could falsely warrant a signal, resulting in a proliferation of unnecessary traffic control signals at various intersections. To conduct right turn reductions, the number of right turns that can be reduced is determined by NCHRP 457. This number is determined by several factors such as lane configuration, speed limit, and conflicting traffic movements. It was determined that for all the intersections, there would be a 100% right turn reduction on all approaches. The number of right turning vehicles was determined by the hourly directional distribution of E.G. Miles Parkway. A summary of the Warrant Analysis is provided in Table 19.

TABLE 19: SIGNAL WARRANT ANALYSIS SUMMARY

Warrant	Curtis Rd	Live Oak Church Rd	Miles Xing	Live Oak Dr	Pineland Ave	Willowbrook Rd/ Sharon St	Deal St	Surrey Rd/ Arlington Dr	Liberty Regional Medical Center
1A	No	No	No	No	No	No	No	No	No
1B	No	No	No	No	Yes	No	No	No	No
1AandB	No	No	No	No	No	No	No	N	No
2	No	No	Yes	No	Yes	No	No	No	No
7	No	No	No	No	No	N	No	No	No





EG Miles at Curtis Rd

E 43.7s
 [C 17.9s]
 (E 39.4)

A 9.0s
 [A 8.9s]
 (B 11.5s)

STOP

EG Miles at Miles Xing

F 1157.8s
 [E 43.6s]
 (F 314.8s)

B 10.2s
 [A 9.1s]
 (B 15.9s)

STOP

EG Miles at W 15th/Airport Dr

C 30.6s
 [B 13.5s]
 (C 19.7s)

119

Traffic Light

EG Miles at Live Oak Church Rd

F 89.6s
 [C 19.6s]
 (F 62.0s)

A 9.1s
 [A 8.9s]
 (B 12.1s)

STOP

Legend

AM
 [Noon]
 (PM)

➔ Reported Movements
 ➞ Nonreported Movement

2025 Median Build LOS And Delay Results (W 15th St To Miles Crossing)


Figure 33 **EG Miles Corridor Study**

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EG Miles at Live Oak Dr

B 18.3s
[A 8.9s]
(B 11.3s)


F 120.9s
[D 25.6s]
(F 125.8s)



EG Miles at Pineland Ave


B 11.4s
[B 10.4]
(B 15.7s)

F 340.3s
[E 43.5s]
(F 678.1)



EG Miles at Veterans Pkwy

B 19.9s
[C 23.4s]
(D 52.6s)




**EG Miles at Willowbrook Rd/
Sharon St**

F 79.8s
[C 22.9s]
(F 106.0s)

B 11.1s
[B 10.9s]
(C 21.7s)

B 23.9s
[B 11.3s]
(B 13.0s)

F 50.6s
[C 21.0s]
(F 82.5s)



Legend

AM
[Noon]
(PM)

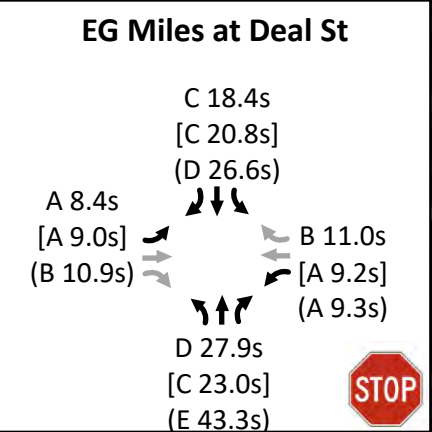
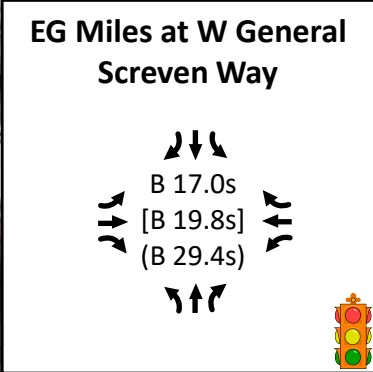
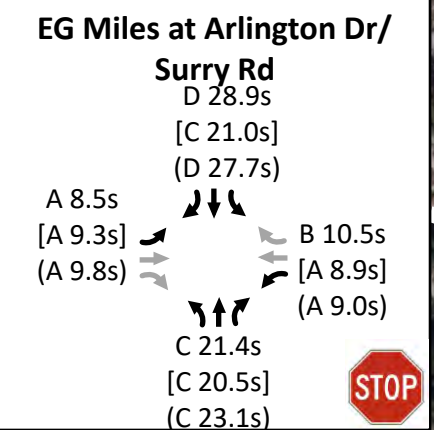
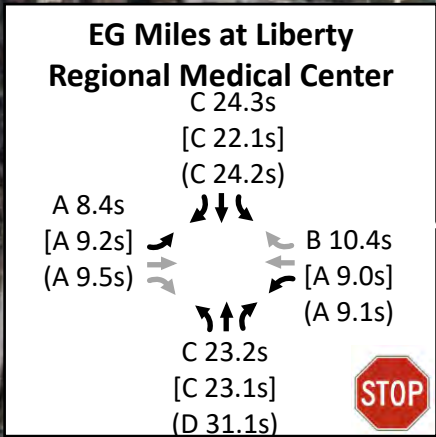
➔ Reported Movements
➡ Nonreported Movement

2025 Median Build LOS And Delay Results (Live Oak Dr To Veterans Pkwy)

Figure 34

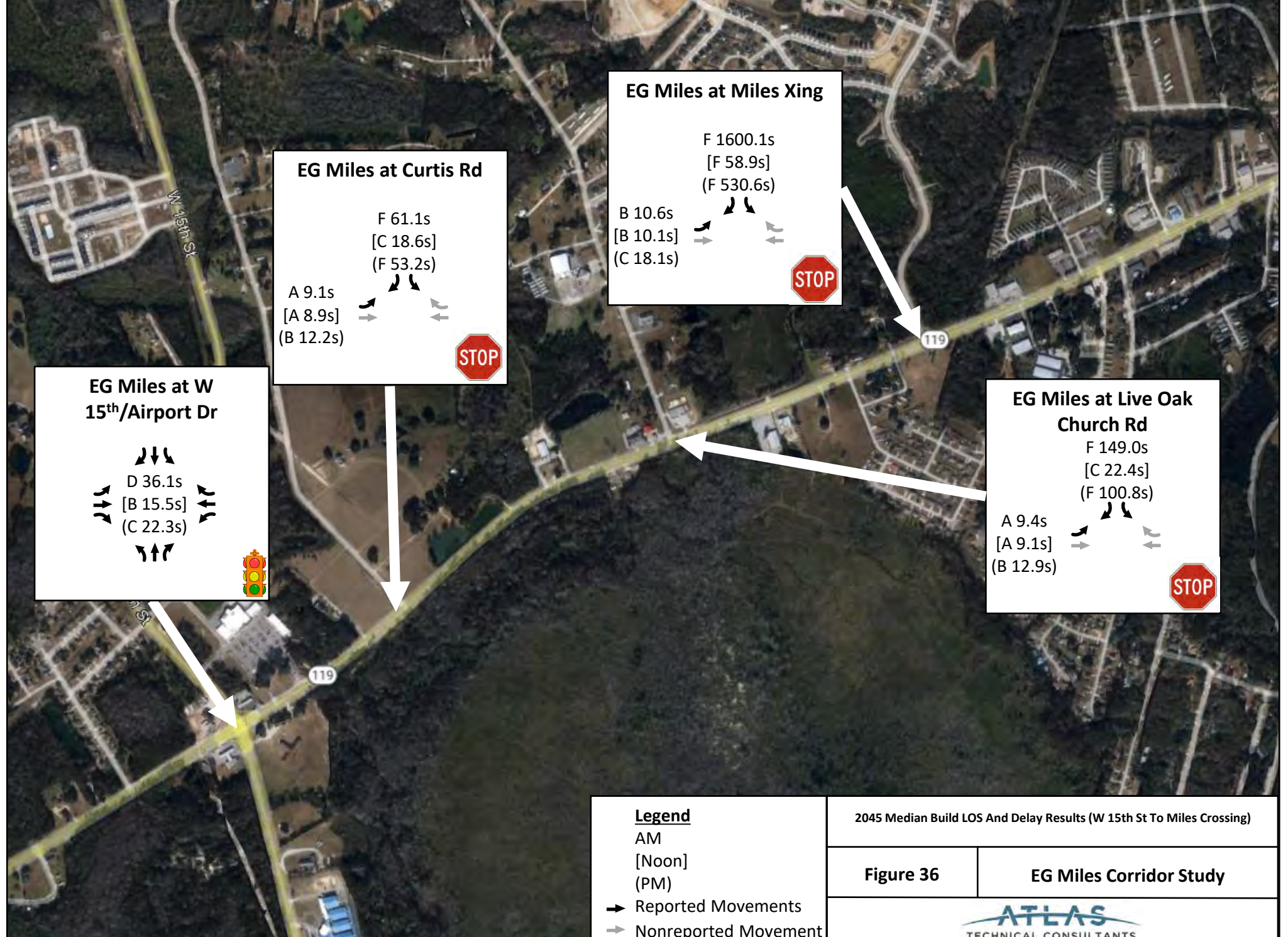
EG Miles Corridor Study





Legend	
AM	
[Noon]	
(PM)	
→	Reported Movements
⇨	Nonreported Movement

2025 Median Build LOS And Delay Results (Deal St To W General Screven Way)	
Figure 35	EG Miles Corridor Study



EG Miles at Curtis Rd

F 61.1s
[C 18.6s]
(F 53.2s)

A 9.1s
[A 8.9s]
(B 12.2s)

STOP

EG Miles at Miles Xing

F 1600.1s
[F 58.9s]
(F 530.6s)

B 10.6s
[B 10.1s]
(C 18.1s)

STOP

EG Miles at W 15th/Airport Dr

D 36.1s
[B 15.5s]
(C 22.3s)

119

Traffic Light Icon

EG Miles at Live Oak Church Rd

F 149.0s
[C 22.4s]
(F 100.8s)

A 9.4s
[A 9.1s]
(B 12.9s)

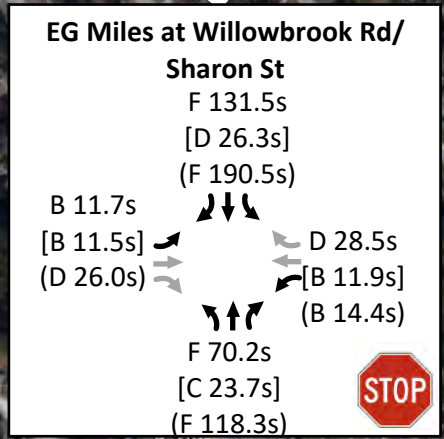
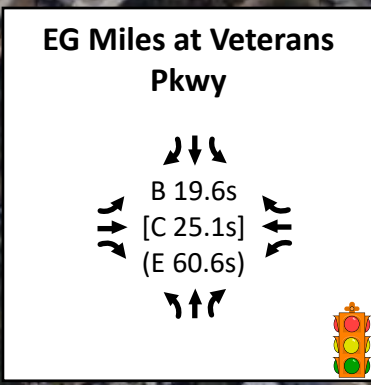
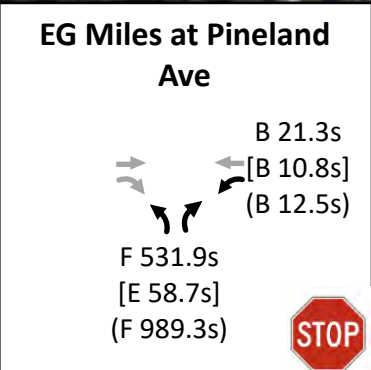
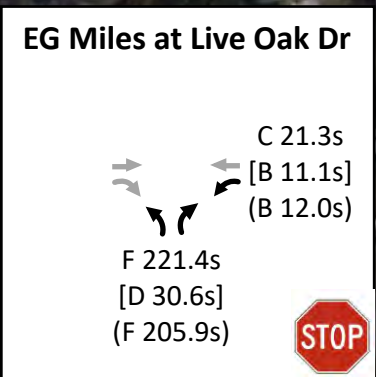
STOP

Legend

AM
[Noon]
(PM)

➔ Reported Movements
➡ Nonreported Movement

2045 Median Build LOS And Delay Results (W 15th St To Miles Crossing)	
Figure 36	EG Miles Corridor Study



Legend

AM
[Noon]
(PM)

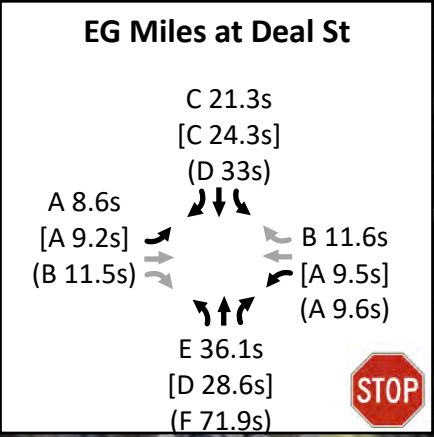
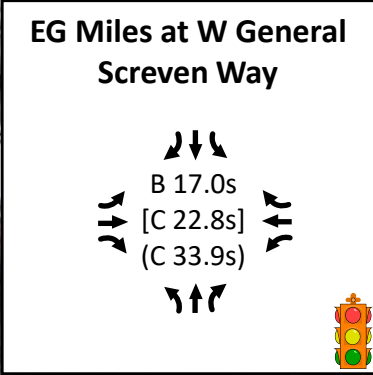
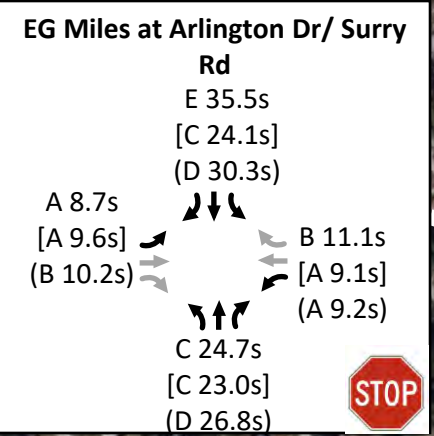
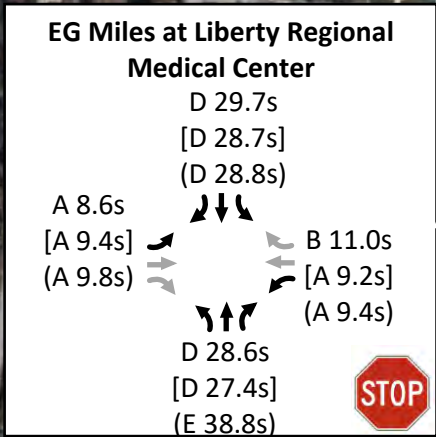
➔ Reported Movements
➡ Nonreported Movement

2045 Median Build LOS And Delay Results (Live Oak Dr To Veterans Pkwy)

Figure 37

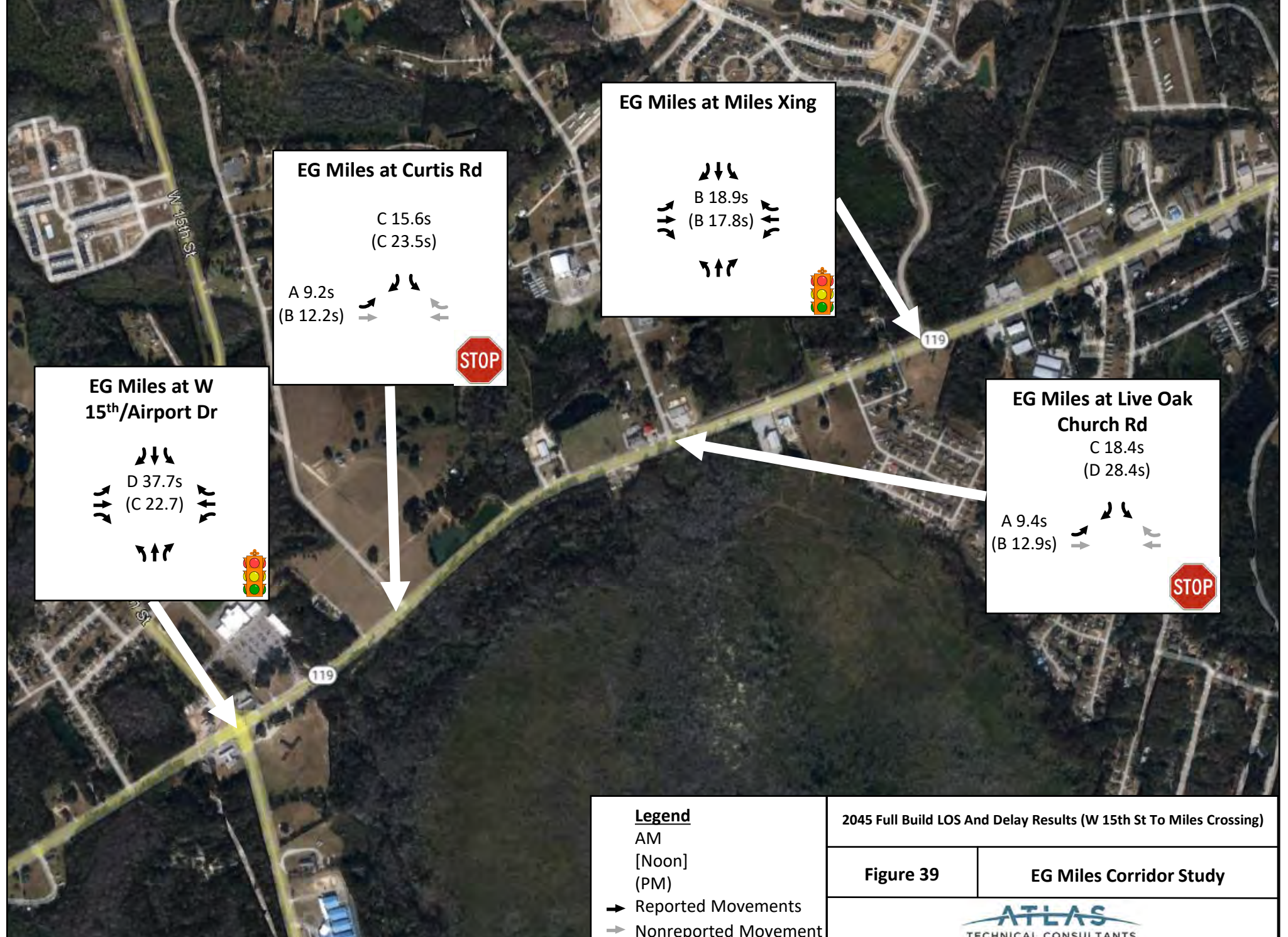
EG Miles Corridor Study





Legend
AM
[Noon]
(PM)
➔ Reported Movements
➡ Nonreported Movement

2045 Median Build LOS And Delay Results (Deal St To W General Screven Way)	
Figure 38	EG Miles Corridor Study



EG Miles at Miles Xing

↓ ↓ ↓
 B 18.9s
 (B 17.8s)
 ↑ ↑ ↑

→ → →
 ← ← ←

↑ ↑ ↑
 ↓ ↓ ↓

EG Miles at Curtis Rd

C 15.6s
 (C 23.5s)

A 9.2s
 (B 12.2s)

EG Miles at W 15th/Airport Dr

↓ ↓ ↓
 D 37.7s
 (C 22.7)

→ → →
 ← ← ←

↑ ↑ ↑
 ↓ ↓ ↓

EG Miles at Live Oak Church Rd

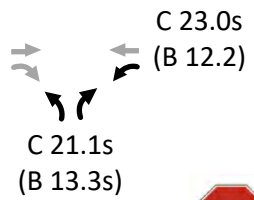
C 18.4s
 (D 28.4s)

A 9.4s
 (B 12.9s)

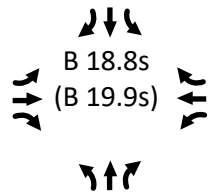
Legend	
AM	
[Noon]	
(PM)	
→	Reported Movements
→	Nonreported Movement

2045 Full Build LOS And Delay Results (W 15th St To Miles Crossing)	
Figure 39	EG Miles Corridor Study

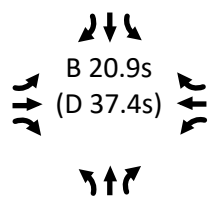
EG Miles at Live Oak Dr



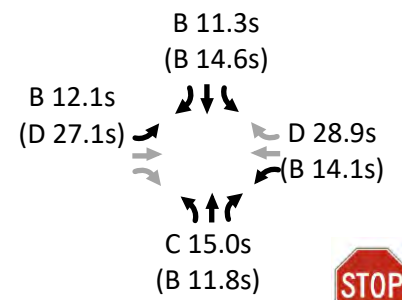
EG Miles at Pineland Ave



EG Miles at Veterans Pkwy



EG Miles at Willowbrook Rd/ Sharon St



Legend

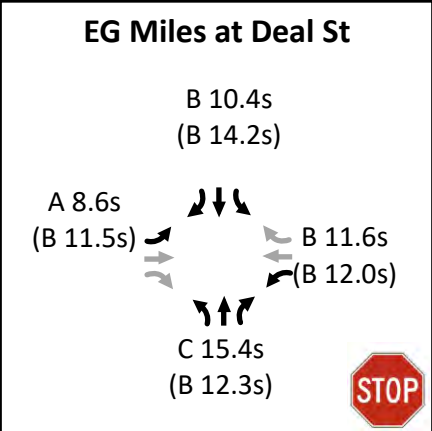
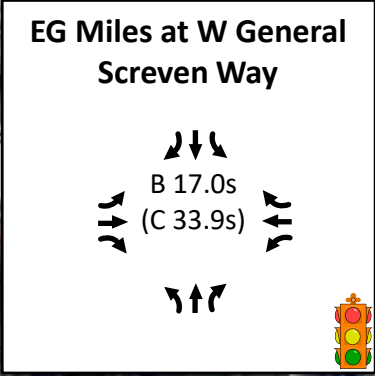
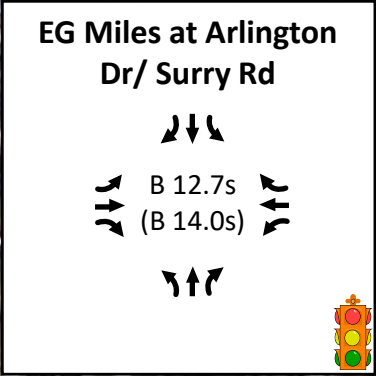
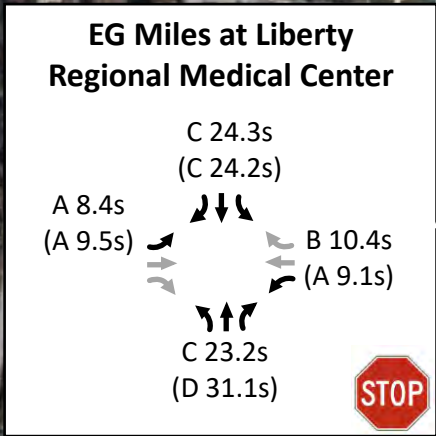
- AM
- [Noon]
- (PM)
- ➔ Reported Movements
- ➡ Nonreported Movement

2045 Full Build LOS And Delay Results (Live Oak Dr To Veterans Pkwy)

Figure 40

EG Miles Corridor Study





Legend

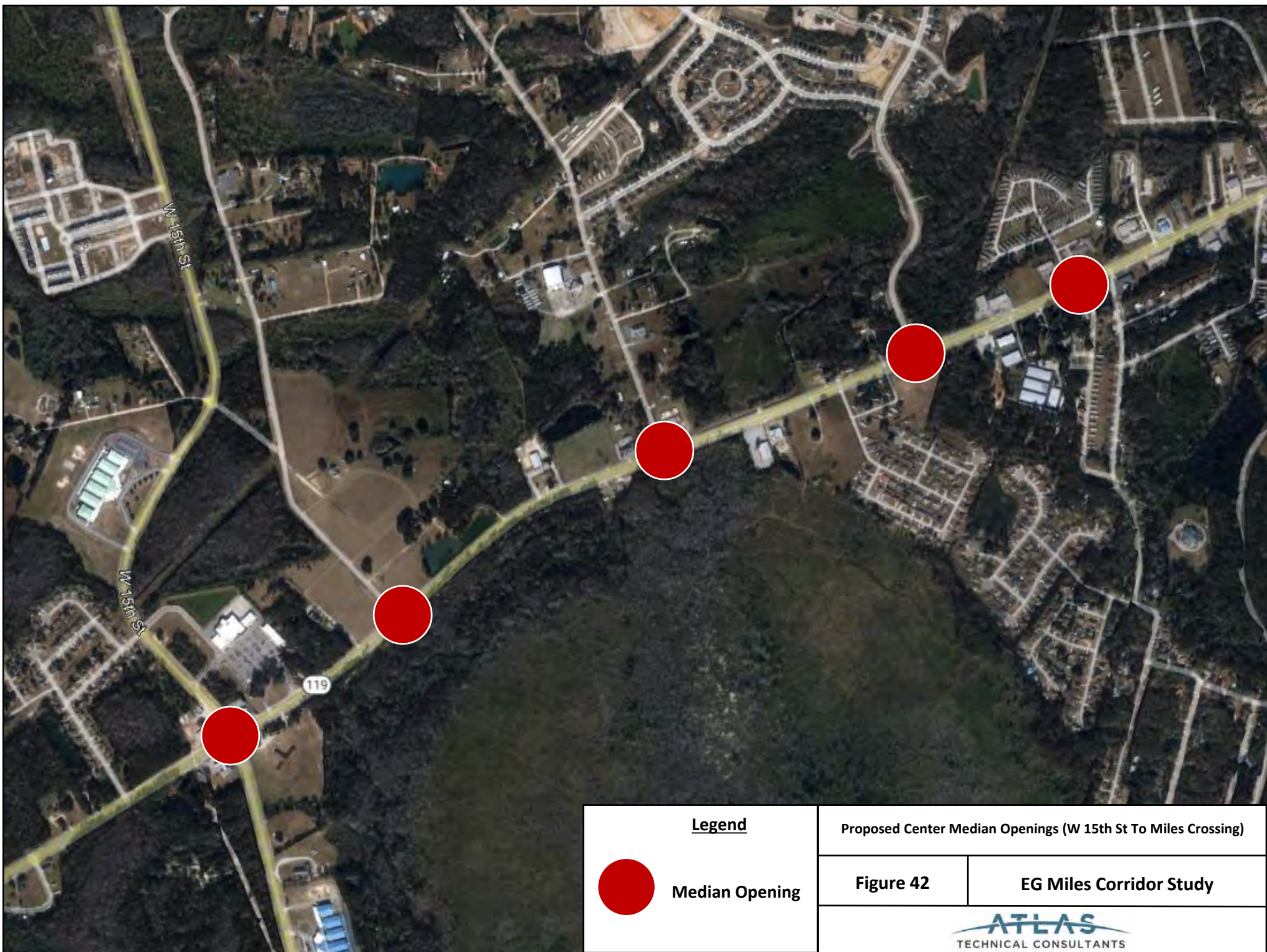
AM
[Noon]
(PM)

➔ Reported Movements
➡ Nonreported Movement

2045 Full Build LOS And Delay Results (Deal St To W General Screven Way)

Figure 41 **EG Miles Corridor Study**

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Legend

 Median Opening

Proposed Center Median Openings (W 15th St To Miles Crossing)

Figure 42

EG Miles Corridor Study



Legend



Median Opening

Proposed Center Median Openings (Live Oak Dr To Veterans Pkwy)


Figure 43

EG Miles Corridor Study





Legend

 Median Opening

Proposed Center Median Openings (Deal St To W General Screven Way)

Figure 44

EG Miles Corridor Study

ICE Analysis Summary

GDOT's Intersection Control Evaluation (ICE) analysis is a requirement when planning intersection improvements or enhanced driveway access on state routes. ICE looks at a variety of different intersection designs while weighing in factors such as cost, Crash Reduction Factors (CRFs), and operational metrics such as delay and Volume to Capacity Ratio (V/C). It requires capacity analyses on the various intersection control options. While a variety of intersection controls are considered, it is up to the analyst to determine which options would be feasible given the project conditions. Given the project conditions, intersection changes consider heavy vehicles since they account for 22% of volume. Based on the project corridor conditions, the following intersection controls were analyzed:

- Two Way Stop Control
- Unsignalized High-T
- Restricted Crossing U-Turn Intersection (RCUT)
- Traffic Signal
- Signalized RCUT
- Continuous Green-T
- Multilane Roundabout (Deal Street Only)

Although Roundabouts were a point of interest, it was determined that roundabouts would not be feasible given that the E.G. Miles Parkway accounts for more than 90% of the ADT. Right-In/Right-Out (RIRO) intersections were not considered due to concerns about the impact that rerouted trips can have on the adjacent intersections since all left turns would be rerouted.

A multilane roundabout was considered a Deal Street after conversation with local leadership. The GDOT roundabout tool was used to analyze the feasibility of this option. The following concerns were acknowledged with the roundabout:

- The railroad tracks are less than 500 feet away from the intersection.
- Just like all other intersections, the mainline consists of at least 90%. The benefit diminishes and can cause major delays on all approaches.
- There will be proper impact to all parcel near by including city property, an apartment complex and local businesses.
- Truck access could be a problem

After the analysis, it was determined that a roundabout would not be the best option given the cost, safety, and operational benefits. The cost of a roundabout and an RCUT was determined to be about 200% of the GDOT ICE estimate. Additional information can be found in the Deal Street memo in the appendices.

Each unsignalized intersection was analyzed with ICE. Although most of the time the preferred ICE alternative coincides with the recommendation, this is not necessarily the case. The ICE result can be disputed at the engineer's discretion, as long as a reasonable explanation is provided, and an ICE waiver form is filled and approved. The recommendations will be discussed in further detail later in report. The summarized ICE results can be found in Table 20.

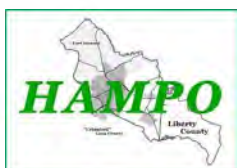


TABLE 20: ICE RESULTS SUMMARY

Location	Curtis Rd	Live Oak Church Rd	Miles Xing	Live Oak Dr	Pineland Ave	Willowbrook Rd/ Sharon St	Deal St	Surrey Rd/ Arlington Dr	Liberty Regional Medical Center
ICE Result	High-T	High-T	Traffic Signal	RCUT	Traffic Signal	RCUT	RCUT	RCUT	TWSC

Conventional Minor Street/ Two-Way Stop Control (TWSC)

An intersection with a conventional minor street (TWSC for four-way intersection) is an intersection where the minor street is controlled by a stop sign. A conventional minor street intersection allows for full access to all turns and does not restrict any turn. Figure 45 demonstrate TWSC.

FIGURE 45: EXAMPLE OF A CONVENTIONAL MINOR STREET/ TWO-WAY STOP CONTROL (TWSC) INTERSECTION



High-T

A High-T intersection is an intersection that channelizes multiple movements and frees the “top” through lanes which allows the through movement of those labels to operate continuously. The channelization of multiple movements provides added safety benefits. Also, allowing to have a free flow through movement can benefit the overall traffic operations of the intersection. This design allows left turns from the side street to be made safely without having an immediate conflict with the through movement. Figure 46 shows a High-T intersection.



FIGURE 46: EXAMPLE OF A HIGH-T INTERSECTION



Reduced Conflict U-Turn (RCUT)

A Reduced Conflict U-Turn (RCUT) intersection forces all traffic from the minor street to make a right turn onto the major cross street. Minor street left turns are redirected to make a right turn then a left turn at a median opening along the major cross street. An RCUT allows for major street left turns. Since Multiple movements are channelized and there is a reduction in conflict points, a RCUT provides enhanced safety benefits. Figure 47 depicts an RCUT intersection.

FIGURE 47: EXAMPLE OF A REDUCED CONFLICT U-TURN (RCUT) INTERSECTION



Conventional Traffic Signal

A conventional traffic signal is the most common type of signalized intersection. This involves splitting timings between the mainline and side street. This has an improved safety benefit in that the side street has dedicated time to enter the intersection safely. Figure 48 shows a conventional traffic signal.



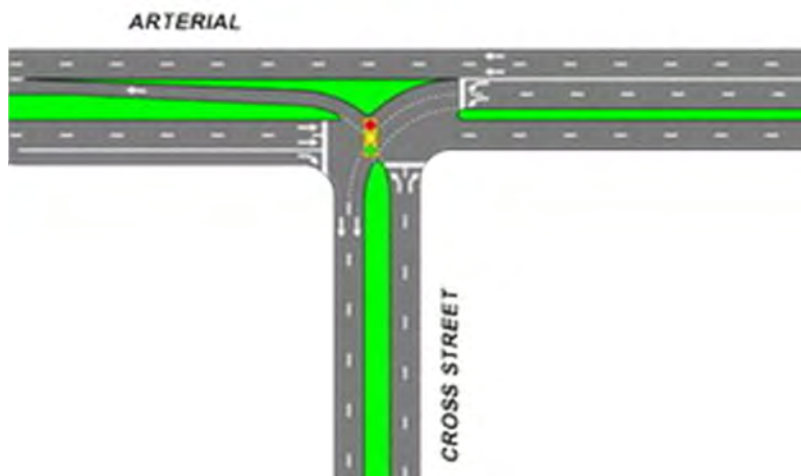
FIGURE 48: EXAMPLE OF A CONVENTIONAL TRAFFIC SIGNAL INTERSECTION



Continuous Green Intersection

A continuous green intersection is the signalized version of the High-T intersection. The “top” of the T operates under a continuous green. This intersection design has the benefits of a signalized intersection and the benefits of a High-T intersection. Figure 49 shows an image of a Continuous Green Intersection.

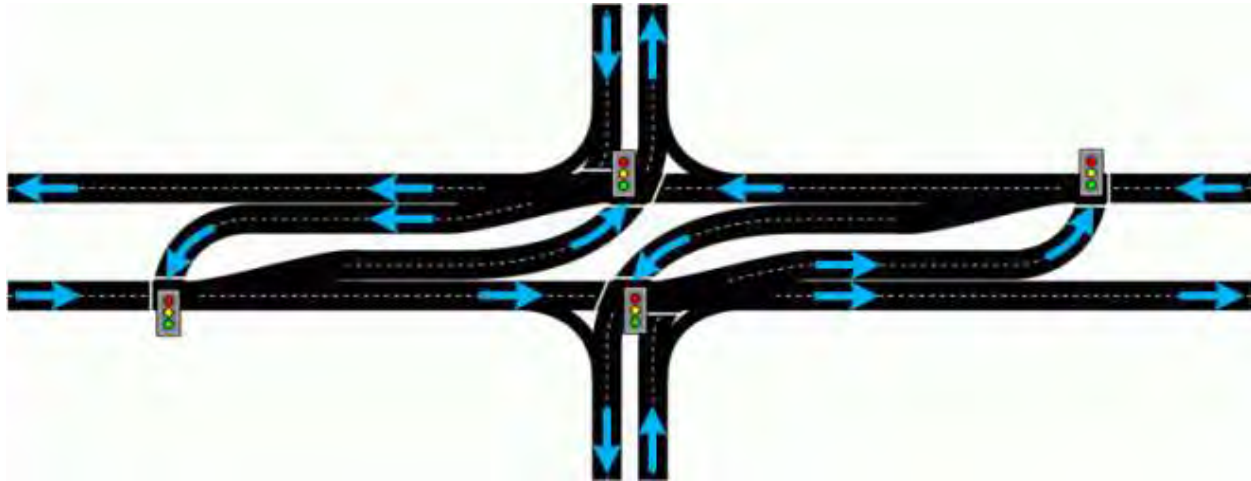
FIGURE 49: EXAMPLE OF A CONTINUOUS GREEN INTERSECTION



Signalized RCUT

A signalized RCUT is the signalized version of the RCUT. This intersection design keeps all the same design highlights as an RCUT but add signalization, which can provide a safety and operational benefits to side street right turns and mainline left turns. Figure 50 shows a Signalization RCUT intersection.

FIGURE 50: EXAMPLE OF A SIGNALIZED RCUT INTERSECTION



Observations

The implementation of U-turns in the build scenarios introduce significant delays at all the intersections that had failing LOS or high levels of delay. U-turns require more space and time, so an increase in delay is anticipated. However, after the preferred intersection improvements were included in the analysis, the entire study corridor operated in an acceptable manner, with vehicle delays, vehicle queuing, and LOS all improving. The preferred intersection improvements are listed in the two tables under the Conclusions and Recommendations section on the following page.

Conclusions and Recommendations

Preferred Intersection Design

With the traffic analysis results coupled with the feedback from the local community and stakeholders, the preferred chosen design concept for each unsignalized intersection within the E.G. Miles study corridor is shown in the Table 21. Additionally, Table 22 shows the recommended improvements to the already existing signalized intersections within the study corridor. A detailed concept can be found in the appendices (Appendix G) of the report.

TABLE 21: UNSIGNALIZED INTERSECTIONS PREFERRED DESIGN

Location	Curtis Rd	Live Oak Church Rd	Miles Xing	Live Oak Dr	Pineland Ave	Willowbrook Rd/ Sharon St	Deal St	Surrey Rd/ Arlington Dr	Liberty Regional Medical Center
Preferred Design	High-T	High-T	Traffic Signal	RCUT	Traffic Signal	RCUT	RCUT	Traffic Signal	TWSC

TABLE 22: SIGNALIZED INTERSECTIONS RECOMMENDED IMPROVEMENTS

E.G. Miles Parkway Intersections	15 th Street/ Airport Road	Veterans Parkway	West General Screven Way
Intersection Improvement	Add FYAs	Add FYAs Add Southbound Right Turn Lane (Dual Rights) Add Westbound Left Turn Lane (Dual Lefts)	Add FYAs



Most of the recommendations coincide with the ICE results. The intersection of Surrey Road/ Arlington Drive and E.G. Miles Parkway recommendation does not match with the ICE analysis given the potential future development adjacent to this intersection. Although a signal is not and will not be required if the current conditions continue without development, several noted developments in the area could cause a signal to be warranted in future conditions. Traffic impact studies conducted near the intersection should determine when and if a signal shall be warranted. Given the number of proposed developments, it is expected that a signal will be warranted under future conditions. In addition, the increased turning radii at would accommodate heavy vehicle.

Operational Benefits

A driving factor behind the preferred alternatives is the improved LOS and delay. The traffic analysis found that most of the intersections on E.G. Miles Parkway did not have acceptable LOS and delay. All the intersections would enjoy an improvement in LOS and delay. The traffic analysis under the future build scenario with intersection improvements showed significant reductions in delay and improvements in LOS. This allows the roadway design to be adequate for the future development and forecasted traffic volumes.

Safety Benefits

The proposed intersection improvements were analyzed with safety in mind. All the intersection improvements have Crash Modification Factors (CMFs). A CMF indicates what should be expected in terms of a reduction (or increase) in crashes after a specific roadway improvement has been made. CMF are based off studies conducted on specific roadway configuration. Based on published reports, all the proposed intersection improvements for this corridor result in a reduction of crashes and fatalities. RCUTs have a Crash Reduction Factor (CRF) of 31% for Property Damage Only (PDO) and 53% for injuries and fatalities. High-Ts have a CRF of 23% for PDO and 45% for injuries and fatalities. Traffic signals have a CRF of 39% for PDO and 40% for injuries and fatalities.

Existing Signalized Intersections

At the three existing signalized intersections, Atlas recommends the addition of FYAs for left turn phases that operate under protected/permissive operation. In 2003, NCHRP Report 493 determined that FYAs are a better alternative to a circular green light as an indication of permissive operation, they are better understood by drivers, and they can prevent the “yellow trap” issue that occurs at many signals. The FYA upgrades would provide both safety and operational benefits.

At the EG Miles at Veterans Parkway, Atlas recommends the removal of the protected/permissive operation of the northeast left turn. GDOT’s policy, and the general practice, is to have protected only phasing for left turns that are made from two left-turn lanes or more. Therefore, this phase should be changed to protected only.

Proposed Signalized Intersection

With the introduction of several signalized intersections and improvements on several existing signals, there are additional changes proposed to improve operations and safety. Changes include permissive/protective phases changing to protective only, addition of Flashing Yellow Arrows (FYAs), and new phasing plans.

The warrant process for determining phases was conducted at each of the new intersections. This involved calculating the cross product, left turn volumes, and crash data. All proposed phasing was determined with the peak hour volumes of the intersection. The greater hour determined the phasing.



Since U-turns are prevalent, U-turns were analyzed in the same way as left turns to determine left turn phasing.

The cross product is a number calculated by multiplying the number of left turns, with the volume of opposing through traffic, and divided by the number of opposing through lanes. A cross product greater than 50,000 indicates that a leading left turn phase is warranted and a cross product greater than 30,000 warrants a lagging phase. In addition to the cross products, the number of left turning vehicles was also considered. For volumes greater than 125, a leading left turn is warranted. For volumes greater than 75, a lagging left run is warranted. The equation and resulting cross products can be found below.

$$Cross\ Product = left\ turn\ volume \left(\frac{opposing\ through\ volume}{number\ of\ opposing\ through\ lanes} \right)$$

TABLE 23: LEFT TURN PHASING RECOMMENDATIONS

Intersection	Approach	Peak Hour	Cross Product	LT+UT Volume	Recommendation
EG Miles @ Miles Xing	WB	AM	44,330	65	Lagging
	EB	PM	71,675	123	Leading
EG Miles @Pineland Ave	WB	PM	80,800	200	Leading
	EB	PM	57,034	99	Leading
EG Miles @Arlington Dr/ Surrey Rd	WB	PM	3,600	10	No Phasing
	EB	PM	36,279	87	Lagging

Priority Improvement Project Recommendations

Based on the operations and safety data, proposed project recommendations were categorized into three different categories: short term, mid-term, and long-term recommendation. The following tables show the proposed projects for the short-, mid-, and long-term planning scenarios, with estimated costs per project.

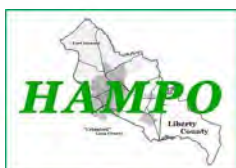


TABLE 24: SHORT TERM PROJECT RECOMMENDATIONS

Project	Location(s)	Implementation Timeframe	Project Funding Category	Estimated Planning Level Cost
Flashing Yellow Arrow (FYA) Signal Upgrades	EG Miles Pkwy (SR 196/119) at 15th St EG Miles Pkwy (SR 196/119) at Veterans Pkwy EG Miles Pkwy at General Screven Way	Short Range	Pedestrian Safety	\$15k - \$30k (Per Intersection)
Traffic Signal Installation	EG Miles Pkwy (SR 196/119) at Miles Crossing EG Miles Pkwy (SR 196/119) at Pineland Ave EG Miles Pkwy (SR 196/119) at Arlington Dr	Short Range	Intersection Safety and Operations	\$200k - \$300k (Per Intersection)
Signalized (PHB) Mid-Block Pedestrian Crossing	East of EG Miles Pkwy at Hearn Rd	Short Range	Pedestrian Safety	\$200K - \$300k
Signal Timing Optimization	Signalized Intersections (From 15th St to General Screven Way)	Short Range	Intersection Operations	\$8k (Per intersection)

TABLE 25: MID-TERM PROJECT RECOMMENDATIONS

Project	Location(s)	Implementation Timeframe	Project Funding Category	Estimated Planning Level Cost
Intersection Lane Improvements	EG Miles Pkwy (SR 196/119) at Veterans Pkwy	Mid Range	Intersection Safety and Operations	\$1 - \$2 million
	EG Miles Pkwy (SR 196/119) at Liberty Regional Medical Center			\$500k - \$800k
Roadway Lighting Installation	EG Miles Pkwy (From 15th St to Veterans Pkwy)	Mid Range	Roadway Safety	\$2k - \$4k (Per Light)
Sidewalk Installation / Repair	EG Miles Pkwy (From 15th St to General Screven Way)	Mid Range	Pedestrian Safety	\$100 - \$500 (Per Linear Foot)

TABLE 26: LONG-TERM PROJECT RECOMMENDATIONS

Project	Location(s)	Implementation Timeframe	Project Funding Category	Estimated Planning Level Cost
R-CUT (Restricted Crossing U-Turn) Intersection Installation	EG Miles Pkwy (SR 196/119) at Live Oak Dr EG Miles Pkwy (SR 196/119) at Sharon St EG Miles Pkwy at Deal St	Long Range	Intersection Safety and Operations	\$300k - \$1m (Per Location)
High-T Intersection Installation	EG Miles Pkwy (SR 196/119) at Curtis St EG Miles Pkwy (SR 196/119) at Live Oak Church Rd	Long Range	Intersection Safety and Operations	\$300k - \$1m (Per Location)
Center Median Installation	EG Miles Pkwy (From 15th St to General Screven Way)	Long Range	Roadway Safety	\$2 - \$5 million (Per Mile)
Multi-Use Path Construction	EG Miles Pkwy (From 15th St to General Screven Way)	Long Range	Pedestrian and Bicycle Safety	\$500 (Per Linear Foot)



Potential Funding Sources

As part of this corridor study, potential funding options from federal, state, and local sources are summarized below. One funding option at the federal level is the US DOT Highway Safety Improvement Program (HSIP). This is a Federal Aid program with the purpose of reducing fatalities and serious roadway injuries on all public roads. Given the aforementioned safety conditions on the corridor, HSIP could potentially help with some of the cost associated with these types of improvements.

Other potential federal funding sources which may be applicable with new funding under the recently passed (2021) Infrastructure Investment and Jobs Act (IIJA) includes the TAP set-aside in the Surface Transportation Block Grant (STPG) program and significantly increases its funding level. Throughout Georgia, the STBG program is a major source of federal funds for large roadway projects including State Route widenings Interstate projects.

In addition to increasing funding for traditional federal road, bridge and transit improvement grants, the IIJA also created several new categories of funding such as the Safe Streets for All and Reconnecting Communities programs. Some new merit criteria for grant awards under this program have been established with a focus on improvements that support sustainability and resiliency, equity, climate and other factors in addition to mobility and safety. HAMPO and the County can position themselves for some of these grant programs with carefully selected projects for consideration for each program.

The Transportation Block Grant Program provides grants to maintain and improve for bridges and tunnels, pedestrian and bicycle facilities, and transit capital projects. The Transportation Alternative Program (TAP) focuses on providing funds for pedestrian facilities, bicycle facilities, and pedestrian streetscape enhancements. This funding program has the potential to also be used for the multiuse path construction and sidewalk repairs.

Another aforementioned valuable grant program is the Safe Streets and Roads for All (SS4A) which comes from the bipartisan Infrastructure Bill (IIJA) and it provides funds to regional and local projects which help to reduce roadway injuries and fatalities through safety enhancements such as a center roadway median which is proposed as part of this study. Given the scope of the project, these funding sources may be appropriate for several parts of the proposed improvements.

SigOps is GDOT's regional management program. This program expands its reach to actively manage traffic signals in the state of Georgia. Included in this program are the maintenance and upgrades to signals throughout the state of Georgia. Hinesville is in SigOps Southeast region, which is comprised of GDOT districts 2 and 5. Funds for the signal upgrades, for example, could possibly be used to improve the three existing signalized intersections and future signalized locations along the E.G. Miles Parkway study corridor. In addition, these funds could help with the ongoing maintenance of all the signals along the corridor.

Other state funding sources include the Georgia Transportation Infrastructure Bank (GTIB) Grant, Local Maintenance, and Improvement Grant (LMIG), and the Transportation Funding Act of 2015 (HB 170). The Georgia Transportation Infrastructure Bank (GTIB) Grant provides funding in the state of Georgia in the form of a grant that can cover up to \$2 million or one-third of the project value. In 2015, the Georgia Legislature passed a sweeping reform of the Motor Vehicle Fuel Tax (MVFT) system under House Bill (HB) 170. The previous method of a 7.5 cents/gallon plus a 4 percent excise tax rate was replaced with a single motor fuel excise tax. It was initially established at 26 cents per gallon for gasoline plus 29 cents per gallon for diesel, with provisions to increase in relation to inflation. As of January 1, 2021, the State Excise Tax was established as 28.7 cents per gallon for gasoline and 32.2 cents per gallon for diesel.



In the past decade, Georgia has passed legislation which has broadened the ability for counties to fund transportation projects. In 2015, HB 170 passed, which included the ability of single counties to pass up to a 1 percent sales tax, referred to as a single county TSPLOST. Previously, legislation had only allowed a tax by region as discussed above. HB 170 allows for a sales tax in increments of 0.05 percent up to a maximum collection of 1 percent for a period of 5 years for the funding of transportation projects.

At the local county and municipal level, a Special Purpose Local Option Sales Tax (SPLOST) is a sales tax used to fund capital projects proposed by county and municipal governments. A Transportation SPLOST is a sales tax where the capital funds are intended for transportation purposes specifically.

As defined by Georgia legislation TSPLOST funds can be spent only on “transportation purposes”. TSPLOST defines this as follows (See O.C.G.A. 48-8-260). 'Transportation purposes' means and includes roads, bridges, public transit, rails, airports, buses, seaports, including without limitation road, street, and bridge purposes pursuant to paragraph (1) of subsection (b) of Code Section 48-8-121, and all accompanying infrastructure and services necessary to provide access to these transportation facilities.

For Liberty County, a TSPLOST referendum was successfully passed in 2020 which identified the E.G. Miles corridor as a key location for investment that allocated 30% STIP eligible funding. In Georgia there are now 29 counties that have passed a single county TSPLOST. Furthermore, 64 other counties participate in the regional TSPLOST within the four TIA regions that passed the tax. Currently, almost 60 percent of counties in Georgia are receiving dedicated transportation funding from a local transportation sales tax from one of these two funding sources.

General Recommendations and Conclusions

Recommendations To Local Jurisdiction for Adoption

Of significant importance to any improvement in the transportation system will be jurisdictional concurrency amongst the various stakeholders in the study area. The City of Hinesville and Liberty County may consider local design and policy that supports the type of community they want to see built. This can include rural, urban, commercial, and recreational considerations to create a safe and equitable network. This also could support the local communities' vision for how transportation is managed locally when it reaches the state systems. Concepts such as complete streets policies, active transportation in transit connectivity plans, or mobility plans, are a great way to start this process and garner public participation and support for long-term funding needs.

Consideration Of Transit Improvements and Access

We recommend all concepts should consider the transit plan or future transit access points when approaching commercial areas including the hospital and shopping. While currently this may be difficult since stops may not exist, logical termini based on development can support decisions to reduce lane width, speed limits and establish reason to improve non-motorized facilities adjacent to roadway facilities.

Midblock Conditions to Manage Design Speed

Existing state related guidance and local design guidelines focus on intersections and collision concentrated areas. A focus on the midblock crossing not just for pedestrian crossings but also as a way to manage approach speeds between two intersections should be considered. This can support better radii at the intersections, reducing speed by up to 15 mph through an intersection, and allowing more time for drivers to make better decisions and avoid vehicle or pedestrian related collisions at the mid-block locations.



Design Considerations for Freight Traffic

There is heavy freight movement in the corridor. Large tractor trailers are prevalent at all hours and present challenges with the residential nature of the area. The addition of the median helps manage speeds along the corridor, including freight vehicles. Also, the intersection upgrades should be designed to accommodate the required turning radius for trucks and buses.

Conclusion

In conclusion the E.G. Miles Corridor Study should be advanced with future planning and construction measures in coordination with GDOT and local governments (e.g. City of Hinesville and Liberty County) based on the recommendations and proposed corridor improvements provided in this study. As previously mentioned, safety concerns along the E.G. Miles corridor are reflected by the existing roadway geometry and consistently high daily traffic volumes and vehicle speeds. The 2045 HAMPO Metropolitan Transportation Plan (2020) designated this route as a high accident corridor which should be improved for safety while supporting existing roadway capacities and freight activity.



Appendix A: Traffic Counts





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Location: #1 W 15TH ST & EG MILES PKWY AM

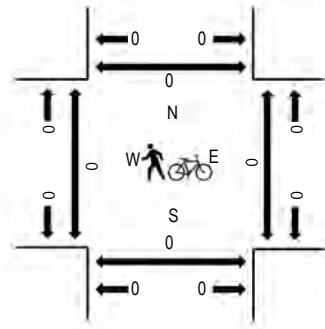
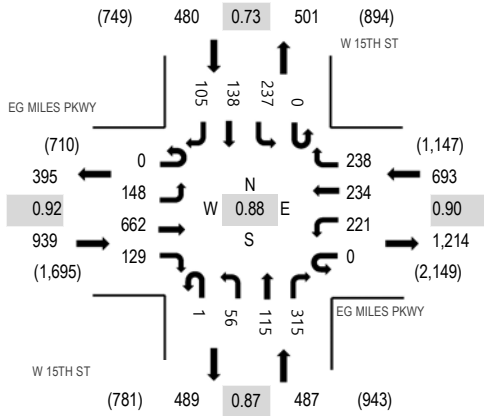
Date: Tuesday, December 7, 2021

Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - Motorized Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EG MILES PKWY Eastbound				EG MILES PKWY Westbound				W 15TH ST Northbound				W 15TH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	41	172	41	0	53	41	50	0	10	32	47	0	39	12	24	562	2,599	0	0	0	0
7:15 AM	0	32	150	34	0	56	53	83	0	17	27	96	0	79	27	14	668	2,533	0	0	0	0
7:30 AM	0	39	164	39	0	61	53	77	0	11	29	99	0	84	47	38	741	2,315	0	0	0	0
7:45 AM	0	36	176	15	0	51	87	28	1	18	27	73	0	35	52	29	628	2,098	0	0	0	0
8:00 AM	0	28	149	13	0	47	64	17	0	9	17	63	0	33	33	23	496	1,935	0	0	0	0
8:15 AM	0	36	122	11	0	40	45	27	0	8	36	66	0	22	18	19	450		0	0	0	0
8:30 AM	0	61	151	9	0	40	48	16	0	16	54	64	0	32	13	20	524		0	0	0	0
8:45 AM	0	32	126	18	0	44	43	23	1	9	46	67	0	40	5	11	465		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	2	0	0	2	0	0	0	2	1	0	1	1	0	12
Lights	0	148	650	125	0	219	230	227	1	55	110	304	0	232	131	105	2,537
Mediums	0	0	9	2	0	2	2	11	0	1	3	10	0	4	6	0	50
Total	0	148	662	129	0	221	234	238	1	56	115	315	0	237	138	105	2,599



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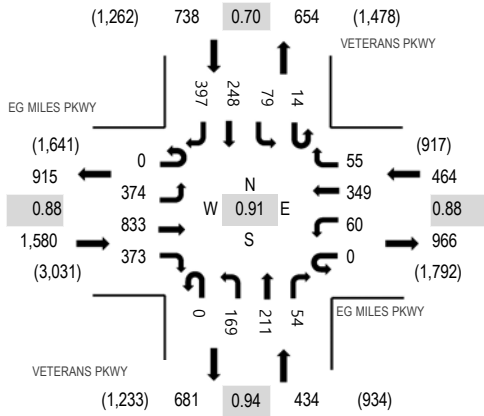
Location: #2 VETERANS PKWY & EG MILES PKWY AM

Date: Tuesday, December 7, 2021

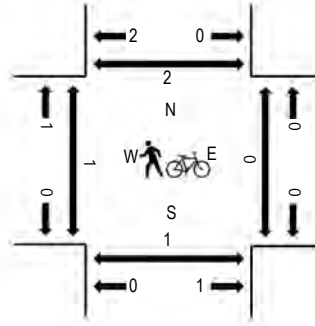
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EG MILES PKWY Eastbound				EG MILES PKWY Westbound				VETERANS PKWY Northbound				VETERANS PKWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	120	132	64	0	8	80	13	0	28	46	8	5	19	49	85	657	3,191	0	0	0	0
7:15 AM	0	139	216	94	0	10	56	12	0	33	57	13	2	11	40	90	773	3,216	0	0	0	0
7:30 AM	0	95	200	98	0	12	88	13	0	31	55	13	6	29	85	159	884	3,148	0	0	0	0
7:45 AM	0	74	230	103	0	15	115	15	0	51	53	16	3	24	75	103	877	3,051	0	0	0	0
8:00 AM	0	66	187	78	0	23	90	15	0	54	46	12	3	15	48	45	682	2,953	0	0	0	0
8:15 AM	0	82	131	72	0	11	85	21	0	61	60	20	3	23	65	71	705		0	0	0	0
8:30 AM	0	144	209	77	0	17	85	21	0	37	89	12	7	17	39	33	787		0	0	0	0
8:45 AM	0	121	209	90	0	10	84	18	0	49	68	22	6	24	50	28	779		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	2	0	0	0	0	0	1	1	0	0	0	1	0	6
Lights	0	372	816	370	0	59	334	55	0	162	210	53	14	79	247	395	3,166
Mediums	0	2	16	1	0	1	15	0	0	6	0	1	0	0	0	2	44
Total	0	374	833	373	0	60	349	55	0	169	211	54	14	79	248	397	3,216



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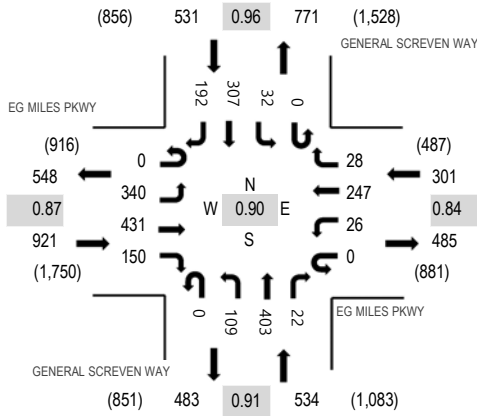
Location: #3 GENERAL SCREVEN WAY & EG MILES PKWY AM

Date: Tuesday, December 7, 2021

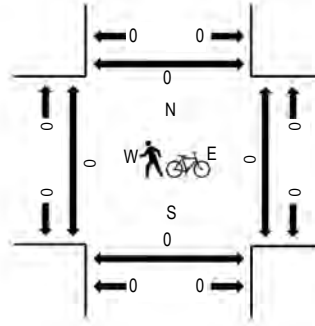
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EG MILES PKWY Eastbound				EG MILES PKWY Westbound				GENERAL SCREVEN WAY Northbound				GENERAL SCREVEN WAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	54	65	40	0	4	30	4	0	28	73	4	0	3	41	22	368	2,017	0	0	0	0
7:15 AM	0	91	112	38	0	4	19	4	0	18	100	2	0	3	53	28	472	2,245	1	0	0	0
7:30 AM	0	72	113	37	0	6	61	5	0	29	88	6	0	2	74	48	541	2,287	0	0	0	0
7:45 AM	0	102	134	48	0	7	74	9	0	30	92	8	0	11	75	46	636	2,276	0	0	0	0
8:00 AM	0	100	110	31	0	6	70	8	0	22	108	4	0	10	79	48	596	2,159	0	0	0	0
8:15 AM	0	66	74	34	0	7	42	6	0	28	115	4	0	9	79	50	514		0	0	0	0
8:30 AM	0	89	92	27	0	8	57	3	0	37	126	3	0	8	51	29	530		2	0	2	0
8:45 AM	0	84	94	43	0	7	36	10	0	35	119	4	0	6	52	29	519		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	3	0	0	0	1	0	0	2	0	0	0	0	0	7
Lights	0	324	428	144	0	25	241	27	0	107	384	21	0	31	294	182	2,208
Mediums	0	15	3	3	0	1	6	0	0	2	17	1	0	1	13	10	72
Total	0	340	431	150	0	26	247	28	0	109	403	22	0	32	307	192	2,287



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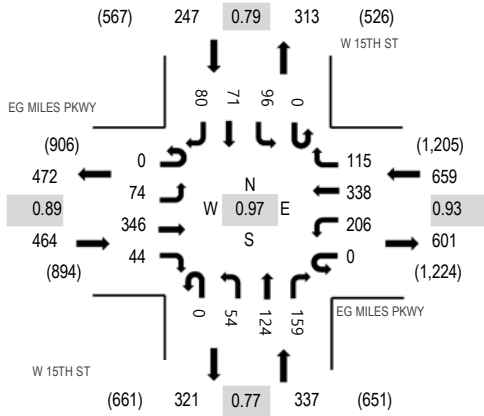
Location: #1 W 15TH ST & EG MILES PKWY Noon

Date: Tuesday, December 7, 2021

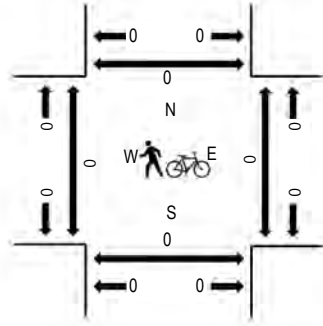
Peak Hour: 12:00 PM - 01:00 PM

Peak 15-Minutes: 12:30 PM - 12:45 PM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EG MILES PKWY Eastbound				EG MILES PKWY Westbound				W 15TH ST Northbound				W 15TH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
11:00 AM	0	12	82	16	0	38	66	17	0	16	22	52	0	30	22	17	390	1,610	0	0	0	0
11:15 AM	0	11	76	7	0	37	80	26	0	13	11	48	0	29	25	28	391	1,630	0	0	0	0
11:30 AM	0	13	81	15	0	40	65	19	0	14	23	38	0	35	36	30	409	1,657	0	0	0	0
11:45 AM	0	15	86	16	0	63	71	24	0	13	20	44	0	22	25	21	420	1,690	0	1	0	0
12:00 PM	0	9	88	8	0	59	80	39	0	7	23	36	0	22	25	14	410	1,707	0	0	0	0
12:15 PM	0	17	87	9	0	48	84	23	0	16	22	48	0	25	15	24	418		0	0	0	0
12:30 PM	0	27	77	11	0	51	79	27	0	17	50	43	0	22	16	22	442		0	0	0	0
12:45 PM	0	21	94	16	0	48	95	26	0	14	29	32	0	27	15	20	437		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	3	0	0	4	0	1	0	1	0	0	10
Lights	0	72	338	43	0	201	328	112	0	48	122	155	0	93	71	78	1,661
Mediums	0	2	7	1	0	5	7	3	0	2	2	3	0	2	0	2	36
Total	0	74	346	44	0	206	338	115	0	54	124	159	0	96	71	80	1,707



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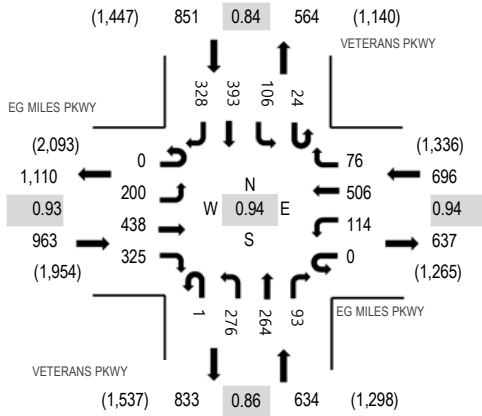
Location: #2 VETERANS PKWY & EG MILES PKWY Noon

Date: Tuesday, December 7, 2021

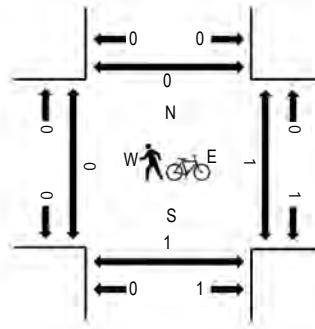
Peak Hour: 11:30 AM - 12:30 PM

Peak 15-Minutes: 11:45 AM - 12:00 PM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EG MILES PKWY Eastbound				EG MILES PKWY Westbound				VETERANS PKWY Northbound				VETERANS PKWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
11:00 AM	0	24	96	82	0	26	123	10	0	65	39	10	0	14	87	54	631	3,015	0	0	0	0
11:15 AM	0	32	125	80	0	25	112	10	0	79	52	26	6	32	94	75	748	3,139	0	0	0	0
11:30 AM	0	33	106	79	0	24	120	22	0	74	53	29	6	35	124	99	804	3,144	0	0	0	0
11:45 AM	0	50	109	88	0	29	118	19	0	61	71	15	4	32	130	106	832	3,091	0	0	0	0
12:00 PM	0	59	102	77	0	34	126	19	1	67	79	21	9	16	84	61	755	3,020	0	0	0	0
12:15 PM	0	58	121	81	0	27	142	16	0	74	61	28	5	23	55	62	753		0	0	0	0
12:30 PM	0	84	125	74	0	26	102	34	0	68	94	21	2	13	64	44	751		0	0	0	0
12:45 PM	0	66	133	70	0	23	116	33	0	104	84	22	5	11	53	41	761		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	3	0	0	3	0	0	0	0	1	0	0	0	0	8
Lights	0	197	426	320	0	114	487	76	1	271	263	92	24	105	393	327	3,096
Mediums	0	3	11	2	0	0	16	0	0	5	1	0	0	1	0	1	40
Total	0	200	438	325	0	114	506	76	1	276	264	93	24	106	393	328	3,144



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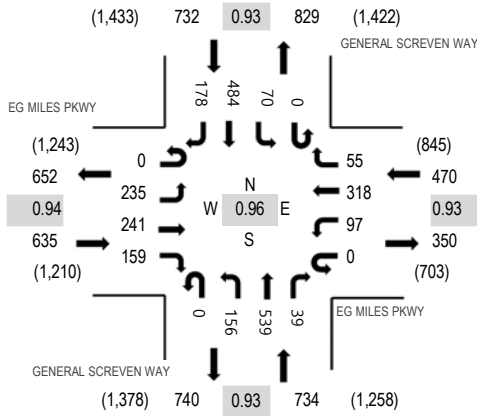
Location: #3 GENERAL SCREVEN WAY & EG MILES PKWY Noon

Date: Tuesday, December 7, 2021

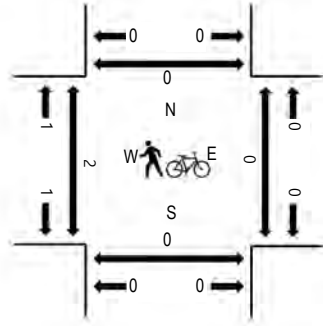
Peak Hour: 11:45 AM - 12:45 PM

Peak 15-Minutes: 12:00 PM - 12:15 PM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EG MILES PKWY Eastbound				EG MILES PKWY Westbound				GENERAL SCREVEN WAY Northbound				GENERAL SCREVEN WAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
11:00 AM	0	35	63	25	0	13	68	8	0	36	91	5	0	19	104	52	519	2,305	0	0	0	1
11:15 AM	0	48	61	45	0	12	50	10	0	34	90	5	0	15	136	47	553	2,457	1	0	0	0
11:30 AM	0	47	70	40	0	20	76	15	0	30	79	7	0	20	126	56	586	2,536	0	0	0	0
11:45 AM	0	64	57	47	0	27	75	7	0	36	104	9	0	12	169	40	647	2,571	0	0	0	0
12:00 PM	0	61	63	32	0	20	82	16	0	40	145	9	0	28	132	43	671	2,441	0	0	0	0
12:15 PM	0	54	53	39	0	28	71	17	0	42	142	14	0	16	104	52	632		0	0	0	0
12:30 PM	0	56	68	41	0	22	90	15	0	38	148	7	0	14	79	43	621		0	0	0	0
12:45 PM	0	53	64	24	0	16	71	16	0	38	101	8	0	16	77	33	517		0	0	0	4

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	1	0	2	0	0	0	1	0	0	5
Lights	0	230	239	156	0	96	304	53	0	149	534	39	0	69	482	172	2,523
Mediums	0	5	1	3	0	1	14	1	0	5	5	0	0	0	2	6	43
Total	0	235	241	159	0	97	318	55	0	156	539	39	0	70	484	178	2,571



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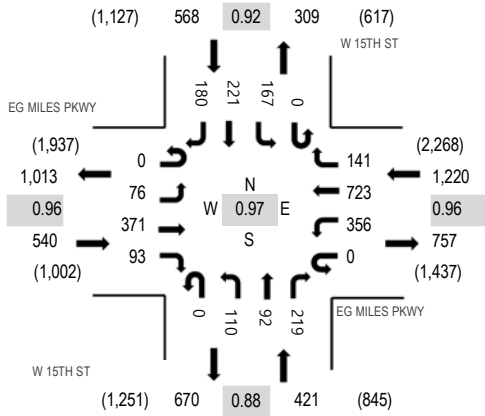
Location: #1 W 15TH ST & EG MILES PKWY PM

Date: Tuesday, December 7, 2021

Peak Hour: 04:45 PM - 05:45 PM

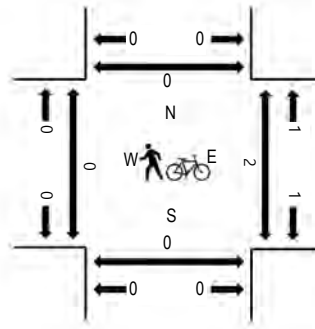
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	EG MILES PKWY Eastbound				EG MILES PKWY Westbound				W 15TH ST Northbound			W 15TH ST Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
4:00 PM	0	16	89	15	0	78	158	32	0	27	23	52	0	30	47	43	610	2,545	0	0	0	0
4:15 PM	0	11	94	14	0	74	148	32	0	39	33	50	0	34	67	49	645	2,634	0	0	0	0
4:30 PM	0	18	77	14	0	86	183	22	0	22	30	44	0	35	53	61	645	2,699	1	0	0	0
4:45 PM	0	23	92	20	0	71	175	24	0	31	24	52	0	38	58	37	645	2,749	0	0	0	0
5:00 PM	0	18	85	21	0	101	186	29	0	31	17	49	0	39	64	59	699	2,697	0	0	0	0
5:15 PM	0	21	93	27	0	95	188	36	0	28	29	53	0	42	54	44	710		0	0	0	0
5:30 PM	0	14	101	25	0	89	174	52	0	20	22	65	0	48	45	40	695		0	0	0	0
5:45 PM	0	16	82	16	0	68	120	47	0	33	28	43	0	50	49	41	593		0	1	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	1	1	0	0	5	1	1	0	0	0	1	11
Lights	0	74	370	90	0	352	718	140	0	101	91	218	0	166	219	179	2,718
Mediums	0	1	1	3	0	3	4	1	0	4	0	0	0	1	2	0	20
Total	0	76	371	93	0	356	723	141	0	110	92	219	0	167	221	180	2,749

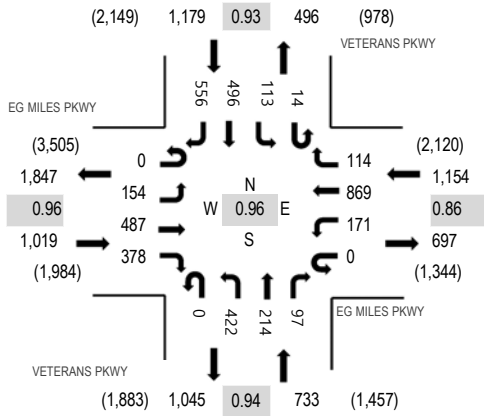
Location: #2 VETERANS PKWY & EG MILES PKWY PM

Date: Tuesday, December 7, 2021

Peak Hour: 04:30 PM - 05:30 PM

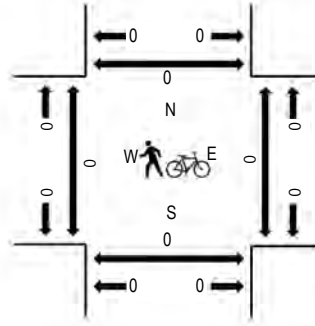
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	EG MILES PKWY Eastbound				EG MILES PKWY Westbound				VETERANS PKWY Northbound				VETERANS PKWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	37	121	83	0	29	194	22	0	100	50	19	0	19	96	145	915	3,815	0	0	0	0
4:15 PM	0	44	109	73	0	26	178	20	0	113	55	19	4	28	108	132	909	3,934	0	0	0	0
4:30 PM	0	41	129	96	0	49	199	28	0	96	45	31	1	35	119	157	1,026	4,085	0	0	0	0
4:45 PM	0	33	103	84	0	43	182	20	0	103	62	17	4	30	155	129	965	3,982	0	0	0	0
5:00 PM	0	38	121	105	0	47	222	28	0	127	49	26	3	24	103	141	1,034	3,895	0	0	0	0
5:15 PM	0	42	134	93	0	32	266	38	0	96	58	23	6	24	119	129	1,060		0	0	0	0
5:30 PM	0	38	124	86	0	24	197	19	0	114	63	18	6	25	112	97	923		0	0	0	0
5:45 PM	0	37	123	90	0	26	209	22	0	88	63	22	2	20	85	91	878		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	1	0	0	3	0	0	1	1	0	0	0	0	1	8
Lights	0	154	479	375	0	170	857	112	0	421	213	97	14	113	494	553	4,052
Mediums	0	0	7	2	0	1	9	2	0	0	0	0	0	0	2	2	25
Total	0	154	487	378	0	171	869	114	0	422	214	97	14	113	496	556	4,085



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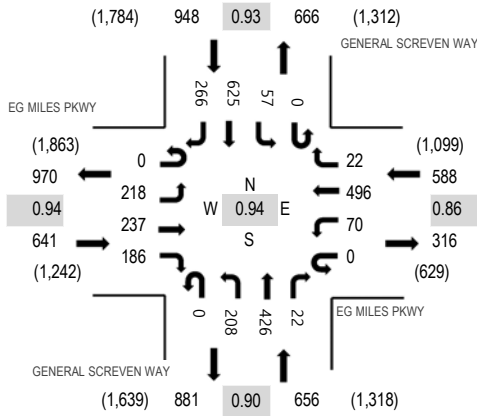
Location: #3 GENERAL SCREVEN WAY & EG MILES PKWY PM

Date: Tuesday, December 7, 2021

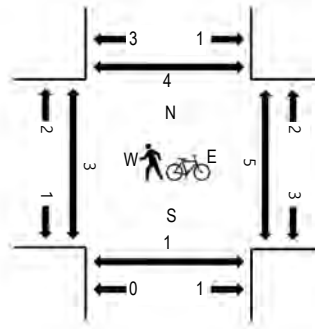
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EG MILES PKWY Eastbound				EG MILES PKWY Westbound				GENERAL SCREVEN WAY Northbound				GENERAL SCREVEN WAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	35	48	35	0	19	101	6	0	55	115	5	0	10	122	59	610	2,644	0	0	0	1
4:15 PM	0	46	61	38	0	15	88	6	0	57	109	11	0	16	161	73	681	2,784	0	0	0	0
4:30 PM	0	51	65	52	0	28	112	3	0	52	89	7	0	6	138	69	672	2,832	1	1	0	1
4:45 PM	0	45	55	44	0	22	109	5	0	51	93	8	0	16	164	69	681	2,833	1	1	0	1
5:00 PM	0	56	71	48	0	17	153	5	0	48	114	6	0	9	156	67	750	2,799	0	2	1	1
5:15 PM	0	48	49	47	0	14	127	5	0	68	113	3	0	18	170	67	729		0	1	0	1
5:30 PM	0	69	62	47	0	17	107	7	0	41	106	5	0	14	135	63	673		2	0	0	1
5:45 PM	0	69	65	36	0	15	110	8	0	47	109	6	0	13	99	70	647		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	4
Lights	0	215	235	184	0	70	494	21	0	200	425	22	0	57	618	262	2,803
Mediums	0	3	2	2	0	0	2	1	0	5	1	0	0	0	6	4	26
Total	0	218	237	186	0	70	496	22	0	208	426	22	0	57	625	266	2,833

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Site Code: A
Station ID: A
CURTIS RD NORTH OF EG MILLS PKWY

Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

Start Time	07-Dec-21 Tue	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	3			1	3				
12:15		0	11			0	5				
12:30		2	8			1	4				
12:45		0	6	3	28	0	8	2	20	5	48
01:00		0	7			0	4				
01:15		1	8			1	6				
01:30		2	6			1	6				
01:45		0	8	3	29	0	12	2	28	5	57
02:00		0	8			0	15				
02:15		0	6			0	12				
02:30		1	6			1	4				
02:45		1	11	2	31	3	13	4	44	6	75
03:00		0	9			0	10				
03:15		0	2			0	7				
03:30		0	12			0	6				
03:45		0	11	0	34	1	4	1	27	1	61
04:00		0	7			2	6				
04:15		0	10			1	11				
04:30		0	9			1	12				
04:45		0	13	0	39	1	8	5	37	5	76
05:00		2	15			2	15				
05:15		2	6			3	5				
05:30		2	12			4	10				
05:45		2	5	8	38	12	3	21	33	29	71
06:00		1	5			0	4				
06:15		1	14			4	7				
06:30		2	5			4	4				
06:45		2	5	6	29	3	3	11	18	17	47
07:00		4	11			4	4				
07:15		4	8			15	5				
07:30		6	3			22	7				
07:45		7	7	21	29	15	4	56	20	77	49
08:00		3	4			8	5				
08:15		9	1			8	2				
08:30		5	7			4	2				
08:45		8	6	25	18	5	2	25	11	50	29
09:00		3	0			12	1				
09:15		4	2			11	7				
09:30		5	4			6	1				
09:45		7	3	19	9	6	0	35	9	54	18
10:00		6	2			7	1				
10:15		5	3			5	1				
10:30		4	1			7	0				
10:45		5	0	20	6	8	2	27	4	47	10
11:00		7	0			8	0				
11:15		8	1			12	0				
11:30		5	2			5	2				
11:45		9	0	29	3	7	1	32	3	61	6
Total		136	293			221	254			357	547
Percent		31.7%	68.3%			46.5%	53.5%			39.5%	60.5%

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Site Code: A
Station ID: A
CURTIS RD NORTH OF EG MILLS PKWY

Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

Start Time	08-Dec-21 Wed	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	7			1	6				
12:15		2	4			0	5				
12:30		0	7			0	6				
12:45		0	5	2	23	0	9	1	26	3	49
01:00		0	3			0	5				
01:15		1	4			0	7				
01:30		0	2			0	4				
01:45		0	6	1	15	0	6	0	22	1	37
02:00		0	7			1	13				
02:15		2	4			0	8				
02:30		1	3			0	7				
02:45		0	5	3	19	1	4	2	32	5	51
03:00		0	8			0	9				
03:15		0	9			0	4				
03:30		0	3			1	6				
03:45		0	6	0	26	1	9	2	28	2	54
04:00		0	10			1	8				
04:15		0	6			0	10				
04:30		0	11			1	5				
04:45		1	13	1	40	0	11	2	34	3	74
05:00		2	16			6	10				
05:15		4	10			1	7				
05:30		0	8			10	7				
05:45		0	6	6	40	4	9	21	33	27	73
06:00		2	7			4	2				
06:15		0	11			6	5				
06:30		3	4			3	12				
06:45		1	5	6	27	8	4	21	23	27	50
07:00		4	6			11	9				
07:15		6	4			9	2				
07:30		7	3			14	7				
07:45		3	5	20	18	10	4	44	22	64	40
08:00		2	5			8	0				
08:15		1	1			11	4				
08:30		5	4			8	2				
08:45		7	4	15	14	10	0	37	6	52	20
09:00		5	5			7	4				
09:15		3	2			11	3				
09:30		4	1			6	1				
09:45		7	3	19	11	2	3	26	11	45	22
10:00		6	1			8	2				
10:15		6	2			8	0				
10:30		5	1			3	2				
10:45		3	5	20	9	6	3	25	7	45	16
11:00		6	4			8	0				
11:15		9	1			11	1				
11:30		6	0			6	0				
11:45		9	1	30	6	6	0	31	1	61	7
Total		123	248			212	245			335	493
Percent		33.2%	66.8%			46.4%	53.6%			40.5%	59.5%
Grand Total		259	541			433	499			692	1040
Percent		32.4%	67.6%			46.5%	53.5%			40.0%	60.0%
ADT		ADT 866		AADT 866							

All Traffic Data Services

www.alltrafficdata.net

Site Code: B
 Station ID: B
 LIVE OAK CHURCH RD
 NORTH OF EG MILLS PKWY
 Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

Start Time	07-Dec-21 Tue	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		6	12			0	18				
12:15		1	9			2	17				
12:30		5	15			3	23				
12:45		1	14	13	50	2	18	7	76	20	126
01:00		2	15			2	21				
01:15		6	19			1	12				
01:30		2	19			3	13				
01:45		1	18	11	71	1	24	7	70	18	141
02:00		3	30			3	18				
02:15		0	31			0	22				
02:30		5	22			0	21				
02:45		2	12	10	95	3	34	6	95	16	190
03:00		1	25			1	22				
03:15		1	26			1	17				
03:30		1	39			4	21				
03:45		0	18	3	108	5	23	11	83	14	191
04:00		1	44			0	21				
04:15		0	36			3	25				
04:30		0	35			2	20				
04:45		0	27	1	142	6	13	11	79	12	221
05:00		3	32			5	19				
05:15		1	40			15	22				
05:30		2	41			15	27				
05:45		1	34	7	147	18	17	53	85	60	232
06:00		2	25			11	19				
06:15		5	25			7	12				
06:30		5	23			13	12				
06:45		9	22	21	95	25	10	56	53	77	148
07:00		11	17			27	27				
07:15		7	19			31	14				
07:30		25	14			38	13				
07:45		18	20	61	70	29	10	125	64	186	134
08:00		14	16			24	5				
08:15		19	5			14	20				
08:30		14	11			25	9				
08:45		16	7	63	39	20	4	83	38	146	77
09:00		14	6			28	13				
09:15		15	14			21	5				
09:30		13	16			16	6				
09:45		12	12	54	48	17	8	82	32	136	80
10:00		15	8			11	11				
10:15		18	15			15	6				
10:30		21	10			20	4				
10:45		13	6	67	39	19	3	65	24	132	63
11:00		16	9			15	4				
11:15		21	5			14	1				
11:30		13	2			16	4				
11:45		18	4	68	20	15	4	60	13	128	33
Total		379	924			566	712			945	1636
Percent		29.1%	70.9%			44.3%	55.7%			36.6%	63.4%

All Traffic Data Services

www.alltrafficdata.net

Site Code: B
 Station ID: B
 LIVE OAK CHURCH RD
 NORTH OF EG MILLS PKWY
 Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

Start Time	08-Dec-21 Wed	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		5	9			0	15				
12:15		1	19			2	12				
12:30		3	17			5	17				
12:45		3	13	12	58	3	17	10	61	22	119
01:00		1	16			1	19				
01:15		3	17			2	22				
01:30		1	21			2	15				
01:45		2	15	7	69	0	18	5	74	12	143
02:00		3	18			3	18				
02:15		0	37			1	10				
02:30		4	13			0	23				
02:45		1	10	8	78	0	19	4	70	12	148
03:00		2	24			0	14				
03:15		1	16			0	18				
03:30		0	25			0	14				
03:45		1	19	4	84	8	17	8	63	12	147
04:00		1	33			1	18				
04:15		0	26			1	20				
04:30		1	22			3	19				
04:45		2	29	4	110	10	16	15	73	19	183
05:00		1	32			7	14				
05:15		0	31			13	30				
05:30		1	28			16	17				
05:45		2	24	4	115	15	17	51	78	55	193
06:00		1	39			8	20				
06:15		5	45			8	16				
06:30		7	29			17	25				
06:45		8	50	21	163	20	16	53	77	74	240
07:00		8	42			21	12				
07:15		11	25			33	13				
07:30		28	16			41	10				
07:45		16	13	63	96	30	10	125	45	188	141
08:00		21	23			27	11				
08:15		21	10			24	39				
08:30		17	11			26	31				
08:45		16	8	75	52	34	8	111	89	186	141
09:00		12	17			18	13				
09:15		16	12			18	11				
09:30		14	11			15	6				
09:45		14	8	56	48	18	11	69	41	125	89
10:00		12	8			13	9				
10:15		20	12			12	4				
10:30		20	7			19	8				
10:45		14	5	66	32	18	10	62	31	128	63
11:00		16	7			17	4				
11:15		21	3			18	3				
11:30		11	5			10	0				
11:45		18	2	66	17	15	3	60	10	126	27
Total		386	922			573	712			959	1634
Percent		29.5%	70.5%			44.6%	55.4%			37.0%	63.0%
Grand Total		765	1846			1139	1424			1904	3270
Percent		29.3%	70.7%			44.4%	55.6%			36.8%	63.2%
ADT		ADT 2,587				AADT 2,587					

All Traffic Data Services

www.alltrafficdata.net

Site Code: C
Station ID: C
MILES CROSSING NORTH OF EG MILLS PKWY

Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

Start Time	07-Dec-21 Tue	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	31			2	25				
12:15		2	22			1	31				
12:30		2	27			3	40				
12:45		2	23	9	103	0	43	6	139	15	242
01:00		0	20			0	31				
01:15		0	29			0	23				
01:30		1	31			1	33				
01:45		0	24	1	104	0	29	1	116	2	220
02:00		1	25			2	28				
02:15		0	27			0	26				
02:30		2	26			0	23				
02:45		2	26	5	104	3	29	5	106	10	210
03:00		4	45			2	16				
03:15		4	40			2	26				
03:30		1	36			6	24				
03:45		0	35	9	156	5	23	15	89	24	245
04:00		1	47			3	31				
04:15		2	41			7	21				
04:30		1	51			6	23				
04:45		1	47	5	186	7	30	23	105	28	291
05:00		2	54			18	32				
05:15		1	58			44	35				
05:30		9	54			43	25				
05:45		6	58	18	224	37	26	142	118	160	342
06:00		8	30			24	16				
06:15		8	44			22	19				
06:30		7	37			20	25				
06:45		19	38	42	149	24	26	90	86	132	235
07:00		11	31			38	17				
07:15		21	29			73	11				
07:30		39	28			46	10				
07:45		51	30	122	118	38	14	195	52	317	170
08:00		26	14			37	17				
08:15		23	12			41	10				
08:30		19	16			63	11				
08:45		19	13	87	55	49	9	190	47	277	102
09:00		15	16			28	6				
09:15		22	15			26	6				
09:30		19	4			22	2				
09:45		13	14	69	49	21	5	97	19	166	68
10:00		14	13			26	4				
10:15		21	6			30	6				
10:30		18	11			22	7				
10:45		21	6	74	36	18	6	96	23	170	59
11:00		20	7			16	4				
11:15		19	8			14	5				
11:30		34	5			24	5				
11:45		45	3	118	23	26	5	80	19	198	42
Total		559	1307			940	919			1499	2226
Percent		30.0%	70.0%			50.6%	49.4%			40.2%	59.8%

All Traffic Data Services

www.alltrafficdata.net

Site Code: C
Station ID: C
MILES CROSSING NORTH OF EG MILLS PKWY

Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

Start Time	08-Dec-21 Wed	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		7	27			2	23				
12:15		6	25			2	30				
12:30		1	28			4	41				
12:45		2	21	16	101	1	32	9	126	25	227
01:00		2	23			1	30				
01:15		1	22			0	15				
01:30		5	22			2	21				
01:45		3	12	11	79	0	27	3	93	14	172
02:00		0	27			4	34				
02:15		0	33			3	27				
02:30		4	18			1	25				
02:45		2	27	6	105	3	28	11	114	17	219
03:00		0	22			2	22				
03:15		1	27			4	18				
03:30		1	53			6	21				
03:45		2	26	4	128	3	23	15	84	19	212
04:00		1	30			7	27				
04:15		1	49			5	25				
04:30		0	44			9	34				
04:45		2	52	4	175	13	23	34	109	38	284
05:00		1	58			21	36				
05:15		1	60			31	26				
05:30		7	57			58	28				
05:45		1	49	10	224	51	24	161	114	171	338
06:00		4	47			24	16				
06:15		6	38			17	15				
06:30		12	43			19	21				
06:45		28	35	50	163	32	20	92	72	142	235
07:00		19	28			33	24				
07:15		25	35			73	12				
07:30		45	27			42	13				
07:45		39	20	128	110	41	16	189	65	317	175
08:00		27	24			40	16				
08:15		29	19			35	18				
08:30		20	16			52	18				
08:45		14	18	90	77	52	7	179	59	269	136
09:00		12	15			42	4				
09:15		23	11			21	10				
09:30		17	14			21	3				
09:45		11	16	63	56	21	12	105	29	168	85
10:00		13	6			25	8				
10:15		24	8			33	6				
10:30		17	7			18	4				
10:45		21	9	75	30	19	2	95	20	170	50
11:00		20	5			12	0				
11:15		17	7			15	1				
11:30		39	1			23	3				
11:45		48	1	124	14	27	1	77	5	201	19
Total		581	1262			970	890			1551	2152
Percent		31.5%	68.5%			52.2%	47.8%			41.9%	58.1%
Grand Total		1140	2569			1910	1809			3050	4378
Percent		30.7%	69.3%			51.4%	48.6%			41.1%	58.9%
ADT		ADT 3,714				AADT 3,714					

All Traffic Data Services

www.alltrafficdata.net

Site Code: D
 Station ID: D
 LIVE OAK CHURCH RD
 SOUTH OF EG MILLS PKWY
 Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

Start Time	07-Dec-21 Tue	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	13			5	22				
12:15		2	21			2	15				
12:30		0	27			2	17				
12:45		0	29	6	90	4	19	13	73	19	163
01:00		0	24			1	23				
01:15		3	14			1	17				
01:30		1	28			1	22				
01:45		3	22	7	88	2	14	5	76	12	164
02:00		1	21			1	19				
02:15		1	24			1	23				
02:30		3	16			0	24				
02:45		4	23	9	84	3	25	5	91	14	175
03:00		0	18			4	24				
03:15		1	28			1	24				
03:30		2	12			0	27				
03:45		6	23	9	81	1	25	6	100	15	181
04:00		1	23			0	36				
04:15		3	24			0	36				
04:30		3	30			1	24				
04:45		4	20	11	97	1	37	2	133	13	230
05:00		9	16			2	31				
05:15		21	28			3	22				
05:30		30	25			3	29				
05:45		25	14	85	83	4	35	12	117	97	200
06:00		13	16			2	22				
06:15		11	21			2	19				
06:30		13	14			7	20				
06:45		18	26	55	77	14	13	25	74	80	151
07:00		24	22			14	16				
07:15		31	8			15	29				
07:30		15	11			27	13				
07:45		36	12	106	53	18	13	74	71	180	124
08:00		23	9			22	9				
08:15		22	9			19	16				
08:30		33	9			10	13				
08:45		35	9	113	36	10	15	61	53	174	89
09:00		32	8			10	11				
09:15		21	8			14	8				
09:30		16	5			8	9				
09:45		18	6	87	27	8	7	40	35	127	62
10:00		22	4			12	5				
10:15		17	4			13	7				
10:30		15	3			11	5				
10:45		19	4	73	15	15	4	51	21	124	36
11:00		15	2			19	2				
11:15		13	5			18	5				
11:30		12	1			24	1				
11:45		15	3	55	11	27	3	88	11	143	22
Total		616	742			382	855			998	1597
Percent		45.4%	54.6%			30.9%	69.1%			38.5%	61.5%

All Traffic Data Services

www.alltrafficdata.net

Site Code: D
 Station ID: D
 LIVE OAK CHURCH RD
 SOUTH OF EG MILLS PKWY
 Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

Start Time	08-Dec-21 Wed	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	12			4	21				
12:15		2	16			3	13				
12:30		3	30			1	16				
12:45		1	29	10	87	1	20	9	70	19	157
01:00		1	18			1	19				
01:15		1	13			0	13				
01:30		1	15			0	12				
01:45		1	19	4	65	0	14	1	58	5	123
02:00		0	18			1	16				
02:15		1	16			1	23				
02:30		2	11			2	24				
02:45		1	17	4	62	0	20	4	83	8	145
03:00		0	20			0	14				
03:15		2	22			1	21				
03:30		3	20			0	22				
03:45		1	20	6	82	1	20	2	77	8	159
04:00		0	26			0	23				
04:15		4	19			2	30				
04:30		2	21			1	22				
04:45		3	28	9	94	0	35	3	110	12	204
05:00		12	21			3	49				
05:15		22	23			1	37				
05:30		34	27			6	35				
05:45		19	22	87	93	2	26	12	147	99	240
06:00		14	25			0	20				
06:15		11	23			2	35				
06:30		16	14			5	16				
06:45		14	11	55	73	16	24	23	95	78	168
07:00		27	17			13	18				
07:15		27	19			14	13				
07:30		30	14			18	17				
07:45		20	18	104	68	35	18	80	66	184	134
08:00		23	5			21	13				
08:15		16	8			20	15				
08:30		27	11			13	18				
08:45		32	9	98	33	10	11	64	57	162	90
09:00		26	9			13	9				
09:15		21	9			13	4				
09:30		19	6			9	7				
09:45		15	8	81	32	9	6	44	26	125	58
10:00		23	8			12	10				
10:15		19	3			13	6				
10:30		15	5			10	7				
10:45		20	6	77	22	14	3	49	26	126	48
11:00		13	1			20	3				
11:15		14	3			18	3				
11:30		16	3			23	1				
11:45		15	6	58	13	26	6	87	13	145	26
Total		593	724			378	828			971	1552
Percent		45.0%	55.0%			31.3%	68.7%			38.5%	61.5%
Grand Total		1209	1466			760	1683			1969	3149
Percent		45.2%	54.8%			31.1%	68.9%			38.5%	61.5%
ADT		ADT 2,559				AADT 2,559					

All Traffic Data Services

www.alltrafficdata.net

Site Code: E
Station ID: E
PINELAND AVE SOUTH OF EG MILLS PKWY

Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

Start Time	07-Dec-21 Tue	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		8	17			8	24				
12:15		5	31			5	33				
12:30		6	34			8	24				
12:45		4	43	23	125	6	29	27	110	50	235
01:00		2	21			1	32				
01:15		2	36			5	19				
01:30		2	25			5	32				
01:45		1	26	7	108	2	27	13	110	20	218
02:00		3	27			4	51				
02:15		2	27			4	45				
02:30		5	32			5	38				
02:45		2	28	12	114	7	56	20	190	32	304
03:00		2	40			4	39				
03:15		1	27			1	55				
03:30		0	36			1	39				
03:45		3	34	6	137	1	37	7	170	13	307
04:00		2	38			1	46				
04:15		7	22			2	56				
04:30		5	42			2	68				
04:45		10	38	24	140	3	56	8	226	32	366
05:00		17	38			3	69				
05:15		36	42			4	69				
05:30		30	38			2	62				
05:45		39	34	122	152	4	55	13	255	135	407
06:00		16	25			6	61				
06:15		13	39			1	46				
06:30		25	28			12	46				
06:45		20	28	74	120	26	35	45	188	119	308
07:00		38	22			22	37				
07:15		44	29			17	31				
07:30		54	31			40	43				
07:45		35	20	171	102	43	36	122	147	293	249
08:00		38	22			27	18				
08:15		35	20			20	38				
08:30		49	25			19	37				
08:45		45	11	167	78	21	24	87	117	254	195
09:00		34	16			24	27				
09:15		32	9			17	23				
09:30		36	12			21	16				
09:45		35	13	137	50	14	22	76	88	213	138
10:00		28	12			28	26				
10:15		21	11			25	20				
10:30		25	12			21	9				
10:45		29	6	103	41	17	9	91	64	194	105
11:00		27	14			19	16				
11:15		23	2			31	11				
11:30		19	7			22	9				
11:45		26	7	95	30	32	6	104	42	199	72
Total		941	1197			613	1707			1554	2904
Percent		44.0%	56.0%			26.4%	73.6%			34.9%	65.1%

All Traffic Data Services

www.alltrafficdata.net

Site Code: E
Station ID: E
PINELAND AVE SOUTH OF EG MILLS PKWY

Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

Start Time	08-Dec-21 Wed	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	15			13	26				
12:15		4	34			10	36				
12:30		6	39			10	19				
12:45		5	35	18	123	5	34	38	115	56	238
01:00		2	29			3	25				
01:15		3	28			2	35				
01:30		4	28			4	20				
01:45		6	32	15	117	6	32	15	112	30	229
02:00		2	28			3	36				
02:15		1	23			2	27				
02:30		3	33			3	43				
02:45		1	29	7	113	2	38	10	144	17	257
03:00		0	24			1	37				
03:15		0	35			1	43				
03:30		4	46			1	46				
03:45		3	31	7	136	2	41	5	167	12	303
04:00		2	35			4	54				
04:15		2	35			1	62				
04:30		6	35			1	68				
04:45		11	30	21	135	2	58	8	242	29	377
05:00		26	33			4	65				
05:15		44	30			1	66				
05:30		42	26			2	48				
05:45		24	40	136	129	6	55	13	234	149	363
06:00		16	32			5	63				
06:15		14	30			10	45				
06:30		28	32			8	46				
06:45		27	35	85	129	27	35	50	189	135	318
07:00		32	20			24	37				
07:15		54	19			25	43				
07:30		42	23			40	24				
07:45		53	15	181	77	46	36	135	140	316	217
08:00		34	26			26	25				
08:15		38	22			28	30				
08:30		56	18			15	30				
08:45		60	15	188	81	26	27	95	112	283	193
09:00		28	17			18	26				
09:15		29	18			17	20				
09:30		26	11			29	17				
09:45		32	7	115	53	29	22	93	85	208	138
10:00		26	17			26	27				
10:15		22	6			21	16				
10:30		27	9			18	9				
10:45		31	8	106	40	13	9	78	61	184	101
11:00		26	7			21	12				
11:15		25	8			34	13				
11:30		17	8			26	10				
11:45		28	2	96	25	37	10	118	45	214	70
Total		975	1158			658	1646			1633	2804
Percent		45.7%	54.3%			28.6%	71.4%			36.8%	63.2%
Grand Total		1916	2355			1271	3353			3187	5708
Percent		44.9%	55.1%			27.5%	72.5%			35.8%	64.2%
ADT		ADT 4,448				AADT 4,448					

All Traffic Data Services

www.alltrafficdata.net

Site Code: F
Station ID: F
ARLINGTON DR NORTH OF EG MILLS PKWY

Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

Start Time	07-Dec-21 Tue	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	9			0	10				
12:15		1	8			0	14				
12:30		2	13			0	13				
12:45		2	7	6	37	1	3	1	40	7	77
01:00		1	12			0	9				
01:15		1	17			0	16				
01:30		1	9			0	13				
01:45		0	15	3	53	1	17	1	55	4	108
02:00		0	6			0	19				
02:15		0	11			0	10				
02:30		0	29			2	18				
02:45		1	14	1	60	1	20	3	67	4	127
03:00		1	14			0	7				
03:15		1	22			0	5				
03:30		0	19			1	8				
03:45		0	21	2	76	3	9	4	29	6	105
04:00		0	16			0	3				
04:15		0	15			2	13				
04:30		1	30			1	18				
04:45		0	28	1	89	4	18	7	52	8	141
05:00		2	27			13	12				
05:15		0	32			8	13				
05:30		3	29			16	9				
05:45		3	27	8	115	16	20	53	54	61	169
06:00		2	23			11	14				
06:15		3	15			10	14				
06:30		2	13			11	10				
06:45		10	17	17	68	19	10	51	48	68	116
07:00		10	12			16	10				
07:15		3	12			25	9				
07:30		19	6			26	4				
07:45		13	11	45	41	24	8	91	31	136	72
08:00		5	14			14	1				
08:15		8	6			16	6				
08:30		6	2			13	2				
08:45		7	2	26	24	20	7	63	16	89	40
09:00		7	8			17	4				
09:15		9	9			13	1				
09:30		11	8			10	1				
09:45		8	5	35	30	8	2	48	8	83	38
10:00		7	5			9	3				
10:15		13	4			8	0				
10:30		9	2			11	2				
10:45		7	2	36	13	10	2	38	7	74	20
11:00		8	4			8	2				
11:15		13	4			12	4				
11:30		15	3			11	0				
11:45		16	1	52	12	8	1	39	7	91	19
Total		232	618			399	414			631	1032
Percent		27.3%	72.7%			49.1%	50.9%			37.9%	62.1%

All Traffic Data Services

www.alltrafficdata.net

Site Code: F
Station ID: F
ARLINGTON DR NORTH OF EG MILLS PKWY

Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

Start Time	08-Dec-21 Wed	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		9	8			0	11				
12:15		2	9			2	14				
12:30		1	14			0	15				
12:45		2	13	14	44	0	11	2	51	16	95
01:00		0	12			0	8				
01:15		1	11			0	9				
01:30		1	10			0	11				
01:45		1	14	3	47	1	12	1	40	4	87
02:00		2	11			1	8				
02:15		0	10			1	14				
02:30		1	20			1	8				
02:45		2	14	5	55	2	17	5	47	10	102
03:00		1	14			0	13				
03:15		0	21			0	7				
03:30		0	16			1	8				
03:45		0	18	1	69	0	11	1	39	2	108
04:00		0	16			1	19				
04:15		0	22			2	10				
04:30		0	24			2	6				
04:45		0	27	0	89	7	16	12	51	12	140
05:00		0	18			10	17				
05:15		1	27			12	18				
05:30		3	24			18	22				
05:45		2	26	6	95	9	12	49	69	55	164
06:00		2	23			15	7				
06:15		2	19			12	9				
06:30		5	11			16	9				
06:45		9	13	18	66	9	8	52	33	70	99
07:00		6	17			26	4				
07:15		12	13			29	14				
07:30		16	12			19	5				
07:45		9	9	43	51	26	6	100	29	143	80
08:00		8	9			15	3				
08:15		10	8			17	3				
08:30		9	8			15	5				
08:45		10	7	37	32	24	9	71	20	108	52
09:00		8	8			9	2				
09:15		2	9			6	2				
09:30		10	8			10	5				
09:45		8	6	28	31	8	3	33	12	61	43
10:00		3	7			8	5				
10:15		12	2			8	0				
10:30		10	2			7	1				
10:45		3	2	28	13	10	3	33	9	61	22
11:00		9	3			8	0				
11:15		16	3			16	1				
11:30		13	1			9	1				
11:45		16	1	54	8	8	0	41	2	95	10
Total		237	600			400	402			637	1002
Percent		28.3%	71.7%			49.9%	50.1%			38.9%	61.1%
Grand Total		469	1218			799	816			1268	2034
Percent		27.8%	72.2%			49.5%	50.5%			38.4%	61.6%
ADT		ADT 1,651				AADT 1,651					

All Traffic Data Services

www.alltrafficdata.net

Site Code: G
Station ID: G
EG MILLS PKWY EAST OF CURTIS RD

Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/07/21	0	11	1	0	0	0	0	0	0	0	0	0	0	12
00:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
00:30	0	12	1	0	0	0	0	0	0	0	0	0	0	13
00:45	0	7	0	0	1	0	0	0	0	0	0	0	0	8
01:00	0	36	2	0	1	0	0	0	0	0	0	0	0	39
01:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8
01:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
01:45	0	6	2	0	0	0	0	0	1	0	0	0	0	9
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:15	0	25	4	0	0	0	0	0	1	0	0	0	0	30
02:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6
02:45	0	5	1	0	0	1	0	0	0	0	0	0	0	7
03:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
03:15	0	9	5	0	0	0	0	0	0	0	0	0	0	14
03:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
03:45	0	12	7	0	0	0	0	1	0	0	0	0	0	20
04:00	0	36	14	0	0	0	0	1	1	0	0	0	0	52
04:15	0	13	4	0	0	0	0	0	0	0	0	0	0	17
04:30	1	26	10	0	1	0	0	1	0	0	0	0	0	39
04:45	0	35	6	0	0	0	0	0	1	0	0	0	0	42
05:00	1	54	14	0	0	0	0	0	1	0	0	0	0	69
05:15	1	128	34	0	1	0	0	1	2	0	0	0	0	167
05:30	0	61	20	0	0	0	0	2	0	0	0	0	0	83
05:45	2	101	36	0	2	0	1	0	0	2	0	0	0	144
06:00	1	154	42	1	1	1	1	5	0	0	0	0	0	206
06:15	1	126	32	0	3	0	2	1	0	0	0	0	0	165
06:30	4	442	130	1	6	1	4	8	0	2	0	0	0	598
06:45	1	74	26	2	1	1	0	0	1	0	0	0	0	106
07:00	2	88	26	1	2	0	0	2	0	0	0	2	0	123
07:15	0	121	44	5	2	1	0	2	0	0	1	0	0	176
07:30	3	173	24	7	3	0	0	5	1	1	0	0	0	217
07:45	6	456	120	15	8	2	0	9	2	1	1	2	0	622
08:00	5	210	40	2	1	3	0	3	1	0	1	0	0	266
08:15	4	231	56	0	5	4	0	5	0	0	0	1	1	307
08:30	10	263	47	5	5	2	0	3	1	1	0	1	0	338
08:45	2	223	48	2	5	3	0	3	0	0	0	0	0	286
09:00	21	927	191	9	16	12	0	14	2	1	1	2	1	1197
09:15	3	171	44	2	2	1	0	1	1	0	0	0	0	225
09:30	1	155	48	1	4	2	0	2	0	1	1	0	0	215
09:45	3	165	59	1	7	2	0	2	1	2	0	2	0	244
10:00	2	173	47	2	3	1	2	6	2	1	0	0	0	239
10:15	9	664	198	6	16	6	2	11	4	4	1	2	0	923
10:30	2	154	28	1	3	1	0	1	2	0	0	0	0	192
10:45	1	131	35	1	4	2	0	0	1	1	0	0	0	176
11:00	0	124	33	0	6	1	0	5	1	0	1	0	0	171
11:15	0	104	25	0	3	0	0	4	0	1	1	0	0	138
11:30	3	513	121	2	16	4	0	10	4	2	2	0	0	677
11:45	1	111	29	0	2	0	1	3	0	0	0	0	0	147
12:00	0	103	23	0	1	1	0	0	1	0	0	0	0	129
12:15	0	100	25	1	5	1	0	2	1	0	0	0	0	135
12:30	1	131	21	0	2	0	0	1	1	0	0	0	0	157
12:45	2	445	98	1	10	2	1	6	3	0	0	0	0	568
13:00	1	120	31	1	3	2	0	1	0	0	0	0	0	159
13:15	2	123	34	1	6	0	0	2	0	0	1	0	0	169
13:30	1	118	27	0	3	3	0	3	1	0	0	0	0	156
13:45	0	122	29	1	3	1	0	2	2	0	0	0	0	160
14:00	4	483	121	3	15	6	0	8	3	0	1	0	0	644
Total	50	4183	1039	37	90	34	7	68	22	10	6	6	1	5553
Percent	0.9%	75.3%	18.7%	0.7%	1.6%	0.6%	0.1%	1.2%	0.4%	0.2%	0.1%	0.1%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Site Code: G
Station ID: G
EG MILLS PKWY EAST OF CURTIS RD

Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	2	118	25	1	2	1	0	0	1	0	0	1	0	151
12:15	1	95	28	1	4	0	1	1	0	0	0	0	0	131
12:30	1	119	38	1	3	1	0	1	1	1	0	0	0	166
12:45	1	140	32	1	5	0	1	1	0	0	0	0	0	181
	5	472	123	4	14	2	2	3	2	1	0	1	0	629
13:00	1	115	29	0	1	1	0	1	0	1	0	0	0	149
13:15	0	100	24	1	5	0	0	1	2	0	0	0	0	133
13:30	0	141	27	0	0	1	0	0	2	0	0	0	0	171
13:45	1	118	21	1	6	0	1	1	0	1	0	0	0	150
	2	474	101	2	12	2	1	3	4	2	0	0	0	603
14:00	2	151	29	3	2	1	0	1	1	0	0	0	0	190
14:15	0	173	31	3	6	0	1	6	0	2	0	0	0	222
14:30	0	131	23	2	1	1	1	3	0	1	0	0	0	163
14:45	0	150	27	6	4	2	0	0	0	1	0	0	1	191
	2	605	110	14	13	4	2	10	1	4	0	0	1	766
15:00	1	142	26	2	4	3	0	3	0	1	1	1	0	184
15:15	7	164	32	0	3	1	0	0	0	0	0	0	0	207
15:30	0	141	30	0	3	1	0	1	1	0	0	0	0	177
15:45	0	132	19	0	2	0	0	0	1	1	0	0	0	155
	8	579	107	2	12	5	0	4	2	2	1	1	0	723
16:00	1	121	28	0	5	0	0	0	0	1	0	0	0	156
16:15	1	143	22	0	3	1	1	1	1	0	0	0	0	173
16:30	0	127	41	1	2	3	0	5	0	0	0	0	1	180
16:45	1	133	35	0	4	0	0	1	0	0	0	0	0	174
	3	524	126	1	14	4	1	7	1	1	0	0	1	683
17:00	3	162	35	1	2	0	0	2	1	0	0	0	0	206
17:15	0	153	25	0	3	0	0	3	0	0	0	0	0	184
17:30	2	169	36	0	2	0	0	0	0	0	0	0	0	209
17:45	2	157	33	1	0	0	0	1	0	0	0	1	0	195
	7	641	129	2	7	0	0	6	1	0	0	1	0	794
18:00	1	119	21	0	3	0	0	1	0	0	0	0	0	145
18:15	1	104	21	0	2	0	0	1	0	0	1	0	0	130
18:30	1	93	23	0	3	0	0	2	0	0	0	0	0	122
18:45	0	113	15	0	0	0	0	0	1	0	0	0	0	129
	3	429	80	0	8	0	0	4	1	0	1	0	0	526
19:00	0	92	21	0	0	0	0	2	0	0	0	0	0	115
19:15	0	77	14	0	2	2	1	2	0	0	0	0	0	98
19:30	0	58	15	1	1	0	0	1	1	0	0	0	0	77
19:45	1	55	10	0	4	0	0	1	0	0	0	0	0	71
	1	282	60	1	7	2	1	6	1	0	0	0	0	361
20:00	0	61	8	0	0	0	0	0	0	0	0	0	0	69
20:15	1	41	8	0	1	0	0	0	0	0	0	0	0	51
20:30	0	40	4	0	2	0	0	0	0	0	0	0	0	46
20:45	0	42	3	0	0	0	0	0	0	0	0	0	0	45
	1	184	23	0	3	0	0	0	0	0	0	0	0	211
21:00	1	59	6	0	3	0	0	0	0	0	0	0	0	69
21:15	0	35	7	0	1	0	0	0	0	0	0	0	0	43
21:30	0	43	14	0	0	0	0	0	0	0	0	0	0	57
21:45	0	36	7	0	0	0	0	0	0	0	0	0	0	43
	1	173	34	0	4	0	0	0	0	0	0	0	0	212
22:00	0	32	4	1	0	0	0	0	0	0	0	0	0	37
22:15	0	26	1	0	0	0	0	0	0	0	0	0	0	27
22:30	0	25	0	0	1	0	0	0	0	0	0	0	0	26
22:45	0	33	2	1	1	0	0	0	1	0	0	0	0	38
	0	116	7	2	2	0	0	0	1	0	0	0	0	128
23:00	0	32	1	0	0	0	0	0	0	0	0	0	0	33
23:15	0	16	3	0	0	0	0	0	0	0	0	0	0	19
23:30	0	11	2	0	0	0	0	0	0	0	0	0	0	13
23:45	0	15	0	0	0	0	0	0	0	0	0	0	0	15
	0	74	6	0	0	0	0	0	0	0	0	0	0	80
Total	33	4553	906	28	96	19	7	43	14	10	2	3	2	5716
Percent	0.6%	79.7%	15.9%	0.5%	1.7%	0.3%	0.1%	0.8%	0.2%	0.2%	0.0%	0.1%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Site Code: G
Station ID: G
EG MILLS PKWY EAST OF CURTIS RD

Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/08/21	0	14	1	0	0	0	0	1	0	0	0	0	0	16
00:15	0	4	3	0	0	0	0	0	0	0	0	0	0	7
00:30	0	12	3	0	0	0	0	0	0	0	0	0	0	15
00:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	35	7	0	0	0	0	1	0	0	0	0	0	43
01:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11
01:30	0	9	1	0	0	0	0	0	0	0	0	0	0	10
01:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
02:15	0	30	3	0	0	0	0	0	0	0	0	0	0	33
02:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	6	0	0	1	0	0	0	0	0	0	0	0	8
03:15	0	3	5	0	0	0	0	0	0	0	0	0	0	8
03:30	0	18	6	0	0	0	0	0	0	0	0	0	0	24
03:45	0	15	8	0	0	0	0	0	0	0	0	0	0	23
04:00	0	42	20	0	0	0	0	0	0	0	0	0	0	62
04:15	0	14	4	0	0	0	0	0	0	0	0	0	0	18
04:30	1	30	10	0	0	0	0	0	0	0	0	0	0	41
04:45	0	40	9	0	0	0	0	0	1	0	0	0	0	50
05:00	0	56	11	0	0	0	0	0	0	0	0	0	0	67
05:15	1	140	34	0	0	0	0	0	1	0	0	0	0	176
05:30	0	48	16	0	0	0	0	0	1	0	0	1	0	66
05:45	0	114	40	0	1	1	0	1	2	1	0	0	0	160
06:00	6	155	48	0	2	1	0	3	0	0	0	1	0	216
06:15	2	130	34	0	2	2	0	1	1	0	0	0	0	172
06:30	8	447	138	0	5	4	0	5	4	1	0	2	0	614
06:45	1	100	28	0	1	0	0	2	0	0	0	0	0	132
07:00	1	111	21	2	1	0	1	1	0	0	0	0	0	138
07:15	0	127	22	3	3	1	0	2	1	0	0	1	0	160
07:30	4	188	31	6	2	0	1	2	2	1	0	0	1	238
07:45	6	526	102	11	7	1	2	7	3	1	0	1	1	668
08:00	4	178	43	4	1	2	0	2	2	2	0	0	0	238
08:15	4	230	64	1	7	2	1	1	3	0	1	0	0	314
08:30	2	273	63	3	7	3	0	4	1	1	0	0	0	357
08:45	2	233	44	4	2	2	0	2	1	2	0	0	0	292
09:00	12	914	214	12	17	9	1	9	7	5	1	0	0	1201
09:15	3	187	36	0	8	4	1	4	1	0	0	0	1	245
09:30	1	158	40	1	2	0	1	5	0	2	0	0	0	210
09:45	1	200	45	0	4	0	0	4	0	1	0	0	0	255
10:00	1	189	37	2	6	0	1	4	0	0	1	0	0	241
10:15	6	734	158	3	20	4	3	17	1	3	1	0	1	951
10:30	4	147	33	1	4	3	0	2	2	1	0	0	0	197
10:45	0	131	35	1	4	2	1	1	0	1	0	0	0	176
11:00	1	124	29	0	6	1	0	4	1	0	1	0	0	167
11:15	1	120	37	0	2	2	0	6	3	0	1	0	0	172
11:30	6	522	134	2	16	8	1	13	6	2	2	0	0	712
11:45	2	108	30	0	2	1	0	2	0	0	0	1	0	146
12:00	1	109	26	0	3	0	0	1	0	0	0	0	0	140
12:15	0	103	26	0	5	1	0	1	1	0	0	0	0	137
12:30	0	104	26	1	1	1	0	1	1	0	0	0	0	135
12:45	3	424	108	1	11	3	0	5	2	0	0	1	0	558
13:00	3	135	29	0	3	2	0	1	0	0	0	0	0	173
13:15	3	115	40	3	6	0	0	2	0	0	1	0	0	170
13:30	0	110	27	1	3	3	0	3	1	0	0	0	0	148
13:45	0	134	29	1	3	1	0	2	2	0	0	0	0	172
14:00	6	494	125	5	15	6	0	8	3	0	1	0	0	663
Total	48	4328	1049	34	92	35	7	65	27	12	5	4	2	5708
Percent	0.8%	75.8%	18.4%	0.6%	1.6%	0.6%	0.1%	1.1%	0.5%	0.2%	0.1%	0.1%	0.0%	

All Traffic Data Services

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Site Code: G
Station ID: G
EG MILLS PKWY EAST OF CURTIS RD

Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	3	110	24	3	4	0	0	2	0	0	0	0	0	146
12:15	1	111	33	2	7	0	0	1	0	2	0	0	0	157
12:30	2	108	34	1	2	1	0	1	0	0	0	1	0	150
12:45	3	120	37	0	2	1	0	1	3	0	0	0	0	167
	9	449	128	6	15	2	0	5	3	2	0	1	0	620
13:00	0	103	27	0	5	2	0	0	0	2	0	1	0	140
13:15	1	115	28	3	2	2	0	0	0	0	0	0	0	151
13:30	1	96	25	1	4	1	1	1	0	0	0	0	0	130
13:45	1	124	26	3	8	0	0	2	0	0	0	0	0	164
	3	438	106	7	19	5	1	3	0	2	0	1	0	585
14:00	3	130	31	2	2	0	0	3	0	1	0	0	0	172
14:15	0	161	41	4	4	1	0	4	0	1	0	0	0	216
14:30	1	119	33	3	2	0	0	1	0	0	0	0	1	160
14:45	0	117	21	5	4	1	1	1	0	1	0	0	0	151
	4	527	126	14	12	2	1	9	0	3	0	0	1	699
15:00	0	121	27	0	4	0	0	1	0	0	0	0	0	153
15:15	2	130	31	0	3	0	0	1	0	0	0	0	0	167
15:30	4	134	30	1	3	1	0	2	0	0	0	1	0	176
15:45	1	125	27	0	2	1	0	0	0	0	0	0	0	156
	7	510	115	1	12	2	0	4	0	0	0	1	0	652
16:00	3	126	24	2	1	1	1	1	0	2	1	1	1	164
16:15	3	153	22	0	4	2	0	3	0	0	1	0	0	188
16:30	4	137	26	0	2	2	0	0	0	1	0	0	0	172
16:45	0	156	31	1	2	0	0	3	0	0	0	0	0	193
	10	572	103	3	9	5	1	7	0	3	2	1	1	717
17:00	2	139	28	1	1	0	0	1	0	1	1	0	0	174
17:15	1	148	23	0	0	1	0	1	0	1	0	0	0	175
17:30	2	156	28	0	4	0	1	1	0	0	0	0	0	192
17:45	1	145	28	1	2	2	0	2	0	2	0	0	0	183
	6	588	107	2	7	3	1	5	0	4	1	0	0	724
18:00	1	113	24	0	0	3	0	1	0	0	0	0	0	142
18:15	2	127	27	0	0	1	1	2	0	0	0	1	0	161
18:30	3	123	21	0	0	1	0	0	2	0	0	0	0	150
18:45	1	106	16	0	4	1	0	0	0	0	0	0	0	128
	7	469	88	0	4	6	1	3	2	0	0	1	0	581
19:00	0	105	16	0	5	0	0	1	0	0	0	0	0	127
19:15	0	95	13	0	1	0	0	0	0	0	0	0	0	109
19:30	0	68	13	0	1	0	0	1	0	0	0	0	0	83
19:45	0	67	8	0	0	0	0	1	2	0	0	0	0	78
	0	335	50	0	7	0	0	3	2	0	0	0	0	397
20:00	0	78	12	0	2	0	0	1	2	0	0	0	0	95
20:15	0	54	11	0	0	0	0	0	1	0	0	0	0	66
20:30	0	55	7	0	1	0	0	0	0	0	0	0	0	63
20:45	0	68	8	0	2	0	0	0	0	0	0	0	0	78
	0	255	38	0	5	0	0	1	3	0	0	0	0	302
21:00	1	40	6	0	1	0	0	0	0	0	0	0	0	48
21:15	0	32	4	0	1	0	0	0	0	0	0	0	0	37
21:30	0	38	6	0	0	0	0	0	0	1	0	0	0	45
21:45	1	41	5	0	0	0	0	0	0	0	0	0	0	47
	2	151	21	0	2	0	0	0	0	1	0	0	0	177
22:00	1	36	8	0	0	0	0	0	1	0	0	0	0	46
22:15	1	35	4	0	1	0	0	0	0	0	0	0	0	41
22:30	0	34	2	0	2	0	0	0	0	0	0	0	0	38
22:45	0	24	4	0	0	0	0	0	0	0	0	0	0	28
	2	129	18	0	3	0	0	0	1	0	0	0	0	153
23:00	0	25	1	0	0	0	0	0	0	0	0	0	0	26
23:15	0	24	1	0	0	0	0	0	0	0	0	0	0	25
23:30	1	15	3	0	2	0	0	1	0	0	0	0	0	22
23:45	0	15	0	0	0	1	0	0	0	0	0	0	0	16
	1	79	5	0	2	1	0	1	0	0	0	0	0	89
Total	51	4502	905	33	97	26	5	41	11	15	3	5	2	5696
Percent	0.9%	79.0%	15.9%	0.6%	1.7%	0.5%	0.1%	0.7%	0.2%	0.3%	0.1%	0.1%	0.0%	
Grand Total	182	17566	3899	132	375	114	26	217	74	47	16	18	7	22673
Percent	0.8%	77.5%	17.2%	0.6%	1.7%	0.5%	0.1%	1.0%	0.3%	0.2%	0.1%	0.1%	0.0%	

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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/07/21	0	26	5	0	0	0	0	0	0	0	0	0	0	31
00:15	0	24	4	0	0	0	0	0	0	0	0	0	0	28
00:30	0	19	1	0	0	0	0	0	0	0	0	0	0	20
00:45	0	11	5	0	0	0	0	0	0	0	0	0	0	16
01:00	0	80	15	0	0	0	0	0	0	0	0	0	0	95
01:15	0	12	2	0	0	0	0	0	0	0	0	0	0	14
01:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
01:45	0	13	0	0	1	0	0	0	0	0	0	0	0	14
02:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
02:15	0	39	3	0	1	0	0	0	0	0	0	0	0	43
02:30	0	8	2	0	0	0	0	0	0	0	0	0	0	10
02:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
03:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
03:30	0	24	6	0	0	0	0	0	0	0	0	0	0	30
03:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8
04:00	0	3	2	1	1	0	0	1	1	0	0	0	0	9
04:15	0	4	4	0	0	0	0	0	0	0	0	0	0	8
04:30	0	7	0	0	1	0	0	0	0	0	0	0	0	8
04:45	0	21	7	1	2	0	0	1	1	0	0	0	0	33
05:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
05:15	0	6	2	0	0	1	0	0	0	0	0	0	0	9
05:30	0	5	5	0	0	0	0	0	0	0	0	0	0	10
05:45	0	10	3	0	0	0	0	1	0	0	0	0	0	14
06:00	0	25	12	0	0	1	0	0	1	0	0	0	0	39
06:15	0	11	2	1	0	0	0	0	0	0	0	0	0	14
06:30	0	21	2	0	0	0	0	0	1	0	0	0	0	24
06:45	0	28	6	0	0	0	0	0	0	0	0	0	0	34
07:00	0	31	7	0	0	0	0	0	0	0	0	0	0	38
07:15	0	91	17	1	0	0	0	0	1	0	0	0	0	110
07:30	0	32	7	0	0	0	0	0	0	0	0	0	0	39
07:45	0	39	8	0	0	0	0	0	0	0	0	0	0	47
08:00	1	62	13	1	1	0	0	1	0	0	0	0	0	79
08:15	1	98	21	1	1	0	0	1	0	0	0	0	0	123
08:30	2	231	49	2	2	0	0	2	0	0	0	0	0	288
08:45	1	107	23	1	1	0	0	1	0	0	0	0	0	134
09:00	2	120	26	2	2	0	0	2	0	0	0	0	0	154
09:15	2	130	28	2	2	0	0	2	0	0	0	0	0	166
09:30	2	128	28	2	2	0	0	2	0	0	0	0	0	164
09:45	7	485	105	7	7	0	0	7	0	0	0	0	0	618
10:00	1	93	20	1	1	0	0	1	0	0	0	0	0	117
10:15	1	84	18	1	1	0	0	1	0	0	0	0	0	106
10:30	1	94	20	1	1	0	0	1	0	0	0	0	0	118
10:45	1	70	15	1	1	0	0	1	0	0	0	0	0	89
11:00	4	341	73	4	4	0	0	4	0	0	0	0	0	430
11:15	1	77	17	1	3	0	0	1	1	0	0	0	0	101
11:30	0	80	17	1	2	0	0	1	0	0	0	0	0	101
11:45	1	91	19	3	1	0	0	1	0	0	0	0	0	116
12:00	1	88	18	0	1	0	0	1	0	0	0	0	0	109
12:15	3	336	71	5	7	0	0	4	1	0	0	0	0	427
12:30	1	79	24	1	1	0	0	1	0	0	0	0	0	107
12:45	0	83	20	3	1	0	0	1	1	0	0	0	0	109
13:00	1	91	22	1	3	0	0	1	0	0	0	0	0	119
13:15	2	97	17	2	2	0	0	1	1	0	0	0	0	122
13:30	4	350	83	7	7	0	0	4	2	0	0	0	0	457
13:45	2	92	15	0	1	0	0	1	0	1	0	0	0	112
14:00	1	86	20	1	2	0	0	0	0	0	0	0	0	110
14:15	1	117	26	3	3	0	0	2	0	0	0	0	0	152
14:30	1	111	25	1	3	0	0	2	0	0	0	0	0	143
14:45	5	406	86	5	9	0	0	5	0	1	0	0	0	517
Total	25	2429	527	32	39	1	0	27	6	1	0	0	0	3087
Percent	0.8%	78.7%	17.1%	1.0%	1.3%	0.0%	0.0%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	

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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	122	22	2	2	0	0	1	0	0	0	0	0	150
12:15	1	125	24	1	1	0	0	1	1	0	0	0	0	154
12:30	1	109	26	1	1	0	0	1	0	0	0	0	0	139
12:45	1	116	29	1	5	0	0	1	2	0	0	0	0	155
	4	472	101	5	9	0	0	4	3	0	0	0	0	598
13:00	0	116	33	1	3	1	0	1	0	0	0	1	0	156
13:15	0	132	24	2	1	1	0	2	0	0	0	0	0	162
13:30	1	124	30	0	1	0	0	3	0	0	0	0	0	159
13:45	0	143	33	1	2	1	0	2	1	1	1	0	0	185
	1	515	120	4	7	3	0	8	1	1	1	1	0	662
14:00	2	160	33	1	6	1	0	4	0	0	0	0	0	207
14:15	0	132	39	0	5	1	0	1	1	1	0	0	0	180
14:30	1	152	36	1	2	1	0	0	1	1	0	0	0	195
14:45	1	160	32	1	1	0	0	1	0	0	0	0	0	196
	4	604	140	3	14	3	0	6	2	2	0	0	0	778
15:00	0	164	29	1	2	1	0	2	1	0	0	0	0	200
15:15	2	152	30	1	5	0	0	3	0	0	0	0	0	193
15:30	5	168	40	3	6	0	0	2	2	0	0	0	0	226
15:45	1	163	33	1	8	3	0	1	0	0	0	1	0	211
	8	647	132	6	21	4	0	8	3	0	0	1	0	830
16:00	4	198	48	2	0	1	0	2	0	0	0	0	0	255
16:15	4	199	57	2	5	0	0	3	0	0	0	0	0	270
16:30	4	227	48	2	1	2	0	2	0	1	0	0	0	287
16:45	0	194	48	0	2	0	0	1	2	1	0	0	0	248
	12	818	201	6	8	3	0	8	2	2	0	0	0	1060
17:00	3	224	41	1	2	5	2	2	1	0	0	0	0	281
17:15	7	223	61	0	7	1	0	5	0	1	0	0	0	305
17:30	1	248	36	1	3	3	0	4	0	0	0	0	0	296
17:45	5	188	43	2	4	1	0	1	0	0	0	0	0	244
	16	883	181	4	16	10	2	12	1	1	0	0	0	1126
18:00	2	176	33	0	3	0	0	4	1	1	0	0	0	220
18:15	6	166	38	2	2	0	0	2	0	0	0	0	0	216
18:30	2	133	29	2	2	0	0	2	0	0	0	0	0	170
18:45	2	130	28	2	2	0	0	2	0	0	0	0	0	166
	12	605	128	6	9	0	0	10	1	1	0	0	0	772
19:00	1	111	27	1	2	0	0	1	0	0	0	0	0	143
19:15	2	130	28	2	2	0	0	2	0	0	0	0	0	166
19:30	2	127	27	2	2	0	0	2	0	0	0	0	0	162
19:45	1	98	21	1	1	0	0	1	0	0	0	0	0	123
	6	466	103	6	7	0	0	6	0	0	0	0	0	594
20:00	1	77	17	1	1	0	0	1	0	0	0	0	0	98
20:15	1	82	18	1	1	0	0	1	0	0	0	0	0	104
20:30	1	83	18	1	1	0	0	1	0	0	0	0	0	105
20:45	1	73	16	1	1	0	0	1	0	0	0	0	0	93
	4	315	69	4	4	0	0	4	0	0	0	0	0	400
21:00	1	65	14	1	1	0	0	1	0	0	0	0	0	83
21:15	1	60	13	1	1	0	0	1	0	0	0	0	0	77
21:30	1	43	9	1	1	0	0	1	0	0	0	0	0	56
21:45	1	59	13	1	1	0	0	1	0	0	0	0	0	76
	4	227	49	4	4	0	0	4	0	0	0	0	0	292
22:00	1	55	12	1	1	0	0	1	0	0	0	0	0	71
22:15	1	48	10	1	1	0	0	1	0	0	0	0	0	62
22:30	0	36	8	0	0	0	0	0	0	0	0	0	0	44
22:45	0	34	7	0	0	0	0	0	0	0	0	0	0	41
	2	173	37	2	2	0	0	2	0	0	0	0	0	218
23:00	0	36	8	0	0	0	0	0	0	0	0	0	0	44
23:15	0	24	5	0	0	0	0	0	0	0	0	0	0	29
23:30	0	24	5	0	0	0	0	0	0	0	0	0	0	29
23:45	0	10	2	0	0	0	0	0	0	0	0	0	0	12
	0	94	20	0	0	0	0	0	0	0	0	0	0	114
Total	73	5819	1281	50	101	23	2	72	13	7	1	2	0	7444
Percent	1.0%	78.2%	17.2%	0.7%	1.4%	0.3%	0.0%	1.0%	0.2%	0.1%	0.0%	0.0%	0.0%	

All Traffic Data Services

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Site Code: G
Station ID: G
EG MILLS PKWY EAST OF CURTIS RD

Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/08/21	0	23	5	0	0	0	0	0	0	0	0	0	0	28
00:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9
00:30	0	20	4	0	0	0	0	0	0	0	0	0	0	24
00:45	0	9	2	0	0	0	0	0	0	0	0	0	0	11
01:00	0	59	13	0	0	0	0	0	0	0	0	0	0	72
01:15	0	9	2	0	0	0	0	0	0	0	0	0	0	11
01:30	0	9	2	0	0	0	0	0	0	0	0	0	0	11
01:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9
02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
02:15	0	29	7	0	0	0	0	0	0	0	0	0	0	36
02:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9
02:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7
03:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
03:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:30	0	28	7	0	0	0	0	0	0	0	0	0	0	35
03:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
04:00	0	28	7	0	0	0	0	0	0	0	0	0	0	35
04:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
04:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9
04:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9
05:00	0	17	4	0	0	0	0	0	0	0	0	0	0	21
05:15	0	39	9	0	0	0	0	0	0	0	0	0	0	48
05:30	0	18	6	0	0	0	0	0	0	0	0	0	0	24
05:45	0	20	4	0	0	0	0	0	0	0	0	0	0	24
06:00	0	22	4	0	0	0	0	0	0	0	0	0	0	26
06:15	0	32	7	0	0	0	0	0	0	0	0	0	0	39
06:30	0	92	21	0	0	0	0	0	0	0	0	0	0	113
06:45	0	32	7	0	0	0	0	0	0	0	0	0	0	39
07:00	1	44	10	1	1	0	0	1	0	0	0	0	0	58
07:15	1	46	10	1	1	0	0	1	0	0	0	0	0	60
07:30	1	92	20	1	1	0	0	1	0	0	0	0	0	116
07:45	3	214	47	3	3	0	0	3	0	0	0	0	0	273
08:00	1	112	24	1	1	0	0	1	0	0	0	0	0	140
08:15	2	130	28	2	2	0	0	2	0	0	0	0	0	166
08:30	2	145	31	2	2	0	0	2	0	0	0	0	0	184
08:45	1	126	29	1	4	1	0	2	0	0	0	0	0	164
09:00	6	513	112	6	9	1	0	7	0	0	0	0	0	654
09:15	1	93	21	1	2	1	0	0	0	0	0	0	0	119
09:30	2	90	24	1	5	0	0	1	0	0	0	0	0	123
09:45	1	90	19	1	3	1	0	2	0	0	0	0	0	117
10:00	1	89	21	3	2	0	0	1	0	1	0	0	0	118
10:15	5	362	85	6	12	2	0	4	0	1	0	0	0	477
10:30	1	80	17	1	2	0	0	1	0	0	0	0	0	102
10:45	2	91	19	3	1	0	0	1	1	0	0	0	0	118
11:00	1	81	20	0	2	0	0	0	0	0	0	0	0	104
11:15	2	91	25	1	3	0	0	2	0	0	0	0	0	124
11:30	6	343	81	5	8	0	0	4	1	0	0	0	0	448
11:45	1	75	23	3	3	0	0	2	0	1	0	0	0	108
12:00	1	90	22	1	2	0	0	1	0	0	0	0	0	117
12:15	1	97	18	2	1	0	0	1	1	0	0	0	0	121
12:30	1	86	18	1	1	0	0	1	0	0	0	0	0	108
12:45	4	348	81	7	7	0	0	5	1	1	0	0	0	454
13:00	1	96	21	1	1	0	0	1	0	0	0	0	0	121
13:15	1	122	23	1	2	0	0	1	0	0	0	0	0	150
13:30	1	102	22	1	1	0	0	1	0	0	0	0	0	128
13:45	2	122	26	2	2	0	0	2	0	0	0	0	0	156
14:00	5	442	92	5	6	0	0	5	0	0	0	0	0	555
Total	29	2491	561	32	45	3	0	28	2	2	0	0	0	3193
Percent	0.9%	78.0%	17.6%	1.0%	1.4%	0.1%	0.0%	0.9%	0.1%	0.1%	0.0%	0.0%	0.0%	

All Traffic Data Services

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Site Code: G
Station ID: G
EG MILLS PKWY EAST OF CURTIS RD

Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	2	119	26	2	2	0	0	2	0	0	0	0	0	153
12:15	2	120	25	1	4	0	0	1	0	0	0	0	0	153
12:30	1	111	25	1	1	0	0	1	0	0	0	0	0	140
12:45	3	122	30	0	5	0	1	2	1	1	0	0	0	165
	8	472	106	4	12	0	1	6	1	1	0	0	0	611
13:00	2	119	28	1	2	0	0	1	0	0	0	0	0	153
13:15	2	107	23	2	2	0	0	1	0	0	0	0	0	137
13:30	1	110	26	1	1	1	0	1	2	0	0	0	0	143
13:45	1	129	32	4	2	0	0	1	0	1	0	0	0	170
	6	465	109	8	7	1	0	4	2	1	0	0	0	603
14:00	1	132	29	3	1	0	0	2	0	0	0	0	0	168
14:15	3	142	28	2	1	1	0	3	0	0	0	0	0	180
14:30	1	116	29	1	3	0	0	0	0	0	0	0	0	150
14:45	1	130	38	0	2	0	0	2	0	0	0	0	0	173
	6	520	124	6	7	1	0	7	0	0	0	0	0	671
15:00	1	147	38	0	5	0	0	2	0	1	1	0	0	195
15:15	2	157	35	2	2	0	0	3	0	1	0	0	0	202
15:30	1	163	33	3	0	0	0	0	0	0	0	0	0	200
15:45	2	164	43	2	2	0	0	1	0	0	0	0	0	214
	6	631	149	7	9	0	0	6	0	2	1	0	0	811
16:00	2	205	61	5	4	0	0	3	0	1	0	0	0	281
16:15	5	195	36	1	2	0	0	2	0	1	0	0	0	242
16:30	3	203	49	1	3	0	0	1	1	0	2	0	0	263
16:45	4	213	37	2	5	0	0	1	0	0	0	0	0	262
	14	816	183	9	14	0	0	7	1	2	2	0	0	1048
17:00	4	214	46	1	2	2	1	1	0	2	0	0	0	273
17:15	7	247	55	0	1	1	1	3	0	0	0	1	0	316
17:30	2	223	47	0	2	2	0	2	0	0	0	0	0	278
17:45	2	222	47	0	5	0	0	3	0	1	0	0	0	280
	15	906	195	1	10	5	2	9	0	3	0	1	0	1147
18:00	1	225	34	0	1	0	0	3	0	0	0	0	0	264
18:15	2	184	41	0	4	1	3	2	0	1	0	0	0	238
18:30	1	171	40	1	2	0	0	0	0	1	1	0	0	217
18:45	1	159	25	0	3	0	0	1	0	0	0	0	0	189
	5	739	140	1	10	1	3	6	0	2	1	0	0	908
19:00	1	138	24	0	1	0	1	1	0	0	0	0	0	166
19:15	0	140	25	1	1	0	0	2	0	0	0	0	0	169
19:30	0	120	21	0	3	0	1	0	0	0	0	0	0	145
19:45	0	115	17	0	0	1	0	0	0	0	0	0	1	134
	1	513	87	1	5	1	2	3	0	0	0	0	1	614
20:00	0	109	18	0	1	0	0	0	0	0	0	0	0	128
20:15	1	99	15	0	0	0	2	0	1	0	1	0	0	119
20:30	1	97	11	0	2	0	0	1	0	0	0	0	0	112
20:45	0	73	7	0	0	0	1	0	0	0	0	0	0	81
	2	378	51	0	3	0	3	1	1	0	1	0	0	440
21:00	0	71	7	0	0	0	0	0	0	0	0	0	0	78
21:15	1	58	22	0	0	0	0	0	0	0	0	0	0	81
21:30	0	70	7	0	0	0	0	0	0	0	0	0	0	77
21:45	0	60	8	0	1	0	0	0	0	0	0	0	0	69
	1	259	44	0	1	0	0	0	0	0	0	0	0	305
22:00	0	63	5	0	1	0	0	0	0	0	0	0	0	69
22:15	1	52	5	0	2	0	0	0	0	0	0	0	0	60
22:30	0	44	8	0	0	0	0	0	0	0	0	0	0	52
22:45	1	36	6	0	1	0	0	0	0	0	0	0	0	44
	2	195	24	0	4	0	0	0	0	0	0	0	0	225
23:00	0	42	4	0	1	0	0	0	0	0	0	1	0	48
23:15	0	18	4	0	0	0	0	0	0	0	0	0	0	22
23:30	0	25	4	0	0	0	0	0	0	0	0	0	0	29
23:45	0	23	2	0	0	0	0	0	0	0	0	0	0	25
	0	108	14	0	1	0	0	0	0	0	0	1	0	124
Total	66	6002	1226	37	83	9	11	49	5	11	5	2	1	7507
Percent	0.9%	80.0%	16.3%	0.5%	1.1%	0.1%	0.1%	0.7%	0.1%	0.1%	0.1%	0.0%	0.0%	
Grand Total	193	16741	3595	151	268	36	13	176	26	21	6	4	1	21231
Percent	0.9%	78.9%	16.9%	0.7%	1.3%	0.2%	0.1%	0.8%	0.1%	0.1%	0.0%	0.0%	0.0%	

All Traffic Data Services

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Site Code: H
Station ID: H
EG MILES PKWY EAST OF SCHOOL HOUSE RD

Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/06/21	0	19	1	0	0	0	0	1	0	0	0	0	0	21
00:15	0	23	4	0	0	0	0	0	0	0	0	0	0	27
00:30	0	14	2	0	0	0	0	0	0	0	0	0	0	16
00:45	0	8	3	0	0	0	0	0	0	0	0	0	0	11
01:00	0	64	10	0	0	0	0	1	0	0	0	0	0	75
01:15	0	17	0	0	0	0	0	0	0	0	0	0	0	17
01:30	0	11	0	0	0	0	0	0	0	0	0	0	0	11
01:45	0	12	0	0	0	0	0	0	0	0	0	0	0	12
02:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
02:15	0	51	0	0	0	0	0	0	0	0	0	0	0	51
02:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
02:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	10	2	0	0	0	0	0	1	0	0	0	0	13
03:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:30	0	26	3	0	0	0	0	0	1	0	0	0	0	30
03:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8
04:00	0	3	1	0	0	1	0	0	0	0	0	0	0	5
04:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9
04:30	0	16	2	0	0	0	0	0	0	0	0	0	0	18
04:45	0	34	5	0	0	1	0	0	0	0	0	0	0	40
05:00	0	4	0	0	0	0	0	0	1	0	0	0	0	5
05:15	0	12	2	0	0	0	1	0	0	0	0	0	0	15
05:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9
05:45	0	18	2	0	0	0	0	1	0	0	0	0	0	21
06:00	0	43	4	0	0	0	1	1	1	0	0	0	0	50
06:15	0	23	5	0	0	0	0	0	0	0	0	0	0	28
06:30	1	32	4	0	0	1	0	1	0	0	0	0	0	39
06:45	1	42	7	0	0	0	0	1	0	0	0	0	0	51
07:00	0	63	7	0	0	0	0	0	0	0	0	0	0	70
07:15	2	160	23	0	0	1	0	2	0	0	0	0	0	188
07:30	0	65	2	0	0	0	0	0	0	1	0	0	0	68
07:45	2	88	21	0	0	0	1	0	1	0	0	1	0	114
08:00	9	136	36	0	1	1	1	1	0	0	0	2	0	187
08:15	2	123	24	0	0	1	0	2	0	0	0	1	0	153
08:30	13	412	83	0	1	2	2	3	1	1	0	4	0	522
08:45	6	97	18	0	0	0	2	0	0	0	0	0	0	123
09:00	1	71	12	0	1	3	1	1	0	0	0	0	0	90
09:15	0	98	11	0	1	1	1	0	0	0	0	0	0	112
09:30	1	130	23	0	2	2	0	0	0	1	0	0	0	159
09:45	8	396	64	0	4	6	4	1	0	1	0	0	0	484
10:00	3	128	26	1	1	2	0	0	1	1	0	0	0	163
10:15	2	187	32	1	1	0	0	0	0	1	1	0	0	225
10:30	3	206	31	2	2	1	1	1	0	3	0	1	0	251
10:45	3	219	28	2	10	3	2	1	1	4	0	1	1	275
11:00	11	740	117	6	14	6	3	2	2	9	1	2	1	914
11:15	2	186	28	3	6	1	4	2	0	3	1	0	0	236
11:30	0	151	19	1	2	2	0	3	0	0	0	0	1	179
11:45	1	174	37	0	1	5	3	3	2	2	0	0	0	228
12:00	1	202	32	3	2	3	2	1	0	4	0	1	0	251
12:15	4	713	116	7	11	11	9	9	2	9	1	1	1	894
12:30	2	172	23	0	1	2	1	3	0	1	0	0	0	205
12:45	3	148	23	1	2	1	0	1	0	0	0	0	0	179
13:00	2	116	17	3	2	1	0	2	2	0	0	1	0	146
13:15	0	134	13	0	0	2	0	1	0	0	0	0	0	150
13:30	7	570	76	4	5	6	1	7	2	1	0	1	0	680
13:45	1	119	20	0	1	3	1	1	0	0	0	0	0	146
14:00	0	122	20	0	1	2	0	0	0	0	0	0	0	145
14:15	1	117	23	1	2	5	0	1	0	1	0	0	0	151
14:30	2	124	25	0	0	3	2	3	2	0	0	0	0	161
14:45	4	482	88	1	4	13	3	5	2	1	0	0	0	603
Total	49	3691	589	18	39	46	23	31	11	22	2	8	2	4531
Percent	1.1%	81.5%	13.0%	0.4%	0.9%	1.0%	0.5%	0.7%	0.2%	0.5%	0.0%	0.2%	0.0%	

All Traffic Data Services

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Site Code: H
Station ID: H
EG MILES PKWY EAST OF SCHOOL HOUSE RD

Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	111	23	1	1	2	0	1	0	0	0	0	0	140
12:15	1	120	24	0	1	1	1	2	0	0	0	0	0	150
12:30	0	133	21	1	0	1	2	1	0	1	0	0	0	160
12:45	1	137	20	0	2	2	1	1	1	1	0	0	0	166
	3	501	88	2	4	6	4	5	1	2	0	0	0	616
13:00	1	124	29	0	3	3	0	0	1	0	0	0	0	161
13:15	1	115	22	0	2	1	0	0	0	0	0	0	0	141
13:30	2	142	26	0	1	3	2	0	0	0	0	1	0	177
13:45	2	173	31	1	2	0	0	2	0	1	0	0	0	212
	6	554	108	1	8	7	2	2	1	1	0	1	0	691
14:00	4	150	24	0	4	0	1	2	0	0	0	0	0	185
14:15	1	127	17	0	6	0	2	1	0	0	1	0	0	155
14:30	3	157	19	0	0	1	1	0	1	1	0	0	0	183
14:45	2	133	20	1	3	0	1	1	0	1	0	0	1	163
	10	567	80	1	13	1	5	4	1	2	1	0	1	686
15:00	3	150	22	1	3	0	0	0	0	0	0	0	0	179
15:15	2	140	30	0	4	2	2	0	1	3	0	0	0	184
15:30	2	121	23	3	1	2	0	0	1	1	1	0	0	155
15:45	1	139	14	3	3	1	0	0	0	1	0	0	0	162
	8	550	89	7	11	5	2	0	2	5	1	0	0	680
16:00	2	136	21	3	3	5	0	0	0	1	0	0	0	171
16:15	2	135	24	0	2	1	1	0	1	0	0	0	0	166
16:30	1	115	18	1	0	0	1	0	0	0	0	0	0	136
16:45	1	132	19	1	3	2	0	0	0	3	1	0	0	162
	6	518	82	5	8	8	2	0	1	4	1	0	0	635
17:00	0	104	12	3	3	1	0	1	0	1	0	1	0	126
17:15	1	142	18	0	1	1	0	0	1	0	0	0	0	164
17:30	1	128	14	0	1	0	1	2	0	0	0	0	1	148
17:45	2	134	17	0	0	1	2	1	0	0	0	0	0	157
	4	508	61	3	5	3	3	4	1	1	0	1	1	595
18:00	3	133	23	0	1	1	1	2	0	0	0	0	0	164
18:15	0	134	8	0	1	0	1	1	0	1	0	0	0	146
18:30	2	156	15	0	1	1	0	1	0	0	0	0	0	176
18:45	0	158	11	0	1	2	0	0	0	0	0	2	0	174
	5	581	57	0	4	4	2	4	0	1	0	2	0	660
19:00	2	103	16	0	2	1	0	0	0	0	0	0	0	124
19:15	3	109	24	0	0	2	0	0	0	0	0	1	0	139
19:30	1	112	16	0	0	1	1	0	1	1	0	0	0	133
19:45	3	109	13	0	2	1	0	1	0	0	0	0	0	129
	9	433	69	0	4	5	1	1	1	1	0	1	0	525
20:00	1	90	14	0	0	1	0	1	0	0	0	0	0	107
20:15	0	85	10	0	0	0	0	0	0	0	0	0	0	95
20:30	1	49	10	0	1	0	0	0	0	0	0	0	0	61
20:45	1	63	9	0	1	0	0	0	0	0	1	0	0	75
	3	287	43	0	2	1	0	1	0	0	1	0	0	338
21:00	0	47	8	0	0	0	0	0	0	0	0	0	0	55
21:15	0	57	7	0	0	0	0	0	0	0	0	0	0	64
21:30	0	62	4	0	0	0	0	0	1	0	0	0	0	67
21:45	0	47	6	0	0	0	0	0	0	0	0	0	0	53
	0	213	25	0	0	0	0	0	1	0	0	0	0	239
22:00	1	65	5	0	0	0	0	0	0	0	0	0	0	71
22:15	0	43	7	0	0	0	1	0	0	0	0	0	0	51
22:30	0	46	7	0	0	0	0	0	0	0	0	0	0	53
22:45	0	37	6	0	0	0	0	0	0	0	0	0	0	43
	1	191	25	0	0	0	1	0	0	0	0	0	0	218
23:00	0	32	0	0	0	0	0	0	0	0	0	0	0	32
23:15	0	31	0	0	0	0	0	0	0	0	0	0	0	31
23:30	0	28	1	0	0	0	0	0	0	0	0	0	0	29
23:45	0	26	4	0	1	0	0	0	1	0	0	0	0	32
	0	117	5	0	1	0	0	0	1	0	0	0	0	124
Total	55	5020	732	19	60	40	22	21	10	17	4	5	2	6007
Percent	0.9%	83.6%	12.2%	0.3%	1.0%	0.7%	0.4%	0.3%	0.2%	0.3%	0.1%	0.1%	0.0%	

All Traffic Data Services

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Site Code: H
Station ID: H
EG MILES PKWY EAST OF SCHOOL HOUSE RD

Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/07/21	0	30	2	1	3	0	0	0	0	0	0	0	0	36
00:15	0	23	5	0	0	0	0	0	0	0	0	0	0	28
00:30	0	11	2	0	2	0	0	0	0	0	0	0	0	15
00:45	0	19	2	0	0	0	0	0	0	0	0	0	0	21
01:00	0	83	11	1	5	0	0	0	0	0	0	0	0	100
01:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11
01:30	0	7	3	0	0	0	0	0	0	0	0	0	0	10
01:45	0	15	3	0	0	0	0	0	0	0	0	0	0	18
02:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
02:15	0	47	7	0	0	0	0	0	0	0	0	0	0	54
02:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
02:45	0	8	2	0	0	0	0	0	0	0	0	0	0	10
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
03:30	0	23	5	0	0	0	0	0	0	0	0	0	0	28
03:45	0	7	0	0	1	0	0	0	0	0	0	0	0	8
04:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
04:15	0	7	0	0	0	0	1	0	0	0	0	0	0	8
04:30	0	5	2	0	0	0	0	0	1	0	0	0	0	8
04:45	0	27	2	0	1	0	1	0	1	0	0	0	0	32
05:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
05:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
05:30	0	12	8	0	0	0	1	0	0	0	0	0	0	21
05:45	0	30	4	0	0	0	0	0	0	0	0	0	0	34
06:00	0	57	14	0	0	0	1	0	0	0	0	0	0	72
06:15	0	21	7	0	0	0	0	0	0	0	0	0	0	28
06:30	1	21	14	0	0	1	0	0	0	0	0	0	0	37
06:45	0	45	7	0	0	0	0	0	0	0	0	0	0	52
07:00	1	59	12	0	0	0	0	0	0	0	0	0	0	72
07:15	2	146	40	0	0	1	0	0	0	0	0	0	0	189
07:30	1	64	12	0	0	0	0	0	0	0	0	1	0	78
07:45	2	86	15	0	0	0	0	1	1	0	0	0	0	105
08:00	2	159	41	0	1	2	1	2	0	0	1	0	1	210
08:15	0	137	24	0	0	1	0	2	0	1	0	0	0	165
08:30	5	446	92	0	1	3	1	5	1	1	1	1	1	558
08:45	0	127	14	5	3	0	1	1	0	0	0	1	0	152
09:00	1	78	9	1	1	2	1	0	0	0	0	0	0	93
09:15	0	95	13	0	0	1	1	0	0	0	0	0	0	110
09:30	1	123	21	1	3	3	1	0	1	1	0	0	0	155
09:45	2	423	57	7	7	6	4	1	1	1	0	1	0	510
10:00	1	138	21	1	2	2	0	1	0	0	0	0	0	166
10:15	4	184	29	1	0	2	1	0	0	1	0	0	0	222
10:30	2	179	20	3	4	1	0	1	3	2	0	0	0	215
10:45	6	227	37	5	3	2	3	0	0	2	0	0	0	285
11:00	13	728	107	10	9	7	4	2	3	5	0	0	0	888
11:15	4	193	30	3	2	0	1	1	1	0	0	1	0	236
11:30	3	159	23	3	1	1	1	0	0	1	0	1	0	193
11:45	2	174	21	1	2	2	2	2	0	0	0	2	0	208
12:00	2	178	32	1	3	0	1	1	0	0	0	4	0	222
12:15	11	704	106	8	8	3	5	4	1	1	0	8	0	859
12:30	6	159	27	0	1	1	1	0	1	1	0	1	0	198
12:45	2	140	11	0	1	1	1	0	0	0	0	0	0	156
13:00	0	122	20	2	1	1	2	1	0	0	0	1	0	150
13:15	0	119	20	0	1	3	1	1	0	0	0	0	0	145
13:30	8	540	78	2	4	6	5	2	1	1	0	2	0	649
13:45	2	122	20	0	1	2	1	0	0	0	0	0	0	148
14:00	1	108	29	0	0	0	0	0	1	0	0	0	0	139
14:15	3	114	20	0	2	1	0	0	1	0	0	0	0	141
14:30	4	105	28	0	3	3	0	3	0	0	0	0	0	146
14:45	10	449	97	0	6	6	1	3	2	0	0	0	0	574
Total	51	3673	616	28	41	32	22	17	10	9	1	12	1	4513
Percent	1.1%	81.4%	13.6%	0.6%	0.9%	0.7%	0.5%	0.4%	0.2%	0.2%	0.0%	0.3%	0.0%	

All Traffic Data Services

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Site Code: H
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EG MILES PKWY EAST OF SCHOOL HOUSE RD

Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	109	15	0	2	0	2	2	0	0	0	0	0	130
12:15	0	136	22	2	1	0	1	3	0	1	0	0	0	166
12:30	1	117	23	1	0	2	0	4	1	1	0	0	0	150
12:45	2	129	28	0	1	1	0	3	0	0	0	0	0	164
	3	491	88	3	4	3	3	12	1	2	0	0	0	610
13:00	1	119	28	0	1	2	0	1	0	0	0	0	0	152
13:15	0	129	24	0	2	0	0	0	0	0	0	0	0	155
13:30	2	146	24	0	2	1	0	2	0	0	0	0	0	177
13:45	4	102	21	0	0	1	0	0	1	0	0	0	1	130
	7	496	97	0	5	4	0	3	1	0	0	0	1	614
14:00	6	125	14	1	3	1	2	0	0	2	0	0	0	154
14:15	2	129	18	0	2	0	0	1	0	0	0	0	0	152
14:30	1	119	16	0	1	0	0	0	0	1	0	0	0	138
14:45	4	133	22	0	3	2	2	0	0	0	0	0	0	166
	13	506	70	1	9	3	4	1	0	3	0	0	0	610
15:00	1	129	25	0	4	2	1	3	0	0	0	0	0	165
15:15	1	137	19	0	2	0	1	2	0	1	0	1	0	164
15:30	3	130	25	2	5	1	0	1	0	1	0	0	0	168
15:45	3	137	24	2	3	1	2	0	1	0	0	0	0	173
	8	533	93	4	14	4	4	6	1	2	0	1	0	670
16:00	4	125	19	0	2	1	0	2	0	0	0	0	0	153
16:15	0	143	18	1	1	2	0	0	0	0	0	1	0	166
16:30	4	115	22	1	2	0	1	0	0	1	0	0	0	146
16:45	1	119	11	1	1	0	1	0	0	1	0	0	0	135
	9	502	70	3	6	3	2	2	0	2	0	1	0	600
17:00	2	118	16	0	1	2	0	0	0	1	0	0	0	140
17:15	2	141	23	0	2	0	1	1	1	0	0	1	0	172
17:30	1	129	21	1	1	2	0	0	0	1	0	1	0	157
17:45	1	145	24	0	1	1	0	0	0	1	0	0	0	173
	6	533	84	1	5	5	1	1	1	3	0	2	0	642
18:00	2	122	12	0	2	3	0	1	0	0	0	0	0	142
18:15	1	149	14	0	0	1	0	3	1	0	0	0	0	169
18:30	4	163	23	0	0	0	1	1	0	1	0	0	0	193
18:45	2	124	20	0	1	0	1	4	0	0	0	0	0	152
	9	558	69	0	3	4	2	9	1	1	0	0	0	656
19:00	0	103	9	0	0	0	0	0	0	0	0	0	0	112
19:15	0	116	20	0	1	1	1	0	0	0	0	0	0	139
19:30	0	103	8	0	0	0	0	0	0	0	0	0	0	111
19:45	1	101	13	0	1	0	1	0	0	0	0	0	0	117
	1	423	50	0	2	1	2	0	0	0	0	0	0	479
20:00	1	90	12	0	1	1	0	0	0	0	0	0	0	105
20:15	1	82	16	0	0	1	0	0	0	0	0	1	0	101
20:30	3	61	5	0	0	1	0	0	0	0	0	0	0	70
20:45	1	75	6	0	0	0	0	1	0	0	0	0	0	83
	6	308	39	0	1	3	0	1	0	0	0	1	0	359
21:00	0	62	4	1	0	0	0	0	2	0	1	0	0	70
21:15	1	69	7	0	0	0	0	0	0	0	0	0	0	77
21:30	1	54	6	0	2	0	0	0	0	0	0	0	0	63
21:45	0	60	13	0	0	0	0	0	0	0	0	0	0	73
	2	245	30	1	2	0	0	0	2	0	1	0	0	283
22:00	0	47	9	0	0	0	1	0	0	0	0	0	0	57
22:15	0	45	5	0	0	0	0	1	0	0	0	0	0	51
22:30	1	42	3	0	0	0	0	0	0	0	0	1	0	47
22:45	0	48	5	0	1	0	0	0	0	0	0	0	0	54
	1	182	22	0	1	0	1	1	0	0	0	1	0	209
23:00	0	44	4	0	0	0	0	0	0	0	0	0	0	48
23:15	0	33	4	0	1	0	0	0	0	0	0	0	0	38
23:30	0	31	4	0	1	0	0	0	0	0	0	0	0	36
23:45	0	27	2	0	0	0	0	0	0	0	0	0	0	29
	0	135	14	0	2	0	0	0	0	0	0	0	0	151
Total	65	4912	726	13	54	30	19	36	7	13	1	6	1	5883
Percent	1.1%	83.5%	12.3%	0.2%	0.9%	0.5%	0.3%	0.6%	0.1%	0.2%	0.0%	0.1%	0.0%	
Grand Total	220	17296	2663	78	194	148	86	105	38	61	8	31	6	20934
Percent	1.1%	82.6%	12.7%	0.4%	0.9%	0.7%	0.4%	0.5%	0.2%	0.3%	0.0%	0.1%	0.0%	

All Traffic Data Services

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EG MILES PKWY EAST OF SCHOOL HOUSE RD

Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/06/21	0	22	4	0	0	0	0	0	0	0	0	0	0	26
00:15	0	24	2	0	0	0	0	0	0	0	0	0	0	26
00:30	0	24	2	0	0	0	0	0	0	0	0	0	0	26
00:45	0	12	1	0	0	0	0	0	0	0	0	0	0	13
01:00	0	82	9	0	0	0	0	0	0	0	0	0	0	91
01:15	0	16	2	0	0	0	0	0	0	0	0	0	0	18
01:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9
01:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10
02:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
02:15	0	42	7	0	0	0	0	0	0	0	0	0	0	49
02:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7
02:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9
03:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
03:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
03:30	0	28	3	0	0	0	0	0	0	0	0	0	0	31
03:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
04:00	0	4	0	0	0	0	0	1	0	0	0	0	0	5
04:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
04:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7
04:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
05:00	0	24	2	0	0	0	0	1	0	0	0	0	0	27
05:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
05:30	0	8	0	0	1	0	0	0	0	0	0	0	0	9
05:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
06:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
06:15	0	24	4	0	1	0	0	0	0	0	0	0	0	29
06:30	0	11	1	0	0	0	0	0	0	0	0	0	0	12
06:45	0	14	0	0	0	0	0	0	0	0	0	0	0	14
07:00	0	23	2	0	0	0	0	0	0	0	0	0	0	25
07:15	0	29	4	0	0	0	0	0	0	1	0	0	0	34
07:30	0	77	7	0	0	0	0	0	0	1	0	0	0	85
07:45	0	30	3	0	1	0	0	0	0	0	0	0	0	34
08:00	1	29	3	0	2	0	0	0	0	0	0	0	0	35
08:15	1	43	4	0	1	0	0	0	1	0	0	0	0	50
08:30	3	59	10	0	1	0	0	0	0	0	0	0	0	73
08:45	5	161	20	0	5	0	0	0	1	0	0	0	0	192
09:00	0	57	12	0	3	1	0	0	0	0	0	0	0	73
09:15	0	54	7	1	2	0	0	0	0	0	0	0	0	64
09:30	1	107	20	2	1	0	0	0	0	0	0	0	0	131
09:45	6	119	18	1	2	2	0	0	0	0	0	0	0	148
10:00	7	337	57	4	8	3	0	0	0	0	0	0	0	416
10:15	2	122	10	0	2	0	0	1	0	0	0	0	0	137
10:30	2	98	14	5	4	1	0	1	1	0	0	0	0	126
10:45	2	89	15	6	2	1	0	1	0	0	0	0	0	116
11:00	0	75	21	0	5	2	0	0	1	0	0	0	0	104
11:15	6	384	60	11	13	4	0	3	2	0	0	0	0	483
11:30	1	97	13	2	4	3	0	1	1	0	0	0	0	122
11:45	3	79	25	1	3	2	1	0	0	1	0	1	0	116
12:00	3	93	22	0	2	0	0	1	2	0	0	0	0	123
12:15	0	92	16	0	1	1	0	1	0	0	0	0	0	111
12:30	7	361	76	3	10	6	1	3	3	1	0	1	0	472
12:45	4	106	15	1	2	0	0	0	0	0	0	0	0	128
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	4	106	15	1	2	0	0	0	0	0	0	0	0	128
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	1	38	6	0	2	0	0	1	0	1	0	0	0	49
14:45	2	142	23	0	1	0	0	0	0	0	0	0	0	168
15:00	2	123	23	1	2	2	0	3	1	0	0	1	0	158
15:15	5	303	52	1	5	2	0	4	1	1	0	1	0	375
Total	34	1929	312	20	44	15	1	11	7	3	0	2	0	2378
Percent	1.4%	81.1%	13.1%	0.8%	1.9%	0.6%	0.0%	0.5%	0.3%	0.1%	0.0%	0.1%	0.0%	

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Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	156	26	0	1	5	2	1	1	0	0	0	0	192
12:15	4	128	26	1	3	0	0	0	2	1	1	1	0	167
12:30	2	134	28	0	1	2	0	0	0	1	0	0	0	168
12:45	1	126	22	0	3	2	1	0	1	0	0	0	0	156
	7	544	102	1	8	9	3	1	4	2	1	1	0	683
13:00	1	120	26	0	2	2	0	0	0	0	0	0	0	151
13:15	0	124	20	0	1	1	2	1	3	0	0	0	0	152
13:30	2	138	24	0	2	1	1	2	1	1	0	0	0	172
13:45	6	133	18	0	2	2	2	1	0	1	0	0	0	165
	9	515	88	0	7	6	5	4	4	2	0	0	0	640
14:00	4	160	31	0	2	3	2	1	0	0	0	0	0	203
14:15	7	151	25	1	1	2	1	0	0	0	0	0	0	188
14:30	3	157	26	3	4	1	2	0	0	0	0	1	0	197
14:45	0	123	14	0	3	1	0	1	1	1	0	1	0	145
	14	591	96	4	10	7	5	2	1	1	0	2	0	733
15:00	1	135	22	0	1	1	0	2	0	1	0	0	0	163
15:15	3	188	30	2	2	2	1	1	0	2	0	0	0	231
15:30	4	170	23	7	2	5	1	0	1	0	0	1	1	215
15:45	4	141	17	4	1	1	1	0	0	1	0	0	0	170
	12	634	92	13	6	9	3	3	1	4	0	1	1	779
16:00	0	185	28	0	3	1	0	1	1	1	0	0	0	220
16:15	3	211	33	1	1	1	1	0	0	0	0	1	0	252
16:30	3	190	28	0	1	1	1	0	0	1	0	0	0	225
16:45	9	183	26	0	3	0	2	1	2	0	0	0	0	226
	15	769	115	1	8	3	4	2	3	2	0	1	0	923
17:00	10	218	29	1	1	3	1	2	1	0	0	2	0	268
17:15	8	238	38	0	0	1	1	0	2	0	0	0	0	288
17:30	5	173	27	1	1	1	5	1	0	0	0	0	0	214
17:45	3	182	36	0	2	3	2	2	0	0	0	1	0	231
	26	811	130	2	4	8	9	5	3	0	0	3	0	1001
18:00	3	179	24	0	1	0	1	1	1	2	0	0	0	212
18:15	3	179	19	0	0	2	1	2	0	0	0	0	0	206
18:30	3	154	30	0	0	0	0	1	1	0	0	0	0	189
18:45	3	138	21	0	1	1	0	1	0	1	0	0	0	166
	12	650	94	0	2	3	2	5	2	3	0	0	0	773
19:00	1	136	17	0	0	0	1	0	0	0	0	0	0	155
19:15	1	122	14	0	0	0	1	1	0	0	0	1	0	140
19:30	3	121	9	0	0	0	0	0	0	0	0	1	0	134
19:45	0	95	7	0	0	0	0	2	0	0	0	0	0	104
	5	474	47	0	0	0	2	3	0	0	0	2	0	533
20:00	0	82	9	0	0	0	1	1	0	0	0	0	0	93
20:15	0	63	12	0	0	0	0	0	0	0	0	0	0	75
20:30	0	78	2	0	0	2	0	0	0	0	0	0	0	82
20:45	2	83	10	0	0	0	1	0	1	0	0	0	0	97
	2	306	33	0	0	2	2	1	1	0	0	0	0	347
21:00	0	70	6	0	0	0	0	0	0	0	0	0	0	76
21:15	1	62	7	0	0	0	0	1	0	0	0	0	0	71
21:30	2	56	10	0	0	1	0	0	0	0	0	0	0	69
21:45	2	90	13	0	0	1	1	1	0	0	0	0	0	108
	5	278	36	0	0	2	1	2	0	0	0	0	0	324
22:00	0	53	2	0	0	0	0	0	0	0	0	0	0	55
22:15	0	47	2	0	0	0	0	1	0	0	0	0	0	50
22:30	0	35	4	0	0	0	0	0	0	0	0	0	0	39
22:45	0	34	4	0	0	0	0	0	0	0	0	0	0	38
	0	169	12	0	0	0	0	1	0	0	0	0	0	182
23:00	0	32	4	0	1	0	0	0	0	0	0	0	0	37
23:15	1	27	3	0	0	0	0	0	0	0	0	0	0	31
23:30	0	19	2	0	1	1	0	0	0	0	0	0	0	23
23:45	0	15	0	0	0	0	0	0	0	0	0	0	0	15
	1	93	9	0	2	1	0	0	0	0	0	0	0	106
Total	108	5834	854	21	47	50	36	29	19	14	1	10	1	7024
Percent	1.5%	83.1%	12.2%	0.3%	0.7%	0.7%	0.5%	0.4%	0.3%	0.2%	0.0%	0.1%	0.0%	

All Traffic Data Services

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Site Code: H
Station ID: H
EG MILES PKWY EAST OF SCHOOL HOUSE RD

Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/07/21	0	29	8	0	0	0	0	1	0	0	0	0	0	38
00:15	0	16	2	0	0	0	0	0	0	0	0	0	0	18
00:30	1	15	3	0	0	0	0	0	0	0	0	0	0	19
00:45	0	9	0	0	0	0	1	0	0	0	0	0	0	10
01:00	1	69	13	0	0	0	1	1	0	0	0	0	0	85
01:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
01:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
01:45	0	13	3	0	0	0	0	0	0	0	0	0	0	16
02:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
02:15	0	33	3	0	0	0	0	0	0	0	0	0	0	36
02:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9
03:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
03:15	0	4	2	0	0	0	0	0	0	0	0	0	0	6
03:30	0	21	6	0	0	0	0	0	0	0	0	0	0	27
03:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	5	0	0	0	0	0	0	1	0	0	0	0	6
04:45	0	16	0	0	0	0	0	0	1	0	0	0	0	17
05:00	0	3	1	0	0	0	0	0	1	0	0	0	0	5
05:15	0	3	0	0	0	0	0	0	1	0	0	0	0	4
05:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7
05:45	0	12	3	0	0	0	0	0	0	0	0	0	0	15
06:00	0	24	5	0	0	0	0	0	2	0	0	0	0	31
06:15	0	10	1	0	1	0	0	0	0	0	0	0	0	12
06:30	0	14	1	0	0	0	0	0	0	0	0	0	0	15
06:45	0	23	0	0	1	0	0	0	0	0	0	0	0	24
07:00	1	33	1	0	0	0	0	0	0	0	0	0	0	35
07:15	1	80	3	0	2	0	0	0	0	0	0	0	0	86
07:30	0	19	5	0	2	0	0	0	0	0	0	0	0	26
07:45	0	29	2	0	1	0	0	0	1	0	0	0	0	33
08:00	0	34	5	0	2	0	0	0	0	1	0	0	0	42
08:15	1	63	14	0	0	0	0	0	0	0	0	0	0	78
08:30	1	145	26	0	5	0	0	0	1	1	0	0	0	179
08:45	1	68	9	0	0	0	0	0	0	0	0	0	0	78
09:00	1	48	15	0	3	1	0	0	0	0	0	0	0	68
09:15	5	104	10	0	2	2	1	0	0	0	0	0	0	124
09:30	1	121	21	0	2	2	0	1	0	0	0	0	0	148
09:45	8	341	55	0	7	5	1	1	0	0	0	0	0	418
10:00	0	105	14	2	1	4	0	0	0	0	0	0	0	126
10:15	1	104	11	3	2	2	0	0	0	0	0	0	0	123
10:30	1	93	9	3	2	0	2	0	0	1	0	0	0	111
10:45	3	73	20	1	5	0	0	0	0	0	0	2	0	104
11:00	5	375	54	9	10	6	2	0	1	1	0	2	0	464
11:15	0	84	15	1	1	4	0	1	1	0	0	0	0	107
11:30	2	80	12	0	6	1	0	1	0	0	0	0	0	102
11:45	1	84	21	0	0	0	0	1	0	1	0	0	0	108
12:00	2	105	19	1	1	5	0	0	0	0	0	1	0	134
12:15	5	353	67	2	8	10	0	3	1	1	0	1	0	451
12:30	0	81	15	3	4	3	0	0	0	0	0	0	0	106
12:45	0	98	12	0	0	1	1	0	1	0	0	0	0	113
13:00	1	115	21	0	1	5	0	1	1	0	0	0	0	145
13:15	2	95	24	1	2	1	1	0	1	1	0	0	0	128
13:30	3	389	72	4	7	10	2	1	3	1	0	0	0	492
13:45	1	118	24	0	3	2	2	0	0	1	0	0	0	151
14:00	4	106	24	0	2	1	0	0	0	0	0	1	0	138
14:15	3	136	24	0	0	1	0	2	1	0	0	0	0	167
14:30	2	132	29	0	0	0	0	0	1	0	0	0	0	164
14:45	10	492	101	0	5	4	2	2	2	1	0	1	0	620
Total	34	2338	405	15	44	35	8	8	10	5	0	4	0	2906
Percent	1.2%	80.5%	13.9%	0.5%	1.5%	1.2%	0.3%	0.3%	0.3%	0.2%	0.0%	0.1%	0.0%	

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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	2	149	19	0	3	1	1	0	1	0	0	1	0	177
12:15	1	127	25	0	6	3	1	1	1	0	0	0	0	165
12:30	1	123	28	1	1	2	0	1	1	0	0	2	0	160
12:45	2	122	33	0	3	0	0	2	1	0	0	0	0	163
	6	521	105	1	13	6	2	4	4	0	0	3	0	665
13:00	3	122	21	0	1	0	1	0	0	0	0	0	0	148
13:15	5	101	24	1	2	1	0	0	0	0	0	0	0	134
13:30	3	100	16	1	2	3	0	3	0	1	0	0	0	129
13:45	0	123	22	1	4	1	0	1	0	0	0	1	0	153
	11	446	83	3	9	5	1	4	0	1	0	1	0	564
14:00	1	134	20	0	0	1	0	2	0	0	0	0	0	158
14:15	1	112	22	1	0	0	1	0	0	0	0	0	0	137
14:30	1	127	15	2	0	0	1	0	0	0	0	0	0	146
14:45	4	136	31	0	1	0	0	2	0	0	0	0	0	174
	7	509	88	3	1	1	2	4	0	0	0	0	0	615
15:00	2	136	24	0	0	3	2	1	0	0	0	0	0	168
15:15	3	177	22	3	3	1	1	1	0	1	0	0	0	212
15:30	2	202	25	10	3	3	1	0	0	0	0	0	0	246
15:45	4	164	36	1	1	1	3	2	0	1	0	0	0	213
	11	679	107	14	7	8	7	4	0	2	0	0	0	839
16:00	5	158	29	1	3	3	2	2	0	0	0	0	0	203
16:15	4	193	20	0	1	1	1	2	2	0	0	1	0	225
16:30	4	184	27	1	1	0	3	3	0	0	0	0	0	223
16:45	7	180	33	1	1	5	0	0	1	0	0	1	0	229
	20	715	109	3	6	9	6	7	3	0	0	2	0	880
17:00	3	197	30	0	0	1	0	1	0	1	0	0	0	233
17:15	5	212	27	0	3	1	2	3	0	1	0	0	0	254
17:30	6	207	37	0	1	1	0	1	0	0	0	0	0	253
17:45	5	196	25	0	0	3	1	1	1	0	0	0	0	232
	19	812	119	0	4	6	3	6	1	2	0	0	0	972
18:00	4	214	24	1	0	2	0	1	2	0	0	1	0	249
18:15	3	168	25	0	1	0	0	2	2	1	0	1	0	203
18:30	5	160	21	0	3	2	0	1	0	0	0	0	0	192
18:45	2	135	27	0	3	0	0	0	0	1	0	1	0	169
	14	677	97	1	7	4	0	4	4	2	0	3	0	813
19:00	3	118	24	0	0	1	0	1	0	0	0	0	0	147
19:15	3	119	15	0	1	1	0	0	1	0	0	0	0	140
19:30	0	120	17	0	1	1	0	0	0	0	0	0	0	139
19:45	0	92	11	0	1	0	2	0	0	0	0	0	0	106
	6	449	67	0	3	3	2	1	1	0	0	0	0	532
20:00	1	92	9	0	1	1	0	0	0	0	0	0	0	104
20:15	2	90	13	0	0	1	0	0	0	0	0	1	0	107
20:30	2	88	10	0	0	1	1	1	0	0	0	0	0	103
20:45	0	77	5	0	0	0	0	0	0	0	0	0	0	82
	5	347	37	0	1	3	1	1	0	0	0	1	0	396
21:00	0	88	12	0	0	0	1	0	0	0	0	0	0	101
21:15	0	53	13	0	0	1	0	0	0	0	0	0	0	67
21:30	2	62	8	0	0	0	0	0	0	0	0	0	0	72
21:45	0	76	3	0	1	0	0	0	0	0	0	0	0	80
	2	279	36	0	1	1	1	0	0	0	0	0	0	320
22:00	0	54	6	0	0	0	0	0	0	0	0	0	0	60
22:15	0	50	3	0	1	0	0	0	0	0	0	0	0	54
22:30	0	33	7	0	0	0	0	0	0	0	0	0	0	40
22:45	1	26	4	0	1	0	0	0	0	0	0	0	0	32
	1	163	20	0	2	0	0	0	0	0	0	0	0	186
23:00	0	25	3	0	0	0	0	0	0	0	0	0	0	28
23:15	0	22	1	0	0	0	0	0	0	0	0	0	0	23
23:30	0	27	3	0	0	0	0	0	0	0	0	0	0	30
23:45	0	27	0	0	0	2	0	0	0	0	0	0	0	29
	0	101	7	0	0	2	0	0	0	0	0	0	0	110
Total	102	5698	875	25	54	48	25	35	13	7	0	10	0	6892
Percent	1.5%	82.7%	12.7%	0.4%	0.8%	0.7%	0.4%	0.5%	0.2%	0.1%	0.0%	0.1%	0.0%	
Grand Total	278	15799	2446	81	189	148	70	83	49	29	1	26	1	19200
Percent	1.4%	82.3%	12.7%	0.4%	1.0%	0.8%	0.4%	0.4%	0.3%	0.2%	0.0%	0.1%	0.0%	

Appendix B:

Syncro Analysis Results

Unsignalized Intersections



Intersection						
Int Delay, s/veh	1.2					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	↔		↔	↕↕	↕↕	
Traffic Vol, veh/h	37	19	14	1162	604	7
Future Vol, veh/h	37	19	14	1162	604	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	89	89	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	23	16	1306	649	8

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1338	329	657	0	-	0
Stage 1	653	-	-	-	-	-
Stage 2	685	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	144	667	926	-	-	-
Stage 1	480	-	-	-	-	-
Stage 2	462	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	142	667	926	-	-	-
Mov Cap-2 Maneuver	142	-	-	-	-	-
Stage 1	472	-	-	-	-	-
Stage 2	462	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	33.3	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	926	-	194	-
HCM Lane V/C Ratio	0.017	-	0.352	-
HCM Control Delay (s)	9	-	33.3	-
HCM Lane LOS	A	-	D	-
HCM 95th %tile Q(veh)	0.1	-	1.5	-

Intersection						
Int Delay, s/veh	6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑	↗	↘	↘
Traffic Vol, veh/h	40	1136	590	21	82	43
Future Vol, veh/h	40	1136	590	21	82	43
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	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	93	93	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	1276	634	23	100	52

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	657	0	-	0	1362 317
Stage 1	-	-	-	-	634 -
Stage 2	-	-	-	-	728 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	926	-	-	-	139 679
Stage 1	-	-	-	-	491 -
Stage 2	-	-	-	-	439 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	926	-	-	-	132 679
Mov Cap-2 Maneuver	-	-	-	-	132 -
Stage 1	-	-	-	-	467 -
Stage 2	-	-	-	-	439 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	80.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	926	-	-	-	183
HCM Lane V/C Ratio	0.049	-	-	-	0.833
HCM Control Delay (s)	9.1	-	-	-	80.8
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	5.9

Intersection						
Int Delay, s/veh	25.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑	↗	↘	↘
Traffic Vol, veh/h	80	1096	569	42	127	68
Future Vol, veh/h	80	1096	569	42	127	68
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	-	-	220	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	93	93	92	66
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	1231	612	45	138	103

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	657	0	-	0	1408 306
Stage 1	-	-	-	-	612 -
Stage 2	-	-	-	-	796 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	926	-	-	-	~ 130 690
Stage 1	-	-	-	-	504 -
Stage 2	-	-	-	-	405 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	926	-	-	-	~ 117 690
Mov Cap-2 Maneuver	-	-	-	-	~ 117 -
Stage 1	-	-	-	-	455 -
Stage 2	-	-	-	-	405 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	231.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	926	-	-	-	181
HCM Lane V/C Ratio	0.097	-	-	-	1.332
HCM Control Delay (s)	9.3	-	-	-	231.8
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0.3	-	-	-	14

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	4.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	
Traffic Vol, veh/h	1128	48	26	585	37	69
Future Vol, veh/h	1128	48	26	585	37	69
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	93	93	92	73
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1267	54	28	629	40	95

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1321	0	1665
Stage 1	-	-	-	-	1294
Stage 2	-	-	-	-	371
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	519	-	88
Stage 1	-	-	-	-	221
Stage 2	-	-	-	-	668
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	519	-	83
Mov Cap-2 Maneuver	-	-	-	-	83
Stage 1	-	-	-	-	221
Stage 2	-	-	-	-	632

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	61.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	188	-	-	519	-
HCM Lane V/C Ratio	0.717	-	-	0.054	-
HCM Control Delay (s)	61.6	-	-	12.3	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	4.5	-	-	0.2	-

Intersection						
Int Delay, s/veh	16.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	
Traffic Vol, veh/h	1096	80	42	569	59	112
Future Vol, veh/h	1096	80	42	569	59	112
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	93	93	92	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1231	90	45	612	64	142

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1321	0	1672
Stage 1	-	-	-	-	1276
Stage 2	-	-	-	-	396
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	519	-	87
Stage 1	-	-	-	-	226
Stage 2	-	-	-	-	649
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	519	-	79
Mov Cap-2 Maneuver	-	-	-	-	79
Stage 1	-	-	-	-	226
Stage 2	-	-	-	-	593

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	171.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	177	-	-	519	-
HCM Lane V/C Ratio	1.163	-	-	0.087	-
HCM Control Delay (s)	171.6	-	-	12.6	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	10.8	-	-	0.3	-

Intersection												
Int Delay, s/veh	1.8											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	35	3	18	5	1	9	10	1163	3	2	603	6
Future Vol, veh/h	35	3	18	5	1	9	10	1163	3	2	603	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	0	-	-	0	-	680
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	38	3	20	5	1	10	11	1264	3	2	655	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1314	1945	328	1621	1947	634	655	0	0	1264	0	0
Stage 1	659	659	-	1288	1288	-	-	-	-	-	-	-
Stage 2	655	1286	-	333	659	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	116	64	668	68	64	422	928	-	-	546	-	-
Stage 1	419	459	-	173	233	-	-	-	-	-	-	-
Stage 2	421	233	-	654	459	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	111	63	668	63	63	422	928	-	-	546	-	-
Mov Cap-2 Maneuver	111	63	-	63	63	-	-	-	-	-	-	-
Stage 1	414	457	-	171	230	-	-	-	-	-	-	-
Stage 2	404	230	-	628	457	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	47.2	36.9	0.1	0
HCM LOS	E	E		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	928	-	-	129	144	546	-
HCM Lane V/C Ratio	0.012	-	-	0.126	0.423	0.004	-
HCM Control Delay (s)	8.9	-	-	36.9	47.2	11.6	-
HCM Lane LOS	A	-	-	E	E	B	-
HCM 95th %tile Q(veh)	0	-	-	0.4	1.9	0	-

Intersection												
Int Delay, s/veh	1											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Vol, veh/h	4	3	20	10	0	30	4	943	26	10	414	7
Future Vol, veh/h	4	3	20	10	0	30	4	943	26	10	414	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	-	-	-	450
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	4	3	22	11	0	33	4	1025	28	11	450	8

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	993	1533	225	1296	1519	527	450	0	0	1053	0	0
Stage 1	472	472	-	1047	1047	-	-	-	-	-	-	-
Stage 2	521	1061	-	249	472	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	200	115	778	120	118	496	1107	-	-	657	-	-
Stage 1	542	557	-	244	303	-	-	-	-	-	-	-
Stage 2	507	299	-	733	557	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	182	111	778	111	114	496	1107	-	-	657	-	-
Mov Cap-2 Maneuver	182	111	-	111	114	-	-	-	-	-	-	-
Stage 1	537	545	-	242	300	-	-	-	-	-	-	-
Stage 2	469	296	-	693	545	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	15.9		21.2		0		0.3	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1107	-	-	266	361	657	-
HCM Lane V/C Ratio	0.004	-	-	0.163	0.081	0.017	-
HCM Control Delay (s)	8.3	0	-	21.2	15.9	10.6	0.1
HCM Lane LOS	A	A	-	C	C	B	A
HCM 95th %tile Q(veh)	0	-	-	0.6	0.3	0.1	-

Intersection						
Int Delay, s/veh	1.3					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	45	21	19	958	454	9
Future Vol, veh/h	45	21	19	958	454	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	150
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	49	23	21	1041	493	10

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1056	247	503	0	-	0
Stage 1	493	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	221	753	1058	-	-	-
Stage 1	579	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	211	753	1058	-	-	-
Mov Cap-2 Maneuver	211	-	-	-	-	-
Stage 1	552	-	-	-	-	-
Stage 2	534	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	22.7	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1058	-	274	-	-
HCM Lane V/C Ratio	0.02	-	0.262	-	-
HCM Control Delay (s)	8.5	0.2	22.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	4	10	974	3	2	461
Future Vol, veh/h	4	10	974	3	2	461
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	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	4	11	1059	3	2	501

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1316	531	0	0	1062	0
Stage 1	1061	-	-	-	-	-
Stage 2	255	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	149	493	-	-	652	-
Stage 1	294	-	-	-	-	-
Stage 2	764	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	148	493	-	-	652	-
Mov Cap-2 Maneuver	148	-	-	-	-	-
Stage 1	294	-	-	-	-	-
Stage 2	761	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	17.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT
Capacity (veh/h)	-	-	296	652
HCM Lane V/C Ratio	-	-	0.051	0.003
HCM Control Delay (s)	-	-	17.8	10.5
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection												
Int Delay, s/veh	0.6											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔	↔		↔	↔	↔	↕↕	↔	↔	↕↕	↔
Traffic Vol, veh/h	8	1	3	8	3	18	13	927	37	6	451	6
Future Vol, veh/h	8	1	3	8	3	18	13	927	37	6	451	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	0	105	-	170	125	-	220
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	9	1	3	9	3	20	14	1008	40	7	490	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1038	1540	245	1296	1540	504	490	0	0	1008	0	0
Stage 1	504	504	-	1036	1036	-	-	-	-	-	-	-
Stage 2	534	1036	-	260	504	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	185	114	755	120	114	513	1070	-	-	683	-	-
Stage 1	518	539	-	248	307	-	-	-	-	-	-	-
Stage 2	498	307	-	722	539	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	171	111	755	117	111	513	1070	-	-	683	-	-
Mov Cap-2 Maneuver	171	111	-	117	111	-	-	-	-	-	-	-
Stage 1	511	534	-	245	303	-	-	-	-	-	-	-
Stage 2	468	303	-	710	534	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	24.1		16		0.1		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	NWLn2	SELn1	SELn2	SWL	SWT	SWR
Capacity (veh/h)	1070	-	-	111	513	161	755	683	-
HCM Lane V/C Ratio	0.013	-	-	0.029	0.038	0.061	0.004	0.01	-
HCM Control Delay (s)	8.4	-	-	38.4	12.3	28.8	9.8	10.3	-
HCM Lane LOS	A	-	-	E	B	D	A	B	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.2	0	0	-

Intersection						
Int Delay, s/veh	0.5					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	↘↗		↘	↑↑	↑↑	
Traffic Vol, veh/h	10	10	14	610	580	14
Future Vol, veh/h	10	10	14	610	580	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	87	87	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	16	16	701	604	15

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	995	310	619	0	-	0
Stage 1	612	-	-	-	-	-
Stage 2	383	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	242	686	957	-	-	-
Stage 1	504	-	-	-	-	-
Stage 2	659	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	238	686	957	-	-	-
Mov Cap-2 Maneuver	238	-	-	-	-	-
Stage 1	495	-	-	-	-	-
Stage 2	659	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	16.2	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	957	-	353	-	-
HCM Lane V/C Ratio	0.017	-	0.091	-	-
HCM Control Delay (s)	8.8	-	16.2	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	598	570	24	39	37
Future Vol, veh/h	26	598	570	24	39	37
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	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	96	96	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	695	594	25	42	40

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	619	0	-	0	1002 297
Stage 1	-	-	-	-	594 -
Stage 2	-	-	-	-	408 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	957	-	-	-	239 699
Stage 1	-	-	-	-	514 -
Stage 2	-	-	-	-	640 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	957	-	-	-	232 699
Mov Cap-2 Maneuver	-	-	-	-	232 -
Stage 1	-	-	-	-	498 -
Stage 2	-	-	-	-	640 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	18.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	957	-	-	-	344
HCM Lane V/C Ratio	0.032	-	-	-	0.24
HCM Control Delay (s)	8.9	-	-	-	18.7
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	53	571	544	50	71	68
Future Vol, veh/h	53	571	544	50	71	68
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	-	-	220	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	96	96	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	664	567	52	88	84

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	619	0	-	0	1023 284
Stage 1	-	-	-	-	567 -
Stage 2	-	-	-	-	456 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	957	-	-	-	232 713
Stage 1	-	-	-	-	531 -
Stage 2	-	-	-	-	605 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	957	-	-	-	217 713
Mov Cap-2 Maneuver	-	-	-	-	217 -
Stage 1	-	-	-	-	496 -
Stage 2	-	-	-	-	605 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	27.3
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	957	-	-	-	329
HCM Lane V/C Ratio	0.064	-	-	-	0.522
HCM Control Delay (s)	9	-	-	-	27.3
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0.2	-	-	-	2.9

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	
Traffic Vol, veh/h	587	37	36	558	44	46
Future Vol, veh/h	587	37	36	558	44	46
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	96	96	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	683	43	38	581	56	59

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	726	0	1072
Stage 1	-	-	-	-	705
Stage 2	-	-	-	-	367
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	873	-	215
Stage 1	-	-	-	-	451
Stage 2	-	-	-	-	671
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	873	-	206
Mov Cap-2 Maneuver	-	-	-	-	206
Stage 1	-	-	-	-	451
Stage 2	-	-	-	-	641

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	22.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	315	-	-	873	-
HCM Lane V/C Ratio	0.366	-	-	0.043	-
HCM Control Delay (s)	22.9	-	-	9.3	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.6	-	-	0.1	-

Intersection						
Int Delay, s/veh	4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	
Traffic Vol, veh/h	568	56	54	540	61	64
Future Vol, veh/h	568	56	54	540	61	64
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	96	96	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	660	65	56	563	85	89

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	725	0	1087
Stage 1	-	-	-	-	693
Stage 2	-	-	-	-	394
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	874	-	211
Stage 1	-	-	-	-	457
Stage 2	-	-	-	-	650
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	874	-	197
Mov Cap-2 Maneuver	-	-	-	-	197
Stage 1	-	-	-	-	457
Stage 2	-	-	-	-	608

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	31.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	304	-	-	874	-
HCM Lane V/C Ratio	0.571	-	-	0.064	-
HCM Control Delay (s)	31.5	-	-	9.4	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	3.3	-	-	0.2	-

Intersection												
Int Delay, s/veh	0.6											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	11	1	10	3	0	3	20	599	5	4	570	20
Future Vol, veh/h	11	1	10	3	0	3	20	599	5	4	570	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	0	-	-	0	-	680
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	12	1	11	3	0	3	22	651	5	4	620	22

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	998	1323	310	1017	1326	328	620	0	0	651	0	0
Stage 1	628	628	-	698	698	-	-	-	-	-	-	-
Stage 2	370	695	-	319	628	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	198	155	686	192	154	668	956	-	-	931	-	-
Stage 1	437	474	-	397	440	-	-	-	-	-	-	-
Stage 2	622	442	-	667	474	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	193	151	686	184	150	668	956	-	-	931	-	-
Mov Cap-2 Maneuver	193	151	-	184	150	-	-	-	-	-	-	-
Stage 1	427	472	-	388	430	-	-	-	-	-	-	-
Stage 2	605	432	-	652	472	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	19	17.7	0.3	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	956	-	-	289	281	931	-
HCM Lane V/C Ratio	0.023	-	-	0.023	0.085	0.005	-
HCM Control Delay (s)	8.9	-	-	17.7	19	8.9	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.3	0	-

Intersection												
Int Delay, s/veh	1.8											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Vol, veh/h	6	3	18	22	3	40	9	585	30	30	630	7
Future Vol, veh/h	6	3	18	22	3	40	9	585	30	30	630	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	-	-	-	450
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	7	3	20	24	3	43	10	636	33	33	685	8

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1091	1440	343	1083	1424	335	685	0	0	669	0	0
Stage 1	751	751	-	673	673	-	-	-	-	-	-	-
Stage 2	340	689	-	410	751	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	169	132	653	172	135	661	904	-	-	917	-	-
Stage 1	369	416	-	411	452	-	-	-	-	-	-	-
Stage 2	648	445	-	589	416	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	146	122	653	154	125	661	904	-	-	917	-	-
Mov Cap-2 Maneuver	146	122	-	154	125	-	-	-	-	-	-	-
Stage 1	362	391	-	404	444	-	-	-	-	-	-	-
Stage 2	590	437	-	533	391	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	18.8	21.7	0.2	0.6
HCM LOS	C	C		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	904	-	-	286	290	917	-
HCM Lane V/C Ratio	0.011	-	-	0.247	0.101	0.036	-
HCM Control Delay (s)	9	0.1	-	21.7	18.8	9.1	0.2
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0	-	-	1	0.3	0.1	-

Intersection						
Int Delay, s/veh	0.7					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	19	21	19	958	454	9
Future Vol, veh/h	19	21	19	958	454	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	150
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	21	23	21	1041	493	10

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1056	247	503	0	-	0
Stage 1	493	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	221	753	1058	-	-	-
Stage 1	579	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	211	753	1058	-	-	-
Mov Cap-2 Maneuver	211	-	-	-	-	-
Stage 1	552	-	-	-	-	-
Stage 2	534	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	17.2	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1058	-	339	-	-
HCM Lane V/C Ratio	0.02	-	0.128	-	-
HCM Control Delay (s)	8.5	0.2	17.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	3	2	608	5	5	671
Future Vol, veh/h	3	2	608	5	5	671
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	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	3	2	661	5	5	729

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1039	333	0	0	666
Stage 1	664	-	-	-	-
Stage 2	375	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	226	663	-	-	919
Stage 1	474	-	-	-	-
Stage 2	665	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	224	663	-	-	919
Mov Cap-2 Maneuver	224	-	-	-	-
Stage 1	474	-	-	-	-
Stage 2	659	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	17	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT
Capacity (veh/h)	-	-	305	919
HCM Lane V/C Ratio	-	-	0.018	0.006
HCM Control Delay (s)	-	-	17	8.9
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection												
Int Delay, s/veh	0.9											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↙	↗		↑	↗	↖	↑↑	↖	↖	↑↑	↗
Traffic Vol, veh/h	8	2	8	24	5	22	5	596	12	6	664	6
Future Vol, veh/h	8	2	8	24	5	22	5	596	12	6	664	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	0	105	-	170	125	-	220
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	9	2	9	26	5	24	5	648	13	7	722	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1073	1394	361	1034	1394	324	722	0	0	648	0	0
Stage 1	736	736	-	658	658	-	-	-	-	-	-	-
Stage 2	337	658	-	376	736	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	175	140	636	186	140	672	876	-	-	934	-	-
Stage 1	377	423	-	420	459	-	-	-	-	-	-	-
Stage 2	651	459	-	617	423	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	162	138	636	179	138	672	876	-	-	934	-	-
Mov Cap-2 Maneuver	162	138	-	179	138	-	-	-	-	-	-	-
Stage 1	375	420	-	417	456	-	-	-	-	-	-	-
Stage 2	617	456	-	601	420	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	21.2		14.6		0.1		0.1	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NEL	NET	NERN	NWLn1	NWLn2	SELn1	SELn2	SWL	SWT	SWR
Capacity (veh/h)	876	-	-	138	672	157	636	934	-	-
HCM Lane V/C Ratio	0.006	-	-	0.039	0.036	0.069	0.014	0.007	-	-
HCM Control Delay (s)	9.1	-	-	32.2	10.6	29.6	10.7	8.9	-	-
HCM Lane LOS	A	-	-	D	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.2	0	0	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	↔		↔	↑↑	↑↑	
Traffic Vol, veh/h	13	20	15	772	1087	23
Future Vol, veh/h	13	20	15	772	1087	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	55	95	95	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	36	16	813	1169	25

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1621	597	1194	0	-	0
Stage 1	1182	-	-	-	-	-
Stage 2	439	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	94	446	580	-	-	-
Stage 1	254	-	-	-	-	-
Stage 2	617	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	91	446	580	-	-	-
Mov Cap-2 Maneuver	91	-	-	-	-	-
Stage 1	247	-	-	-	-	-
Stage 2	617	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	35.7	0.2	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	580	- 176	-	-
HCM Lane V/C Ratio	0.027	- 0.341	-	-
HCM Control Delay (s)	11.4	- 35.7	-	-
HCM Lane LOS	B	- E	-	-
HCM 95th %tile Q(veh)	0.1	- 1.4	-	-

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	59	728	1022	88	34	51
Future Vol, veh/h	59	728	1022	88	34	51
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	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	93	93	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	766	1099	95	43	65

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1194	0	-	0	1606 550
Stage 1	-	-	-	-	1099 -
Stage 2	-	-	-	-	507 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	580	-	-	-	96 479
Stage 1	-	-	-	-	281 -
Stage 2	-	-	-	-	570 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	580	-	-	-	86 479
Mov Cap-2 Maneuver	-	-	-	-	86 -
Stage 1	-	-	-	-	251 -
Stage 2	-	-	-	-	570 -

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	57.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	580	-	-	-	169
HCM Lane V/C Ratio	0.107	-	-	-	0.637
HCM Control Delay (s)	11.9	-	-	-	57.6
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	3.6

Intersection						
Int Delay, s/veh	6.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	90	697	976	134	47	71
Future Vol, veh/h	90	697	976	134	47	71
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	-	-	220	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	93	93	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	734	1049	144	56	85

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1193	0	-	0	1606 525
Stage 1	-	-	-	-	1049 -
Stage 2	-	-	-	-	557 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	581	-	-	-	96 497
Stage 1	-	-	-	-	298 -
Stage 2	-	-	-	-	537 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	581	-	-	-	80 497
Mov Cap-2 Maneuver	-	-	-	-	80 -
Stage 1	-	-	-	-	249 -
Stage 2	-	-	-	-	537 -

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	95.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	581	-	-	-	162
HCM Lane V/C Ratio	0.163	-	-	-	0.867
HCM Control Delay (s)	12.4	-	-	-	95.1
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.6	-	-	-	6

Intersection						
Int Delay, s/veh	4.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	740	47	70	1040	50	33
Future Vol, veh/h	740	47	70	1040	50	33
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	93	93	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	779	49	75	1118	68	45

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	828	0	1513
Stage 1	-	-	-	-	804
Stage 2	-	-	-	-	709
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	799	-	111
Stage 1	-	-	-	-	401
Stage 2	-	-	-	-	449
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	799	-	101
Mov Cap-2 Maneuver	-	-	-	-	101
Stage 1	-	-	-	-	401
Stage 2	-	-	-	-	407

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	77.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	151	-	-	799	-
HCM Lane V/C Ratio	0.743	-	-	0.094	-
HCM Control Delay (s)	77.4	-	-	10	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	4.5	-	-	0.3	-

Intersection						
Int Delay, s/veh	25.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	685	102	153	957	91	61
Future Vol, veh/h	685	102	153	957	91	61
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	93	93	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	721	107	165	1029	101	68

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	828	0	1620
Stage 1	-	-	-	-	775
Stage 2	-	-	-	-	845
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	799	-	~94
Stage 1	-	-	-	-	415
Stage 2	-	-	-	-	382
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	799	-	~75
Mov Cap-2 Maneuver	-	-	-	-	~75
Stage 1	-	-	-	-	415
Stage 2	-	-	-	-	303

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	\$ 320.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	115	-	-	799	-
HCM Lane V/C Ratio	1.469	-	-	0.206	-
HCM Control Delay (s)	\$ 320.1	-	-	10.7	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	12	-	-	0.8	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	1.3											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	13	2	19	6	1	4	25	756	6	8	1065	37
Future Vol, veh/h	13	2	19	6	1	4	25	756	6	8	1065	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	0	-	-	0	-	680
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	14	2	21	7	1	4	27	822	7	9	1158	40

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1642	2052	579	1478	2056	415	1158	0	0	822	0	0
Stage 1	1176	1176	-	880	880	-	-	-	-	-	-	-
Stage 2	466	876	-	598	1176	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	66	55	458	88	55	586	599	-	-	803	-	-
Stage 1	203	263	-	308	363	-	-	-	-	-	-	-
Stage 2	546	365	-	456	263	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	62	52	458	78	52	586	599	-	-	803	-	-
Mov Cap-2 Maneuver	62	52	-	78	52	-	-	-	-	-	-	-
Stage 1	194	260	-	294	347	-	-	-	-	-	-	-
Stage 2	516	349	-	427	260	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	49.4		42.8		0.4		0.1	
HCM LOS	E		E					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	599	-	-	107	117	803	-
HCM Lane V/C Ratio	0.045	-	-	0.112	0.316	0.011	-
HCM Control Delay (s)	11.3	-	-	42.8	49.4	9.5	-
HCM Lane LOS	B	-	-	E	E	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	1.2	0	-

Intersection												
Int Delay, s/veh	2											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Vol, veh/h	2	0	7	30	0	39	3	625	36	34	1041	3
Future Vol, veh/h	2	0	7	30	0	39	3	625	36	34	1041	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	-	-	-	450
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	2	0	8	33	0	42	3	679	39	37	1132	3

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1552	1930	566	1345	1911	359	1132	0	0	718	0	0
Stage 1	1206	1206	-	705	705	-	-	-	-	-	-	-
Stage 2	346	724	-	640	1206	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	77	66	467	110	67	638	613	-	-	879	-	-
Stage 1	195	255	-	393	437	-	-	-	-	-	-	-
Stage 2	643	429	-	430	255	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	65	58	467	98	59	638	613	-	-	879	-	-
Mov Cap-2 Maneuver	65	58	-	98	59	-	-	-	-	-	-	-
Stage 1	193	226	-	390	434	-	-	-	-	-	-	-
Stage 2	595	426	-	375	226	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	24.2	36.3	0	0.8
HCM LOS	C	E		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	613	-	-	188	197	879	-
HCM Lane V/C Ratio	0.005	-	-	0.399	0.05	0.042	-
HCM Control Delay (s)	10.9	0	-	36.3	24.2	9.3	0.5
HCM Lane LOS	B	A	-	E	C	A	A
HCM 95th %tile Q(veh)	0	-	-	1.8	0.2	0.1	-

Intersection						
Int Delay, s/veh	1.3					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	23	31	49	606	659	66
Future Vol, veh/h	23	31	49	606	659	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	150
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	25	34	53	659	716	72

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1152	358	788	0	-	0
Stage 1	716	-	-	-	-	-
Stage 2	436	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	191	638	827	-	-	-
Stage 1	445	-	-	-	-	-
Stage 2	619	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	172	638	827	-	-	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	400	-	-	-	-	-
Stage 2	619	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	20.1	1.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	827	-	296	-	-
HCM Lane V/C Ratio	0.064	-	0.198	-	-
HCM Control Delay (s)	9.7	0.4	20.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.7	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	T		T		T	
Traffic Vol, veh/h	5	4	648	7	5	671
Future Vol, veh/h	5	4	648	7	5	671
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	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	5	4	704	8	5	729

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1083	356	0	0	712
Stage 1	708	-	-	-	-
Stage 2	375	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	212	640	-	-	884
Stage 1	449	-	-	-	-
Stage 2	665	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	210	640	-	-	884
Mov Cap-2 Maneuver	210	-	-	-	-
Stage 1	449	-	-	-	-
Stage 2	658	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	17.4	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT
Capacity (veh/h)	-	-	299	884
HCM Lane V/C Ratio	-	-	0.033	0.006
HCM Control Delay (s)	-	-	17.4	9.1
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection												
Int Delay, s/veh	1.1											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↙	↗		↑	↗	↖	↑↑	↖	↖	↑↑	↗
Traffic Vol, veh/h	8	2	11	32	6	24	6	635	14	8	745	8
Future Vol, veh/h	8	2	11	32	6	24	6	635	14	8	745	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	0	105	-	170	125	-	220
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	9	2	12	35	7	26	7	690	15	9	810	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1191	1532	405	1128	1532	345	810	0	0	690	0	0
Stage 1	828	828	-	704	704	-	-	-	-	-	-	-
Stage 2	363	704	-	424	828	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	143	116	595	159	116	651	812	-	-	900	-	-
Stage 1	332	384	-	394	438	-	-	-	-	-	-	-
Stage 2	628	438	-	578	384	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	129	114	595	151	114	651	812	-	-	900	-	-
Mov Cap-2 Maneuver	129	114	-	151	114	-	-	-	-	-	-	-
Stage 1	329	380	-	390	434	-	-	-	-	-	-	-
Stage 2	589	434	-	558	380	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	23.2		16.3		0.1		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NEL	NET	NERN	NWLn1	NWLn2	SELn1	SELn2	SWL	SWT	SWR
Capacity (veh/h)	812	-	-	114	651	126	595	900	-	-
HCM Lane V/C Ratio	0.008	-	-	0.057	0.04	0.086	0.02	0.01	-	-
HCM Control Delay (s)	9.5	-	-	38.5	10.8	36.3	11.2	9	-	-
HCM Lane LOS	A	-	-	E	B	E	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0.3	0.1	0	-	-

Intersection						
Int Delay, s/veh	1.7					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	↔		↔	↕↕	↕↕	
Traffic Vol, veh/h	37	19	14	1162	604	7
Future Vol, veh/h	37	19	14	1162	604	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	90	90	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	30	16	1317	662	8

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1357	335	670	0	-	0
Stage 1	666	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	140	661	916	-	-	-
Stage 1	472	-	-	-	-	-
Stage 2	459	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	138	661	916	-	-	-
Mov Cap-2 Maneuver	138	-	-	-	-	-
Stage 1	464	-	-	-	-	-
Stage 2	459	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	39.5	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	916	-	189	-
HCM Lane V/C Ratio	0.017	-	0.463	-
HCM Control Delay (s)	9	-	39.5	-
HCM Lane LOS	A	-	E	-
HCM 95th %tile Q(veh)	0.1	-	2.2	-

Intersection						
Int Delay, s/veh	6.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑	↗	↘	↘
Traffic Vol, veh/h	40	1136	590	21	82	43
Future Vol, veh/h	40	1136	590	21	82	43
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	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	93	93	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	1302	647	23	100	52

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	670	0	-	0	1388 324
Stage 1	-	-	-	-	647 -
Stage 2	-	-	-	-	741 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	916	-	-	-	134 672
Stage 1	-	-	-	-	483 -
Stage 2	-	-	-	-	432 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	916	-	-	-	127 672
Mov Cap-2 Maneuver	-	-	-	-	127 -
Stage 1	-	-	-	-	459 -
Stage 2	-	-	-	-	432 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	89.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	916	-	-	-	176
HCM Lane V/C Ratio	0.049	-	-	-	0.866
HCM Control Delay (s)	9.1	-	-	-	89.6
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	6.2

Intersection						
Int Delay, s/veh	56.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑	↗	↘	↘
Traffic Vol, veh/h	80	1096	569	42	127	68
Future Vol, veh/h	80	1096	569	42	127	68
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	-	-	220	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	93	93	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	1256	624	45	190	101

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	669	0	-	0	1432 312
Stage 1	-	-	-	-	624 -
Stage 2	-	-	-	-	808 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	917	-	-	-	~ 125 684
Stage 1	-	-	-	-	496 -
Stage 2	-	-	-	-	399 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	917	-	-	-	~ 113 684
Mov Cap-2 Maneuver	-	-	-	-	~ 113 -
Stage 1	-	-	-	-	447 -
Stage 2	-	-	-	-	399 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	\$ 445.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	917	-	-	-	159
HCM Lane V/C Ratio	0.098	-	-	-	1.83
HCM Control Delay (s)	9.4	-	-	-	\$ 445.9
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0.3	-	-	-	21.6

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	6.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	1128	48	26	585	37	69
Future Vol, veh/h	1128	48	26	585	37	69
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	93	93	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1278	53	28	642	50	93

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1331	0	1682
Stage 1	-	-	-	-	1305
Stage 2	-	-	-	-	377
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	514	-	85
Stage 1	-	-	-	-	218
Stage 2	-	-	-	-	663
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	514	-	80
Mov Cap-2 Maneuver	-	-	-	-	80
Stage 1	-	-	-	-	218
Stage 2	-	-	-	-	627

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	91.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	167	-	-	514	-
HCM Lane V/C Ratio	0.858	-	-	0.054	-
HCM Control Delay (s)	91.2	-	-	12.4	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	6	-	-	0.2	-

Intersection						
Int Delay, s/veh	23.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	1096	80	42	569	59	112
Future Vol, veh/h	1096	80	42	569	59	112
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	93	93	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1242	89	45	624	75	142

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1331	0	1689
Stage 1	-	-	-	-	1287
Stage 2	-	-	-	-	402
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	514	-	84
Stage 1	-	-	-	-	223
Stage 2	-	-	-	-	644
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	514	-	77
Mov Cap-2 Maneuver	-	-	-	-	77
Stage 1	-	-	-	-	223
Stage 2	-	-	-	-	587

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	233.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	164	-	-	514	-
HCM Lane V/C Ratio	1.32	-	-	0.088	-
HCM Control Delay (s)	233.9	-	-	12.7	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	12.9	-	-	0.3	-

Intersection												
Int Delay, s/veh	1.9											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	35	3	18	5	1	9	10	1163	3	2	603	6
Future Vol, veh/h	35	3	18	5	1	9	10	1163	3	2	603	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	680
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	38	3	20	5	1	10	11	1289	3	2	669	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1340	1987	335	1653	1993	646	676	0	0	1292	0	0
Stage 1	673	673	-	1313	1313	-	-	-	-	-	-	-
Stage 2	667	1314	-	340	680	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	111	60	661	65	60	414	911	-	-	532	-	-
Stage 1	411	452	-	167	226	-	-	-	-	-	-	-
Stage 2	414	226	-	648	449	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	106	59	661	60	59	414	911	-	-	532	-	-
Mov Cap-2 Maneuver	106	59	-	60	59	-	-	-	-	-	-	-
Stage 1	406	450	-	165	223	-	-	-	-	-	-	-
Stage 2	397	223	-	622	447	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	50.8		38.7		0.1		0	
HCM LOS	F		E					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	911	-	-	123	137	532	-
HCM Lane V/C Ratio	0.012	-	-	0.133	0.444	0.004	-
HCM Control Delay (s)	9	-	-	38.7	50.8	11.8	-
HCM Lane LOS	A	-	-	E	F	B	-
HCM 95th %tile Q(veh)	0	-	-	0.4	2	0	-

Intersection												
Int Delay, s/veh	1.5											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Vol, veh/h	4	3	20	10	0	30	4	943	26	10	414	7
Future Vol, veh/h	4	3	20	10	0	30	4	943	26	10	414	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	-	-	-	450
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	88	88	88	84	84	84
Heavy Vehicles, %	8	8	8	14	14	14	2	2	2	3	3	2
Mvmt Flow	5	4	27	14	0	41	5	1093	30	12	503	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1084	1660	252	1396	1645	562	503	0	0	1123	0	0
Stage 1	527	527	-	1118	1118	-	-	-	-	-	-	-
Stage 2	557	1133	-	278	527	-	-	-	-	-	-	-
Critical Hdwy	7.66	6.66	7.06	7.78	6.78	7.18	4.14	-	-	4.16	-	-
Critical Hdwy Stg 1	6.66	5.66	-	6.78	5.78	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.66	5.66	-	6.78	5.78	-	-	-	-	-	-	-
Follow-up Hdwy	3.58	4.08	3.38	3.64	4.14	3.44	2.22	-	-	2.23	-	-
Pot Cap-1 Maneuver	164	91	730	90	87	441	1058	-	-	612	-	-
Stage 1	487	512	-	201	257	-	-	-	-	-	-	-
Stage 2	467	264	-	672	498	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	144	87	730	81	84	441	1058	-	-	612	-	-
Mov Cap-2 Maneuver	144	87	-	81	84	-	-	-	-	-	-	-
Stage 1	481	498	-	198	254	-	-	-	-	-	-	-
Stage 2	418	261	-	625	485	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	18.6		28.2		0.1		0.4	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1058	-	-	209	301	612	-
HCM Lane V/C Ratio	0.004	-	-	0.26	0.12	0.02	-
HCM Control Delay (s)	8.4	0.1	-	28.2	18.6	11	0.1
HCM Lane LOS	A	A	-	D	C	B	A
HCM 95th %tile Q(veh)	0	-	-	1	0.4	0.1	-

Intersection						
Int Delay, s/veh	1.3					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	45	21	19	958	454	9
Future Vol, veh/h	45	21	19	958	454	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	150
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	49	23	21	1062	493	10

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1066	247	503	0	-	0
Stage 1	493	-	-	-	-	-
Stage 2	573	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	217	753	1058	-	-	-
Stage 1	579	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	207	753	1058	-	-	-
Mov Cap-2 Maneuver	207	-	-	-	-	-
Stage 1	551	-	-	-	-	-
Stage 2	527	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	23.2	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1058	-	269	-	-
HCM Lane V/C Ratio	0.02	-	0.267	-	-
HCM Control Delay (s)	8.5	0.2	23.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	W		T			T
Traffic Vol, veh/h	4	10	974	3	2	461
Future Vol, veh/h	4	10	974	3	2	461
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	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	4	11	1186	3	2	511

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1448	595	0	0	1189
Stage 1	1188	-	-	-	-
Stage 2	260	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	122	447	-	-	583
Stage 1	252	-	-	-	-
Stage 2	760	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	121	447	-	-	583
Mov Cap-2 Maneuver	121	-	-	-	-
Stage 1	252	-	-	-	-
Stage 2	756	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	20.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT
Capacity (veh/h)	-	-	253	583
HCM Lane V/C Ratio	-	-	0.06	0.004
HCM Control Delay (s)	-	-	20.1	11.2
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection												
Int Delay, s/veh	0.6											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↙	↗		↖	↘	↗	↖	↘	↗	↖	↘
Traffic Vol, veh/h	8	1	3	8	3	18	13	927	37	6	440	17
Future Vol, veh/h	8	1	3	8	3	18	13	927	37	6	440	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	0	105	-	170	125	-	220
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	9	1	3	9	3	20	14	1028	40	7	488	18

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1046	1558	244	1315	1558	514	488	0	0	1028	0	0
Stage 1	502	502	-	1056	1056	-	-	-	-	-	-	-
Stage 2	544	1056	-	259	502	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	183	111	757	116	111	505	1071	-	-	671	-	-
Stage 1	520	540	-	241	300	-	-	-	-	-	-	-
Stage 2	491	300	-	723	540	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	169	108	757	113	108	505	1071	-	-	671	-	-
Mov Cap-2 Maneuver	169	108	-	113	108	-	-	-	-	-	-	-
Stage 1	513	535	-	238	296	-	-	-	-	-	-	-
Stage 2	461	296	-	711	535	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	24.3		16.3		0.1		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	NWLn2	SELn1	SELn2	SWL	SWT	SWR
Capacity (veh/h)	1071	-	-	108	505	159	757	671	-
HCM Lane V/C Ratio	0.013	-	-	0.03	0.039	0.062	0.004	0.01	-
HCM Control Delay (s)	8.4	-	-	39.4	12.4	29.1	9.8	10.4	-
HCM Lane LOS	A	-	-	E	B	D	A	B	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.2	0	0	-

Intersection						
Int Delay, s/veh	0.5					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	↘↗		↘	↑↑	↑↑	
Traffic Vol, veh/h	10	10	14	610	580	14
Future Vol, veh/h	10	10	14	610	580	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	87	87	87	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	11	16	715	616	15

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1014	316	631	0	-	0
Stage 1	624	-	-	-	-	-
Stage 2	390	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	235	680	947	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	653	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	231	680	947	-	-	-
Mov Cap-2 Maneuver	231	-	-	-	-	-
Stage 1	488	-	-	-	-	-
Stage 2	653	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	17.4	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	947	- 319	-	-
HCM Lane V/C Ratio	0.017	- 0.087	-	-
HCM Control Delay (s)	8.9	- 17.4	-	-
HCM Lane LOS	A	- C	-	-
HCM 95th %tile Q(veh)	0.1	- 0.3	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	598	570	24	39	37
Future Vol, veh/h	26	598	570	24	39	37
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	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	96	96	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	701	606	25	47	45

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	631	0	-	0	1017 303
Stage 1	-	-	-	-	606 -
Stage 2	-	-	-	-	411 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	947	-	-	-	234 693
Stage 1	-	-	-	-	507 -
Stage 2	-	-	-	-	638 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	947	-	-	-	227 693
Mov Cap-2 Maneuver	-	-	-	-	227 -
Stage 1	-	-	-	-	491 -
Stage 2	-	-	-	-	638 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	19.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	947	-	-	-	337
HCM Lane V/C Ratio	0.032	-	-	-	0.272
HCM Control Delay (s)	8.9	-	-	-	19.6
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.1

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	53	571	544	50	71	68
Future Vol, veh/h	53	571	544	50	71	68
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	-	-	220	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	96	96	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	669	578	52	88	84

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	630	0	-	0	1035 289
Stage 1	-	-	-	-	578 -
Stage 2	-	-	-	-	457 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	948	-	-	-	228 708
Stage 1	-	-	-	-	524 -
Stage 2	-	-	-	-	604 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	948	-	-	-	213 708
Mov Cap-2 Maneuver	-	-	-	-	213 -
Stage 1	-	-	-	-	490 -
Stage 2	-	-	-	-	604 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	28
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	948	-	-	-	324
HCM Lane V/C Ratio	0.064	-	-	-	0.53
HCM Control Delay (s)	9.1	-	-	-	28
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0.2	-	-	-	2.9

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	587	37	36	558	44	46
Future Vol, veh/h	587	37	36	558	44	46
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	96	96	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	688	43	38	593	56	59

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	731	0	1083
Stage 1	-	-	-	-	710
Stage 2	-	-	-	-	373
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	869	-	212
Stage 1	-	-	-	-	448
Stage 2	-	-	-	-	666
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	869	-	203
Mov Cap-2 Maneuver	-	-	-	-	203
Stage 1	-	-	-	-	448
Stage 2	-	-	-	-	637

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	23.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	311	-	-	869	-
HCM Lane V/C Ratio	0.371	-	-	0.043	-
HCM Control Delay (s)	23.2	-	-	9.3	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.7	-	-	0.1	-

Intersection						
Int Delay, s/veh	3.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	568	56	54	540	61	64
Future Vol, veh/h	568	56	54	540	61	64
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	96	96	73	73
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	666	64	56	574	84	88

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	730	0	1097 365
Stage 1	-	-	-	-	698 -
Stage 2	-	-	-	-	399 -
Critical Hdwy	-	-	4.14	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	2.22	-	3.52 3.32
Pot Cap-1 Maneuver	-	-	870	-	207 632
Stage 1	-	-	-	-	455 -
Stage 2	-	-	-	-	647 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	870	-	194 632
Mov Cap-2 Maneuver	-	-	-	-	194 -
Stage 1	-	-	-	-	455 -
Stage 2	-	-	-	-	606 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	31.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	301	-	-	870	-
HCM Lane V/C Ratio	0.569	-	-	0.065	-
HCM Control Delay (s)	31.6	-	-	9.4	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	3.3	-	-	0.2	-

Intersection												
Int Delay, s/veh	0.6											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	11	1	10	3	0	3	20	599	5	4	570	20
Future Vol, veh/h	11	1	10	3	0	3	20	599	5	4	570	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	680
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	12	1	11	3	0	3	22	664	5	4	632	22

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1016	1353	316	1036	1373	335	654	0	0	669	0	0
Stage 1	640	640	-	711	711	-	-	-	-	-	-	-
Stage 2	376	713	-	325	662	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	192	149	680	186	145	661	929	-	-	917	-	-
Stage 1	430	468	-	390	434	-	-	-	-	-	-	-
Stage 2	617	434	-	661	457	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	187	145	680	178	141	661	929	-	-	917	-	-
Mov Cap-2 Maneuver	187	145	-	178	141	-	-	-	-	-	-	-
Stage 1	420	466	-	381	424	-	-	-	-	-	-	-
Stage 2	599	424	-	646	455	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	19.4		18.2		0.3		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	929	-	-	280	274	917	-
HCM Lane V/C Ratio	0.023	-	-	0.023	0.087	0.005	-
HCM Control Delay (s)	9	-	-	18.2	19.4	8.9	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.3	0	-

Intersection												
Int Delay, s/veh	2.1											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Vol, veh/h	6	3	18	22	3	40	9	585	30	30	630	180
Future Vol, veh/h	6	3	18	22	3	40	9	585	30	30	630	180
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	-	-	-	450
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	52	52	52	86	86	86	89	89	89	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	6	35	26	3	47	10	670	34	32	676	189

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1097	1464	338	1112	1447	352	676	0	0	704	0	0
Stage 1	740	740	-	707	707	-	-	-	-	-	-	-
Stage 2	357	724	-	405	740	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	168	127	658	163	130	644	911	-	-	890	-	-
Stage 1	375	421	-	392	436	-	-	-	-	-	-	-
Stage 2	633	429	-	593	421	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	142	116	658	139	118	644	911	-	-	890	-	-
Mov Cap-2 Maneuver	142	116	-	139	118	-	-	-	-	-	-	-
Stage 1	368	391	-	385	428	-	-	-	-	-	-	-
Stage 2	571	421	-	514	391	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	20.6		24.1		0.2		0.6	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	911	-	-	265	283	890	-
HCM Lane V/C Ratio	0.011	-	-	0.291	0.183	0.036	-
HCM Control Delay (s)	9	0.1	-	24.1	20.6	9.2	0.3
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0	-	-	1.2	0.7	0.1	-

Intersection						
Int Delay, s/veh	0.8					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	19	21	18	595	657	19
Future Vol, veh/h	19	21	18	595	657	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	150
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	21	23	20	660	728	21

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1098	364	749	0	-	0
Stage 1	728	-	-	-	-	-
Stage 2	370	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	207	633	856	-	-	-
Stage 1	439	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	199	633	856	-	-	-
Mov Cap-2 Maneuver	199	-	-	-	-	-
Stage 1	423	-	-	-	-	-
Stage 2	669	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	18.4	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	856	-	311	-	-
HCM Lane V/C Ratio	0.023	-	0.14	-	-
HCM Control Delay (s)	9.3	0.2	18.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	3	2	608	5	5	671
Future Vol, veh/h	3	2	608	5	5	671
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	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	3	2	674	5	6	729

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1054	340	0	0	679	0
Stage 1	677	-	-	-	-	-
Stage 2	377	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	221	656	-	-	909	-
Stage 1	466	-	-	-	-	-
Stage 2	663	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	219	656	-	-	909	-
Mov Cap-2 Maneuver	219	-	-	-	-	-
Stage 1	466	-	-	-	-	-
Stage 2	656	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	17.3	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT
Capacity (veh/h)	-	-	299	909
HCM Lane V/C Ratio	-	-	0.018	0.006
HCM Control Delay (s)	-	-	17.3	9
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection												
Int Delay, s/veh	1											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↙	↗		↑	↗	↖	↑↑	↖	↖	↑↑	↗
Traffic Vol, veh/h	8	2	8	24	5	22	5	596	12	14	656	6
Future Vol, veh/h	8	2	8	24	5	22	5	596	12	14	656	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	0	105	-	170	125	-	220
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	9	2	9	26	5	24	5	661	13	15	727	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1100	1428	364	1066	1428	331	727	0	0	661	0	0
Stage 1	757	757	-	671	671	-	-	-	-	-	-	-
Stage 2	343	671	-	395	757	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	167	134	633	177	134	665	872	-	-	923	-	-
Stage 1	366	414	-	412	453	-	-	-	-	-	-	-
Stage 2	646	453	-	602	414	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	153	131	633	170	131	665	872	-	-	923	-	-
Mov Cap-2 Maneuver	153	131	-	170	131	-	-	-	-	-	-	-
Stage 1	364	407	-	410	450	-	-	-	-	-	-	-
Stage 2	612	450	-	581	407	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	22.1	14.9	0.1	0.2
HCM LOS	C	B		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	NWLn2	SELn1	SELn2	SWL	SWT	SWR
Capacity (veh/h)	872	-	-	131	665	148	633	923	-
HCM Lane V/C Ratio	0.006	-	-	0.041	0.036	0.073	0.014	0.016	-
HCM Control Delay (s)	9.2	-	-	33.7	10.6	31.2	10.8	9	-
HCM Lane LOS	A	-	-	D	B	D	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.2	0	0.1	-

Intersection						
Int Delay, s/veh	1.1					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	↔		↔	↑↑	↑↑	
Traffic Vol, veh/h	13	20	15	772	1087	23
Future Vol, veh/h	13	20	15	772	1087	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	55	95	95	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	36	16	829	1192	25

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1652	609	1217	0	-	0
Stage 1	1205	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	89	438	569	-	-	-
Stage 1	247	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	87	438	569	-	-	-
Mov Cap-2 Maneuver	87	-	-	-	-	-
Stage 1	240	-	-	-	-	-
Stage 2	611	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	37.6	0.2	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	569	-	169	-
HCM Lane V/C Ratio	0.028	-	0.355	-
HCM Control Delay (s)	11.5	-	37.6	-
HCM Lane LOS	B	-	E	-
HCM 95th %tile Q(veh)	0.1	-	1.5	-

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	59	728	1022	88	34	51
Future Vol, veh/h	59	728	1022	88	34	51
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	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	93	93	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	782	1121	95	43	65

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1216	0	-	0	1636
Stage 1	-	-	-	-	1121
Stage 2	-	-	-	-	515
Critical Hdwy	4.14	-	-	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	2.22	-	-	-	3.52
Pot Cap-1 Maneuver	569	-	-	-	92
Stage 1	-	-	-	-	273
Stage 2	-	-	-	-	565
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	569	-	-	-	82
Mov Cap-2 Maneuver	-	-	-	-	82
Stage 1	-	-	-	-	243
Stage 2	-	-	-	-	565

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	62
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	569	-	-	-	163
HCM Lane V/C Ratio	0.109	-	-	-	0.66
HCM Control Delay (s)	12.1	-	-	-	62
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	3.8

Intersection						
Int Delay, s/veh	7.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	90	697	976	124	47	71
Future Vol, veh/h	90	697	976	124	47	71
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	-	-	220	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	93	93	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	748	1070	133	56	85

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1203	0	-	0	1634 535
Stage 1	-	-	-	-	1070 -
Stage 2	-	-	-	-	564 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	576	-	-	-	92 490
Stage 1	-	-	-	-	291 -
Stage 2	-	-	-	-	533 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	576	-	-	-	77 490
Mov Cap-2 Maneuver	-	-	-	-	77 -
Stage 1	-	-	-	-	243 -
Stage 2	-	-	-	-	533 -

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	104.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	576	-	-	-	156
HCM Lane V/C Ratio	0.164	-	-	-	0.9
HCM Control Delay (s)	12.5	-	-	-	104.9
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.6	-	-	-	6.4

Intersection						
Int Delay, s/veh	4.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	740	47	70	1040	50	33
Future Vol, veh/h	740	47	70	1040	50	33
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	93	93	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	795	49	75	1141	68	45

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	844	0	1541
Stage 1	-	-	-	-	820
Stage 2	-	-	-	-	721
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	788	-	106
Stage 1	-	-	-	-	393
Stage 2	-	-	-	-	443
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	788	-	96
Mov Cap-2 Maneuver	-	-	-	-	96
Stage 1	-	-	-	-	393
Stage 2	-	-	-	-	401

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	86.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	144	-	-	788	-
HCM Lane V/C Ratio	0.779	-	-	0.096	-
HCM Control Delay (s)	86.3	-	-	10.1	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	4.8	-	-	0.3	-

Intersection						
Int Delay, s/veh	27.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	
Traffic Vol, veh/h	685	102	153	947	91	61
Future Vol, veh/h	685	102	153	947	91	61
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	93	93	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	735	107	165	1039	101	68

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	842	0	1639
Stage 1	-	-	-	-	789
Stage 2	-	-	-	-	850
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	789	-	~ 91
Stage 1	-	-	-	-	408
Stage 2	-	-	-	-	379
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	789	-	~ 72
Mov Cap-2 Maneuver	-	-	-	-	~ 72
Stage 1	-	-	-	-	408
Stage 2	-	-	-	-	300

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	\$ 344.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	111	-	-	789	-
HCM Lane V/C Ratio	1.522	-	-	0.209	-
HCM Control Delay (s)	\$ 344.4	-	-	10.8	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	12.4	-	-	0.8	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	1.4											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↙	↕		↙	↕	↗
Traffic Vol, veh/h	13	2	19	6	1	4	25	756	6	8	1065	37
Future Vol, veh/h	13	2	19	6	1	4	25	756	6	8	1065	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	680
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	14	2	21	7	1	4	27	838	7	9	1181	40

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1673	2098	591	1506	2135	423	1221	0	0	845	0	0
Stage 1	1199	1199	-	896	896	-	-	-	-	-	-	-
Stage 2	474	899	-	610	1239	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	62	51	450	83	49	579	567	-	-	787	-	-
Stage 1	197	257	-	301	357	-	-	-	-	-	-	-
Stage 2	540	356	-	448	246	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	58	48	450	73	46	579	567	-	-	787	-	-
Mov Cap-2 Maneuver	58	48	-	73	46	-	-	-	-	-	-	-
Stage 1	188	254	-	287	340	-	-	-	-	-	-	-
Stage 2	509	339	-	419	243	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	53.5		46.3		0.4		0.1	
HCM LOS	F		E					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	567	-	-	99	110	787	-
HCM Lane V/C Ratio	0.048	-	-	0.121	0.336	0.011	-
HCM Control Delay (s)	11.7	-	-	46.3	53.5	9.6	-
HCM Lane LOS	B	-	-	E	F	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	1.3	0	-

Intersection												
Int Delay, s/veh	3											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Vol, veh/h	2	0	7	30	1	39	3	625	36	34	1041	3
Future Vol, veh/h	2	0	7	30	1	39	3	625	36	34	1041	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	-	-	-	450
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	72	72	72	92	92	92	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	11	43	1	55	3	693	40	37	1142	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1569	1955	571	1364	1935	367	1142	0	0	733	0	0
Stage 1	1216	1216	-	719	719	-	-	-	-	-	-	-
Stage 2	353	739	-	645	1216	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	75	63	464	106	65	630	608	-	-	868	-	-
Stage 1	192	252	-	386	431	-	-	-	-	-	-	-
Stage 2	637	422	-	427	252	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	61	55	464	94	57	630	608	-	-	868	-	-
Mov Cap-2 Maneuver	61	55	-	94	57	-	-	-	-	-	-	-
Stage 1	190	223	-	383	428	-	-	-	-	-	-	-
Stage 2	575	419	-	368	223	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	25.7		49		0		0.8	
HCM LOS	D		E					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	608	-	-	176	188	868	-
HCM Lane V/C Ratio	0.005	-	-	0.563	0.076	0.043	-
HCM Control Delay (s)	11	0	-	49	25.7	9.3	0.5
HCM Lane LOS	B	A	-	E	D	A	A
HCM 95th %tile Q(veh)	0	-	-	3	0.2	0.1	-

Intersection						
Int Delay, s/veh	1.3					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	23	31	49	606	695	66
Future Vol, veh/h	23	31	49	606	695	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	150
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	25	34	53	672	771	72

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1213	386	843	0	-	0
Stage 1	771	-	-	-	-	-
Stage 2	442	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	174	612	789	-	-	-
Stage 1	417	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	155	612	789	-	-	-
Mov Cap-2 Maneuver	155	-	-	-	-	-
Stage 1	372	-	-	-	-	-
Stage 2	615	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	21.9	1.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	789	-	271	-	-
HCM Lane V/C Ratio	0.068	-	0.217	-	-
HCM Control Delay (s)	9.9	0.5	21.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	5	4	648	7	9	671
Future Vol, veh/h	5	4	648	7	9	671
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	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	5	4	718	8	10	729

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1107	363	0	0	726
Stage 1	722	-	-	-	-
Stage 2	385	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	204	634	-	-	873
Stage 1	442	-	-	-	-
Stage 2	657	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	200	634	-	-	873
Mov Cap-2 Maneuver	200	-	-	-	-
Stage 1	442	-	-	-	-
Stage 2	645	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	18	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT
Capacity (veh/h)	-	-	287	873
HCM Lane V/C Ratio	-	-	0.034	0.011
HCM Control Delay (s)	-	-	18	9.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection												
Int Delay, s/veh	1.2											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↙	↗		↑	↗	↖	↑↑	↖	↖	↑↑	↗
Traffic Vol, veh/h	8	2	11	32	6	24	6	635	14	18	735	8
Future Vol, veh/h	8	2	11	32	6	24	6	635	14	18	735	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	0	105	-	170	125	-	220
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	9	2	12	35	7	26	7	704	15	20	815	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1225	1573	408	1167	1573	352	815	0	0	704	0	0
Stage 1	855	855	-	718	718	-	-	-	-	-	-	-
Stage 2	370	718	-	449	855	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	135	109	593	149	109	644	808	-	-	890	-	-
Stage 1	319	373	-	386	431	-	-	-	-	-	-	-
Stage 2	622	431	-	559	373	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	121	106	593	140	106	644	808	-	-	890	-	-
Mov Cap-2 Maneuver	121	106	-	140	106	-	-	-	-	-	-	-
Stage 1	316	365	-	383	427	-	-	-	-	-	-	-
Stage 2	583	427	-	532	365	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	24.2	16.9	0.1	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	NWLn2	SELn1	SELn2	SWL	SWT	SWR
Capacity (veh/h)	808	-	-	106	644	118	593	890	-
HCM Lane V/C Ratio	0.008	-	-	0.062	0.041	0.092	0.02	0.022	-
HCM Control Delay (s)	9.5	-	-	41.2	10.8	38.6	11.2	9.1	-
HCM Lane LOS	A	-	-	E	B	E	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0.3	0.1	0.1	-

Intersection							
Int Delay, s/veh	2						
Movement	SEL	SER	NEL	NET	SWU	SWT	SWR
Lane Configurations							
Traffic Vol, veh/h	37	19	14	1162	7	604	7
Future Vol, veh/h	37	19	14	1162	7	604	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	0	-	0	-	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	64	64	90	90	92	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	58	30	16	1317	8	662	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1373	335	670	0	1317	0
Stage 1	682	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	6.44	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	2.52	-
Pot Cap-1 Maneuver	137	661	916	-	207	-
Stage 1	464	-	-	-	-	-
Stage 2	459	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	129	661	916	-	207	-
Mov Cap-2 Maneuver	129	-	-	-	-	-
Stage 1	456	-	-	-	-	-
Stage 2	441	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	43.7	0.1	0.3
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWU	SWT	SWR
Capacity (veh/h)	916	-	177	207	-	-
HCM Lane V/C Ratio	0.017	-	0.494	0.037	-	-
HCM Control Delay (s)	9	-	43.7	23.1	-	-
HCM Lane LOS	A	-	E	C	-	-
HCM 95th %tile Q(veh)	0.1	-	2.4	0.1	-	-

Intersection							
Int Delay, s/veh	6.5						
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	40	1136	0	590	21	82	43
Future Vol, veh/h	40	1136	0	590	21	82	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	0	-	200	0	-
Veh in Median Storage, #	-	0	-	0	-	0	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	89	89	93	93	93	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	45	1302	0	647	23	100	52

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	670	0 1302	- 0 1388 324
Stage 1	-	-	- - 647 -
Stage 2	-	-	- - 741 -
Critical Hdwy	4.14	- 6.44	- - 6.84 6.94
Critical Hdwy Stg 1	-	-	- - 5.84 -
Critical Hdwy Stg 2	-	-	- - 5.84 -
Follow-up Hdwy	2.22	- 2.52	- - 3.52 3.32
Pot Cap-1 Maneuver	916	- 212	- - 134 672
Stage 1	-	-	- - 483 -
Stage 2	-	-	- - 432 -
Platoon blocked, %	-	-	- -
Mov Cap-1 Maneuver	916	- 212	- - 127 672
Mov Cap-2 Maneuver	-	-	- - 127 -
Stage 1	-	-	- - 459 -
Stage 2	-	-	- - 432 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	89.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	916	-	212	-	-	176
HCM Lane V/C Ratio	0.049	-	-	-	-	0.866
HCM Control Delay (s)	9.1	-	0	-	-	89.6
HCM Lane LOS	A	-	A	-	-	F
HCM 95th %tile Q(veh)	0.2	-	0	-	-	6.2

Intersection								
Int Delay, s/veh	142.1							
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations		↔	↕	↔	↕	↔	↕	↕
Traffic Vol, veh/h	19	80	1096	60	569	42	127	68
Future Vol, veh/h	19	80	1096	60	569	42	127	68
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	0	-	0	-	220	0	-
Veh in Median Storage, #	-	-	0	-	0	-	0	-
Grade, %	-	-	0	-	0	-	0	-
Peak Hour Factor	89	89	89	93	93	93	67	67
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	21	90	1256	65	624	45	190	101

Major/Minor	Major1		Major2		Minor2			
Conflicting Flow All	624	669	0	1256	-	0	1604	312
Stage 1	-	-	-	-	-	-	754	-
Stage 2	-	-	-	-	-	-	850	-
Critical Hdwy	6.44	4.14	-	6.44	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	2.22	-	2.52	-	-	3.52	3.32
Pot Cap-1 Maneuver	577	917	-	227	-	-	~96	684
Stage 1	-	-	-	-	-	-	425	-
Stage 2	-	-	-	-	-	-	379	-
Platoon blocked, %								
Mov Cap-1 Maneuver	800	800	-	227	-	-	~59	684
Mov Cap-2 Maneuver	-	-	-	-	-	-	~59	-
Stage 1	-	-	-	-	-	-	366	-
Stage 2	-	-	-	-	-	-	271	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	2.4	\$ 1157.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	800	-	227	-	-	87
HCM Lane V/C Ratio	0.139	-	0.284	-	-	3.345
HCM Control Delay (s)	10.2	-	27	-	-	\$ 1157.8
HCM Lane LOS	B	-	D	-	-	F
HCM 95th %tile Q(veh)	0.5	-	1.1	-	-	29.2

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection								
Int Delay, s/veh	8.4							
Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	⇐	⇐⇐			⇐	⇐⇐	⇐⇐	
Traffic Vol, veh/h	6	1128	48	12	26	585	37	69
Future Vol, veh/h	6	1128	48	12	26	585	37	69
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	0	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	-	0	0	-
Grade, %	-	0	-	-	-	0	0	-
Peak Hour Factor	92	90	90	92	93	93	74	74
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	7	1278	53	13	28	642	50	93

Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	642	0	0	1332	1331	0	1722	666
Stage 1	-	-	-	-	-	-	1319	-
Stage 2	-	-	-	-	-	-	403	-
Critical Hdwy	6.44	-	-	6.44	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	-	-	2.52	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	562	-	-	203	514	-	80	402
Stage 1	-	-	-	-	-	-	214	-
Stage 2	-	-	-	-	-	-	644	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	562	-	-	311	311	-	69	402
Mov Cap-2 Maneuver	-	-	-	-	-	-	69	-
Stage 1	-	-	-	-	-	-	211	-
Stage 2	-	-	-	-	-	-	559	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	1.1	120.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	150	562	-	-	311	-
HCM Lane V/C Ratio	0.955	0.012	-	-	0.132	-
HCM Control Delay (s)	120.9	11.5	-	-	18.3	-
HCM Lane LOS	F	B	-	-	C	-
HCM 95th %tile Q(veh)	6.9	0	-	-	0.5	-

Intersection								
Int Delay, s/veh	33.3							
Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	⬇	⬆			⬆	⬆	⬆	
Traffic Vol, veh/h	15	1096	80	12	42	569	59	112
Future Vol, veh/h	15	1096	80	12	42	569	59	112
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	0	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	-	0	0	-
Grade, %	-	0	-	-	-	0	0	-
Peak Hour Factor	92	90	90	92	93	93	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	16	1242	89	13	45	624	75	142

Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	624	0	0	1331	1331	0	1747	666
Stage 1	-	-	-	-	-	-	1319	-
Stage 2	-	-	-	-	-	-	428	-
Critical Hdwy	6.44	-	-	6.44	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	-	-	2.52	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	577	-	-	203	514	-	77	402
Stage 1	-	-	-	-	-	-	214	-
Stage 2	-	-	-	-	-	-	625	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	577	-	-	328	328	-	~ 62	402
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 62	-
Stage 1	-	-	-	-	-	-	208	-
Stage 2	-	-	-	-	-	-	514	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	1.6	\$ 340.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	139	577	-	-	328	-
HCM Lane V/C Ratio	1.557	0.028	-	-	0.177	-
HCM Control Delay (s)	\$ 340.3	11.4	-	-	18.3	-
HCM Lane LOS	F	B	-	-	C	-
HCM 95th %tile Q(veh)	15.1	0.1	-	-	0.6	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection														
Int Delay, s/veh	3.2													
Movement	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL	SWT	SWR
Lane Configurations		↕			↕			↕	↕			↕	↕	↕
Traffic Vol, veh/h	35	3	18	5	1	9	18	10	1163	3	25	2	599	6
Future Vol, veh/h	35	3	18	5	1	9	18	10	1163	3	25	2	599	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	0	-	-	-	0	-	680
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	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	3	20	5	1	10	20	11	1289	3	27	2	664	7

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	1429	2076	332	1745	2082	646	664	671	0	0	1293	1292	0	0
Stage 1	722	722	-	1353	1353	-	-	-	-	-	-	-	-	-
Stage 2	707	1354	-	392	729	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	95	53	664	55	53	414	545	915	-	-	215	532	-	-
Stage 1	384	429	-	158	216	-	-	-	-	-	-	-	-	-
Stage 2	392	216	-	604	426	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	79	44	664	44	44	414	624	624	-	-	220	220	-	-
Mov Cap-2 Maneuver	79	44	-	44	44	-	-	-	-	-	-	-	-	-
Stage 1	366	372	-	150	206	-	-	-	-	-	-	-	-	-
Stage 2	362	206	-	504	370	-	-	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	79.8		50.6		0.3		1	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	624	-	-	95	104	220	-
HCM Lane V/C Ratio	0.049	-	-	0.172	0.585	0.133	-
HCM Control Delay (s)	11.1	-	-	50.6	79.8	23.9	-
HCM Lane LOS	B	-	-	F	F	C	-
HCM 95th %tile Q(veh)	0.2	-	-	0.6	2.8	0.5	-

Intersection												
Int Delay, s/veh	1.3											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	4	3	20	10	0	30	4	943	26	10	414	7
Future Vol, veh/h	4	3	20	10	0	30	4	943	26	10	414	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	0	-	-	0	-	450
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	88	88	88	84	84	84
Heavy Vehicles, %	8	8	8	14	14	14	2	2	2	3	3	3
Mvmt Flow	5	4	27	14	0	41	5	1093	30	12	503	8

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1084	1660	252	1396	1645	562	503	0	0	1123	0	0
Stage 1	527	527	-	1118	1118	-	-	-	-	-	-	-
Stage 2	557	1133	-	278	527	-	-	-	-	-	-	-
Critical Hdwy	7.66	6.66	7.06	7.78	6.78	7.18	4.14	-	-	4.16	-	-
Critical Hdwy Stg 1	6.66	5.66	-	6.78	5.78	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.66	5.66	-	6.78	5.78	-	-	-	-	-	-	-
Follow-up Hdwy	3.58	4.08	3.38	3.64	4.14	3.44	2.22	-	-	2.23	-	-
Pot Cap-1 Maneuver	164	91	730	90	87	441	1058	-	-	612	-	-
Stage 1	487	512	-	201	257	-	-	-	-	-	-	-
Stage 2	467	264	-	672	498	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	146	89	730	82	85	441	1058	-	-	612	-	-
Mov Cap-2 Maneuver	146	89	-	82	85	-	-	-	-	-	-	-
Stage 1	485	502	-	200	256	-	-	-	-	-	-	-
Stage 2	422	263	-	630	488	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	18.4	27.9	0	0.3
HCM LOS	C	D		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1058	-	-	211	305	612	-
HCM Lane V/C Ratio	0.004	-	-	0.258	0.118	0.02	-
HCM Control Delay (s)	8.4	-	-	27.9	18.4	11	-
HCM Lane LOS	A	-	-	D	C	B	-
HCM 95th %tile Q(veh)	0	-	-	1	0.4	0.1	-

Intersection												
Int Delay, s/veh	1.6											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	45	0	21	4	0	10	19	955	3	2	452	9
Future Vol, veh/h	45	0	21	4	0	10	19	955	3	2	452	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	150
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	49	0	23	4	0	11	21	1059	3	2	501	10

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1077	1609	251	1358	1618	531	511	0	0	1062	0	0
Stage 1	505	505	-	1103	1103	-	-	-	-	-	-	-
Stage 2	572	1104	-	255	515	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	173	104	749	107	102	493	1050	-	-	652	-	-
Stage 1	518	539	-	225	285	-	-	-	-	-	-	-
Stage 2	472	285	-	727	533	-	-	-	-	-	-	-
Platoon blocked, %							-	-	-	-	-	-
Mov Cap-1 Maneuver	166	102	749	102	100	493	1050	-	-	652	-	-
Mov Cap-2 Maneuver	166	102	-	102	100	-	-	-	-	-	-	-
Stage 1	508	537	-	221	279	-	-	-	-	-	-	-
Stage 2	452	279	-	703	531	-	-	-	-	-	-	-

Approach	SE		NW			NE			SW		
HCM Control Delay, s	28.9		21.4			0.2			0		
HCM LOS	D		C								

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1050	-	-	235	221	652	-
HCM Lane V/C Ratio	0.02	-	-	0.065	0.325	0.003	-
HCM Control Delay (s)	8.5	-	-	21.4	28.9	10.5	-
HCM Lane LOS	A	-	-	C	D	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	1.3	0	-

Intersection												
Int Delay, s/veh	0.7											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↖	↗		↖	↗	↖	↗	↖	↗	↖	↗
Traffic Vol, veh/h	8	1	3	8	3	18	13	927	37	6	440	17
Future Vol, veh/h	8	1	3	8	3	18	13	927	37	6	440	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	0	105	-	170	125	-	220
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	9	1	3	9	3	20	14	1028	40	7	488	18

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1046	1558	244	1315	1558	514	488	0	0	1028	0	0
Stage 1	502	502	-	1056	1056	-	-	-	-	-	-	-
Stage 2	544	1056	-	259	502	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	183	111	757	116	111	505	1071	-	-	671	-	-
Stage 1	520	540	-	241	300	-	-	-	-	-	-	-
Stage 2	491	300	-	723	540	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	169	108	757	113	108	505	1071	-	-	671	-	-
Mov Cap-2 Maneuver	169	108	-	113	108	-	-	-	-	-	-	-
Stage 1	513	535	-	238	296	-	-	-	-	-	-	-
Stage 2	461	296	-	711	535	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	24.3		23.2		0.1		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	NWLn2	SELn1	SELn2	SWL	SWT	SWR
Capacity (veh/h)	1071	-	-	112	505	159	757	671	-
HCM Lane V/C Ratio	0.013	-	-	0.107	0.039	0.062	0.004	0.01	-
HCM Control Delay (s)	8.4	-	-	40.9	12.4	29.1	9.8	10.4	-
HCM Lane LOS	A	-	-	E	B	D	A	B	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0.2	0	0	-

Intersection							
Int Delay, s/veh	0.5						
Movement	SEL	SER	NEL	NET	SWU	SWT	SWR
Lane Configurations							
Traffic Vol, veh/h	10	10	14	610	7	580	14
Future Vol, veh/h	10	10	14	610	7	580	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	0	-	0	-	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	62	87	87	87	92	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	16	11	16	715	8	616	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1030	316	631	0	715	0
Stage 1	640	-	-	-	-	-
Stage 2	390	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	6.44	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	2.52	-
Pot Cap-1 Maneuver	229	680	947	-	505	-
Stage 1	487	-	-	-	-	-
Stage 2	653	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	221	680	947	-	505	-
Mov Cap-2 Maneuver	221	-	-	-	-	-
Stage 1	479	-	-	-	-	-
Stage 2	643	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	17.9	0.2	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWU	SWT	SWR
Capacity (veh/h)	947	-	307	505	-	-
HCM Lane V/C Ratio	0.017	-	0.09	0.015	-	-
HCM Control Delay (s)	8.9	-	17.9	12.2	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	0	-	-

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	26	598	0	570	24	39	37
Future Vol, veh/h	26	598	0	570	24	39	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	0	-	200	0	-
Veh in Median Storage, #	-	0	-	0	-	0	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	87	87	92	96	96	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	30	701	0	606	25	47	45

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	631	0 701	- 0 1017 303
Stage 1	-	-	- - 606 -
Stage 2	-	-	- - 411 -
Critical Hdwy	4.14	- 6.44	- - 6.84 6.94
Critical Hdwy Stg 1	-	-	- - 5.84 -
Critical Hdwy Stg 2	-	-	- - 5.84 -
Follow-up Hdwy	2.22	- 2.52	- - 3.52 3.32
Pot Cap-1 Maneuver	947	- 516	- - 234 693
Stage 1	-	-	- - 507 -
Stage 2	-	-	- - 638 -
Platoon blocked, %	-	-	- -
Mov Cap-1 Maneuver	947	- 516	- - 227 693
Mov Cap-2 Maneuver	-	-	- - 227 -
Stage 1	-	-	- - 491 -
Stage 2	-	-	- - 638 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	19.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	947	-	516	-	-	337
HCM Lane V/C Ratio	0.032	-	-	-	-	0.272
HCM Control Delay (s)	8.9	-	0	-	-	19.6
HCM Lane LOS	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	0	-	-	1.1

Intersection								
Int Delay, s/veh	5.5							
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations		↔	↕	↔	↕	↔	↕	↕
Traffic Vol, veh/h	15	53	571	40	544	50	71	68
Future Vol, veh/h	15	53	571	40	544	50	71	68
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	0	-	0	-	220	0	-
Veh in Median Storage, #	-	-	0	-	0	-	0	-
Grade, %	-	-	0	-	0	-	0	-
Peak Hour Factor	92	87	87	92	96	96	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	16	61	669	43	578	52	88	84

Major/Minor	Major1		Major2		Minor2			
Conflicting Flow All	578	630	0	669	-	0	1153	289
Stage 1	-	-	-	-	-	-	664	-
Stage 2	-	-	-	-	-	-	489	-
Critical Hdwy	6.44	4.14	-	6.44	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	2.22	-	2.52	-	-	3.52	3.32
Pot Cap-1 Maneuver	618	948	-	541	-	-	191	708
Stage 1	-	-	-	-	-	-	474	-
Stage 2	-	-	-	-	-	-	582	-
Platoon blocked, %			-		-	-		
Mov Cap-1 Maneuver	827	827	-	541	-	-	159	708
Mov Cap-2 Maneuver	-	-	-	-	-	-	159	-
Stage 1	-	-	-	-	-	-	430	-
Stage 2	-	-	-	-	-	-	536	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0.8	43.6
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	827	-	541	-	-	256
HCM Lane V/C Ratio	0.093	-	0.08	-	-	0.67
HCM Control Delay (s)	9.8	-	12.2	-	-	43.6
HCM Lane LOS	A	-	B	-	-	E
HCM 95th %tile Q(veh)	0.3	-	0.3	-	-	4.3

Intersection								
Int Delay, s/veh	2.4							
Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	⬇	⬆			⬆	⬆	⬆	
Traffic Vol, veh/h	5	587	37	13	36	558	44	46
Future Vol, veh/h	5	587	37	13	36	558	44	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	0	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	-	0	0	-
Grade, %	-	0	-	-	-	0	0	-
Peak Hour Factor	92	87	87	92	96	96	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	5	688	43	14	38	593	56	59

Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	593	0	0	731	731	0	1121	366
Stage 1	-	-	-	-	-	-	720	-
Stage 2	-	-	-	-	-	-	401	-
Critical Hdwy	6.44	-	-	6.44	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	-	-	2.52	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	604	-	-	494	869	-	200	631
Stage 1	-	-	-	-	-	-	443	-
Stage 2	-	-	-	-	-	-	645	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	604	-	-	698	698	-	184	631
Mov Cap-2 Maneuver	-	-	-	-	-	-	184	-
Stage 1	-	-	-	-	-	-	439	-
Stage 2	-	-	-	-	-	-	597	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0.8	25.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	288	604	-	-	698	-
HCM Lane V/C Ratio	0.401	0.009	-	-	0.074	-
HCM Control Delay (s)	25.6	11	-	-	10.6	-
HCM Lane LOS	D	B	-	-	B	-
HCM 95th %tile Q(veh)	1.8	0	-	-	0.2	-

Intersection								
Int Delay, s/veh	5.4							
Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	⬇	⬆			⬆	⬆	⬆	
Traffic Vol, veh/h	27	568	56	12	54	540	61	64
Future Vol, veh/h	27	568	56	12	54	540	61	64
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	0	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	-	0	0	-
Grade, %	-	0	-	-	-	0	0	-
Peak Hour Factor	92	87	87	92	96	96	73	73
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	29	666	64	13	56	574	84	88

Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	574	0	0	730	730	0	1181	365
Stage 1	-	-	-	-	-	-	756	-
Stage 2	-	-	-	-	-	-	425	-
Critical Hdwy	6.44	-	-	6.44	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	-	-	2.52	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	621	-	-	494	870	-	183	632
Stage 1	-	-	-	-	-	-	424	-
Stage 2	-	-	-	-	-	-	627	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	621	-	-	737	737	-	158	632
Mov Cap-2 Maneuver	-	-	-	-	-	-	158	-
Stage 1	-	-	-	-	-	-	404	-
Stage 2	-	-	-	-	-	-	568	-

Approach	EB	WB	NB
HCM Control Delay, s	0.4	1.1	43.5
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	256	621	-	-	737	-
HCM Lane V/C Ratio	0.669	0.047	-	-	0.094	-
HCM Control Delay (s)	43.5	11.1	-	-	10.4	-
HCM Lane LOS	E	B	-	-	B	-
HCM 95th %tile Q(veh)	4.3	0.1	-	-	0.3	-

Intersection														
Int Delay, s/veh	1													
Movement	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL	SWT	SWR
Lane Configurations		↕			↕			↕	↕			↕	↕	↕
Traffic Vol, veh/h	11	1	10	3	0	3	31	20	599	5	14	4	570	20
Future Vol, veh/h	11	1	10	3	0	3	31	20	599	5	14	4	570	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	0	-	-	-	0	-	680
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	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	1	11	3	0	3	34	22	664	5	15	4	632	22

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	1114	1451	316	1134	1471	335	632	654	0	0	670	669	0	0
Stage 1	670	670	-	779	779	-	-	-	-	-	-	-	-	-
Stage 2	444	781	-	355	692	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	163	130	680	157	126	661	571	929	-	-	540	917	-	-
Stage 1	413	454	-	355	404	-	-	-	-	-	-	-	-	-
Stage 2	563	403	-	635	443	-	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	148	115	680	140	112	661	666	666	-	-	592	592	-	-
Mov Cap-2 Maneuver	148	115	-	140	112	-	-	-	-	-	-	-	-	-
Stage 1	379	439	-	326	370	-	-	-	-	-	-	-	-	-
Stage 2	514	370	-	602	428	-	-	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	22.9	21	0.8	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	666	-	-	231	225	592	-
HCM Lane V/C Ratio	0.083	-	-	0.028	0.106	0.033	-
HCM Control Delay (s)	10.9	-	-	21	22.9	11.3	-
HCM Lane LOS	B	-	-	C	C	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	0.4	0.1	-

Intersection												
Int Delay, s/veh	2											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	6	3	18	22	3	40	9	585	30	30	630	18
Future Vol, veh/h	6	3	18	22	3	40	9	585	30	30	630	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	0	-	-	0	-	450
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	52	52	52	86	86	86	89	89	89	95	95	95
Heavy Vehicles, %	7	7	7	0	0	0	2	2	2	3	3	3
Mvmt Flow	12	6	35	26	3	47	10	670	34	32	676	19

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1097	1464	338	1112	1447	352	676	0	0	704	0	0
Stage 1	740	740	-	707	707	-	-	-	-	-	-	-
Stage 2	357	724	-	405	740	-	-	-	-	-	-	-
Critical Hdwy	7.64	6.64	7.04	7.5	6.5	6.9	4.14	-	-	4.16	-	-
Critical Hdwy Stg 1	6.64	5.64	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.64	5.64	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.57	4.07	3.37	3.5	4	3.3	2.22	-	-	2.23	-	-
Pot Cap-1 Maneuver	161	122	643	166	133	650	911	-	-	883	-	-
Stage 1	364	410	-	397	441	-	-	-	-	-	-	-
Stage 2	620	417	-	599	426	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	141	116	643	146	127	650	911	-	-	883	-	-
Mov Cap-2 Maneuver	141	116	-	146	127	-	-	-	-	-	-	-
Stage 1	360	395	-	393	436	-	-	-	-	-	-	-
Stage 2	564	412	-	538	411	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	20.8	23	0.1	0.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	911	-	-	276	280	883	-
HCM Lane V/C Ratio	0.011	-	-	0.279	0.185	0.036	-
HCM Control Delay (s)	9	-	-	23	20.8	9.2	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0	-	-	1.1	0.7	0.1	-

Intersection												
Int Delay, s/veh	0.8											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	19	0	21	3	0	2	18	590	5	2	655	19
Future Vol, veh/h	19	0	21	3	0	2	18	590	5	2	655	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	150
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	21	0	23	3	0	2	20	654	5	2	726	21

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1097	1429	363	1064	1448	330	747	0	0	659	0	0
Stage 1	730	730	-	697	697	-	-	-	-	-	-	-
Stage 2	367	699	-	367	751	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	168	134	634	177	130	666	857	-	-	925	-	-
Stage 1	380	426	-	398	441	-	-	-	-	-	-	-
Stage 2	625	440	-	625	416	-	-	-	-	-	-	-
Platoon blocked, %							-	-	-	-	-	-
Mov Cap-1 Maneuver	164	131	634	167	127	666	857	-	-	925	-	-
Mov Cap-2 Maneuver	164	131	-	167	127	-	-	-	-	-	-	-
Stage 1	371	425	-	389	431	-	-	-	-	-	-	-
Stage 2	608	430	-	601	415	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	21	20.5	0.3	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	857	-	-	238	268	925	-
HCM Lane V/C Ratio	0.023	-	-	0.023	0.162	0.002	-
HCM Control Delay (s)	9.3	-	-	20.5	21	8.9	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.6	0	-

Intersection												
Int Delay, s/veh	1.3											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔	↔		↔	↔	↔	↔↔	↔	↔	↔↔	↔
Traffic Vol, veh/h	8	2	8	24	5	22	5	596	12	14	656	6
Future Vol, veh/h	8	2	8	24	5	22	5	596	12	14	656	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	0	105	-	170	125	-	220
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	9	2	9	26	5	24	5	661	13	15	727	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1100	1428	364	1066	1428	331	727	0	0	661	0	0
Stage 1	757	757	-	671	671	-	-	-	-	-	-	-
Stage 2	343	671	-	395	757	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	167	134	633	177	134	665	872	-	-	923	-	-
Stage 1	366	414	-	412	453	-	-	-	-	-	-	-
Stage 2	646	453	-	602	414	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	153	131	633	170	131	665	872	-	-	923	-	-
Mov Cap-2 Maneuver	153	131	-	170	131	-	-	-	-	-	-	-
Stage 1	364	407	-	410	450	-	-	-	-	-	-	-
Stage 2	612	450	-	581	407	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW				
HCM Control Delay, s	22.1		23.1		0.1		0.2				
HCM LOS	C		C								

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	NWLn2	SELn1	SELn2	SWL	SWT	SWR	
Capacity (veh/h)	872	-	-	162	665	148	633	923	-	-
HCM Lane V/C Ratio	0.006	-	-	0.195	0.036	0.073	0.014	0.016	-	-
HCM Control Delay (s)	9.2	-	-	32.5	10.6	31.2	10.8	9	-	-
HCM Lane LOS	A	-	-	D	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0.1	0.2	0	0.1	-	-

Intersection							
Int Delay, s/veh	1.2						
Movement	SEL	SER	NEL	NET	SWU	SWT	SWR
Lane Configurations							
Traffic Vol, veh/h	13	20	15	772	7	1087	23
Future Vol, veh/h	13	20	15	772	7	1087	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	0	-	0	-	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	55	55	95	95	92	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	24	36	16	829	8	1192	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1668	609	1217	0	829	0
Stage 1	1221	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	6.44	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	2.52	-
Pot Cap-1 Maneuver	87	438	569	-	427	-
Stage 1	242	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	83	438	569	-	427	-
Mov Cap-2 Maneuver	83	-	-	-	-	-
Stage 1	235	-	-	-	-	-
Stage 2	599	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	39.4	0.2	0.1
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWU	SWT	SWR
Capacity (veh/h)	569	- 163	427	-	-
HCM Lane V/C Ratio	0.028	- 0.368	0.018	-	-
HCM Control Delay (s)	11.5	- 39.4	13.6	-	-
HCM Lane LOS	B	- E	B	-	-
HCM 95th %tile Q(veh)	0.1	- 1.6	0.1	-	-

Intersection

Int Delay, s/veh 3.4

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	59	728	0	1022	88	34	51
Future Vol, veh/h	59	728	0	1022	88	34	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	0	-	200	0	-
Veh in Median Storage, #	-	0	-	0	-	0	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	95	95	92	93	93	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	62	782	0	1121	95	43	65

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1216	0	782
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	6.44
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	2.52
Pot Cap-1 Maneuver	569	-	458
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	569	-	458
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	62
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	569	-	458	-	-	163
HCM Lane V/C Ratio	0.109	-	-	-	-	0.66
HCM Control Delay (s)	12.1	-	0	-	-	62
HCM Lane LOS	B	-	A	-	-	F
HCM 95th %tile Q(veh)	0.4	-	0	-	-	3.8

Intersection								
Int Delay, s/veh	20.6							
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations		↔	↕	↔	↕	↔	↕	↕
Traffic Vol, veh/h	25	90	697	55	976	124	47	71
Future Vol, veh/h	25	90	697	55	976	124	47	71
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	0	-	0	-	220	0	-
Veh in Median Storage, #	-	-	0	-	0	-	0	-
Grade, %	-	-	0	-	0	-	0	-
Peak Hour Factor	92	95	95	92	93	93	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	27	95	748	60	1070	133	56	85

Major/Minor	Major1		Major2		Minor2			
Conflicting Flow All	1070	1203	0	748	-	0	1808	535
Stage 1	-	-	-	-	-	-	1190	-
Stage 2	-	-	-	-	-	-	618	-
Critical Hdwy	6.44	4.14	-	6.44	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	2.22	-	2.52	-	-	3.52	3.32
Pot Cap-1 Maneuver	299	576	-	481	-	-	70	490
Stage 1	-	-	-	-	-	-	251	-
Stage 2	-	-	-	-	-	-	500	-
Platoon blocked, %								
Mov Cap-1 Maneuver	450	450	-	481	-	-	~ 45	490
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 45	-
Stage 1	-	-	-	-	-	-	183	-
Stage 2	-	-	-	-	-	-	438	-

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0.6	\$ 314.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	450	-	481	-	-	99
HCM Lane V/C Ratio	0.271	-	0.124	-	-	1.419
HCM Control Delay (s)	15.9	-	13.5	-	-	\$ 314.8
HCM Lane LOS	C	-	B	-	-	F
HCM 95th %tile Q(veh)	1.1	-	0.4	-	-	10.3

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection								
Int Delay, s/veh	6.9							
Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	⬆	⬆			⬆	⬆	⬆	
Traffic Vol, veh/h	9	740	47	16	70	1040	50	33
Future Vol, veh/h	9	740	47	16	70	1040	50	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	0	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	-	0	0	-
Grade, %	-	0	-	-	-	0	0	-
Peak Hour Factor	92	95	95	92	93	93	74	74
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	10	795	49	17	75	1141	68	45

Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	1141	0	0	844	844	0	1595	422
Stage 1	-	-	-	-	-	-	840	-
Stage 2	-	-	-	-	-	-	755	-
Critical Hdwy	6.44	-	-	6.44	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	-	-	2.52	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	269	-	-	418	788	-	98	580
Stage 1	-	-	-	-	-	-	384	-
Stage 2	-	-	-	-	-	-	425	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	269	-	-	663	663	-	81	580
Mov Cap-2 Maneuver	-	-	-	-	-	-	81	-
Stage 1	-	-	-	-	-	-	370	-
Stage 2	-	-	-	-	-	-	366	-

Approach	EB	WB	NB
HCM Control Delay, s	0.2	0.8	125.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	123	269	-	-	663	-
HCM Lane V/C Ratio	0.912	0.036	-	-	0.14	-
HCM Control Delay (s)	125.8	18.9	-	-	11.3	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	5.8	0.1	-	-	0.5	-

Intersection								
Int Delay, s/veh	51.6							
Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	⬇	⬆			⬆	⬆	⬆	
Traffic Vol, veh/h	41	685	102	17	153	947	91	61
Future Vol, veh/h	41	685	102	17	153	947	91	61
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	0	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	-	0	0	-
Grade, %	-	0	-	-	-	0	0	-
Peak Hour Factor	92	95	95	92	93	93	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	45	735	107	18	165	1039	101	68

Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	1039	0	0	843	842	0	1765 421
Stage 1	-	-	-	-	-	-	879 -
Stage 2	-	-	-	-	-	-	886 -
Critical Hdwy	6.44	-	-	6.44	4.14	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84 -
Follow-up Hdwy	2.52	-	-	2.52	2.22	-	3.52 3.32
Pot Cap-1 Maneuver	313	-	-	419	789	-	~ 75 581
Stage 1	-	-	-	-	-	-	366 -
Stage 2	-	-	-	-	-	-	363 -
Platoon blocked, %		-	-				
Mov Cap-1 Maneuver	313	-	-	710	710	-	~ 48 581
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 48 -
Stage 1	-	-	-	-	-	-	313 -
Stage 2	-	-	-	-	-	-	269 -

Approach	EB	WB	NB
HCM Control Delay, s	0.9	1.8	\$ 678.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	76	313	-	-	710	-
HCM Lane V/C Ratio	2.222	0.142	-	-	0.258	-
HCM Control Delay (s)	\$ 678.1	18.4	-	-	11.8	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	15.7	0.5	-	-	1	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection														
Int Delay, s/veh	3.2													
Movement	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL	SWT	SWR
Lane Configurations		↕			↕			↕	↕			↕	↕	↕
Traffic Vol, veh/h	13	2	19	6	1	4	52	25	756	6	20	8	1065	37
Future Vol, veh/h	13	2	19	6	1	4	52	25	756	6	20	8	1065	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	0	-	-	-	0	-	680
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	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	2	21	7	1	4	57	27	838	7	22	9	1181	40

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	1831	2256	591	1664	2293	423	1181	1221	0	0	845	845	0	0
Stage 1	1243	1243	-	1010	1010	-	-	-	-	-	-	-	-	-
Stage 2	588	1013	-	654	1283	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	47	41	450	63	39	579	254	567	-	-	417	787	-	-
Stage 1	185	245	-	257	316	-	-	-	-	-	-	-	-	-
Stage 2	462	315	-	422	234	-	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	34	28	450	42	26	579	298	298	-	-	479	479	-	-
Mov Cap-2 Maneuver	34	28	-	42	26	-	-	-	-	-	-	-	-	-
Stage 1	133	230	-	185	227	-	-	-	-	-	-	-	-	-
Stage 2	328	226	-	374	219	-	-	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	106	82.5	2	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	298	-	-	58	69	479	-
HCM Lane V/C Ratio	0.281	-	-	0.206	0.536	0.064	-
HCM Control Delay (s)	21.7	-	-	82.5	106	13	-
HCM Lane LOS	C	-	-	F	F	B	-
HCM 95th %tile Q(veh)	1.1	-	-	0.7	2.2	0.2	-

Intersection												
Int Delay, s/veh	2.5											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	2	0	7	30	1	39	3	625	36	34	1041	3
Future Vol, veh/h	2	0	7	30	1	39	3	625	36	34	1041	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	0	-	-	0	-	450
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	72	72	72	92	92	92	93	93	93
Heavy Vehicles, %	11	11	11	0	0	0	1	1	1	1	1	1
Mvmt Flow	3	0	11	43	1	55	3	693	40	37	1142	3

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1569	1955	571	1364	1935	367	1142	0	0	733	0	0
Stage 1	1216	1216	-	719	719	-	-	-	-	-	-	-
Stage 2	353	739	-	645	1216	-	-	-	-	-	-	-
Critical Hdwy	7.72	6.72	7.12	7.5	6.5	6.9	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.72	5.72	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.72	5.72	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.61	4.11	3.41	3.5	4	3.3	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	68	57	442	108	67	636	613	-	-	874	-	-
Stage 1	178	235	-	390	436	-	-	-	-	-	-	-
Stage 2	613	401	-	432	256	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	59	54	442	102	64	636	613	-	-	874	-	-
Mov Cap-2 Maneuver	59	54	-	102	64	-	-	-	-	-	-	-
Stage 1	177	225	-	388	434	-	-	-	-	-	-	-
Stage 2	555	399	-	403	245	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	26.6	43.3	0	0.3
HCM LOS	D	E		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	613	-	-	189	181	874	-
HCM Lane V/C Ratio	0.005	-	-	0.525	0.079	0.043	-
HCM Control Delay (s)	10.9	-	-	43.3	26.6	9.3	-
HCM Lane LOS	B	-	-	E	D	A	-
HCM 95th %tile Q(veh)	0	-	-	2.7	0.3	0.1	-

Intersection												
Int Delay, s/veh	1.3											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	23	0	21	5	0	4	49	599	7	9	685	66
Future Vol, veh/h	23	0	21	5	0	4	49	599	7	9	685	66
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	150
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	0	0	0	2	2	2	2	2	2
Mvmt Flow	25	0	23	5	0	4	53	664	8	10	759	72

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1217	1557	380	1174	1625	336	831	0	0	672	0	0
Stage 1	779	779	-	774	774	-	-	-	-	-	-	-
Stage 2	438	778	-	400	851	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.5	6.5	6.9	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.5	4	3.3	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	137	112	618	149	103	666	797	-	-	915	-	-
Stage 1	355	404	-	362	411	-	-	-	-	-	-	-
Stage 2	567	405	-	603	379	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	128	103	618	135	95	666	797	-	-	915	-	-
Mov Cap-2 Maneuver	128	103	-	135	95	-	-	-	-	-	-	-
Stage 1	332	400	-	338	384	-	-	-	-	-	-	-
Stage 2	526	378	-	574	375	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	27.7	23.1	0.7	0.1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	797	-	-	209	206	915	-
HCM Lane V/C Ratio	0.067	-	-	0.047	0.232	0.011	-
HCM Control Delay (s)	9.8	-	-	23.1	27.7	9	-
HCM Lane LOS	A	-	-	C	D	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	0.9	0	-

Intersection												
Int Delay, s/veh	1.8											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔	↔		↔	↔	↔	↕↕	↔	↔	↕↕	↔
Traffic Vol, veh/h	8	2	11	32	6	24	6	635	14	18	735	8
Future Vol, veh/h	8	2	11	32	6	24	6	635	14	18	735	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	0	105	-	170	125	-	220
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	9	2	12	35	7	26	7	704	15	20	815	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1225	1573	408	1167	1573	352	815	0	0	704	0	0
Stage 1	855	855	-	718	718	-	-	-	-	-	-	-
Stage 2	370	718	-	449	855	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	135	109	593	149	109	644	808	-	-	890	-	-
Stage 1	319	373	-	386	431	-	-	-	-	-	-	-
Stage 2	622	431	-	559	373	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	120	106	593	140	106	644	808	-	-	890	-	-
Mov Cap-2 Maneuver	120	106	-	140	106	-	-	-	-	-	-	-
Stage 1	316	365	-	383	427	-	-	-	-	-	-	-
Stage 2	582	427	-	532	365	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW			
HCM Control Delay, s	24.4		31.1		0.1		0.2			
HCM LOS	C		D							

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	NWLn2	SELn1	SELn2	SWL	SWT	SWR
Capacity (veh/h)	808	-	-	133	644	117	593	890	-
HCM Lane V/C Ratio	0.008	-	-	0.312	0.041	0.095	0.021	0.022	-
HCM Control Delay (s)	9.5	-	-	43.9	10.8	39	11.2	9.1	-
HCM Lane LOS	A	-	-	E	B	E	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.2	0.1	0.3	0.1	0.1	-

Intersection						
Int Delay, s/veh	2.1					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	↔		↔	↑↑	↑↑	
Traffic Vol, veh/h	37	19	14	1162	604	7
Future Vol, veh/h	37	19	14	1162	604	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	90	90	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	30	16	1446	727	8

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1486	368	735	0	-	0
Stage 1	731	-	-	-	-	-
Stage 2	755	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	115	629	866	-	-	-
Stage 1	437	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	113	629	866	-	-	-
Mov Cap-2 Maneuver	113	-	-	-	-	-
Stage 1	429	-	-	-	-	-
Stage 2	425	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	53.5	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	866	- 157	-	-
HCM Lane V/C Ratio	0.018	- 0.557	-	-
HCM Control Delay (s)	9.2	- 53.5	-	-
HCM Lane LOS	A	- F	-	-
HCM 95th %tile Q(veh)	0.1	- 2.8	-	-

Intersection						
Int Delay, s/veh	9.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	1136	590	21	82	43
Future Vol, veh/h	40	1136	590	21	82	43
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	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	93	93	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	1414	711	23	100	52

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	734	0	-	0	1506 356
Stage 1	-	-	-	-	711 -
Stage 2	-	-	-	-	795 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	867	-	-	-	112 640
Stage 1	-	-	-	-	448 -
Stage 2	-	-	-	-	405 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	867	-	-	-	106 640
Mov Cap-2 Maneuver	-	-	-	-	106 -
Stage 1	-	-	-	-	425 -
Stage 2	-	-	-	-	405 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	140
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	867	-	-	-	149
HCM Lane V/C Ratio	0.051	-	-	-	1.023
HCM Control Delay (s)	9.4	-	-	-	140
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	7.8

Intersection						
Int Delay, s/veh	71.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑	↗	↘	↘
Traffic Vol, veh/h	80	1096	569	42	127	68
Future Vol, veh/h	80	1096	569	42	127	68
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	-	-	220	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	93	93	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	89	1364	685	45	190	101

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	730	0	-	0	1545 343
Stage 1	-	-	-	-	685 -
Stage 2	-	-	-	-	860 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	870	-	-	-	~ 105 653
Stage 1	-	-	-	-	462 -
Stage 2	-	-	-	-	375 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	870	-	-	-	~ 94 653
Mov Cap-2 Maneuver	-	-	-	-	~ 94 -
Stage 1	-	-	-	-	415 -
Stage 2	-	-	-	-	375 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	\$ 605.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	870	-	-	-	134
HCM Lane V/C Ratio	0.102	-	-	-	2.172
HCM Control Delay (s)	9.6	-	-	-	\$ 605.1
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0.3	-	-	-	24.1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	9.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	1128	48	26	585	37	69
Future Vol, veh/h	1128	48	26	585	37	69
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	93	93	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1404	53	28	705	50	93

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1457	0	1840
Stage 1	-	-	-	-	1431
Stage 2	-	-	-	-	409
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	460	-	67
Stage 1	-	-	-	-	186
Stage 2	-	-	-	-	639
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	460	-	63
Mov Cap-2 Maneuver	-	-	-	-	63
Stage 1	-	-	-	-	186
Stage 2	-	-	-	-	600

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	153.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	137	-	-	460	-
HCM Lane V/C Ratio	1.046	-	-	0.061	-
HCM Control Delay (s)	153.2	-	-	13.3	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	7.7	-	-	0.2	-

Intersection						
Int Delay, s/veh	29.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↗	
Traffic Vol, veh/h	1096	80	42	569	59	112
Future Vol, veh/h	1096	80	42	569	59	112
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	100	93	79	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1364	89	42	685	75	122

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1453	0	1836 727
Stage 1	-	-	-	-	1409 -
Stage 2	-	-	-	-	427 -
Critical Hdwy	-	-	4.14	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	2.22	-	3.52 3.32
Pot Cap-1 Maneuver	-	-	462	-	~ 67 366
Stage 1	-	-	-	-	192 -
Stage 2	-	-	-	-	626 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	462	-	~ 61 366
Mov Cap-2 Maneuver	-	-	-	-	~ 61 -
Stage 1	-	-	-	-	192 -
Stage 2	-	-	-	-	569 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	\$ 348.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	126	-	-	462	-
HCM Lane V/C Ratio	1.559	-	-	0.091	-
HCM Control Delay (s)	\$ 348.7	-	-	13.6	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	14	-	-	0.3	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	2.4											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	35	3	18	5	1	9	10	1163	3	2	603	6
Future Vol, veh/h	35	3	18	5	1	9	10	1163	3	2	603	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	680
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	38	3	20	5	1	10	11	1416	3	2	734	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1469	2179	367	1813	2185	710	741	0	0	1419	0	0
Stage 1	738	738	-	1440	1440	-	-	-	-	-	-	-
Stage 2	731	1441	-	373	745	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	89	46	630	49	45	376	862	-	-	476	-	-
Stage 1	376	422	-	139	196	-	-	-	-	-	-	-
Stage 2	379	196	-	620	419	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	84	45	630	44	44	376	862	-	-	476	-	-
Mov Cap-2 Maneuver	84	45	-	44	44	-	-	-	-	-	-	-
Stage 1	371	420	-	137	193	-	-	-	-	-	-	-
Stage 2	362	193	-	594	417	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	73.5		51.2		0.1		0	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	862	-	-	94	109	476	-
HCM Lane V/C Ratio	0.013	-	-	0.173	0.558	0.005	-
HCM Control Delay (s)	9.2	-	-	51.2	73.5	12.6	-
HCM Lane LOS	A	-	-	F	F	B	-
HCM 95th %tile Q(veh)	0	-	-	0.6	2.6	0	-

Intersection												
Int Delay, s/veh	1.6											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Vol, veh/h	4	3	20	10	0	30	4	943	26	10	414	7
Future Vol, veh/h	4	3	20	10	0	30	4	943	26	10	414	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	-	-	-	450
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	88	88	88	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	4	27	15	0	45	5	1200	33	13	552	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1188	1821	276	1531	1805	617	552	0	0	1233	0	0
Stage 1	578	578	-	1227	1227	-	-	-	-	-	-	-
Stage 2	610	1243	-	304	578	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	144	77	721	80	78	433	1014	-	-	561	-	-
Stage 1	468	499	-	189	249	-	-	-	-	-	-	-
Stage 2	448	245	-	681	499	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	124	73	721	71	74	433	1014	-	-	561	-	-
Mov Cap-2 Maneuver	124	73	-	71	74	-	-	-	-	-	-	-
Stage 1	461	482	-	186	245	-	-	-	-	-	-	-
Stage 2	395	241	-	628	482	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	20.6	32.4	0.1	0.5
HCM LOS	C	D		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1014	-	-	190	267	561	-
HCM Lane V/C Ratio	0.004	-	-	0.314	0.135	0.024	-
HCM Control Delay (s)	8.6	0.1	-	32.4	20.6	11.6	0.2
HCM Lane LOS	A	A	-	D	C	B	A
HCM 95th %tile Q(veh)	0	-	-	1.3	0.5	0.1	-

Intersection						
Int Delay, s/veh	1.3					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	45	21	19	958	454	9
Future Vol, veh/h	45	21	19	958	454	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	150
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	49	23	21	1166	553	10

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1178	277	563	0	-	0
Stage 1	553	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	184	720	1005	-	-	-
Stage 1	540	-	-	-	-	-
Stage 2	496	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	173	720	1005	-	-	-
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	508	-	-	-	-	-
Stage 2	496	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	27.9	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1005	-	228	-	-
HCM Lane V/C Ratio	0.021	-	0.315	-	-
HCM Control Delay (s)	8.7	0.2	27.9	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1.3	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	4	10	974	3	2	461
Future Vol, veh/h	4	10	974	3	2	461
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	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	4	11	1186	3	2	561

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1473	595	0	0	1189
Stage 1	1188	-	-	-	-
Stage 2	285	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	118	447	-	-	583
Stage 1	252	-	-	-	-
Stage 2	738	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	117	447	-	-	583
Mov Cap-2 Maneuver	117	-	-	-	-
Stage 1	252	-	-	-	-
Stage 2	734	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	20.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT
Capacity (veh/h)	-	-	248	583
HCM Lane V/C Ratio	-	-	0.061	0.004
HCM Control Delay (s)	-	-	20.5	11.2
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection												
Int Delay, s/veh	0.7											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↙	↗		↖	↘	↗	↖	↖	↗	↖	↗
Traffic Vol, veh/h	8	1	3	8	3	18	13	927	37	17	440	6
Future Vol, veh/h	8	1	3	8	3	18	13	927	37	17	440	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	0	105	-	170	125	-	220
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	9	1	3	9	3	20	14	1129	40	18	536	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1166	1729	268	1462	1729	565	536	0	0	1129	0	0
Stage 1	572	572	-	1157	1157	-	-	-	-	-	-	-
Stage 2	594	1157	-	305	572	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	149	87	730	90	87	468	1028	-	-	615	-	-
Stage 1	472	502	-	209	269	-	-	-	-	-	-	-
Stage 2	458	269	-	680	502	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	134	83	730	86	83	468	1028	-	-	615	-	-
Mov Cap-2 Maneuver	134	83	-	86	83	-	-	-	-	-	-	-
Stage 1	465	487	-	206	265	-	-	-	-	-	-	-
Stage 2	428	265	-	656	487	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	29.7		18.3		0.1		0.4	
HCM LOS	D		C					

Minor Lane/Major Mvmt	NEL	NET	NERN	NWLn1	NWLn2	SELn1	SELn2	SWL	SWT	SWR
Capacity (veh/h)	1028	-	-	83	468	125	730	615	-	-
HCM Lane V/C Ratio	0.014	-	-	0.039	0.042	0.078	0.004	0.03	-	-
HCM Control Delay (s)	8.6	-	-	50.1	13	36.2	10	11	-	-
HCM Lane LOS	A	-	-	F	B	E	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.2	0	0.1	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	↔		↔	↑↑	↑↑	
Traffic Vol, veh/h	10	10	14	610	580	14
Future Vol, veh/h	10	10	14	610	580	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	87	87	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	16	16	785	677	15

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1110	346	692	0	-	0
Stage 1	685	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	203	650	899	-	-	-
Stage 1	462	-	-	-	-	-
Stage 2	627	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	199	650	899	-	-	-
Mov Cap-2 Maneuver	199	-	-	-	-	-
Stage 1	454	-	-	-	-	-
Stage 2	627	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	18.2	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	899	- 305	-	-
HCM Lane V/C Ratio	0.018	- 0.104	-	-
HCM Control Delay (s)	9.1	- 18.2	-	-
HCM Lane LOS	A	- C	-	-
HCM 95th %tile Q(veh)	0.1	- 0.3	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	598	570	24	39	37
Future Vol, veh/h	26	598	570	24	39	37
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	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	96	96	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	770	665	25	47	45

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	690	0	-	0	1110 333
Stage 1	-	-	-	-	665 -
Stage 2	-	-	-	-	445 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	900	-	-	-	203 663
Stage 1	-	-	-	-	473 -
Stage 2	-	-	-	-	613 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	900	-	-	-	196 663
Mov Cap-2 Maneuver	-	-	-	-	196 -
Stage 1	-	-	-	-	457 -
Stage 2	-	-	-	-	613 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	22.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	900	-	-	-	298
HCM Lane V/C Ratio	0.033	-	-	-	0.307
HCM Control Delay (s)	9.1	-	-	-	22.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.3

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	53	571	544	50	71	68
Future Vol, veh/h	53	571	544	50	71	68
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	-	-	220	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	96	96	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	735	635	52	88	84

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	687	0	-	0	1125 318
Stage 1	-	-	-	-	635 -
Stage 2	-	-	-	-	490 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	903	-	-	-	199 678
Stage 1	-	-	-	-	490 -
Stage 2	-	-	-	-	581 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	903	-	-	-	185 678
Mov Cap-2 Maneuver	-	-	-	-	185 -
Stage 1	-	-	-	-	457 -
Stage 2	-	-	-	-	581 -

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	34.6
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	903	-	-	-	287
HCM Lane V/C Ratio	0.067	-	-	-	0.598
HCM Control Delay (s)	9.3	-	-	-	34.6
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0.2	-	-	-	3.6

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↗	
Traffic Vol, veh/h	587	37	36	558	44	46
Future Vol, veh/h	587	37	36	558	44	46
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	96	96	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	756	43	38	651	56	59

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	799	0	1180
Stage 1	-	-	-	-	778
Stage 2	-	-	-	-	402
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	819	-	183
Stage 1	-	-	-	-	413
Stage 2	-	-	-	-	644
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	819	-	175
Mov Cap-2 Maneuver	-	-	-	-	175
Stage 1	-	-	-	-	413
Stage 2	-	-	-	-	614

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	27.4
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	274	-	-	819	-
HCM Lane V/C Ratio	0.421	-	-	0.046	-
HCM Control Delay (s)	27.4	-	-	9.6	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	2	-	-	0.1	-

Intersection						
Int Delay, s/veh	4.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	568	56	54	540	61	64
Future Vol, veh/h	568	56	54	540	61	64
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	96	96	73	73
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	731	64	56	630	84	88

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	795	0	1190
Stage 1	-	-	-	-	763
Stage 2	-	-	-	-	427
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	822	-	180
Stage 1	-	-	-	-	421
Stage 2	-	-	-	-	626
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	822	-	168
Mov Cap-2 Maneuver	-	-	-	-	168
Stage 1	-	-	-	-	421
Stage 2	-	-	-	-	583

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	40.1
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	266	-	-	822	-
HCM Lane V/C Ratio	0.644	-	-	0.068	-
HCM Control Delay (s)	40.1	-	-	9.7	-
HCM Lane LOS	E	-	-	A	-
HCM 95th %tile Q(veh)	4	-	-	0.2	-

Intersection												
Int Delay, s/veh	0.6											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	11	1	10	3	0	3	20	599	5	4	570	20
Future Vol, veh/h	11	1	10	3	0	3	20	599	5	4	570	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	680
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	12	1	11	3	0	3	22	729	5	4	694	22

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1111	1480	347	1132	1500	367	716	0	0	734	0	0
Stage 1	702	702	-	776	776	-	-	-	-	-	-	-
Stage 2	409	778	-	356	724	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	164	124	649	158	121	630	880	-	-	867	-	-
Stage 1	395	439	-	356	406	-	-	-	-	-	-	-
Stage 2	590	405	-	634	429	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	159	120	649	151	117	630	880	-	-	867	-	-
Mov Cap-2 Maneuver	159	120	-	151	117	-	-	-	-	-	-	-
Stage 1	385	437	-	347	396	-	-	-	-	-	-	-
Stage 2	572	395	-	619	427	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	21.9		20.2		0.3		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	880	-	-	244	237	867	-
HCM Lane V/C Ratio	0.025	-	-	0.027	0.101	0.005	-
HCM Control Delay (s)	9.2	-	-	20.2	21.9	9.2	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.3	0	-

Intersection												
Int Delay, s/veh	2.6											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Vol, veh/h	6	3	18	22	3	40	9	585	30	30	630	19
Future Vol, veh/h	6	3	18	22	3	40	9	585	30	30	630	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	-	-	-	450
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	52	52	52	86	86	86	89	89	89	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	6	35	29	3	52	10	736	38	35	743	20

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1203	1607	372	1220	1588	387	743	0	0	774	0	0
Stage 1	813	813	-	775	775	-	-	-	-	-	-	-
Stage 2	390	794	-	445	813	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	140	104	625	136	107	611	860	-	-	837	-	-
Stage 1	339	390	-	357	406	-	-	-	-	-	-	-
Stage 2	606	398	-	562	390	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	116	94	625	114	97	611	860	-	-	837	-	-
Mov Cap-2 Maneuver	116	94	-	114	97	-	-	-	-	-	-	-
Stage 1	332	362	-	350	397	-	-	-	-	-	-	-
Stage 2	538	390	-	484	362	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	24.1		30.1		0.2		0.7	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	860	-	-	226	240	837	-
HCM Lane V/C Ratio	0.012	-	-	0.373	0.216	0.042	-
HCM Control Delay (s)	9.2	0.1	-	30.1	24.1	9.5	0.3
HCM Lane LOS	A	A	-	D	C	A	A
HCM 95th %tile Q(veh)	0	-	-	1.6	0.8	0.1	-

Intersection						
Int Delay, s/veh	0.7					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	19	21	18	595	657	19
Future Vol, veh/h	19	21	18	595	657	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	150
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	21	23	20	724	800	21

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1202	400	821	0	0
Stage 1	800	-	-	-	-
Stage 2	402	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	177	600	804	-	-
Stage 1	403	-	-	-	-
Stage 2	644	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	170	600	804	-	-
Mov Cap-2 Maneuver	170	-	-	-	-
Stage 1	386	-	-	-	-
Stage 2	644	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	20.7	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	804	-	273	-	-
HCM Lane V/C Ratio	0.024	-	0.159	-	-
HCM Control Delay (s)	9.6	0.2	20.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	3	2	608	5	5	671
Future Vol, veh/h	3	2	608	5	5	671
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	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	3	2	740	5	5	817

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1162	373	0	0	745
Stage 1	743	-	-	-	-
Stage 2	419	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	188	624	-	-	859
Stage 1	431	-	-	-	-
Stage 2	632	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	186	624	-	-	859
Mov Cap-2 Maneuver	186	-	-	-	-
Stage 1	431	-	-	-	-
Stage 2	625	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	19.2	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT
Capacity (veh/h)	-	-	259	859
HCM Lane V/C Ratio	-	-	0.021	0.006
HCM Control Delay (s)	-	-	19.2	9.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection												
Int Delay, s/veh	1											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↙	↗		↑	↗	↖	↑↑	↖	↖	↑↑	↗
Traffic Vol, veh/h	8	2	8	24	5	22	5	596	12	14	656	6
Future Vol, veh/h	8	2	8	24	5	22	5	596	12	14	656	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	0	105	-	170	125	-	220
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	9	2	9	26	5	24	5	726	13	15	799	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1205	1565	400	1167	1565	363	799	0	0	726	0	0
Stage 1	829	829	-	736	736	-	-	-	-	-	-	-
Stage 2	376	736	-	431	829	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	140	110	600	149	110	634	819	-	-	873	-	-
Stage 1	331	383	-	377	423	-	-	-	-	-	-	-
Stage 2	617	423	-	573	383	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	127	107	600	142	107	634	819	-	-	873	-	-
Mov Cap-2 Maneuver	127	107	-	142	107	-	-	-	-	-	-	-
Stage 1	329	376	-	375	420	-	-	-	-	-	-	-
Stage 2	582	420	-	552	376	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW			
HCM Control Delay, s	25.7		16.4		0.1		0.2			
HCM LOS	D		C							

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	NWLn2	SELn1	SELn2	SWL	SWT	SWR
Capacity (veh/h)	819	-	-	107	634	122	600	873	-
HCM Lane V/C Ratio	0.007	-	-	0.051	0.038	0.089	0.014	0.017	-
HCM Control Delay (s)	9.4	-	-	40.4	10.9	37.4	11.1	9.2	-
HCM Lane LOS	A	-	-	E	B	E	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0.3	0	0.1	-

Intersection						
Int Delay, s/veh	1.4					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	↔		↔	↑↑	↑↑	
Traffic Vol, veh/h	13	20	15	772	1087	23
Future Vol, veh/h	13	20	15	772	1087	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	55	95	95	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	36	16	910	1309	25

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1809	667	1334	0	-	0
Stage 1	1322	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	70	401	513	-	-	-
Stage 1	213	-	-	-	-	-
Stage 2	583	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	68	401	513	-	-	-
Mov Cap-2 Maneuver	68	-	-	-	-	-
Stage 1	206	-	-	-	-	-
Stage 2	583	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	50.3	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	513	-	137	-
HCM Lane V/C Ratio	0.031	-	0.438	-
HCM Control Delay (s)	12.2	-	50.3	-
HCM Lane LOS	B	-	F	-
HCM 95th %tile Q(veh)	0.1	-	1.9	-

Intersection						
Int Delay, s/veh	5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	59	728	1022	88	34	51
Future Vol, veh/h	59	728	1022	88	34	51
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	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	93	93	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	858	1231	95	43	65

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1326	0	-	0	1784 616
Stage 1	-	-	-	-	1231 -
Stage 2	-	-	-	-	553 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	517	-	-	-	73 433
Stage 1	-	-	-	-	239 -
Stage 2	-	-	-	-	540 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	517	-	-	-	64 433
Mov Cap-2 Maneuver	-	-	-	-	64 -
Stage 1	-	-	-	-	210 -
Stage 2	-	-	-	-	540 -

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	100.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	517	-	-	-	131
HCM Lane V/C Ratio	0.12	-	-	-	0.821
HCM Control Delay (s)	12.9	-	-	-	100.8
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	5.1

Intersection						
Int Delay, s/veh	11.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	90	697	976	134	47	71
Future Vol, veh/h	90	697	976	134	47	71
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	-	-	220	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	93	93	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	822	1175	144	56	85

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1319	0	-	0	1776 588
Stage 1	-	-	-	-	1175 -
Stage 2	-	-	-	-	601 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	520	-	-	-	74 452
Stage 1	-	-	-	-	256 -
Stage 2	-	-	-	-	510 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	520	-	-	-	60 452
Mov Cap-2 Maneuver	-	-	-	-	60 -
Stage 1	-	-	-	-	209 -
Stage 2	-	-	-	-	510 -

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	185.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	520	-	-	-	125
HCM Lane V/C Ratio	0.182	-	-	-	1.124
HCM Control Delay (s)	13.5	-	-	-	185.5
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.7	-	-	-	8.3

Intersection						
Int Delay, s/veh	6.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↗	
Traffic Vol, veh/h	740	47	70	1040	50	33
Future Vol, veh/h	740	47	70	1040	50	33
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	93	93	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	872	49	75	1252	68	45

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	921	0	1673
Stage 1	-	-	-	-	897
Stage 2	-	-	-	-	776
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	737	-	87
Stage 1	-	-	-	-	358
Stage 2	-	-	-	-	414
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	737	-	78
Mov Cap-2 Maneuver	-	-	-	-	78
Stage 1	-	-	-	-	358
Stage 2	-	-	-	-	372

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	139.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	118	-	-	737	-
HCM Lane V/C Ratio	0.951	-	-	0.102	-
HCM Control Delay (s)	139.2	-	-	10.4	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	6.1	-	-	0.3	-

Intersection						
Int Delay, s/veh	36.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↗	
Traffic Vol, veh/h	685	102	153	957	91	61
Future Vol, veh/h	685	102	153	957	91	61
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	93	93	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	808	107	165	1153	101	68

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	915	0	1769 458
Stage 1	-	-	-	-	862 -
Stage 2	-	-	-	-	907 -
Critical Hdwy	-	-	4.14	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	2.22	-	3.52 3.32
Pot Cap-1 Maneuver	-	-	741	-	~ 75 550
Stage 1	-	-	-	-	374 -
Stage 2	-	-	-	-	354 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	741	-	~ 58 550
Mov Cap-2 Maneuver	-	-	-	-	~ 58 -
Stage 1	-	-	-	-	374 -
Stage 2	-	-	-	-	275 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	\$ 511.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	90	-	-	741	-
HCM Lane V/C Ratio	1.877	-	-	0.222	-
HCM Control Delay (s)	\$ 511.8	-	-	11.2	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	14.3	-	-	0.8	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	1.7											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	13	2	19	6	1	4	25	756	6	8	1065	37
Future Vol, veh/h	13	2	19	6	1	4	25	756	6	8	1065	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	680
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	14	2	21	7	1	4	27	920	7	9	1297	40

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1830	2296	649	1646	2333	464	1337	0	0	927	0	0
Stage 1	1315	1315	-	978	978	-	-	-	-	-	-	-
Stage 2	515	981	-	668	1355	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	48	38	412	65	36	545	512	-	-	733	-	-
Stage 1	167	226	-	269	327	-	-	-	-	-	-	-
Stage 2	511	326	-	414	216	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	44	36	412	56	34	545	512	-	-	733	-	-
Mov Cap-2 Maneuver	44	36	-	56	34	-	-	-	-	-	-	-
Stage 1	158	223	-	255	310	-	-	-	-	-	-	-
Stage 2	479	309	-	385	213	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	75.3		61		0.4		0.1	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	512	-	-	76	86	733	-
HCM Lane V/C Ratio	0.053	-	-	0.157	0.43	0.012	-
HCM Control Delay (s)	12.4	-	-	61	75.3	10	-
HCM Lane LOS	B	-	-	F	F	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	1.8	0	-

Intersection												
Int Delay, s/veh	5.2											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Vol, veh/h	2	0	7	30	1	39	3	625	36	34	1041	3
Future Vol, veh/h	2	0	7	30	1	39	3	625	36	34	1041	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	-	-	-	450
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	72	72	72	92	92	92	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	11	47	1	61	3	761	44	41	1254	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1723	2147	627	1498	2125	403	1254	0	0	805	0	0
Stage 1	1336	1336	-	789	789	-	-	-	-	-	-	-
Stage 2	387	811	-	709	1336	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	57	48	426	85	49	597	551	-	-	815	-	-
Stage 1	162	221	-	350	400	-	-	-	-	-	-	-
Stage 2	608	391	-	391	221	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	43	40	426	72	40	597	551	-	-	815	-	-
Mov Cap-2 Maneuver	43	40	-	72	40	-	-	-	-	-	-	-
Stage 1	160	184	-	347	396	-	-	-	-	-	-	-
Stage 2	539	387	-	317	184	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	33		89.2		0.1		1.1	
HCM LOS	D		F					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	551	-	-	139	143	815	-
HCM Lane V/C Ratio	0.006	-	-	0.782	0.1	0.05	-
HCM Control Delay (s)	11.6	0.1	-	89.2	33	9.7	0.8
HCM Lane LOS	B	A	-	F	D	A	A
HCM 95th %tile Q(veh)	0	-	-	4.8	0.3	0.2	-

Intersection						
Int Delay, s/veh	1.4					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	23	31	49	606	695	66
Future Vol, veh/h	23	31	49	606	695	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	150
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	25	34	53	738	846	72

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1321	423	918	0	-	0
Stage 1	846	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	148	579	739	-	-	-
Stage 1	381	-	-	-	-	-
Stage 2	592	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	130	579	739	-	-	-
Mov Cap-2 Maneuver	130	-	-	-	-	-
Stage 1	335	-	-	-	-	-
Stage 2	592	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	25.5	1.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	739	-	234	-	-
HCM Lane V/C Ratio	0.072	-	0.251	-	-
HCM Control Delay (s)	10.2	0.5	25.5	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.2	-	1	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	T		T		T	
Traffic Vol, veh/h	5	4	648	7	9	752
Future Vol, veh/h	5	4	648	7	9	752
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	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	5	4	789	8	10	915

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1271	399	0	0	797
Stage 1	793	-	-	-	-
Stage 2	478	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	160	601	-	-	821
Stage 1	406	-	-	-	-
Stage 2	590	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	156	601	-	-	821
Mov Cap-2 Maneuver	156	-	-	-	-
Stage 1	406	-	-	-	-
Stage 2	575	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	21.1	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT
Capacity (veh/h)	-	-	233	821
HCM Lane V/C Ratio	-	-	0.042	0.012
HCM Control Delay (s)	-	-	21.1	9.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection												
Int Delay, s/veh	1.2											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↙	↗		↑	↗	↖	↑↑	↖	↖	↑↑	↗
Traffic Vol, veh/h	8	2	11	32	6	24	6	635	14	18	735	8
Future Vol, veh/h	8	2	11	32	6	24	6	635	14	18	735	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	0	105	-	170	125	-	220
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	9	2	12	35	7	26	7	773	15	20	895	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1339	1722	448	1276	1722	387	895	0	0	773	0	0
Stage 1	935	935	-	787	787	-	-	-	-	-	-	-
Stage 2	404	787	-	489	935	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	111	88	558	124	88	611	754	-	-	838	-	-
Stage 1	285	342	-	351	401	-	-	-	-	-	-	-
Stage 2	594	401	-	529	342	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	98	85	558	116	85	611	754	-	-	838	-	-
Mov Cap-2 Maneuver	98	85	-	116	85	-	-	-	-	-	-	-
Stage 1	282	334	-	348	397	-	-	-	-	-	-	-
Stage 2	554	397	-	502	334	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	28.8		19.1		0.1		0.2	
HCM LOS	D		C					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	NWLn2	SELn1	SELn2	SWL	SWT	SWR
Capacity (veh/h)	754	-	-	85	611	95	558	838	-
HCM Lane V/C Ratio	0.009	-	-	0.077	0.043	0.114	0.021	0.023	-
HCM Control Delay (s)	9.8	-	-	50.8	11.2	47.7	11.6	9.4	-
HCM Lane LOS	A	-	-	F	B	E	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0.4	0.1	0.1	-

Intersection							
Int Delay, s/veh	2.5						
Movement	SEL	SER	NEL	NET	SWU	SWT	SWR
Lane Configurations							
Traffic Vol, veh/h	37	19	14	1162	7	604	7
Future Vol, veh/h	37	19	14	1162	7	604	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	0	-	0	-	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	64	64	90	90	92	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	58	30	16	1446	8	727	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1502	368	735	0	1446	0
Stage 1	747	-	-	-	-	-
Stage 2	755	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	6.44	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	2.52	-
Pot Cap-1 Maneuver	112	629	866	-	171	-
Stage 1	429	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	105	629	866	-	171	-
Mov Cap-2 Maneuver	105	-	-	-	-	-
Stage 1	421	-	-	-	-	-
Stage 2	405	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	61.1	0.1	0.3
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWU	SWT	SWR
Capacity (veh/h)	866	-	146	171	-	-
HCM Lane V/C Ratio	0.018	-	0.599	0.044	-	-
HCM Control Delay (s)	9.2	-	61.1	27	-	-
HCM Lane LOS	A	-	F	D	-	-
HCM 95th %tile Q(veh)	0.1	-	3.1	0.1	-	-

Intersection

Int Delay, s/veh 9.3

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	40	1136	0	590	21	82	43
Future Vol, veh/h	40	1136	0	590	21	82	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	0	-	200	0	-
Veh in Median Storage, #	-	0	-	0	-	0	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	90	90	92	93	93	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	44	1414	0	711	23	100	52

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	734	0 1414	- 0 1506 356
Stage 1	-	-	- - 711 -
Stage 2	-	-	- - 795 -
Critical Hdwy	4.14	- 6.44	- - 6.84 6.94
Critical Hdwy Stg 1	-	-	- - 5.84 -
Critical Hdwy Stg 2	-	-	- - 5.84 -
Follow-up Hdwy	2.22	- 2.52	- - 3.52 3.32
Pot Cap-1 Maneuver	867	- 179	- - 112 640
Stage 1	-	-	- - 448 -
Stage 2	-	-	- - 405 -
Platoon blocked, %	-	-	- -
Mov Cap-1 Maneuver	867	- 179	- - 106 640
Mov Cap-2 Maneuver	-	-	- - 106 -
Stage 1	-	-	- - 425 -
Stage 2	-	-	- - 405 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	140
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	867	-	179	-	-	149
HCM Lane V/C Ratio	0.051	-	-	-	-	1.023
HCM Control Delay (s)	9.4	-	0	-	-	140
HCM Lane LOS	A	-	A	-	-	F
HCM 95th %tile Q(veh)	0.2	-	0	-	-	7.8

Intersection								
Int Delay, s/veh	183.2							
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations		↔	↕	↔	↕	↔	↕	↕
Traffic Vol, veh/h	19	80	1096	60	569	42	127	68
Future Vol, veh/h	19	80	1096	60	569	42	127	68
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	0	-	0	-	220	0	-
Veh in Median Storage, #	-	-	0	-	0	-	0	-
Grade, %	-	-	0	-	0	-	0	-
Peak Hour Factor	92	90	90	92	93	93	67	67
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	21	89	1364	65	685	45	190	101

Major/Minor	Major1		Major2		Minor2			
Conflicting Flow All	685	730	0	1364	-	0	1717	343
Stage 1	-	-	-	-	-	-	815	-
Stage 2	-	-	-	-	-	-	902	-
Critical Hdwy	6.44	4.14	-	6.44	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	2.22	-	2.52	-	-	3.52	3.32
Pot Cap-1 Maneuver	528	870	-	193	-	-	~81	653
Stage 1	-	-	-	-	-	-	396	-
Stage 2	-	-	-	-	-	-	356	-
Platoon blocked, %			-		-	-		
Mov Cap-1 Maneuver	751	751	-	193	-	-	~46	653
Mov Cap-2 Maneuver	-	-	-	-	-	-	~46	-
Stage 1	-	-	-	-	-	-	338	-
Stage 2	-	-	-	-	-	-	236	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	2.7	\$ 1600.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	751	-	193	-	-	68
HCM Lane V/C Ratio	0.146	-	0.338	-	-	4.28
HCM Control Delay (s)	10.6	-	32.9	-	-	\$ 1600.1
HCM Lane LOS	B	-	D	-	-	F
HCM 95th %tile Q(veh)	0.5	-	1.4	-	-	31.4

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection								
Int Delay, s/veh	13.9							
Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	⇐	⇐⇐			⇐	⇐⇐	⇐⇐	
Traffic Vol, veh/h	6	1128	48	12	26	585	37	69
Future Vol, veh/h	6	1128	48	12	26	585	37	69
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	0	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	-	0	0	-
Grade, %	-	0	-	-	-	0	0	-
Peak Hour Factor	92	90	90	92	93	93	74	74
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	7	1404	53	13	28	705	50	93

Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	705	0	0	1457	1457	0	1880	729
Stage 1	-	-	-	-	-	-	1445	-
Stage 2	-	-	-	-	-	-	435	-
Critical Hdwy	6.44	-	-	6.44	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	-	-	2.52	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	513	-	-	168	460	-	63	365
Stage 1	-	-	-	-	-	-	183	-
Stage 2	-	-	-	-	-	-	620	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	513	-	-	262	262	-	52	365
Mov Cap-2 Maneuver	-	-	-	-	-	-	52	-
Stage 1	-	-	-	-	-	-	180	-
Stage 2	-	-	-	-	-	-	523	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	1.2	221.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	118	513	-	-	262	-
HCM Lane V/C Ratio	1.214	0.013	-	-	0.156	-
HCM Control Delay (s)	221.4	12.1	-	-	21.3	-
HCM Lane LOS	F	B	-	-	C	-
HCM 95th %tile Q(veh)	9.1	0	-	-	0.5	-

Intersection								
Int Delay, s/veh	48							
Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	⬇	⬆			⬆	⬆	⬆	
Traffic Vol, veh/h	15	1096	80	12	42	569	59	112
Future Vol, veh/h	15	1096	80	12	42	569	59	112
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	0	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	-	0	0	-
Grade, %	-	0	-	-	-	0	0	-
Peak Hour Factor	92	90	90	92	93	93	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	16	1364	89	13	45	685	75	142

Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	685	0	0	1453	1453	0	1900	727
Stage 1	-	-	-	-	-	-	1441	-
Stage 2	-	-	-	-	-	-	459	-
Critical Hdwy	6.44	-	-	6.44	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	-	-	2.52	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	528	-	-	169	462	-	~ 61	366
Stage 1	-	-	-	-	-	-	184	-
Stage 2	-	-	-	-	-	-	603	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	528	-	-	278	278	-	~ 47	366
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 47	-
Stage 1	-	-	-	-	-	-	178	-
Stage 2	-	-	-	-	-	-	478	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	1.7	\$ 531.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	110	528	-	-	278	-
HCM Lane V/C Ratio	1.968	0.031	-	-	0.209	-
HCM Control Delay (s)	\$ 531.9	12	-	-	21.3	-
HCM Lane LOS	F	B	-	-	C	-
HCM 95th %tile Q(veh)	17.9	0.1	-	-	0.8	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection														
Int Delay, s/veh	4.5													
Movement	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL	SWT	SWR
Lane Configurations		↕			↕			↕	↕			↕	↕	↕
Traffic Vol, veh/h	35	3	18	5	1	9	18	10	1163	3	25	2	603	6
Future Vol, veh/h	35	3	18	5	1	9	18	10	1163	3	25	2	603	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	0	-	-	-	0	-	680
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	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	3	20	5	1	10	20	11	1416	3	27	2	734	7

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	1563	2273	367	1907	2279	710	734	741	0	0	1419	1419	0	0
Stage 1	792	792	-	1480	1480	-	-	-	-	-	-	-	-	-
Stage 2	771	1481	-	427	799	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	76	40	630	42	39	376	491	862	-	-	178	476	-	-
Stage 1	349	399	-	132	188	-	-	-	-	-	-	-	-	-
Stage 2	359	187	-	576	396	-	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	61	32	630	32	31	376	568	568	-	-	183	183	-	-
Mov Cap-2 Maneuver	61	32	-	32	31	-	-	-	-	-	-	-	-	-
Stage 1	331	336	-	125	178	-	-	-	-	-	-	-	-	-
Stage 2	329	177	-	465	333	-	-	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	131.5		70.2		0.2		1.1	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	568	-	-	71	80	183	-
HCM Lane V/C Ratio	0.054	-	-	0.23	0.761	0.16	-
HCM Control Delay (s)	11.7	-	-	70.2	131.5	28.5	-
HCM Lane LOS	B	-	-	F	F	D	-
HCM 95th %tile Q(veh)	0.2	-	-	0.8	3.7	0.6	-

Intersection												
Int Delay, s/veh	1.6											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	4	3	20	10	0	30	4	943	26	10	414	7
Future Vol, veh/h	4	3	20	10	0	30	4	943	26	10	414	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	0	-	-	0	-	450
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	88	88	88	84	84	84
Heavy Vehicles, %	8	8	8	14	14	14	2	2	2	3	3	3
Mvmt Flow	5	4	27	15	0	45	5	1200	33	13	552	9

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1188	1821	276	1531	1805	617	552	0	0	1233	0	0
Stage 1	578	578	-	1227	1227	-	-	-	-	-	-	-
Stage 2	610	1243	-	304	578	-	-	-	-	-	-	-
Critical Hdwy	7.66	6.66	7.06	7.78	6.78	7.18	4.14	-	-	4.16	-	-
Critical Hdwy Stg 1	6.66	5.66	-	6.78	5.78	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.66	5.66	-	6.78	5.78	-	-	-	-	-	-	-
Follow-up Hdwy	3.58	4.08	3.38	3.64	4.14	3.44	2.22	-	-	2.23	-	-
Pot Cap-1 Maneuver	137	72	704	71	69	405	1014	-	-	555	-	-
Stage 1	454	485	-	171	226	-	-	-	-	-	-	-
Stage 2	434	233	-	648	471	-	-	-	-	-	-	-
Platoon blocked, %							-	-	-	-	-	-
Mov Cap-1 Maneuver	119	70	704	64	67	405	1014	-	-	555	-	-
Mov Cap-2 Maneuver	119	70	-	64	67	-	-	-	-	-	-	-
Stage 1	452	474	-	170	225	-	-	-	-	-	-	-
Stage 2	384	232	-	604	460	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	21.3	36.1	0	0.3
HCM LOS	C	E		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1014	-	-	174	257	555	-
HCM Lane V/C Ratio	0.005	-	-	0.343	0.14	0.024	-
HCM Control Delay (s)	8.6	-	-	36.1	21.3	11.6	-
HCM Lane LOS	A	-	-	E	C	B	-
HCM 95th %tile Q(veh)	0	-	-	1.4	0.5	0.1	-

Intersection												
Int Delay, s/veh	1.7											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	45	0	21	4	0	10	19	955	3	2	452	9
Future Vol, veh/h	45	0	21	4	0	10	19	955	3	2	452	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	150
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	49	0	23	4	0	11	21	1163	3	2	550	10

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1178	1762	275	1486	1771	583	560	0	0	1166	0	0
Stage 1	554	554	-	1207	1207	-	-	-	-	-	-	-
Stage 2	624	1208	-	279	564	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	146	83	722	86	82	456	1007	-	-	595	-	-
Stage 1	484	512	-	194	254	-	-	-	-	-	-	-
Stage 2	440	254	-	704	507	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	140	81	722	82	80	456	1007	-	-	595	-	-
Mov Cap-2 Maneuver	140	81	-	82	80	-	-	-	-	-	-	-
Stage 1	474	510	-	190	249	-	-	-	-	-	-	-
Stage 2	421	249	-	679	505	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	35.5	24.7	0.2	0
HCM LOS	E	C		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1007	-	-	198	188	595	-
HCM Lane V/C Ratio	0.021	-	-	0.077	0.382	0.004	-
HCM Control Delay (s)	8.7	-	-	24.7	35.5	11.1	-
HCM Lane LOS	A	-	-	C	E	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	1.7	0	-

Intersection												
Int Delay, s/veh	0.9											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↖	↗		↖	↗	↘	↖↗	↘	↘	↖↗	↘
Traffic Vol, veh/h	8	1	3	8	3	18	13	927	37	17	440	6
Future Vol, veh/h	8	1	3	8	3	18	13	927	37	17	440	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	0	105	-	170	125	-	220
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	9	1	3	9	3	20	14	1129	40	18	536	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1166	1729	268	1462	1729	565	536	0	0	1129	0	0
Stage 1	572	572	-	1157	1157	-	-	-	-	-	-	-
Stage 2	594	1157	-	305	572	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	149	87	730	90	87	468	1028	-	-	615	-	-
Stage 1	472	502	-	209	269	-	-	-	-	-	-	-
Stage 2	458	269	-	680	502	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	134	83	730	86	83	468	1028	-	-	615	-	-
Mov Cap-2 Maneuver	134	83	-	86	83	-	-	-	-	-	-	-
Stage 1	465	487	-	206	265	-	-	-	-	-	-	-
Stage 2	428	265	-	656	487	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	29.7		28.6		0.1		0.4	
HCM LOS	D		D					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	NWLn2	SELn1	SELn2	SWL	SWT	SWR
Capacity (veh/h)	1028	-	-	85	468	125	730	615	-
HCM Lane V/C Ratio	0.014	-	-	0.141	0.042	0.078	0.004	0.03	-
HCM Control Delay (s)	8.6	-	-	54.2	13	36.2	10	11	-
HCM Lane LOS	A	-	-	F	B	E	B	B	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.1	0.2	0	0.1	-

Intersection							
Int Delay, s/veh	0.5						
Movement	SEL	SER	NEL	NET	SWU	SWT	SWR
Lane Configurations	Y		X	↑↑	↓	↑↑	
Traffic Vol, veh/h	10	10	14	610	7	580	14
Future Vol, veh/h	10	10	14	610	7	580	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	0	-	0	-	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	62	62	87	87	92	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	16	16	16	785	8	677	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1126	346	692	0	785	0
Stage 1	701	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	6.44	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	2.52	-
Pot Cap-1 Maneuver	199	650	899	-	456	-
Stage 1	453	-	-	-	-	-
Stage 2	627	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	192	650	899	-	456	-
Mov Cap-2 Maneuver	192	-	-	-	-	-
Stage 1	445	-	-	-	-	-
Stage 2	616	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	18.6	0.2	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWU	SWT	SWR
Capacity (veh/h)	899	-	296	456	-
HCM Lane V/C Ratio	0.018	-	0.109	0.017	-
HCM Control Delay (s)	9.1	-	18.6	13	-
HCM Lane LOS	A	-	C	B	-
HCM 95th %tile Q(veh)	0.1	-	0.4	0.1	-

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	26	598	0	570	24	39	37
Future Vol, veh/h	26	598	0	570	24	39	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	0	-	200	0	-
Veh in Median Storage, #	-	0	-	0	-	0	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	87	87	92	96	96	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	30	770	0	665	25	47	45

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	690	0	770
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	6.44
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	2.52
Pot Cap-1 Maneuver	900	-	466
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	900	-	466
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	22.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	900	-	466	-	-	298
HCM Lane V/C Ratio	0.033	-	-	-	-	0.307
HCM Control Delay (s)	9.1	-	0	-	-	22.4
HCM Lane LOS	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	0	-	-	1.3

Intersection								
Int Delay, s/veh	6.7							
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations		↔	↕	↔	↕	↔	↕	↕
Traffic Vol, veh/h	15	53	571	40	544	50	71	68
Future Vol, veh/h	15	53	571	40	544	50	71	68
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	0	-	0	-	220	0	-
Veh in Median Storage, #	-	-	0	-	0	-	0	-
Grade, %	-	-	0	-	0	-	0	-
Peak Hour Factor	92	87	87	92	96	96	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	16	61	735	43	635	52	88	84

Major/Minor	Major1		Major2		Minor2			
Conflicting Flow All	635	687	0	735	-	0	1243	318
Stage 1	-	-	-	-	-	-	721	-
Stage 2	-	-	-	-	-	-	522	-
Critical Hdwy	6.44	4.14	-	6.44	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	2.22	-	2.52	-	-	3.52	3.32
Pot Cap-1 Maneuver	568	903	-	491	-	-	167	678
Stage 1	-	-	-	-	-	-	443	-
Stage 2	-	-	-	-	-	-	560	-
Platoon blocked, %			-		-	-		
Mov Cap-1 Maneuver	777	777	-	491	-	-	137	678
Mov Cap-2 Maneuver	-	-	-	-	-	-	137	-
Stage 1	-	-	-	-	-	-	399	-
Stage 2	-	-	-	-	-	-	511	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0.8	58.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	777	-	491	-	-	225
HCM Lane V/C Ratio	0.099	-	0.089	-	-	0.763
HCM Control Delay (s)	10.1	-	13	-	-	58.9
HCM Lane LOS	B	-	B	-	-	F
HCM 95th %tile Q(veh)	0.3	-	0.3	-	-	5.4

Intersection								
Int Delay, s/veh	2.6							
Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	⇐	⇐⇐			⇐	⇐⇐	⇐⇐	
Traffic Vol, veh/h	5	587	37	13	36	558	44	46
Future Vol, veh/h	5	587	37	13	36	558	44	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	0	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	-	0	0	-
Grade, %	-	0	-	-	-	0	0	-
Peak Hour Factor	92	87	87	92	96	96	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	5	756	43	14	38	651	56	59

Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	651	0	0	798	799	0	1218	400
Stage 1	-	-	-	-	-	-	788	-
Stage 2	-	-	-	-	-	-	430	-
Critical Hdwy	6.44	-	-	6.44	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	-	-	2.52	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	555	-	-	447	819	-	173	600
Stage 1	-	-	-	-	-	-	409	-
Stage 2	-	-	-	-	-	-	624	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	555	-	-	645	645	-	158	600
Mov Cap-2 Maneuver	-	-	-	-	-	-	158	-
Stage 1	-	-	-	-	-	-	405	-
Stage 2	-	-	-	-	-	-	573	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0.8	30.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	253	555	-	-	645	-
HCM Lane V/C Ratio	0.456	0.01	-	-	0.08	-
HCM Control Delay (s)	30.6	11.6	-	-	11.1	-
HCM Lane LOS	D	B	-	-	B	-
HCM 95th %tile Q(veh)	2.2	0	-	-	0.3	-

Intersection								
Int Delay, s/veh	6.6							
Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	⇐	⇐⇐			⇐	⇐⇐	⇐⇐	
Traffic Vol, veh/h	27	568	56	12	54	540	61	64
Future Vol, veh/h	27	568	56	12	54	540	61	64
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	0	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	-	0	0	-
Grade, %	-	0	-	-	-	0	0	-
Peak Hour Factor	92	87	87	92	96	96	73	73
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	29	731	64	13	56	630	84	88

Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	630	0	0	796	795	0	1274	398
Stage 1	-	-	-	-	-	-	821	-
Stage 2	-	-	-	-	-	-	453	-
Critical Hdwy	6.44	-	-	6.44	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	-	-	2.52	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	572	-	-	449	822	-	159	601
Stage 1	-	-	-	-	-	-	393	-
Stage 2	-	-	-	-	-	-	607	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	572	-	-	686	686	-	136	601
Mov Cap-2 Maneuver	-	-	-	-	-	-	136	-
Stage 1	-	-	-	-	-	-	373	-
Stage 2	-	-	-	-	-	-	546	-

Approach	EB	WB	NB
HCM Control Delay, s	0.4	1.1	58.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	225	572	-	-	686	-
HCM Lane V/C Ratio	0.761	0.051	-	-	0.101	-
HCM Control Delay (s)	58.7	11.6	-	-	10.8	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	5.3	0.2	-	-	0.3	-

Intersection														
Int Delay, s/veh	1.1													
Movement	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL	SWT	SWR
Lane Configurations		↕			↕			↕	↕			↕	↕	↕
Traffic Vol, veh/h	11	1	10	3	0	3	31	20	599	5	14	4	570	20
Future Vol, veh/h	11	1	10	3	0	3	31	20	599	5	14	4	570	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	0	-	-	-	0	-	680
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	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	1	11	3	0	3	34	22	729	5	15	4	694	22

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	1209	1578	347	1230	1598	367	694	716	0	0	735	734	0	0
Stage 1	732	732	-	844	844	-	-	-	-	-	-	-	-	-
Stage 2	477	846	-	386	754	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	139	108	649	134	105	630	521	880	-	-	491	867	-	-
Stage 1	379	425	-	324	377	-	-	-	-	-	-	-	-	-
Stage 2	538	377	-	609	415	-	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	125	95	649	118	92	630	613	613	-	-	541	541	-	-
Mov Cap-2 Maneuver	125	95	-	118	92	-	-	-	-	-	-	-	-	-
Stage 1	345	409	-	295	343	-	-	-	-	-	-	-	-	-
Stage 2	487	343	-	575	400	-	-	-	-	-	-	-	-	-

Approach	SE		NW		NE			SW				
HCM Control Delay, s	26.3		23.7		0.8			0.3				
HCM LOS	D		C									

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	613	-	-	199	193	541	-
HCM Lane V/C Ratio	0.09	-	-	0.033	0.124	0.036	-
HCM Control Delay (s)	11.5	-	-	23.7	26.3	11.9	-
HCM Lane LOS	B	-	-	C	D	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	0.4	0.1	-

Intersection												
Int Delay, s/veh	2.4											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	6	3	18	22	3	40	9	585	30	30	630	18
Future Vol, veh/h	6	3	18	22	3	40	9	585	30	30	630	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	0	-	-	0	-	450
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	52	52	52	86	86	86	89	89	89	95	95	95
Heavy Vehicles, %	7	7	7	0	0	0	2	2	2	3	3	3
Mvmt Flow	12	6	35	29	3	52	10	736	38	35	743	19

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1203	1607	372	1220	1588	387	743	0	0	774	0	0
Stage 1	813	813	-	775	775	-	-	-	-	-	-	-
Stage 2	390	794	-	445	813	-	-	-	-	-	-	-
Critical Hdwy	7.64	6.64	7.04	7.5	6.5	6.9	4.14	-	-	4.16	-	-
Critical Hdwy Stg 1	6.64	5.64	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.64	5.64	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.57	4.07	3.37	3.5	4	3.3	2.22	-	-	2.23	-	-
Pot Cap-1 Maneuver	134	99	611	138	109	617	860	-	-	831	-	-
Stage 1	328	378	-	361	411	-	-	-	-	-	-	-
Stage 2	592	386	-	567	395	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	115	94	611	119	103	617	860	-	-	831	-	-
Mov Cap-2 Maneuver	115	94	-	119	103	-	-	-	-	-	-	-
Stage 1	324	362	-	357	406	-	-	-	-	-	-	-
Stage 2	531	381	-	504	378	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	24.3	28.6	0.1	0.4
HCM LOS	C	D		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	860	-	-	235	238	831	-
HCM Lane V/C Ratio	0.012	-	-	0.358	0.218	0.043	-
HCM Control Delay (s)	9.2	-	-	28.6	24.3	9.5	-
HCM Lane LOS	A	-	-	D	C	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	0.8	0.1	-

Intersection												
Int Delay, s/veh	0.9											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	19	0	21	3	0	2	18	590	5	2	655	19
Future Vol, veh/h	19	0	21	3	0	2	18	590	5	2	655	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	150
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	21	0	23	3	0	2	20	718	5	2	797	21

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1200	1564	399	1164	1583	362	818	0	0	723	0	0
Stage 1	801	801	-	761	761	-	-	-	-	-	-	-
Stage 2	399	763	-	403	822	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	141	111	601	150	108	635	806	-	-	875	-	-
Stage 1	344	395	-	364	412	-	-	-	-	-	-	-
Stage 2	598	411	-	595	386	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	138	108	601	141	105	635	806	-	-	875	-	-
Mov Cap-2 Maneuver	138	108	-	141	105	-	-	-	-	-	-	-
Stage 1	335	394	-	355	402	-	-	-	-	-	-	-
Stage 2	581	401	-	571	385	-	-	-	-	-	-	-

Approach	SE		NW			NE			SW		
HCM Control Delay, s	24.1		23			0.3			0		
HCM LOS	C		C								

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	806	-	-	205	232	875	-
HCM Lane V/C Ratio	0.024	-	-	0.027	0.187	0.002	-
HCM Control Delay (s)	9.6	-	-	23	24.1	9.1	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.7	0	-

Intersection												
Int Delay, s/veh	1.4											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕	↗		↕	↗	↖	↕↕	↖	↖	↕↕	↗
Traffic Vol, veh/h	8	2	8	24	5	22	5	596	12	14	656	6
Future Vol, veh/h	8	2	8	24	5	22	5	596	12	14	656	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	0	105	-	170	125	-	220
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	9	2	9	26	5	24	5	726	13	15	799	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1205	1565	400	1167	1565	363	799	0	0	726	0	0
Stage 1	829	829	-	736	736	-	-	-	-	-	-	-
Stage 2	376	736	-	431	829	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	140	110	600	149	110	634	819	-	-	873	-	-
Stage 1	331	383	-	377	423	-	-	-	-	-	-	-
Stage 2	617	423	-	573	383	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	127	107	600	142	107	634	819	-	-	873	-	-
Mov Cap-2 Maneuver	127	107	-	142	107	-	-	-	-	-	-	-
Stage 1	329	376	-	375	420	-	-	-	-	-	-	-
Stage 2	582	420	-	552	376	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW			
HCM Control Delay, s	25.7		27.4		0.1		0.2			
HCM LOS	D		D							

Minor Lane/Major Mvmt	NEL	NET	NERN	NWLn1	NWLn2	SELn1	SELn2	SWL	SWT	SWR
Capacity (veh/h)	819	-	-	134	634	122	600	873	-	-
HCM Lane V/C Ratio	0.007	-	-	0.235	0.038	0.089	0.014	0.017	-	-
HCM Control Delay (s)	9.4	-	-	39.9	10.9	37.4	11.1	9.2	-	-
HCM Lane LOS	A	-	-	E	B	E	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.9	0.1	0.3	0	0.1	-	-

Intersection							
Int Delay, s/veh	1.5						
Movement	SEL	SER	NEL	NET	SWU	SWT	SWR
Lane Configurations							
Traffic Vol, veh/h	13	20	15	772	7	1087	23
Future Vol, veh/h	13	20	15	772	7	1087	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	0	-	0	-	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	55	55	95	95	92	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	24	36	16	910	8	1309	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1825	667	1334	0	910	0
Stage 1	1338	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	6.44	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	2.52	-
Pot Cap-1 Maneuver	68	401	513	-	379	-
Stage 1	209	-	-	-	-	-
Stage 2	583	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	65	401	513	-	379	-
Mov Cap-2 Maneuver	65	-	-	-	-	-
Stage 1	203	-	-	-	-	-
Stage 2	571	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	53.2	0.2	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWU	SWT	SWR
Capacity (veh/h)	513	- 132	379	-	-
HCM Lane V/C Ratio	0.031	- 0.455	0.02	-	-
HCM Control Delay (s)	12.2	- 53.2	14.7	-	-
HCM Lane LOS	B	- F	B	-	-
HCM 95th %tile Q(veh)	0.1	- 2	0.1	-	-

Intersection							
Int Delay, s/veh	5						
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	59	728	0	1022	88	34	51
Future Vol, veh/h	59	728	0	1022	88	34	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	0	-	200	0	-
Veh in Median Storage, #	-	0	-	0	-	0	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	95	95	92	93	93	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	62	858	0	1231	95	43	65

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1326	0	858
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	6.44
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	2.52
Pot Cap-1 Maneuver	517	-	409
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	517	-	409
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	100.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	517	-	409	-	-	131
HCM Lane V/C Ratio	0.12	-	-	-	-	0.821
HCM Control Delay (s)	12.9	-	0	-	-	100.8
HCM Lane LOS	B	-	A	-	-	F
HCM 95th %tile Q(veh)	0.4	-	0	-	-	5.1

Intersection								
Int Delay, s/veh	31.5							
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations		↔	↑↑	↔	↑↑	↔	↔	↔
Traffic Vol, veh/h	25	90	697	55	976	134	47	71
Future Vol, veh/h	25	90	697	55	976	134	47	71
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	0	-	0	-	220	0	-
Veh in Median Storage, #	-	-	0	-	0	-	0	-
Grade, %	-	-	0	-	0	-	0	-
Peak Hour Factor	92	95	95	92	93	93	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	27	95	822	60	1175	144	56	85

Major/Minor	Major1		Major2		Minor2			
Conflicting Flow All	1175	1319	0	822	-	0	1950	588
Stage 1	-	-	-	-	-	-	1295	-
Stage 2	-	-	-	-	-	-	655	-
Critical Hdwy	6.44	4.14	-	6.44	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	2.22	-	2.52	-	-	3.52	3.32
Pot Cap-1 Maneuver	256	520	-	432	-	-	56	452
Stage 1	-	-	-	-	-	-	221	-
Stage 2	-	-	-	-	-	-	479	-
Platoon blocked, %			-		-	-		
Mov Cap-1 Maneuver	396	396	-	432	-	-	~ 33	452
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 33	-
Stage 1	-	-	-	-	-	-	153	-
Stage 2	-	-	-	-	-	-	412	-

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0.6	\$ 530.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	396	-	432	-	-	75
HCM Lane V/C Ratio	0.308	-	0.138	-	-	1.873
HCM Control Delay (s)	18.1	-	14.7	-	-	\$ 530.6
HCM Lane LOS	C	-	B	-	-	F
HCM 95th %tile Q(veh)	1.3	-	0.5	-	-	12.4

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection								
Int Delay, s/veh	10.2							
Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	⬆	⬆↑			⬆	⬆↑	⬆	
Traffic Vol, veh/h	9	740	47	16	70	1040	50	33
Future Vol, veh/h	9	740	47	16	70	1040	50	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	0	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	-	0	0	-
Grade, %	-	0	-	-	-	0	0	-
Peak Hour Factor	92	95	95	92	93	93	74	74
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	10	872	49	17	75	1252	68	45

Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	1252	0	0	922	921	0	1727
Stage 1	-	-	-	-	-	-	917
Stage 2	-	-	-	-	-	-	810
Critical Hdwy	6.44	-	-	6.44	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84
Follow-up Hdwy	2.52	-	-	2.52	2.22	-	3.52
Pot Cap-1 Maneuver	228	-	-	373	737	-	80
Stage 1	-	-	-	-	-	-	350
Stage 2	-	-	-	-	-	-	398
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	228	-	-	610	610	-	~ 65
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 65
Stage 1	-	-	-	-	-	-	335
Stage 2	-	-	-	-	-	-	338

Approach	EB	WB	NB
HCM Control Delay, s	0.2	0.8	205.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	100	228	-	-	610	-
HCM Lane V/C Ratio	1.122	0.043	-	-	0.152	-
HCM Control Delay (s)	205.9	21.5	-	-	12	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	7.3	0.1	-	-	0.5	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection								
Int Delay, s/veh	69.1							
Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	⬇	⬆			⬆	⬆	⬆	
Traffic Vol, veh/h	41	685	102	17	153	957	91	61
Future Vol, veh/h	41	685	102	17	153	957	91	61
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	0	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	-	0	0	-
Grade, %	-	0	-	-	-	0	0	-
Peak Hour Factor	92	95	95	92	93	93	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	45	808	107	18	165	1153	101	68

Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	1153	0	0	915	915	0	1895	458
Stage 1	-	-	-	-	-	-	952	-
Stage 2	-	-	-	-	-	-	943	-
Critical Hdwy	6.44	-	-	6.44	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	-	-	2.52	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	265	-	-	376	741	-	~ 61	550
Stage 1	-	-	-	-	-	-	335	-
Stage 2	-	-	-	-	-	-	339	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	265	-	-	660	660	-	~ 37	550
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 37	-
Stage 1	-	-	-	-	-	-	278	-
Stage 2	-	-	-	-	-	-	245	-

Approach	EB	WB	NB
HCM Control Delay, s	1	1.7	\$ 989.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	59	265	-	-	660	-
HCM Lane V/C Ratio	2.863	0.168	-	-	0.277	-
HCM Control Delay (s)	\$ 989.3	21.3	-	-	12.5	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	17.4	0.6	-	-	1.1	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection														
Int Delay, s/veh	4.6													
Movement	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL	SWT	SWR
Lane Configurations		↕			↕			↕	↕			↕	↕	↕
Traffic Vol, veh/h	13	2	19	6	1	4	52	25	756	6	20	8	1065	37
Future Vol, veh/h	13	2	19	6	1	4	52	25	756	6	20	8	1065	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	0	-	-	-	0	-	680
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	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	2	21	7	1	4	57	27	920	7	22	9	1297	40

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	1988	2454	649	1804	2491	464	1297	1337	0	0	927	927	0	0
Stage 1	1359	1359	-	1092	1092	-	-	-	-	-	-	-	-	-
Stage 2	629	1095	-	712	1399	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	36	30	412	50	29	545	214	512	-	-	370	733	-	-
Stage 1	157	215	-	229	289	-	-	-	-	-	-	-	-	-
Stage 2	437	288	-	389	206	-	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	24	19	412	31	18	545	254	254	-	-	428	428	-	-
Mov Cap-2 Maneuver	24	19	-	31	18	-	-	-	-	-	-	-	-	-
Stage 1	105	200	-	153	193	-	-	-	-	-	-	-	-	-
Stage 2	288	193	-	340	192	-	-	-	-	-	-	-	-	-

Approach	SE		NW		NE			SW				
HCM Control Delay, s	190.5		118.3		2.2			0.3				
HCM LOS	F		F									

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	254	-	-	43	49	428	-
HCM Lane V/C Ratio	0.33	-	-	0.278	0.754	0.071	-
HCM Control Delay (s)	26	-	-	118.3	190.5	14.1	-
HCM Lane LOS	D	-	-	F	F	B	-
HCM 95th %tile Q(veh)	1.4	-	-	0.9	3	0.2	-

Intersection												
Int Delay, s/veh	3.9											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	2	0	7	30	1	39	3	625	36	34	1041	3
Future Vol, veh/h	2	0	7	30	1	39	3	625	36	34	1041	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	0	-	-	0	-	450
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	72	72	72	92	92	92	93	93	93
Heavy Vehicles, %	11	11	11	0	0	0	1	1	1	1	1	1
Mvmt Flow	3	0	11	47	1	61	3	761	44	41	1254	3

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1723	2147	627	1498	2125	403	1254	0	0	805	0	0
Stage 1	1336	1336	-	789	789	-	-	-	-	-	-	-
Stage 2	387	811	-	709	1336	-	-	-	-	-	-	-
Critical Hdwy	7.72	6.72	7.12	7.5	6.5	6.9	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.72	5.72	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.72	5.72	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.61	4.11	3.41	3.5	4	3.3	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	52	43	405	86	51	603	556	-	-	822	-	-
Stage 1	149	204	-	354	405	-	-	-	-	-	-	-
Stage 2	584	370	-	396	224	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	44	41	405	80	48	603	556	-	-	822	-	-
Mov Cap-2 Maneuver	44	41	-	80	48	-	-	-	-	-	-	-
Stage 1	148	194	-	352	403	-	-	-	-	-	-	-
Stage 2	521	368	-	366	213	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	33	71.9	0	0.3
HCM LOS	D	F		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	556	-	-	153	143	822	-
HCM Lane V/C Ratio	0.006	-	-	0.711	0.1	0.05	-
HCM Control Delay (s)	11.5	-	-	71.9	33	9.6	-
HCM Lane LOS	B	-	-	F	D	A	-
HCM 95th %tile Q(veh)	0	-	-	4.2	0.3	0.2	-

Intersection												
Int Delay, s/veh	1.5											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	23	0	31	5	0	4	49	599	7	9	685	66
Future Vol, veh/h	23	0	31	5	0	4	49	599	7	9	685	66
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	150
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	0	0	0	2	2	2	2	2	2
Mvmt Flow	25	0	34	5	0	4	53	729	8	10	834	72

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1325	1697	417	1276	1765	369	906	0	0	737	0	0
Stage 1	854	854	-	839	839	-	-	-	-	-	-	-
Stage 2	471	843	-	437	926	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.5	6.5	6.9	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.5	4	3.3	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	114	92	585	126	85	634	747	-	-	865	-	-
Stage 1	320	373	-	331	384	-	-	-	-	-	-	-
Stage 2	542	378	-	574	350	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	106	84	585	111	78	634	747	-	-	865	-	-
Mov Cap-2 Maneuver	106	84	-	111	78	-	-	-	-	-	-	-
Stage 1	297	369	-	307	357	-	-	-	-	-	-	-
Stage 2	500	351	-	535	346	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	30.3	26.8	0.7	0.1
HCM LOS	D	D		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	747	-	-	175	200	865	-
HCM Lane V/C Ratio	0.071	-	-	0.056	0.293	0.011	-
HCM Control Delay (s)	10.2	-	-	26.8	30.3	9.2	-
HCM Lane LOS	B	-	-	D	D	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	1.2	0	-

Intersection												
Int Delay, s/veh	2											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕	↗		↕	↗	↖	↕	↖	↖	↕	↗
Traffic Vol, veh/h	8	2	11	32	6	24	6	635	14	18	735	8
Future Vol, veh/h	8	2	11	32	6	24	6	635	14	18	735	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	0	105	-	170	125	-	220
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	9	2	12	35	7	26	7	773	15	20	895	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1339	1722	448	1276	1722	387	895	0	0	773	0	0
Stage 1	935	935	-	787	787	-	-	-	-	-	-	-
Stage 2	404	787	-	489	935	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	111	88	558	124	88	611	754	-	-	838	-	-
Stage 1	285	342	-	351	401	-	-	-	-	-	-	-
Stage 2	594	401	-	529	342	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	98	85	558	116	85	611	754	-	-	838	-	-
Mov Cap-2 Maneuver	98	85	-	116	85	-	-	-	-	-	-	-
Stage 1	282	334	-	348	397	-	-	-	-	-	-	-
Stage 2	554	397	-	502	334	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW			
HCM Control Delay, s	28.8		38.8		0.1		0.2			
HCM LOS	D		E							

























Minor Lane/Major Mvmt	NEL	NET	NERN	NWLn1	NWLn2	SELn1	SELn2	SWL	SWT	SWR
Capacity (veh/h)	754	-	-	110	611	95	558	838	-	-
HCM Lane V/C Ratio	0.009	-	-	0.375	0.043	0.117	0.022	0.023	-	-
HCM Control Delay (s)	9.8	-	-	56.2	11.2	47.8	11.6	9.4	-	-
HCM Lane LOS	A	-	-	F	B	E	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.5	0.1	0.4	0.1	0.1	-	-

Appendix C: Syncro Analysis Results Signalized Intersections

































HCM 2010 Signalized Intersection Summary
 1: Airport Rd./15th Street & Elma G Miles Pkwy

Existing AM
 06/08/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	662	129	221	234	238	57	115	315	237	138	105
Future Volume (veh/h)	148	662	129	221	234	238	57	115	315	237	138	105
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	161	720	140	240	254	259	62	125	342	258	150	114
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
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	464	925	414	339	961	430	464	470	400	457	530	451
Arrive On Green	0.09	0.26	0.26	0.10	0.27	0.27	0.05	0.25	0.25	0.09	0.28	0.28
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	161	720	140	240	254	259	62	125	342	258	150	114
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	3.9	11.2	4.2	5.7	3.3	8.4	1.5	3.2	12.2	5.1	3.7	3.3
Cycle Q Clear(g_c), s	3.9	11.2	4.2	5.7	3.3	8.4	1.5	3.2	12.2	5.1	3.7	3.3
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	464	925	414	339	961	430	464	470	400	457	530	451
V/C Ratio(X)	0.35	0.78	0.34	0.71	0.26	0.60	0.13	0.27	0.86	0.56	0.28	0.25
Avail Cap(c_a), veh/h	464	1081	484	339	1117	500	521	569	484	457	569	484
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	13.9	20.3	17.7	16.2	16.9	18.8	14.8	17.7	21.1	16.1	16.5	16.3
Incr Delay (d2), s/veh	0.4	3.2	0.5	6.7	0.1	1.5	0.1	0.3	12.1	1.6	0.3	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	1.9	5.8	1.9	3.4	1.6	3.9	0.7	1.7	6.6	1.4	2.0	1.5
LnGrp Delay(d),s/veh	14.4	23.4	18.2	22.8	17.1	20.3	14.9	18.0	33.3	17.7	16.8	16.6
LnGrp LOS	B	C	B	C	B	C	B	B	C	B	B	B
Approach Vol, veh/h		1021			753			529			522	
Approach Delay, s/veh		21.3			20.0			27.5			17.2	
Approach LOS		C			C			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	20.0	7.7	21.4	9.6	20.6	9.6	19.5				
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	5.7	18.1	5.1	18.1	5.1	18.7	5.1	18.1				
Max Q Clear Time (g_c+l1), s	7.7	13.2	3.5	5.7	5.9	10.4	7.1	14.2				
Green Ext Time (p_c), s	0.0	2.3	0.0	0.9	0.0	1.6	0.0	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			21.4									
HCM 2010 LOS			C									





















HCM 2010 Signalized Intersection Summary
 2: Elma G Miles Pkwy & Veterans Pkwy

Existing AM
 06/08/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	 	 		 	 			 			 	
Traffic Volume (veh/h)	79	248	379	169	211	54	374	833	373	60	349	55
Future Volume (veh/h)	79	248	379	169	211	54	374	833	373	60	349	55
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	86	270	412	184	229	59	407	905	405	65	379	60
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
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	206	1011	452	265	1072	479	485	1108	496	234	787	352
Arrive On Green	0.06	0.29	0.29	0.08	0.30	0.30	0.14	0.31	0.31	0.05	0.22	0.22
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	86	270	412	184	229	59	407	905	405	65	379	60
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	1.6	3.9	16.6	3.5	3.2	1.8	9.5	15.6	15.6	1.8	6.2	2.0
Cycle Q Clear(g_c), s	1.6	3.9	16.6	3.5	3.2	1.8	9.5	15.6	15.6	1.8	6.2	2.0
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	206	1011	452	265	1072	479	485	1108	496	234	787	352
V/C Ratio(X)	0.42	0.27	0.91	0.69	0.21	0.12	0.84	0.82	0.82	0.28	0.48	0.17
Avail Cap(c_a), veh/h	265	1036	463	265	1072	479	485	1202	538	275	961	430
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	30.0	18.3	22.8	29.8	17.2	16.7	18.4	21.0	21.0	18.9	22.4	20.8
Incr Delay (d2), s/veh	1.3	0.1	21.7	7.6	0.1	0.1	12.4	4.2	9.0	0.6	0.5	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	0.8	1.9	10.0	1.9	1.6	0.8	4.4	8.2	8.0	0.9	3.1	0.9
LnGrp Delay(d),s/veh	31.4	18.4	44.6	37.5	17.3	16.8	30.8	25.2	30.0	19.5	22.9	21.1
LnGrp LOS	C	B	D	D	B	B	C	C	C	B	C	C
Approach Vol, veh/h		768			472			1717			504	
Approach Delay, s/veh		33.9			25.1			27.7			22.2	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	24.6	8.0	25.2	9.6	23.4	14.0	19.2				
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	19.4	5.0	22.5	5.1	19.4	9.5	18.0				
Max Q Clear Time (g_c+I1), s	3.6	5.2	3.8	17.6	5.5	18.6	11.5	8.2				
Green Ext Time (p_c), s	0.0	1.3	0.0	3.1	0.0	0.3	0.0	1.9				
Intersection Summary												
HCM 2010 Ctrl Delay			27.9									
HCM 2010 LOS			C									

























HCM 2010 Signalized Intersection Summary
 3: Elma G Miles Pkwy & General Screven Way

Existing AM
 06/08/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	32	307	192	109	403	22	340	431	150	26	247	28
Future Volume (veh/h)	32	307	192	109	403	22	340	431	150	26	247	28
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	35	334	209	118	438	24	370	468	163	28	268	30
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	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	387	505	309	381	968	53	471	678	234	288	573	64
Arrive On Green	0.04	0.24	0.24	0.08	0.28	0.28	0.12	0.26	0.26	0.03	0.18	0.18
Sat Flow, veh/h	1774	2110	1294	1774	3413	187	1774	2582	893	1774	3213	356
Grp Volume(v), veh/h	35	279	264	118	227	235	370	320	311	28	147	151
Grp Sat Flow(s),veh/h/ln	1774	1770	1634	1774	1770	1830	1774	1770	1705	1774	1770	1800
Q Serve(g_s), s	0.7	6.7	6.9	2.3	5.0	5.0	5.5	7.7	7.8	0.6	3.5	3.6
Cycle Q Clear(g_c), s	0.7	6.7	6.9	2.3	5.0	5.0	5.5	7.7	7.8	0.6	3.5	3.6
Prop In Lane	1.00		0.79	1.00		0.10	1.00		0.52	1.00		0.20
Lane Grp Cap(c), veh/h	387	423	391	381	502	519	471	464	448	288	315	321
V/C Ratio(X)	0.09	0.66	0.68	0.31	0.45	0.45	0.79	0.69	0.70	0.10	0.46	0.47
Avail Cap(c_a), veh/h	506	695	642	421	695	719	471	695	670	419	676	688
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	12.6	16.2	16.3	12.2	13.9	13.9	15.8	15.6	15.7	15.1	17.3	17.4
Incr Delay (d2), s/veh	0.1	1.8	2.0	0.5	0.6	0.6	8.6	1.8	2.0	0.1	1.1	1.1
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	0.3	3.5	3.3	1.1	2.5	2.6	4.8	4.0	3.9	0.3	1.8	1.9
LnGrp Delay(d),s/veh	12.7	17.9	18.3	12.6	14.5	14.5	24.3	17.5	17.6	15.2	18.4	18.4
LnGrp LOS	B	B	B	B	B	B	C	B	B	B	B	B
Approach Vol, veh/h		578			580			1001			326	
Approach Delay, s/veh		17.8			14.1			20.0			18.1	
Approach LOS		B			B			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.3	17.9	6.0	16.9	8.4	15.8	10.0	12.9				
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	5.0	18.5	5.0	18.5	5.0	18.5	5.5	18.0				
Max Q Clear Time (g_c+I1), s	2.7	7.0	2.6	9.8	4.3	8.9	7.5	5.6				
Green Ext Time (p_c), s	0.0	2.1	0.0	2.6	0.0	2.4	0.0	1.3				
Intersection Summary												
HCM 2010 Ctrl Delay				17.9								
HCM 2010 LOS				B								































HCM 2010 Signalized Intersection Summary
 1: Airport Rd./15th Street & Elma G Miles Pkwy

Existing Noon
 06/08/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	346	44	206	338	115	54	124	159	96	71	80
Future Volume (veh/h)	74	346	44	206	338	115	54	124	159	96	71	80
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	80	376	48	224	367	125	59	135	173	104	77	87
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
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	443	678	303	491	882	395	471	320	272	432	365	311
Arrive On Green	0.07	0.19	0.19	0.13	0.25	0.25	0.06	0.17	0.17	0.08	0.20	0.20
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	80	376	48	224	367	125	59	135	173	104	77	87
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	1.5	4.1	1.1	4.2	3.7	2.7	1.1	2.7	4.3	2.0	1.5	2.0
Cycle Q Clear(g_c), s	1.5	4.1	1.1	4.2	3.7	2.7	1.1	2.7	4.3	2.0	1.5	2.0
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	443	678	303	491	882	395	471	320	272	432	365	311
V/C Ratio(X)	0.18	0.55	0.16	0.46	0.42	0.32	0.13	0.42	0.64	0.24	0.21	0.28
Avail Cap(c_a), veh/h	525	1541	689	491	1583	708	575	789	671	493	789	671
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	12.1	15.5	14.3	11.5	13.4	13.0	13.0	15.7	16.3	12.6	14.3	14.5
Incr Delay (d2), s/veh	0.2	0.7	0.2	0.7	0.3	0.5	0.1	0.9	2.5	0.3	0.3	0.5
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	0.7	2.1	0.5	2.1	1.8	1.2	0.6	1.5	2.1	1.0	0.8	0.9
LnGrp Delay(d),s/veh	12.3	16.2	14.6	12.1	13.7	13.5	13.1	16.6	18.8	12.9	14.6	15.0
LnGrp LOS	B	B	B	B	B	B	B	B	B	B	B	B
Approach Vol, veh/h		504			716			367			268	
Approach Delay, s/veh		15.5			13.1			17.1			14.1	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	12.6	7.0	12.8	7.6	15.1	8.0	11.8				
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	5.5	18.5	5.0	18.0	5.0	19.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	6.2	6.1	3.1	4.0	3.5	5.7	4.0	6.3				
Green Ext Time (p_c), s	0.0	2.1	0.0	0.5	0.0	2.3	0.0	1.0				
Intersection Summary												
HCM 2010 Ctrl Delay			14.7									
HCM 2010 LOS			B									





















HCM 2010 Signalized Intersection Summary
 2: Elma G Miles Pkwy & Veterans Pkwy

Existing Noon
 06/08/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	 	 		 	 			 			 	
Traffic Volume (veh/h)	130	393	328	277	264	93	200	438	325	114	506	76
Future Volume (veh/h)	130	393	328	277	264	93	200	438	325	114	506	76
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	141	427	357	301	287	101	217	476	353	124	550	83
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
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	258	956	428	314	1013	453	362	946	423	350	912	408
Arrive On Green	0.08	0.27	0.27	0.09	0.29	0.29	0.08	0.27	0.27	0.07	0.26	0.26
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	141	427	357	301	287	101	217	476	353	124	550	83
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	2.4	6.0	12.8	5.3	3.8	2.9	5.0	6.9	12.7	3.0	8.2	2.5
Cycle Q Clear(g_c), s	2.4	6.0	12.8	5.3	3.8	2.9	5.0	6.9	12.7	3.0	8.2	2.5
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	258	956	428	314	1013	453	362	946	423	350	912	408
V/C Ratio(X)	0.55	0.45	0.83	0.96	0.28	0.22	0.60	0.50	0.83	0.35	0.60	0.20
Avail Cap(c_a), veh/h	285	1085	485	314	1114	498	362	1056	472	367	1056	472
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	26.9	18.3	20.8	27.3	16.7	16.4	16.5	18.7	20.8	14.9	19.7	17.6
Incr Delay (d2), s/veh	1.8	0.3	10.8	39.9	0.2	0.2	2.7	0.4	11.2	0.6	0.7	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	1.2	3.0	6.8	4.2	1.9	1.3	1.2	3.4	6.8	1.5	4.1	1.1
LnGrp Delay(d),s/veh	28.7	18.6	31.6	67.3	16.9	16.7	19.2	19.1	32.0	15.5	20.4	17.8
LnGrp LOS	C	B	C	E	B	B	B	B	C	B	C	B
Approach Vol, veh/h		925			689			1046			757	
Approach Delay, s/veh		25.2			38.9			23.5			19.3	
Approach LOS		C			D			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	21.8	8.9	20.6	10.0	20.8	9.5	20.0				
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	5.0	19.0	5.0	18.0	5.5	18.5	5.0	18.0				
Max Q Clear Time (g_c+I1), s	4.4	5.8	5.0	14.7	7.3	14.8	7.0	10.2				
Green Ext Time (p_c), s	0.0	1.8	0.0	1.5	0.0	1.5	0.0	2.4				
Intersection Summary												
HCM 2010 Ctrl Delay			26.1									
HCM 2010 LOS			C									

























HCM 2010 Signalized Intersection Summary
 3: Elma G Miles Pkwy & General Screven Way

Existing Noon
 06/08/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	70	484	178	156	539	39	235	241	159	97	318	55
Future Volume (veh/h)	70	484	178	156	539	39	235	241	159	97	318	55
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	76	526	193	170	586	42	255	262	173	105	346	60
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	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	379	700	256	370	1030	74	394	434	277	356	540	93
Arrive On Green	0.06	0.28	0.28	0.10	0.31	0.31	0.11	0.21	0.21	0.07	0.18	0.18
Sat Flow, veh/h	1774	2540	928	1774	3350	240	1774	2074	1325	1774	3022	519
Grp Volume(v), veh/h	76	366	353	170	309	319	255	222	213	105	201	205
Grp Sat Flow(s),veh/h/ln	1774	1770	1699	1774	1770	1820	1774	1770	1629	1774	1770	1771
Q Serve(g_s), s	1.5	9.9	9.9	3.5	7.7	7.7	5.5	5.9	6.2	2.5	5.5	5.6
Cycle Q Clear(g_c), s	1.5	9.9	9.9	3.5	7.7	7.7	5.5	5.9	6.2	2.5	5.5	5.6
Prop In Lane	1.00		0.55	1.00		0.13	1.00		0.81	1.00		0.29
Lane Grp Cap(c), veh/h	379	488	468	370	544	560	394	370	341	356	316	316
V/C Ratio(X)	0.20	0.75	0.75	0.46	0.57	0.57	0.65	0.60	0.62	0.29	0.64	0.65
Avail Cap(c_a), veh/h	435	627	602	370	627	645	394	627	577	393	610	610
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	12.3	17.3	17.3	12.6	15.2	15.2	16.8	18.7	18.8	15.7	19.9	19.9
Incr Delay (d2), s/veh	0.3	3.7	4.0	0.9	0.9	0.9	3.6	1.6	1.9	0.5	2.1	2.2
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	0.8	5.3	5.1	1.7	3.8	4.0	3.3	3.1	3.0	1.2	2.9	2.9
LnGrp Delay(d),s/veh	12.5	21.0	21.3	13.5	16.1	16.1	20.4	20.2	20.7	16.2	22.0	22.1
LnGrp LOS	B	C	C	B	B	B	C	C	C	B	C	C
Approach Vol, veh/h		795			798			690			511	
Approach Delay, s/veh		20.3			15.6			20.4			20.9	
Approach LOS		C			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.8	20.6	8.4	15.4	9.5	18.9	10.0	13.8				
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	5.0	18.5	5.0	18.5	5.0	18.5	5.5	18.0				
Max Q Clear Time (g_c+I1), s	3.5	9.7	4.5	8.2	5.5	11.9	7.5	7.6				
Green Ext Time (p_c), s	0.0	2.6	0.0	1.9	0.0	2.5	0.0	1.7				
Intersection Summary												
HCM 2010 Ctrl Delay			19.1									
HCM 2010 LOS			B									

























HCM 2010 Signalized Intersection Summary
 1: Airport Rd./15th Street & Elma G Miles Pkwy

Existing PM
 06/08/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	371	93	356	723	141	110	92	219	167	221	180
Future Volume (veh/h)	76	371	93	356	723	141	110	92	219	167	221	180
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	83	403	101	387	786	153	120	100	238	182	240	196
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
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	320	665	298	549	1115	499	359	363	309	453	395	335
Arrive On Green	0.07	0.19	0.19	0.19	0.32	0.32	0.08	0.20	0.20	0.09	0.21	0.21
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	83	403	101	387	786	153	120	100	238	182	240	196
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	2.0	5.7	3.0	8.9	10.6	4.0	2.9	2.5	7.8	4.4	6.3	6.1
Cycle Q Clear(g_c), s	2.0	5.7	3.0	8.9	10.6	4.0	2.9	2.5	7.8	4.4	6.3	6.1
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	320	665	298	549	1115	499	359	363	309	453	395	335
V/C Ratio(X)	0.26	0.61	0.34	0.71	0.70	0.31	0.33	0.28	0.77	0.40	0.61	0.58
Avail Cap(c_a), veh/h	369	1196	535	549	1547	692	385	616	523	453	619	526
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	16.1	20.3	19.2	12.8	16.4	14.1	15.8	18.6	20.8	15.4	19.4	19.3
Incr Delay (d2), s/veh	0.4	0.9	0.7	4.1	0.9	0.3	0.5	0.4	4.1	0.6	1.5	1.6
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	1.0	2.8	1.4	4.8	5.3	1.8	1.5	1.3	3.7	2.2	3.4	2.8
LnGrp Delay(d),s/veh	16.5	21.2	19.8	16.8	17.3	14.5	16.3	19.1	24.8	16.0	20.9	20.9
LnGrp LOS	B	C	B	B	B	B	B	B	C	B	C	C
Approach Vol, veh/h		587			1326			458			618	
Approach Delay, s/veh		20.3			16.8			21.3			19.5	
Approach LOS		C			B			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	14.7	8.7	16.0	8.1	21.7	9.6	15.1				
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	10.5	18.4	5.0	18.1	5.1	23.8	5.1	18.0				
Max Q Clear Time (g_c+I1), s	10.9	7.7	4.9	8.3	4.0	12.6	6.4	9.8				
Green Ext Time (p_c), s	0.0	2.2	0.0	1.5	0.0	4.5	0.0	0.9				
Intersection Summary												
HCM 2010 Ctrl Delay			18.7									
HCM 2010 LOS			B									






















HCM 2010 Signalized Intersection Summary
 2: Elma G Miles Pkwy & Veterans Pkwy

Existing PM
 06/08/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	127	496	556	422	214	97	154	487	378	141	869	114
Future Volume (veh/h)	127	496	556	422	214	97	154	487	378	141	869	114
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	138	539	604	459	233	105	167	529	411	153	945	124
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
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	207	1089	487	501	1391	622	209	971	435	295	987	442
Arrive On Green	0.06	0.31	0.31	0.15	0.39	0.39	0.07	0.27	0.27	0.07	0.28	0.28
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	138	539	604	459	233	105	167	529	411	153	945	124
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	3.5	11.2	27.7	11.8	3.8	3.9	6.1	11.5	22.9	5.5	23.6	5.5
Cycle Q Clear(g_c), s	3.5	11.2	27.7	11.8	3.8	3.9	6.1	11.5	22.9	5.5	23.6	5.5
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	207	1089	487	501	1391	622	209	971	435	295	987	442
V/C Ratio(X)	0.67	0.49	1.24	0.92	0.17	0.17	0.80	0.54	0.95	0.52	0.96	0.28
Avail Cap(c_a), veh/h	287	1089	487	501	1391	622	209	971	435	295	987	442
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	25.4	31.1	37.9	17.7	17.8	25.0	27.9	32.0	22.0	31.9	25.4
Incr Delay (d2), s/veh	3.6	0.3	124.3	21.7	0.1	0.1	19.5	0.6	29.8	1.6	19.1	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	1.8	5.5	28.9	7.1	1.9	1.7	4.1	5.7	13.6	2.8	14.2	2.4
LnGrp Delay(d),s/veh	45.0	25.8	155.5	59.6	17.8	17.9	44.4	28.5	61.8	23.6	51.1	25.7
LnGrp LOS	D	C	F	E	B	B	D	C	E	C	D	C
Approach Vol, veh/h		1281			797			1107			1222	
Approach Delay, s/veh		89.0			41.9			43.3			45.1	
Approach LOS		F			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.9	39.9	11.0	29.2	17.6	32.2	10.6	29.6				
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	7.5	33.3	6.5	24.7	13.1	27.7	6.1	25.1				
Max Q Clear Time (g_c+I1), s	5.5	5.9	7.5	24.9	13.8	29.7	8.1	25.6				
Green Ext Time (p_c), s	0.1	1.9	0.0	0.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			56.8									
HCM 2010 LOS			E									

























HCM 2010 Signalized Intersection Summary
 3: Elma G Miles Pkwy & General Screven Way

Existing PM
 06/08/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	57	625	266	208	426	22	218	237	186	70	496	22
Future Volume (veh/h)	57	625	266	208	426	22	218	237	186	70	496	22
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	62	679	289	226	463	24	237	258	202	76	539	24
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	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	450	782	333	329	1302	67	341	489	369	326	694	31
Arrive On Green	0.05	0.32	0.32	0.11	0.38	0.38	0.11	0.25	0.25	0.06	0.20	0.20
Sat Flow, veh/h	1774	2420	1030	1774	3424	177	1774	1923	1453	1774	3452	153
Grp Volume(v), veh/h	62	496	472	226	239	248	237	237	223	76	276	287
Grp Sat Flow(s),veh/h/ln	1774	1770	1681	1774	1770	1831	1774	1770	1606	1774	1770	1836
Q Serve(g_s), s	1.6	18.3	18.3	5.5	6.7	6.7	7.2	8.0	8.3	2.3	10.2	10.3
Cycle Q Clear(g_c), s	1.6	18.3	18.3	5.5	6.7	6.7	7.2	8.0	8.3	2.3	10.2	10.3
Prop In Lane	1.00		0.61	1.00		0.10	1.00		0.90	1.00		0.08
Lane Grp Cap(c), veh/h	450	572	543	329	673	697	341	449	408	326	356	369
V/C Ratio(X)	0.14	0.87	0.87	0.69	0.35	0.36	0.70	0.53	0.55	0.23	0.78	0.78
Avail Cap(c_a), veh/h	491	613	583	330	675	698	341	511	464	369	460	477
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	14.1	22.1	22.1	15.7	15.4	15.4	19.4	22.2	22.4	20.2	26.2	26.2
Incr Delay (d2), s/veh	0.1	12.1	12.6	5.8	0.3	0.3	6.0	1.0	1.1	0.4	6.1	6.0
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	10.7	10.3	3.2	3.3	3.4	4.0	4.0	3.8	1.1	5.6	5.8
LnGrp Delay(d),s/veh	14.3	34.1	34.7	21.5	15.7	15.7	25.5	23.2	23.5	20.5	32.3	32.2
LnGrp LOS	B	C	C	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1030			713			697			639	
Approach Delay, s/veh		33.2			17.5			24.1			30.9	
Approach LOS		C			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	30.8	8.3	22.1	11.9	26.9	12.0	18.4				
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	5.1	26.4	5.5	20.0	7.5	24.0	7.5	18.0				
Max Q Clear Time (g_c+I1), s	3.6	8.7	4.3	10.3	7.5	20.3	9.2	12.3				
Green Ext Time (p_c), s	0.0	2.7	0.0	2.0	0.0	2.1	0.0	1.7				
Intersection Summary												
HCM 2010 Ctrl Delay				27.0								
HCM 2010 LOS				C								

























HCM 2010 Signalized Intersection Summary
 1: Airport Rd./15th Street & Elma G Miles Pkwy

No-Build 2025 AM
 06/08/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	662	129	221	234	238	57	115	315	237	138	105
Future Volume (veh/h)	148	662	129	221	234	238	57	115	315	237	138	105
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	164	734	143	245	259	264	63	128	349	263	153	116
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
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	483	943	422	372	1046	468	446	467	397	440	527	448
Arrive On Green	0.09	0.27	0.27	0.12	0.30	0.30	0.05	0.25	0.25	0.08	0.28	0.28
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	164	734	143	245	259	264	63	128	349	263	153	116
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	4.2	12.4	4.7	6.4	3.6	9.1	1.7	3.6	13.7	5.5	4.2	3.7
Cycle Q Clear(g_c), s	4.2	12.4	4.7	6.4	3.6	9.1	1.7	3.6	13.7	5.5	4.2	3.7
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	483	943	422	372	1046	468	446	467	397	440	527	448
V/C Ratio(X)	0.34	0.78	0.34	0.66	0.25	0.56	0.14	0.27	0.88	0.60	0.29	0.26
Avail Cap(c_a), veh/h	504	1130	506	372	1191	533	493	517	440	440	529	450
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	14.7	22.0	19.2	16.0	17.4	19.3	16.4	19.5	23.4	18.1	18.1	18.0
Incr Delay (d2), s/veh	0.4	2.9	0.5	4.2	0.1	1.1	0.1	0.3	17.1	2.2	0.3	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	2.1	6.4	2.1	3.5	1.8	4.1	0.8	1.9	7.9	1.8	2.2	1.6
LnGrp Delay(d),s/veh	15.2	24.9	19.6	20.2	17.5	20.4	16.5	19.9	40.5	20.3	18.5	18.3
LnGrp LOS	B	C	B	C	B	C	B	B	D	C	B	B
Approach Vol, veh/h		1041			768			540			532	
Approach Delay, s/veh		22.7			19.3			32.8			19.3	
Approach LOS		C			B			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.3	21.8	7.9	22.8	10.4	23.6	10.0	20.7				
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	7.8	20.7	5.1	18.4	6.7	21.8	5.5	18.0				
Max Q Clear Time (g_c+I1), s	8.4	14.4	3.7	6.2	6.2	11.1	7.5	15.7				
Green Ext Time (p_c), s	0.0	2.8	0.0	0.9	0.0	1.9	0.0	0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			23.1									
HCM 2010 LOS			C									





















HCM 2010 Signalized Intersection Summary
 2: Elma G Miles Pkwy & Veterans Pkwy

No-Build 2025 AM
 06/08/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	79	248	379	169	211	54	374	833	373	60	349	55
Future Volume (veh/h)	79	248	379	169	211	54	374	833	373	60	349	55
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	88	275	420	187	234	60	415	924	414	67	387	61
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
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	197	978	437	273	1055	472	552	1220	546	236	660	295
Arrive On Green	0.06	0.28	0.28	0.08	0.30	0.30	0.21	0.34	0.34	0.05	0.19	0.19
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	88	275	420	187	234	60	415	924	414	67	387	61
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	1.8	4.4	18.9	3.8	3.6	2.0	12.7	16.8	16.8	2.2	7.2	2.4
Cycle Q Clear(g_c), s	1.8	4.4	18.9	3.8	3.6	2.0	12.7	16.8	16.8	2.2	7.2	2.4
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	197	978	437	273	1055	472	552	1220	546	236	660	295
V/C Ratio(X)	0.45	0.28	0.96	0.69	0.22	0.13	0.75	0.76	0.76	0.28	0.59	0.21
Avail Cap(c_a), veh/h	266	978	437	309	1055	472	610	1491	667	268	880	394
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	33.0	20.6	25.8	32.4	19.1	18.5	16.7	21.0	21.0	22.1	26.9	24.9
Incr Delay (d2), s/veh	1.6	0.2	32.8	5.3	0.1	0.1	4.7	1.8	4.0	0.7	0.8	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	0.9	2.2	12.2	2.0	1.8	0.9	6.8	8.4	7.9	1.1	3.6	1.1
LnGrp Delay(d),s/veh	34.6	20.7	58.6	37.7	19.2	18.6	21.5	22.9	25.1	22.7	27.7	25.3
LnGrp LOS	C	C	E	D	B	B	C	C	C	C	C	C
Approach Vol, veh/h		783			481			1753			515	
Approach Delay, s/veh		42.6			26.3			23.1			26.8	
Approach LOS		D			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.6	26.1	8.2	29.5	10.2	24.5	19.6	18.0				
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	5.6	20.9	5.0	30.5	6.5	20.0	17.5	18.0				
Max Q Clear Time (g_c+I1), s	3.8	5.6	4.2	18.8	5.8	20.9	14.7	9.2				
Green Ext Time (p_c), s	0.0	1.4	0.0	6.2	0.0	0.0	0.4	1.8				
Intersection Summary												
HCM 2010 Ctrl Delay			28.4									
HCM 2010 LOS			C									

























HCM 2010 Signalized Intersection Summary
 3: Elma G Miles Pkwy & General Screven Way

No-Build 2025 AM
 06/08/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	32	307	192	109	403	22	340	431	150	26	247	28
Future Volume (veh/h)	32	307	192	109	403	22	340	431	150	26	247	28
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	35	340	213	121	447	24	377	478	166	29	274	31
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	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	356	490	301	347	934	50	561	805	278	309	462	52
Arrive On Green	0.04	0.23	0.23	0.08	0.27	0.27	0.20	0.31	0.31	0.03	0.14	0.14
Sat Flow, veh/h	1774	2108	1295	1774	3417	183	1774	2584	891	1774	3209	360
Grp Volume(v), veh/h	35	284	269	121	231	240	377	326	318	29	150	155
Grp Sat Flow(s),veh/h/ln	1774	1770	1634	1774	1770	1830	1774	1770	1705	1774	1770	1799
Q Serve(g_s), s	0.8	7.7	7.9	2.6	5.7	5.7	8.7	8.1	8.2	0.7	4.1	4.2
Cycle Q Clear(g_c), s	0.8	7.7	7.9	2.6	5.7	5.7	8.7	8.1	8.2	0.7	4.1	4.2
Prop In Lane	1.00		0.79	1.00		0.10	1.00		0.52	1.00		0.20
Lane Grp Cap(c), veh/h	356	411	380	347	484	500	561	552	532	309	255	259
V/C Ratio(X)	0.10	0.69	0.71	0.35	0.48	0.48	0.67	0.59	0.60	0.09	0.59	0.60
Avail Cap(c_a), veh/h	457	626	578	376	626	647	561	795	766	420	609	619
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	14.3	18.4	18.5	14.0	15.9	15.9	13.2	15.2	15.2	18.0	20.9	21.0
Incr Delay (d2), s/veh	0.1	2.1	2.4	0.6	0.7	0.7	3.1	1.0	1.1	0.1	2.2	2.2
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	0.4	4.0	3.8	1.3	2.9	3.0	4.7	4.1	4.0	0.4	2.2	2.2
LnGrp Delay(d),s/veh	14.5	20.5	20.9	14.6	16.6	16.6	16.3	16.2	16.3	18.2	23.1	23.2
LnGrp LOS	B	C	C	B	B	B	B	B	B	B	C	C
Approach Vol, veh/h		588			592			1021			334	
Approach Delay, s/veh		20.3			16.2			16.3			22.7	
Approach LOS		C			B			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.5	18.8	6.2	20.8	8.6	16.7	15.0	12.0				
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	5.0	18.5	5.0	23.5	5.0	18.5	10.5	18.0				
Max Q Clear Time (g_c+I1), s	2.8	7.7	2.7	10.2	4.6	9.9	10.7	6.2				
Green Ext Time (p_c), s	0.0	2.1	0.0	3.4	0.0	2.3	0.0	1.3				
Intersection Summary												
HCM 2010 Ctrl Delay			18.0									
HCM 2010 LOS			B									

























HCM 2010 Signalized Intersection Summary
 1: Airport Rd./15th Street & Elma G Miles Pkwy

No-Build 2025 Noon
 06/08/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	346	44	206	338	115	54	124	159	96	71	80
Future Volume (veh/h)	74	346	44	206	338	115	54	124	159	96	71	80
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	82	384	49	228	375	128	60	137	176	106	79	89
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
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	440	686	307	487	883	395	470	323	275	431	368	313
Arrive On Green	0.07	0.19	0.19	0.13	0.25	0.25	0.06	0.17	0.17	0.08	0.20	0.20
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	82	384	49	228	375	128	60	137	176	106	79	89
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	1.5	4.2	1.1	4.3	3.8	2.8	1.1	2.8	4.4	2.0	1.5	2.0
Cycle Q Clear(g_c), s	1.5	4.2	1.1	4.3	3.8	2.8	1.1	2.8	4.4	2.0	1.5	2.0
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	440	686	307	487	883	395	470	323	275	431	368	313
V/C Ratio(X)	0.19	0.56	0.16	0.47	0.42	0.32	0.13	0.42	0.64	0.25	0.21	0.28
Avail Cap(c_a), veh/h	539	1529	684	487	1529	684	572	783	666	490	783	666
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	12.1	15.6	14.4	11.6	13.5	13.1	13.0	15.8	16.4	12.7	14.4	14.6
Incr Delay (d2), s/veh	0.2	0.7	0.2	0.7	0.3	0.5	0.1	0.9	2.5	0.3	0.3	0.5
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	0.8	2.1	0.5	2.1	1.9	1.3	0.6	1.5	2.1	1.0	0.8	0.9
LnGrp Delay(d),s/veh	12.3	16.3	14.6	12.3	13.8	13.6	13.2	16.7	18.9	13.0	14.7	15.1
LnGrp LOS	B	B	B	B	B	B	B	B	B	B	B	B
Approach Vol, veh/h		515			731			373			274	
Approach Delay, s/veh		15.5			13.3			17.2			14.1	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	12.8	7.1	13.0	7.6	15.2	8.1	11.9				
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	5.5	18.5	5.0	18.0	5.5	18.5	5.0	18.0				
Max Q Clear Time (g_c+I1), s	6.3	6.2	3.1	4.0	3.5	5.8	4.0	6.4				
Green Ext Time (p_c), s	0.0	2.1	0.0	0.5	0.0	2.3	0.0	1.0				
Intersection Summary												
HCM 2010 Ctrl Delay			14.8									
HCM 2010 LOS			B									






















HCM 2010 Signalized Intersection Summary
 2: Elma G Miles Pkwy & Veterans Pkwy

No-Build 2025 Noon
 06/08/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	130	393	328	277	264	93	200	438	325	114	506	76
Future Volume (veh/h)	130	393	328	277	264	93	200	438	325	114	506	76
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	144	436	364	307	293	103	222	486	360	126	561	84
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
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	243	943	422	406	1110	497	364	949	425	339	863	386
Arrive On Green	0.07	0.27	0.27	0.12	0.31	0.31	0.10	0.27	0.27	0.07	0.24	0.24
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	144	436	364	307	293	103	222	486	360	126	561	84
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	2.7	6.8	14.4	5.7	4.1	3.1	6.2	7.7	14.2	3.4	9.4	2.8
Cycle Q Clear(g_c), s	2.7	6.8	14.4	5.7	4.1	3.1	6.2	7.7	14.2	3.4	9.4	2.8
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	243	943	422	406	1110	497	364	949	425	339	863	386
V/C Ratio(X)	0.59	0.46	0.86	0.76	0.26	0.21	0.61	0.51	0.85	0.37	0.65	0.22
Avail Cap(c_a), veh/h	371	1021	457	444	1110	497	364	1048	469	342	967	433
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	29.7	20.2	23.0	28.1	16.9	16.6	17.2	20.4	22.8	16.8	22.4	19.9
Incr Delay (d2), s/veh	2.3	0.4	14.8	6.7	0.1	0.2	3.0	0.4	12.7	0.7	1.3	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	1.3	3.4	8.0	3.1	2.0	1.4	3.2	3.8	7.6	1.7	4.8	1.2
LnGrp Delay(d),s/veh	32.0	20.6	37.8	34.9	17.0	16.8	20.2	20.9	35.5	17.5	23.7	20.2
LnGrp LOS	C	C	D	C	B	B	C	C	D	B	C	C
Approach Vol, veh/h		944			703			1068			771	
Approach Delay, s/veh		29.0			24.8			25.7			22.3	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	25.2	9.4	22.2	12.3	22.0	11.0	20.6				
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	7.1	20.4	5.0	19.5	8.5	19.0	6.5	18.0				
Max Q Clear Time (g_c+I1), s	4.7	6.1	5.4	16.2	7.7	16.4	8.2	11.4				
Green Ext Time (p_c), s	0.1	1.9	0.0	1.5	0.1	1.1	0.0	2.2				
Intersection Summary												
HCM 2010 Ctrl Delay			25.6									
HCM 2010 LOS			C									

























HCM 2010 Signalized Intersection Summary
 3: Elma G Miles Pkwy & General Screven Way

No-Build 2025 Noon
 06/08/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	70	484	178	156	539	39	235	241	159	97	318	55
Future Volume (veh/h)	70	484	178	156	539	39	235	241	159	97	318	55
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	78	537	197	173	598	43	261	267	176	108	353	61
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	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	375	707	259	366	1034	74	391	435	278	354	546	93
Arrive On Green	0.06	0.28	0.28	0.09	0.31	0.31	0.10	0.21	0.21	0.08	0.18	0.18
Sat Flow, veh/h	1774	2540	928	1774	3349	241	1774	2075	1324	1774	3023	518
Grp Volume(v), veh/h	78	374	360	173	316	325	261	226	217	108	205	209
Grp Sat Flow(s),veh/h/ln	1774	1770	1699	1774	1770	1820	1774	1770	1629	1774	1770	1771
Q Serve(g_s), s	1.6	10.2	10.2	3.6	7.9	7.9	5.5	6.1	6.4	2.5	5.7	5.8
Cycle Q Clear(g_c), s	1.6	10.2	10.2	3.6	7.9	7.9	5.5	6.1	6.4	2.5	5.7	5.8
Prop In Lane	1.00		0.55	1.00		0.13	1.00		0.81	1.00		0.29
Lane Grp Cap(c), veh/h	375	493	473	366	546	562	391	371	342	354	320	320
V/C Ratio(X)	0.21	0.76	0.76	0.47	0.58	0.58	0.67	0.61	0.63	0.31	0.64	0.65
Avail Cap(c_a), veh/h	429	621	597	366	621	639	391	621	572	388	605	605
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	12.3	17.4	17.4	12.8	15.3	15.3	17.1	18.9	19.0	15.8	20.0	20.1
Incr Delay (d2), s/veh	0.3	4.1	4.4	1.0	1.0	1.0	4.3	1.6	1.9	0.5	2.2	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	0.8	5.5	5.4	1.8	4.0	4.1	3.5	3.1	3.0	1.3	2.9	3.0
LnGrp Delay(d),s/veh	12.6	21.5	21.9	13.7	16.3	16.3	21.5	20.5	20.9	16.3	22.2	22.3
LnGrp LOS	B	C	C	B	B	B	C	C	C	B	C	C
Approach Vol, veh/h		812			814			704			522	
Approach Delay, s/veh		20.8			15.8			21.0			21.0	
Approach LOS		C			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.9	20.8	8.5	15.5	9.5	19.2	10.0	14.0				
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	5.0	18.5	5.0	18.5	5.0	18.5	5.5	18.0				
Max Q Clear Time (g_c+I1), s	3.6	9.9	4.5	8.4	5.6	12.2	7.5	7.8				
Green Ext Time (p_c), s	0.0	2.6	0.0	1.9	0.0	2.4	0.0	1.7				
Intersection Summary												
HCM 2010 Ctrl Delay			19.5									
HCM 2010 LOS			B									

























HCM 2010 Signalized Intersection Summary
 1: Airport Rd./15th Street & Elma G Miles Pkwy

No-Build 2025 PM
 06/08/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	371	93	356	723	141	110	92	219	167	221	180
Future Volume (veh/h)	76	371	93	356	723	141	110	92	219	167	221	180
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	84	411	103	395	802	156	122	102	243	185	245	200
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
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	320	652	292	566	1160	519	349	366	311	444	394	334
Arrive On Green	0.06	0.18	0.18	0.21	0.33	0.33	0.08	0.20	0.20	0.09	0.21	0.21
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	84	411	103	395	802	156	122	102	243	185	245	200
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	2.1	6.0	3.2	9.2	11.1	4.1	3.0	2.6	8.2	4.7	6.7	6.4
Cycle Q Clear(g_c), s	2.1	6.0	3.2	9.2	11.1	4.1	3.0	2.6	8.2	4.7	6.7	6.4
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	320	652	292	566	1160	519	349	366	311	444	394	334
V/C Ratio(X)	0.26	0.63	0.35	0.70	0.69	0.30	0.35	0.28	0.78	0.42	0.62	0.60
Avail Cap(c_a), veh/h	400	1151	515	685	1737	777	375	599	510	444	599	510
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	16.7	21.2	20.0	12.8	16.4	14.1	16.3	19.2	21.4	16.0	20.1	20.0
Incr Delay (d2), s/veh	0.4	1.0	0.7	2.4	0.7	0.3	0.6	0.4	4.3	0.6	1.6	1.7
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	1.0	3.0	1.5	4.8	5.5	1.9	1.5	1.4	4.0	2.3	3.6	3.0
LnGrp Delay(d),s/veh	17.2	22.2	20.7	15.2	17.2	14.4	16.9	19.6	25.7	16.6	21.8	21.7
LnGrp LOS	B	C	C	B	B	B	B	B	C	B	C	C
Approach Vol, veh/h		598			1353			467			630	
Approach Delay, s/veh		21.2			16.3			22.1			20.3	
Approach LOS		C			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.2	14.9	8.8	16.4	8.2	22.9	9.6	15.6				
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	15.5	18.3	5.1	18.1	6.2	27.6	5.1	18.1				
Max Q Clear Time (g_c+I1), s	11.2	8.0	5.0	8.7	4.1	13.1	6.7	10.2				
Green Ext Time (p_c), s	0.5	2.2	0.0	1.5	0.0	5.4	0.0	0.9				
Intersection Summary												
HCM 2010 Ctrl Delay			19.0									
HCM 2010 LOS			B									





















HCM 2010 Signalized Intersection Summary
 2: Elma G Miles Pkwy & Veterans Pkwy

No-Build 2025 PM
 06/08/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	127	496	556	422	214	97	154	487	378	141	869	114
Future Volume (veh/h)	127	496	556	422	214	97	154	487	378	141	869	114
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	141	550	616	468	237	108	171	540	419	156	963	126
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
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	202	1188	531	498	1492	667	200	978	438	292	1012	453
Arrive On Green	0.06	0.34	0.34	0.14	0.42	0.42	0.07	0.28	0.28	0.08	0.29	0.29
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	141	550	616	468	237	108	171	540	419	156	963	126
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	4.4	13.4	36.9	14.8	4.6	4.7	7.7	14.3	28.6	6.8	29.3	6.8
Cycle Q Clear(g_c), s	4.4	13.4	36.9	14.8	4.6	4.7	7.7	14.3	28.6	6.8	29.3	6.8
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	202	1188	531	498	1492	667	200	978	438	292	1012	453
V/C Ratio(X)	0.70	0.46	1.16	0.94	0.16	0.16	0.86	0.55	0.96	0.53	0.95	0.28
Avail Cap(c_a), veh/h	304	1188	531	498	1492	667	200	978	438	298	1014	454
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	50.8	28.7	36.5	46.6	19.7	19.7	30.1	34.0	39.1	26.3	38.5	30.4
Incr Delay (d2), s/veh	4.3	0.3	91.1	26.2	0.0	0.1	28.9	0.7	32.2	1.8	17.7	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	2.2	6.6	29.5	8.8	2.2	2.0	5.3	7.1	16.4	3.4	16.8	3.0
LnGrp Delay(d),s/veh	55.1	29.0	127.6	72.7	19.8	19.9	59.0	34.6	71.3	28.0	56.2	30.8
LnGrp LOS	E	C	F	E	B	B	E	C	E	C	E	C
Approach Vol, veh/h		1307			813			1130			1245	
Approach Delay, s/veh		78.3			50.3			51.9			50.1	
Approach LOS		E			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.9	50.9	13.3	34.9	20.4	41.4	12.2	36.0				
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	9.7	43.1	9.1	30.1	15.9	36.9	7.7	31.5				
Max Q Clear Time (g_c+I1), s	6.4	6.7	8.8	30.6	16.8	38.9	9.7	31.3				
Green Ext Time (p_c), s	0.1	2.0	0.0	0.0	0.0	0.0	0.0	0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			58.8									
HCM 2010 LOS			E									

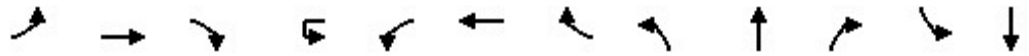
HCM 2010 Signalized Intersection Summary
 3: Elma G Miles Pkwy & General Screven Way

No-Build 2025 PM
 06/08/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	57	625	266	208	426	22	218	237	186	70	496	22
Future Volume (veh/h)	57	625	266	208	426	22	218	237	186	70	496	22
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	63	693	295	231	472	24	242	263	206	78	550	24
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	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	448	827	352	323	1371	70	356	524	396	324	676	29
Arrive On Green	0.05	0.34	0.34	0.11	0.40	0.40	0.13	0.27	0.27	0.05	0.20	0.20
Sat Flow, veh/h	1774	2420	1030	1774	3428	174	1774	1922	1454	1774	3455	151
Grp Volume(v), veh/h	63	507	481	231	243	253	242	241	228	78	281	293
Grp Sat Flow(s),veh/h/ln	1774	1770	1681	1774	1770	1832	1774	1770	1606	1774	1770	1836
Q Serve(g_s), s	1.8	20.8	20.8	6.2	7.5	7.6	8.1	9.1	9.5	2.7	12.0	12.0
Cycle Q Clear(g_c), s	1.8	20.8	20.8	6.2	7.5	7.6	8.1	9.1	9.5	2.7	12.0	12.0
Prop In Lane	1.00		0.61	1.00		0.09	1.00		0.91	1.00		0.08
Lane Grp Cap(c), veh/h	448	605	575	323	708	733	356	482	438	324	346	359
V/C Ratio(X)	0.14	0.84	0.84	0.72	0.34	0.34	0.68	0.50	0.52	0.24	0.81	0.81
Avail Cap(c_a), veh/h	479	704	669	374	827	857	386	536	486	369	415	430
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	15.3	23.9	23.9	17.3	16.5	16.5	21.0	24.2	24.3	23.4	30.4	30.4
Incr Delay (d2), s/veh	0.1	7.8	8.1	5.4	0.3	0.3	4.3	0.8	1.0	0.4	10.0	9.8
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	0.9	11.4	10.9	3.4	3.7	3.8	4.3	4.5	4.3	1.4	6.8	7.1
LnGrp Delay(d),s/veh	15.5	31.7	32.1	22.8	16.8	16.8	25.3	25.0	25.3	23.8	40.3	40.2
LnGrp LOS	B	C	C	C	B	B	C	C	C	C	D	D
Approach Vol, veh/h		1051			727			711			652	
Approach Delay, s/veh		30.9			18.7			25.2			38.3	
Approach LOS		C			B			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.2	36.1	8.6	26.0	12.8	31.5	14.7	19.9				
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	5.1	36.9	6.1	23.9	10.6	31.4	11.5	18.5				
Max Q Clear Time (g_c+I1), s	3.8	9.6	4.7	11.5	8.2	22.8	10.1	14.0				
Green Ext Time (p_c), s	0.0	3.1	0.0	2.3	0.2	4.1	0.1	1.4				
Intersection Summary												
HCM 2010 Ctrl Delay			28.3									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
1: Airport Rd./15th Street & Elma G Miles Pkwy

Build 2025 AM
08/11/2022

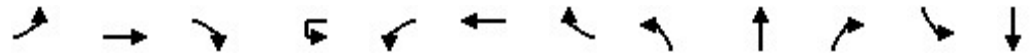


Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	148	662	129	125	221	234	238	57	115	315	237	138
Future Volume (vph)	148	662	129	125	221	234	238	57	115	315	237	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		390		250		300	200		150	0	
Storage Lanes	1		1		1		1	1		1	1	
Taper Length (ft)	25				25			25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1770	3539	1583	0	1770	3539	1583	1770	1863	1583	1770	1863
Flt Permitted	0.592				0.188			0.660			0.569	
Satd. Flow (perm)	1103	3539	1583	0	350	3539	1583	1229	1863	1583	1060	1863
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			164				264			164		
Link Speed (mph)		30				30			30			30
Link Distance (ft)		1528				1434			1259			910
Travel Time (s)		34.7				32.6			28.6			20.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	100%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	164	734	143	136	245	259	264	63	128	349	263	153
Shared Lane Traffic (%)												
Lane Group Flow (vph)	164	734	143	0	381	259	264	63	128	349	263	153
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			12			12
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	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	5	2			1	6		3	8		7	4

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	105
Future Volume (vph)	105
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	164
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	102%
Adj. Flow (vph)	116
Shared Lane Traffic (%)	
Lane Group Flow (vph)	116
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	

Lanes, Volumes, Timings
1: Airport Rd./15th Street & Elma G Miles Pkwy

Build 2025 AM
08/11/2022

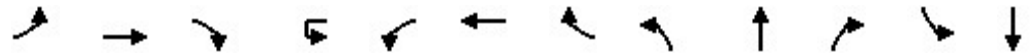


Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases	2		2	1	6		6	8		8	4	
Detector Phase	5	2	2	1	1	6	6	3	8	8	7	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	11.2	25.2	25.2	12.3	12.3	26.3	26.3	9.6	22.5	22.5	10.0	22.9
Total Split (%)	16.0%	36.0%	36.0%	17.6%	17.6%	37.6%	37.6%	13.7%	32.1%	32.1%	14.3%	32.7%
Maximum Green (s)	6.7	20.7	20.7	7.8	7.8	21.8	21.8	5.1	18.0	18.0	5.5	18.4
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	None	Min	Min	None	None	None	None	None
Walk Time (s)		7.0	7.0			7.0	7.0		7.0	7.0		7.0
Flash Dont Walk (s)		11.0	11.0			11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0			0	0		0	0		0
Act Effct Green (s)	24.9	18.2	18.2		28.1	22.2	22.2	18.1	13.0	13.0	20.9	17.8
Actuated g/C Ratio	0.40	0.29	0.29		0.45	0.35	0.35	0.29	0.21	0.21	0.33	0.28
v/c Ratio	0.32	0.72	0.25		1.14	0.21	0.36	0.16	0.33	0.77	0.64	0.29
Control Delay	12.3	25.1	4.0		113.0	17.0	4.4	14.5	23.9	24.5	24.6	21.8
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.3	25.1	4.0		113.0	17.0	4.4	14.5	23.9	24.5	24.6	21.8
LOS	B	C	A		F	B	A	B	C	C	C	C
Approach Delay		20.2				53.8			23.2			19.0
Approach LOS		C				D			C			B
90th %ile Green (s)	6.7	20.7	20.7	7.8	7.8	21.8	21.8	5.1	18.0	18.0	5.5	18.4
90th %ile Term Code	Max	Max	Max	Max	Max	Hold	Hold	Max	Max	Max	Max	Hold
70th %ile Green (s)	6.7	20.7	20.7	7.8	7.8	21.8	21.8	5.1	18.0	18.0	5.5	18.4
70th %ile Term Code	Max	Max	Max	Max	Max	Hold	Hold	Max	Max	Max	Max	Hold
50th %ile Green (s)	6.7	20.7	20.7	7.8	7.8	21.8	21.8	5.1	14.6	14.6	5.5	15.0
50th %ile Term Code	Max	Max	Max	Max	Max	Hold	Hold	Max	Gap	Gap	Max	Hold
30th %ile Green (s)	6.7	17.0	17.0	7.8	7.8	18.1	18.1	0.0	10.1	10.1	5.5	20.1
30th %ile Term Code	Max	Gap	Gap	Max	Max	Hold	Hold	Skip	Gap	Gap	Max	Hold
10th %ile Green (s)	0.0	12.8	12.8	7.8	7.8	25.1	25.1	0.0	6.1	6.1	5.5	16.1
10th %ile Term Code	Skip	Gap	Gap	Max	Max	Hold	Hold	Skip	Gap	Gap	Max	Hold
Stops (vph)	87	566	15		175	159	29	38	89	161	196	104
Fuel Used(gal)	3	15	2		13	4	3	1	2	6	4	2
CO Emissions (g/hr)	186	1022	123		906	305	216	66	156	394	281	154
NOx Emissions (g/hr)	36	199	24		176	59	42	13	30	77	55	30
VOC Emissions (g/hr)	43	237	29		210	71	50	15	36	91	65	36
Dilemma Vehicles (#)	0	0	0		0	0	0	0	0	0	0	0
Queue Length 50th (ft)	35	135	0		~140	39	0	16	44	67	77	53
Queue Length 95th (ft)	73	205	29		#318	70	47	38	86	154	133	100
Internal Link Dist (ft)		1448				1354			1179			830
Turn Bay Length (ft)	200		390		250		300	200		150		
Base Capacity (vph)	510	1181	637		334	1290	744	398	541	575	413	563

Lane Group	SBR
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.9
Total Split (%)	32.7%
Maximum Green (s)	18.4
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	17.8
Actuated g/C Ratio	0.28
v/c Ratio	0.21
Control Delay	2.6
Queue Delay	0.0
Total Delay	2.6
LOS	A
Approach Delay	
Approach LOS	
90th %ile Green (s)	18.4
90th %ile Term Code	Hold
70th %ile Green (s)	18.4
70th %ile Term Code	Hold
50th %ile Green (s)	15.0
50th %ile Term Code	Hold
30th %ile Green (s)	20.1
30th %ile Term Code	Hold
10th %ile Green (s)	16.1
10th %ile Term Code	Hold
Stops (vph)	6
Fuel Used(gal)	1
CO Emissions (g/hr)	59
NOx Emissions (g/hr)	12
VOC Emissions (g/hr)	14
Dilemma Vehicles (#)	0
Queue Length 50th (ft)	0
Queue Length 95th (ft)	18
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	593

Lanes, Volumes, Timings
 1: Airport Rd./15th Street & Elma G Miles Pkwy

Build 2025 AM
 08/11/2022

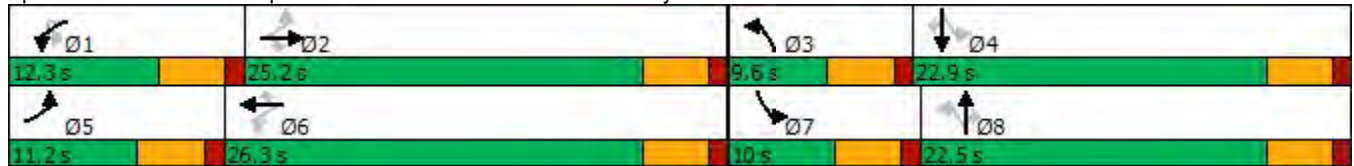


Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.62	0.22		1.14	0.20	0.35	0.16	0.24	0.61	0.64	0.27

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	63
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.14
Intersection Signal Delay:	30.6
Intersection LOS:	C
Intersection Capacity Utilization:	86.4%
ICU Level of Service:	E
Analysis Period (min):	15
90th %ile Actuated Cycle:	70
70th %ile Actuated Cycle:	70
50th %ile Actuated Cycle:	66.6
30th %ile Actuated Cycle:	58.4
10th %ile Actuated Cycle:	50.2
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 1: Airport Rd./15th Street & Elma G Miles Pkwy





Lane Group	SBR
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.20
Intersection Summary	

Lanes, Volumes, Timings
2: Elma G Miles Pkwy & Curtis St

Build 2025 AM
08/11/2022



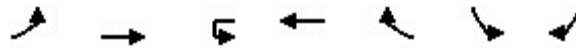
Lane Group	SEL	SER	NEL	NET	SWU	SWT	SWR
Lane Configurations							
Traffic Volume (vph)	37	19	14	1162	7	604	7
Future Volume (vph)	37	19	14	1162	7	604	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	0.95
Frt	0.954			0.998			
Flt Protected	0.968		0.950		0.950		
Satd. Flow (prot)	1720		0		1770		3539
Flt Permitted	0.968		0.950		0.950		
Satd. Flow (perm)	1720		0		1770		3539
Link Speed (mph)	30			45		45	
Link Distance (ft)	445			651		810	
Travel Time (s)	10.1			9.9		12.3	
Peak Hour Factor	0.64	0.64	0.90	0.90	0.92	0.93	0.93
Growth Factor	100%	100%	100%	102%	100%	102%	100%
Adj. Flow (vph)	58	30	16	1317	8	662	8
Shared Lane Traffic (%)							
Lane Group Flow (vph)	88	0	16	1317	8	670	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	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	1.00
Turning Speed (mph)	60	60	60	60		60	
Sign Control	Stop			Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	42.8%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
 3: Elma G Miles Pkwy & Live Oak Church St

Build 2025 AM
 08/11/2022



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	40	1136	0	590	21	82	43
Future Volume (vph)	40	1136	0	590	21	82	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		200	0	0
Storage Lanes	1		1		1	1	0
Taper Length (ft)	25		25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt					0.850	0.954	
Flt Protected	0.950					0.968	
Satd. Flow (prot)	1770	3539	1863	3539	1583	1720	0
Flt Permitted	0.950					0.968	
Satd. Flow (perm)	1770	3539	1863	3539	1583	1720	0
Link Speed (mph)		45		45		30	
Link Distance (ft)		605		1071		659	
Travel Time (s)		9.2		16.2		15.0	
Peak Hour Factor	0.89	0.89	0.93	0.93	0.93	0.82	0.82
Growth Factor	100%	102%	100%	102%	100%	100%	100%
Adj. Flow (vph)	45	1302	0	647	23	100	52
Shared Lane Traffic (%)							
Lane Group Flow (vph)	45	1302	0	647	23	152	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	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	1.00
Turning Speed (mph)	60		60		60	60	60
Sign Control		Free		Free		Stop	
Intersection Summary							
Area Type:	Other						
Control Type:	Unsignalized						
Intersection Capacity Utilization	47.1%			ICU Level of Service A			
Analysis Period (min)	15						

Lanes, Volumes, Timings
4: Elma G Miles Pkwy & Miles Xing

Build 2025 AM
08/11/2022



Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations		↔	↑↑	↔	↑↑	↔	↔	↔
Traffic Volume (vph)	19	80	1096	60	569	42	127	68
Future Volume (vph)	19	80	1096	60	569	42	127	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0		220	0	0
Storage Lanes		1		1		1	1	0
Taper Length (ft)		25		25		25		
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt						0.850	0.953	
Flt Protected		0.950		0.950			0.968	
Satd. Flow (prot)	0	1770	3539	1770	3539	1583	1718	0
Flt Permitted		0.950		0.950			0.968	
Satd. Flow (perm)	0	1770	3539	1770	3539	1583	1718	0
Link Speed (mph)			45		45		30	
Link Distance (ft)			708		851		467	
Travel Time (s)			10.7		12.9		10.6	
Peak Hour Factor	0.89	0.89	0.89	0.93	0.93	0.93	0.67	0.67
Growth Factor	100%	100%	102%	100%	102%	100%	100%	100%
Adj. Flow (vph)	21	90	1256	65	624	45	190	101
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	111	1256	65	624	45	291	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	R NA	Left	Right	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	1.00	1.00
Turning Speed (mph)	60	60		60		60	60	60
Sign Control			Free		Free		Stop	
Intersection Summary								
Area Type:	Other							
Control Type:	Unsignalized							
Intersection Capacity Utilization	55.4%				ICU Level of Service B			
Analysis Period (min)	15							

Lanes, Volumes, Timings
5: Live Oak Dr & Elma G Miles Pkwy

Build 2025 AM
08/11/2022



Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	6	1128	48	12	26	585	37	69
Future Volume (vph)	6	1128	48	12	26	585	37	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Fr _t		0.994					0.912	
Fl _t Protected	0.950				0.950		0.983	
Satd. Flow (prot)	1770	3518	0	0	1770	3539	1670	0
Fl _t Permitted	0.950				0.950		0.983	
Satd. Flow (perm)	1770	3518	0	0	1770	3539	1670	0
Link Speed (mph)		45				45	30	
Link Distance (ft)		486				606	532	
Travel Time (s)		7.4				9.2	12.1	
Peak Hour Factor	0.92	0.90	0.90	0.92	0.93	0.93	0.74	0.74
Growth Factor	100%	102%	100%	100%	100%	102%	100%	100%
Adj. Flow (vph)	7	1278	53	13	28	642	50	93
Shared Lane Traffic (%)								
Lane Group Flow (vph)	7	1331	0	0	41	642	143	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	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	1.00	1.00
Turning Speed (mph)	60		60	60	60		60	60
Sign Control		Free				Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	46.3%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
6: Pineland Ave & Elma G Miles Pkwy

Build 2025 AM
08/11/2022



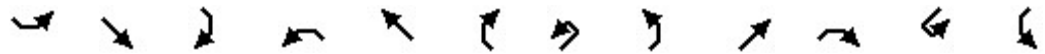
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	15	1096	80	12	42	569	59	112
Future Volume (vph)	15	1096	80	12	42	569	59	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Fr _t		0.990					0.912	
Fl _t Protected	0.950				0.950		0.983	
Satd. Flow (prot)	1770	3504	0	0	1770	3539	1670	0
Fl _t Permitted	0.950				0.950		0.983	
Satd. Flow (perm)	1770	3504	0	0	1770	3539	1670	0
Link Speed (mph)		45				45	30	
Link Distance (ft)		318				398	396	
Travel Time (s)		4.8				6.0	9.0	
Peak Hour Factor	0.92	0.90	0.90	0.92	0.93	0.93	0.79	0.79
Growth Factor	100%	102%	100%	100%	100%	102%	100%	100%
Adj. Flow (vph)	16	1242	89	13	45	624	75	142
Shared Lane Traffic (%)								
Lane Group Flow (vph)	16	1331	0	0	58	624	217	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	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	1.00	1.00
Turning Speed (mph)	60		60	60	60		60	60
Sign Control		Free				Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	56.9%
ICU Level of Service	B
Analysis Period (min)	15

Lanes, Volumes, Timings
7: Elma G Miles Pkwy & Sharon St/Willowbrook Dr

Build 2025 AM
08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL
Lane Configurations		↕			↕			↕	↕			↕
Traffic Volume (vph)	35	3	18	5	1	9	18	10	1163	3	25	2
Future Volume (vph)	35	3	18	5	1	9	18	10	1163	3	25	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		0		0		0
Storage Lanes	0		0	0		0		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.956			0.916							
Flt Protected		0.970			0.985			0.950				0.950
Satd. Flow (prot)	0	1727	0	0	1681	0	0	1770	3539	0	0	1770
Flt Permitted		0.970			0.985			0.950				0.950
Satd. Flow (perm)	0	1727	0	0	1681	0	0	1770	3539	0	0	1770
Link Speed (mph)		30			30				45			
Link Distance (ft)		279			354				335			
Travel Time (s)		6.3			8.0				5.1			
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	102%	100%	100%	100%
Adj. Flow (vph)	38	3	20	5	1	10	20	11	1289	3	27	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	0	0	16	0	0	31	1292	0	0	29
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60	60		60	60	60
Sign Control		Stop			Stop				Free			

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	45.3%
ICU Level of Service	A
Analysis Period (min)	15



Lane Group	SWT	SWR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	599	6
Future Volume (vph)	599	6
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		680
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Link Speed (mph)	30	
Link Distance (ft)	446	
Travel Time (s)	10.1	
Peak Hour Factor	0.92	0.92
Growth Factor	102%	100%
Adj. Flow (vph)	664	7
Shared Lane Traffic (%)		
Lane Group Flow (vph)	664	7
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		60
Sign Control	Free	
Intersection Summary		

Lanes, Volumes, Timings
8: Elma G Miles Pkwy & Veterans Pkwy

Build 2025 AM
08/11/2022



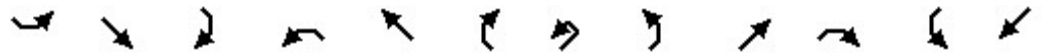
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	79	248	379	169	211	54	20	374	833	373	60	349
Future Volume (vph)	79	248	379	169	211	54	20	374	833	373	60	349
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		300	220		300		150		150	150	
Storage Lanes	2		1	2		1		1		1	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95
Frt			0.850			0.850				0.850		
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	0	1770	3539	1583	1770	3539
Flt Permitted	0.950			0.950				0.348			0.309	
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	0	648	3539	1583	576	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			416			205				414		
Link Speed (mph)		30			30				30			30
Link Distance (ft)		1104			1467				1409			1359
Travel Time (s)		25.1			33.3				32.0			30.9
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
Growth Factor	102%	102%	102%	102%	102%	102%	100%	102%	102%	102%	102%	102%
Adj. Flow (vph)	88	275	420	187	234	60	22	415	924	414	67	387
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	275	420	187	234	60	0	437	924	414	67	387
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		24			24				12			12
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	9	15		9	15	
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	100	20	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2				7	4		3



Lane Group	SWR
Lane Configurations	
Traffic Volume (vph)	55
Future Volume (vph)	55
Ideal Flow (vphpl)	1900
Storage Length (ft)	250
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	205
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	102%
Adj. Flow (vph)	61
Shared Lane Traffic (%)	
Lane Group Flow (vph)	61
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	

Lanes, Volumes, Timings
8: Elma G Miles Pkwy & Veterans Pkwy

Build 2025 AM
08/11/2022



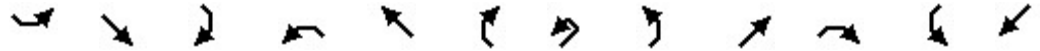
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Permitted Phases			6			2	7	4		4	8	
Detector Phase	1	6	6	5	2	2	7	7	4	4	3	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	10.1	24.5	24.5	11.0	25.4	25.4	22.0	22.0	35.0	35.0	9.5	22.5
Total Split (%)	12.6%	30.6%	30.6%	13.8%	31.8%	31.8%	27.5%	27.5%	43.8%	43.8%	11.9%	28.1%
Maximum Green (s)	5.6	20.0	20.0	6.5	20.9	20.9	17.5	17.5	30.5	30.5	5.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0			7.0	7.0		7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0			11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0		0	0			0	0		0
Act Effct Green (s)	5.7	12.7	12.7	6.6	16.3	16.3		35.4	30.2	30.2	19.4	14.3
Actuated g/C Ratio	0.08	0.19	0.19	0.10	0.24	0.24		0.52	0.44	0.44	0.28	0.21
v/c Ratio	0.31	0.42	0.66	0.56	0.28	0.11		0.72	0.59	0.45	0.27	0.52
Control Delay	36.1	27.2	8.8	39.9	24.5	0.4		19.8	18.1	3.6	14.1	27.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	36.1	27.2	8.8	39.9	24.5	0.4		19.8	18.1	3.6	14.1	27.5
LOS	D	C	A	D	C	A		B	B	A	B	C
Approach Delay		18.3			27.5				15.1			22.5
Approach LOS		B			C				B			C
90th %ile Green (s)	5.6	20.0	20.0	6.5	20.9	20.9	17.5	17.5	30.5	30.5	5.0	18.0
90th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Max	Max	Max	Max	Max
70th %ile Green (s)	5.6	14.9	14.9	6.5	15.8	15.8	17.5	17.5	30.5	30.5	5.0	18.0
70th %ile Term Code	Max	Gap	Gap	Max	Hold	Hold	Max	Max	Max	Max	Max	Hold
50th %ile Green (s)	5.6	12.7	12.7	6.5	13.6	13.6	17.1	17.1	30.2	30.2	5.0	18.1
50th %ile Term Code	Max	Gap	Gap	Max	Hold	Hold	Gap	Gap	Gap	Gap	Max	Hold
30th %ile Green (s)	5.6	10.3	10.3	6.5	11.2	11.2	17.3	17.3	32.3	32.3	0.0	10.5
30th %ile Term Code	Max	Gap	Gap	Max	Hold	Hold	Gap	Gap	Hold	Hold	Skip	Gap
10th %ile Green (s)	0.0	7.3	7.3	6.5	18.3	18.3	12.4	12.4	25.4	25.4	0.0	8.5
10th %ile Term Code	Skip	Gap	Gap	Max	Hold	Hold	Gap	Gap	Hold	Hold	Skip	Gap
Stops (vph)	73	204	50	149	165	0		232	612	34	42	293
Fuel Used(gal)	2	5	4	4	4	1		7	16	5	1	7
CO Emissions (g/hr)	119	329	300	293	311	44		512	1108	325	75	516
NOx Emissions (g/hr)	23	64	58	57	60	9		100	216	63	15	100
VOC Emissions (g/hr)	27	76	70	68	72	10		119	257	75	17	120
Dilemma Vehicles (#)	0	0	0	0	0	0		0	0	0	0	0
Queue Length 50th (ft)	19	58	2	42	48	0		108	165	0	13	76
Queue Length 95th (ft)	44	92	71	#89	78	0		#233	265	54	36	131
Internal Link Dist (ft)		1024			1387				1329			1279
Turn Bay Length (ft)	200		300	220		300		150		150	150	
Base Capacity (vph)	286	1056	764	332	1103	634		627	1631	952	252	951



Lane Group	SWR
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	28.1%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	14.3
Actuated g/C Ratio	0.21
v/c Ratio	0.12
Control Delay	0.5
Queue Delay	0.0
Total Delay	0.5
LOS	A
Approach Delay	
Approach LOS	
90th %ile Green (s)	18.0
90th %ile Term Code	Max
70th %ile Green (s)	18.0
70th %ile Term Code	Hold
50th %ile Green (s)	18.1
50th %ile Term Code	Hold
30th %ile Green (s)	10.5
30th %ile Term Code	Gap
10th %ile Green (s)	8.5
10th %ile Term Code	Gap
Stops (vph)	0
Fuel Used(gal)	1
CO Emissions (g/hr)	42
NOx Emissions (g/hr)	8
VOC Emissions (g/hr)	10
Dilemma Vehicles (#)	0
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	250
Base Capacity (vph)	575

Lanes, Volumes, Timings
 8: Elma G Miles Pkwy & Veterans Pkwy

Build 2025 AM
 08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.31	0.26	0.55	0.56	0.21	0.09		0.70	0.57	0.43	0.27	0.41

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 68.5
 Natural Cycle: 75
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 18.6
 Intersection LOS: B
 Intersection Capacity Utilization 75.9%
 ICU Level of Service D
 Analysis Period (min) 15
 90th %ile Actuated Cycle: 80
 70th %ile Actuated Cycle: 74.9
 50th %ile Actuated Cycle: 72.4
 30th %ile Actuated Cycle: 62.6
 10th %ile Actuated Cycle: 52.7
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: Elma G Miles Pkwy & Veterans Pkwy

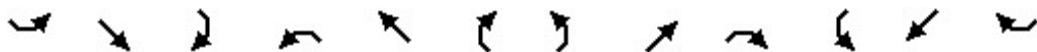




Lane Group	SWR
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.11
Intersection Summary	

Lanes, Volumes, Timings
9: Elma G Miles Pkwy & Deals St

Build 2025 AM
08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Volume (vph)	4	3	20	10	0	30	4	943	26	10	414	7
Future Volume (vph)	4	3	20	10	0	30	4	943	26	10	414	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		450
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.899			0.899			0.996				0.850
Flt Protected		0.993			0.987		0.950			0.950		
Satd. Flow (prot)	0	1571	0	0	1479	0	1770	3525	0	1752	3505	1568
Flt Permitted		0.993			0.987		0.950			0.950		
Satd. Flow (perm)	0	1571	0	0	1479	0	1770	3525	0	1752	3505	1568
Link Speed (mph)		30			30			30				30
Link Distance (ft)		90			119			394				546
Travel Time (s)		2.0			2.7			9.0				12.4
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.88	0.88	0.88	0.84	0.84	0.84
Growth Factor	100%	100%	100%	102%	102%	102%	100%	102%	102%	102%	102%	100%
Heavy Vehicles (%)	8%	8%	8%	14%	14%	14%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	5	4	27	14	0	41	5	1093	30	12	503	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	0	0	55	0	5	1123	0	12	503	8
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)		0			0			12				12
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)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free				Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	38.1%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
 10: Elma G Miles Pkwy & Surrey Rd/Arlington Dr

Build 2025 AM
 08/11/2022

























Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Volume (vph)	45	0	21	4	0	10	19	955	3	2	452	9
Future Volume (vph)	45	0	21	4	0	10	19	955	3	2	452	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		150
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.957			0.901							0.850
Flt Protected		0.967			0.987		0.950			0.950		
Satd. Flow (prot)	0	1724	0	0	1657	0	1770	3539	0	1770	3539	1583
Flt Permitted		0.967			0.987		0.950			0.950		
Satd. Flow (perm)	0	1724	0	0	1657	0	1770	3539	0	1770	3539	1583
Link Speed (mph)		30			30			30				30
Link Distance (ft)		450			426			373				338
Travel Time (s)		10.2			9.7			8.5				7.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	102%	100%	100%	102%	100%
Adj. Flow (vph)	49	0	23	4	0	11	21	1059	3	2	501	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	15	0	21	1062	0	2	501	10
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)		0			0			12				12
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)	60		60	15		9	60		9	15		60
Sign Control		Stop			Stop			Free				Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	41.7%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
 11: Elma G Miles Pkwy & Hosptial

Build 2025 AM
 08/11/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	8	1	3	8	3	18	13	927	37	6	440	17
Future Volume (vph)	8	1	3	8	3	18	13	927	37	6	440	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	105		170	125		220
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.957			0.964		0.950			0.950		
Satd. Flow (prot)	0	1783	1583	0	1796	1583	1770	3539	1583	1770	3539	1583
Flt Permitted		0.957			0.964		0.950			0.950		
Satd. Flow (perm)	0	1783	1583	0	1796	1583	1770	3539	1583	1770	3539	1583
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		137			126			459			395	
Travel Time (s)		3.1			2.9			10.4			9.0	
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	102%	100%	100%	102%	100%
Adj. Flow (vph)	9	1	3	9	3	20	14	1028	40	7	488	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	3	0	12	20	14	1028	40	7	488	18
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)		0			0			12			12	
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)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	42.8%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
 12: Elma G Miles Pkwy & General Screven Way

Build 2025 AM
 08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	32	307	192	109	403	22	340	431	150	26	247	28
Future Volume (vph)	32	307	192	109	403	22	340	431	150	26	247	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Fr't		0.942			0.992			0.961			0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3334	0	1770	3511	0	1770	3401	0	1770	3486	0
Flt Permitted	0.464			0.267			0.427			0.407		
Satd. Flow (perm)	864	3334	0	497	3511	0	795	3401	0	758	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		191			7			74			17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1041			970			1342			1127	
Travel Time (s)		23.7			22.0			30.5			25.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	35	340	213	121	447	24	377	478	166	29	274	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	553	0	121	471	0	377	644	0	29	305	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												

Lanes, Volumes, Timings
 12: Elma G Miles Pkwy & General Screven Way

Build 2025 AM
 08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	9.5	23.0		9.5	23.0		15.0	28.0		9.5	22.5	
Total Split (%)	13.6%	32.9%		13.6%	32.9%		21.4%	40.0%		13.6%	32.1%	
Maximum Green (s)	5.0	18.5		5.0	18.5		10.5	23.5		5.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	16.4	12.7		18.3	16.6		26.5	23.3		16.3	11.1	
Actuated g/C Ratio	0.29	0.23		0.33	0.30		0.48	0.42		0.29	0.20	
v/c Ratio	0.10	0.61		0.43	0.45		0.67	0.44		0.09	0.43	
Control Delay	12.9	16.3		17.9	18.6		18.9	13.8		11.1	21.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.9	16.3		17.9	18.6		18.9	13.8		11.1	21.4	
LOS	B	B		B	B		B	B		B	C	
Approach Delay		16.1			18.4			15.7			20.5	
Approach LOS		B			B			B			C	
90th %ile Green (s)	5.0	18.5		5.0	18.5		10.5	23.5		5.0	18.0	
90th %ile Term Code	Max	Max		Max	Max		Max	Max		Max	Hold	
70th %ile Green (s)	5.0	15.9		5.0	15.9		10.5	19.2		5.0	13.7	
70th %ile Term Code	Max	Gap		Max	Hold		Max	Gap		Max	Hold	
50th %ile Green (s)	0.0	12.5		5.0	22.0		10.5	24.9		0.0	9.9	
50th %ile Term Code	Skip	Gap		Max	Hold		Max	Hold		Skip	Gap	
30th %ile Green (s)	0.0	9.7		5.0	19.2		10.5	23.6		0.0	8.6	
30th %ile Term Code	Skip	Gap		Max	Hold		Max	Hold		Skip	Gap	
10th %ile Green (s)	0.0	8.0		0.0	8.0		9.7	20.9		0.0	6.7	
10th %ile Term Code	Skip	Hold		Skip	Gap		Gap	Hold		Skip	Gap	
Stops (vph)	21	272		70	315		210	357		20	209	
Fuel Used(gal)	0	7		2	7		6	10		0	5	
CO Emissions (g/hr)	32	512		114	465		428	687		29	339	
NOx Emissions (g/hr)	6	100		22	90		83	134		6	66	
VOC Emissions (g/hr)	7	119		26	108		99	159		7	79	
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	
Queue Length 50th (ft)	7	55		25	54		83	62		5	45	
Queue Length 95th (ft)	25	113		65	132		#184	151		19	85	
Internal Link Dist (ft)		961			890			1262			1047	
Turn Bay Length (ft)												
Base Capacity (vph)	339	1280		282	1275		570	1557		316	1187	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	

Lanes, Volumes, Timings
 12: Elma G Miles Pkwy & General Screven Way

Build 2025 AM
 08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Reduced v/c Ratio	0.10	0.43		0.43	0.37		0.66	0.41		0.09	0.26	

Intersection Summary

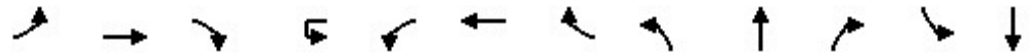
Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	55.7
Natural Cycle:	70
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.67
Intersection Signal Delay:	17.0
Intersection LOS:	B
Intersection Capacity Utilization	63.2%
ICU Level of Service	B
Analysis Period (min)	15
90th %ile Actuated Cycle:	70
70th %ile Actuated Cycle:	63.1
50th %ile Actuated Cycle:	55.9
30th %ile Actuated Cycle:	51.8
10th %ile Actuated Cycle:	37.9
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 12: Elma G Miles Pkwy & General Screven Way

Ø1	Ø2	Ø3	Ø4
9.5 s	23 s	9.5 s	28 s
Ø5	Ø6	Ø7	Ø8
9.5 s	23 s	15 s	22.5 s

Lanes, Volumes, Timings
1: Airport Rd./15th Street & Elma G Miles Pkwy

Build 2025 Noon
08/11/2022

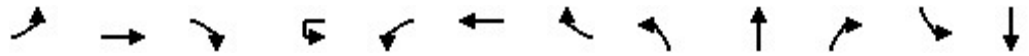


Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	74	346	44	64	206	338	115	54	124	159	96	71
Future Volume (vph)	74	346	44	64	206	338	115	54	124	159	96	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		390		250		300	200		150	0	
Storage Lanes	1		1		1		1	1		1	1	
Taper Length (ft)	25				25			25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1770	3539	1583	0	1770	3539	1583	1770	1863	1583	1770	1863
Flt Permitted	0.529				0.424			0.706			0.595	
Satd. Flow (perm)	985	3539	1583	0	790	3539	1583	1315	1863	1583	1108	1863
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			176				176			176		
Link Speed (mph)		30				30			30			30
Link Distance (ft)		1528				1434			1259			910
Travel Time (s)		34.7				32.6			28.6			20.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	100%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	82	384	49	70	228	375	128	60	137	176	106	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	384	49	0	298	375	128	60	137	176	106	79
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			12			12
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	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	5	2			1	6		3	8		7	4

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	80
Future Volume (vph)	80
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	176
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	102%
Adj. Flow (vph)	89
Shared Lane Traffic (%)	
Lane Group Flow (vph)	89
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	

Lanes, Volumes, Timings
 1: Airport Rd./15th Street & Elma G Miles Pkwy

Build 2025 Noon
 08/11/2022

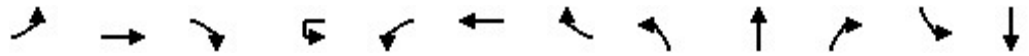


Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases	2		2	1	6		6	8		8	4	
Detector Phase	5	2	2	1	1	6	6	3	8	8	7	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	10.0	23.0	23.0	10.0	10.0	23.0	23.0	9.5	22.5	22.5	9.5	22.5
Total Split (%)	15.4%	35.4%	35.4%	15.4%	15.4%	35.4%	35.4%	14.6%	34.6%	34.6%	14.6%	34.6%
Maximum Green (s)	5.5	18.5	18.5	5.5	5.5	18.5	18.5	5.0	18.0	18.0	5.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	None	Min	Min	None	None	None	None	None
Walk Time (s)		7.0	7.0			7.0	7.0		7.0	7.0		7.0
Flash Dont Walk (s)		11.0	11.0			11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0			0	0		0	0		0
Act Effct Green (s)	18.0	11.7	11.7		20.7	19.8	19.8	12.8	9.6	9.6	13.7	11.3
Actuated g/C Ratio	0.40	0.26	0.26		0.46	0.44	0.44	0.28	0.21	0.21	0.30	0.25
v/c Ratio	0.16	0.42	0.09		0.60	0.24	0.16	0.14	0.35	0.37	0.25	0.17
Control Delay	9.9	17.4	0.3		19.1	14.8	2.2	11.6	21.0	6.4	12.6	18.0
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.9	17.4	0.3		19.1	14.8	2.2	11.6	21.0	6.4	12.6	18.0
LOS	A	B	A		B	B	A	B	C	A	B	B
Approach Delay		14.6				14.4			12.6			10.4
Approach LOS		B				B			B			B
90th %ile Green (s)	5.5	16.9	16.9	5.5	5.5	16.9	16.9	5.0	14.0	14.0	5.0	14.0
90th %ile Term Code	Max	Hold	Hold	Max	Max	Gap	Gap	Max	Gap	Gap	Max	Hold
70th %ile Green (s)	5.5	12.7	12.7	5.5	5.5	12.7	12.7	5.0	10.3	10.3	5.0	10.3
70th %ile Term Code	Max	Gap	Gap	Max	Max	Hold	Hold	Max	Gap	Gap	Max	Hold
50th %ile Green (s)	5.5	11.2	11.2	5.5	5.5	11.2	11.2	5.0	8.9	8.9	5.0	8.9
50th %ile Term Code	Max	Hold	Hold	Max	Max	Gap	Gap	Max	Gap	Gap	Max	Hold
30th %ile Green (s)	0.0	9.2	9.2	5.5	5.5	19.2	19.2	0.0	7.6	7.6	5.0	17.1
30th %ile Term Code	Skip	Gap	Gap	Max	Max	Hold	Hold	Skip	Gap	Gap	Max	Hold
10th %ile Green (s)	0.0	7.1	7.1	5.5	5.5	17.1	17.1	0.0	0.0	0.0	0.0	0.0
10th %ile Term Code	Skip	Gap	Gap	Max	Max	Hold	Hold	Skip	Skip	Skip	Skip	Skip
Stops (vph)	44	266	0		173	236	8	36	99	29	64	56
Fuel Used(gal)	1	7	1		5	6	1	1	2	2	1	1
CO Emissions (g/hr)	90	484	38		356	433	99	61	162	137	91	77
NOx Emissions (g/hr)	18	94	7		69	84	19	12	32	27	18	15
VOC Emissions (g/hr)	21	112	9		82	100	23	14	38	32	21	18
Dilemma Vehicles (#)	0	0	0		0	0	0	0	0	0	0	0
Queue Length 50th (ft)	13	49	0		53	48	0	10	35	0	19	19
Queue Length 95th (ft)	36	91	0		#153	88	19	32	82	40	51	53
Internal Link Dist (ft)		1448				1354			1179			830
Turn Bay Length (ft)	200		390		250		300	200		150		
Base Capacity (vph)	498	1639	827		496	1650	832	428	839	810	418	839

Lane Group	SBR
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	34.6%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	11.3
Actuated g/C Ratio	0.25
v/c Ratio	0.17
Control Delay	1.0
Queue Delay	0.0
Total Delay	1.0
LOS	A
Approach Delay	
Approach LOS	
90th %ile Green (s)	14.0
90th %ile Term Code	Hold
70th %ile Green (s)	10.3
70th %ile Term Code	Hold
50th %ile Green (s)	8.9
50th %ile Term Code	Hold
30th %ile Green (s)	17.1
30th %ile Term Code	Hold
10th %ile Green (s)	0.0
10th %ile Term Code	Skip
Stops (vph)	1
Fuel Used(gal)	1
CO Emissions (g/hr)	42
NOx Emissions (g/hr)	8
VOC Emissions (g/hr)	10
Dilemma Vehicles (#)	0
Queue Length 50th (ft)	0
Queue Length 95th (ft)	4
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	810

Lanes, Volumes, Timings
 1: Airport Rd./15th Street & Elma G Miles Pkwy

Build 2025 Noon
 08/11/2022

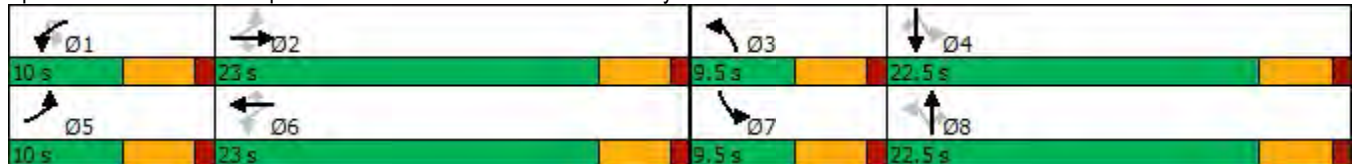


Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.23	0.06		0.60	0.23	0.15	0.14	0.16	0.22	0.25	0.09

Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 45.3
 Natural Cycle: 65
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 13.5
 Intersection LOS: B
 Intersection Capacity Utilization 55.4%
 ICU Level of Service B
 Analysis Period (min) 15
 90th %ile Actuated Cycle: 59.4
 70th %ile Actuated Cycle: 51.5
 50th %ile Actuated Cycle: 48.6
 30th %ile Actuated Cycle: 45.3
 10th %ile Actuated Cycle: 21.6
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Airport Rd./15th Street & Elma G Miles Pkwy





Lane Group	SBR
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.11
Intersection Summary	

Lanes, Volumes, Timings
2: Elma G Miles Pkwy & Curtis St

Build 2025 Noon
08/11/2022



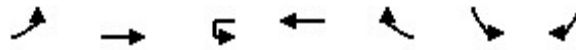
Lane Group	SEL	SER	NEL	NET	SWU	SWT	SWR
Lane Configurations							
Traffic Volume (vph)	10	10	14	610	7	580	14
Future Volume (vph)	10	10	14	610	7	580	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	0.95
Frt	0.945			0.996			
Flt Protected	0.971		0.950		0.950		
Satd. Flow (prot)	1709		0		1770		3539
Flt Permitted	0.971		0.950		0.950		
Satd. Flow (perm)	1709		0		1770		3539
Link Speed (mph)	30			45		45	
Link Distance (ft)	445			651		810	
Travel Time (s)	10.1			9.9		12.3	
Peak Hour Factor	0.62	0.87	0.87	0.87	0.92	0.96	0.96
Growth Factor	100%	100%	100%	102%	100%	102%	100%
Adj. Flow (vph)	16	11	16	715	8	616	15
Shared Lane Traffic (%)							
Lane Group Flow (vph)	27	0	16	715	8	631	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	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	1.00
Turning Speed (mph)	60	60	60		60		60
Sign Control	Stop			Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	27.2%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
 3: Elma G Miles Pkwy & Live Oak Church St

Build 2025 Noon
 08/11/2022



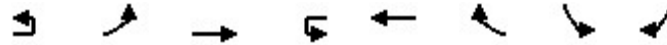
Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	26	598	0	570	24	39	37
Future Volume (vph)	26	598	0	570	24	39	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		200	0	0
Storage Lanes	1		1		1	1	0
Taper Length (ft)	25		25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt					0.850	0.934	
Flt Protected	0.950					0.975	
Satd. Flow (prot)	1770	3539	1863	3539	1583	1696	0
Flt Permitted	0.950					0.975	
Satd. Flow (perm)	1770	3539	1863	3539	1583	1696	0
Link Speed (mph)		45		45		30	
Link Distance (ft)		605		1071		659	
Travel Time (s)		9.2		16.2		15.0	
Peak Hour Factor	0.87	0.87	0.92	0.96	0.96	0.83	0.83
Growth Factor	100%	102%	100%	102%	100%	100%	100%
Adj. Flow (vph)	30	701	0	606	25	47	45
Shared Lane Traffic (%)							
Lane Group Flow (vph)	30	701	0	606	25	92	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	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	1.00
Turning Speed (mph)	60		60		60	60	60
Sign Control		Free		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	32.7%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
4: Elma G Miles Pkwy & Miles Xing

Build 2025 Noon
08/11/2022



Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations		↔	↕	↔	↕	↔	↕	↕
Traffic Volume (vph)	15	53	571	40	544	50	71	68
Future Volume (vph)	15	53	571	40	544	50	71	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0		220	0	0
Storage Lanes		1		1		1	1	0
Taper Length (ft)		25		25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt						0.850	0.934	
Flt Protected		0.950		0.950			0.975	
Satd. Flow (prot)	0	1770	3539	1770	3539	1583	1696	0
Flt Permitted		0.950		0.950			0.975	
Satd. Flow (perm)	0	1770	3539	1770	3539	1583	1696	0
Link Speed (mph)			45		45		30	
Link Distance (ft)			708		851		467	
Travel Time (s)			10.7		12.9		10.6	
Peak Hour Factor	0.92	0.87	0.87	0.92	0.96	0.96	0.81	0.81
Growth Factor	100%	100%	102%	100%	102%	100%	100%	100%
Adj. Flow (vph)	16	61	669	43	578	52	88	84
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	77	669	43	578	52	172	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	R NA	Left	Right	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	1.00	1.00
Turning Speed (mph)	60	60		60		60	60	60
Sign Control			Free		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.5%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
5: Live Oak Dr & Elma G Miles Pkwy

Build 2025 Noon
08/11/2022



Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↔	↑↑			↔	↑↑	↔	
Traffic Volume (vph)	5	587	37	13	36	558	44	46
Future Volume (vph)	5	587	37	13	36	558	44	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Fr _t		0.991					0.931	
Fl _t Protected	0.950				0.950		0.976	
Satd. Flow (prot)	1770	3507	0	0	1770	3539	1693	0
Fl _t Permitted	0.950				0.950		0.976	
Satd. Flow (perm)	1770	3507	0	0	1770	3539	1693	0
Link Speed (mph)		45				45	30	
Link Distance (ft)		486				606	532	
Travel Time (s)		7.4				9.2	12.1	
Peak Hour Factor	0.92	0.87	0.87	0.92	0.96	0.96	0.78	0.78
Growth Factor	100%	102%	100%	100%	100%	102%	100%	100%
Adj. Flow (vph)	5	688	43	14	38	593	56	59
Shared Lane Traffic (%)								
Lane Group Flow (vph)	5	731	0	0	52	593	115	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	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	1.00	1.00
Turning Speed (mph)	60		60	60	60		60	60
Sign Control		Free				Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.3%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
6: Pineland Ave & Elma G Miles Pkwy

Build 2025 Noon
08/11/2022



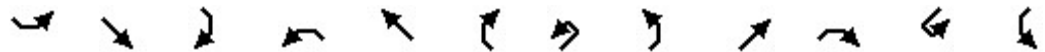
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	27	568	56	12	54	540	61	64
Future Volume (vph)	27	568	56	12	54	540	61	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Fr _t		0.987					0.931	
Fl _t Protected	0.950				0.950		0.976	
Satd. Flow (prot)	1770	3493	0	0	1770	3539	1693	0
Fl _t Permitted	0.950				0.950		0.976	
Satd. Flow (perm)	1770	3493	0	0	1770	3539	1693	0
Link Speed (mph)		30				45	45	
Link Distance (ft)		318				398	396	
Travel Time (s)		7.2				6.0	6.0	
Peak Hour Factor	0.92	0.87	0.87	0.92	0.96	0.96	0.73	0.73
Growth Factor	100%	102%	100%	100%	100%	102%	100%	100%
Adj. Flow (vph)	29	666	64	13	56	574	84	88
Shared Lane Traffic (%)								
Lane Group Flow (vph)	29	730	0	0	69	574	172	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	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	1.00	1.00
Turning Speed (mph)	60		60	60	60		60	60
Sign Control		Free				Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	38.8%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
7: Elma G Miles Pkwy & Sharon St/Willowbrook Dr

Build 2025 Noon
08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL
Lane Configurations		↕			↕			↔	↕			↔
Traffic Volume (vph)	11	1	10	3	0	3	31	20	599	5	14	4
Future Volume (vph)	11	1	10	3	0	3	31	20	599	5	14	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		0		0		0
Storage Lanes	0		0	0		0		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.938			0.932				0.999			
Flt Protected		0.976			0.976			0.950				0.950
Satd. Flow (prot)	0	1705	0	0	1694	0	0	1770	3536	0	0	1770
Flt Permitted		0.976			0.976			0.950				0.950
Satd. Flow (perm)	0	1705	0	0	1694	0	0	1770	3536	0	0	1770
Link Speed (mph)		30			30				45			
Link Distance (ft)		279			354				335			
Travel Time (s)		6.3			8.0				5.1			
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	102%	100%	100%	100%
Adj. Flow (vph)	12	1	11	3	0	3	34	22	664	5	15	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	0	0	6	0	0	56	669	0	0	19
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60	60		60	60	60
Sign Control		Stop			Stop				Free			

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	33.7%
ICU Level of Service	A
Analysis Period (min)	15



Lane Group	SWT	SWR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	570	20
Future Volume (vph)	570	20
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		680
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Link Speed (mph)	45	
Link Distance (ft)	446	
Travel Time (s)	6.8	
Peak Hour Factor	0.92	0.92
Growth Factor	102%	102%
Adj. Flow (vph)	632	22
Shared Lane Traffic (%)		
Lane Group Flow (vph)	632	22
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		60
Sign Control	Free	
Intersection Summary		

Lanes, Volumes, Timings
8: Elma G Miles Pkwy & Veterans Pkwy

Build 2025 Noon
08/11/2022



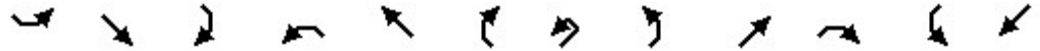
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	130	393	328	277	264	93	27	200	438	325	114	506
Future Volume (vph)	130	393	328	277	264	93	27	200	438	325	114	506
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		300	220		300		150		150	150	
Storage Lanes	2		1	2		1		1		1	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95
Frt			0.850			0.850				0.850		
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	0	1770	3539	1583	1770	3539
Flt Permitted	0.950			0.950				0.259			0.464	
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	0	482	3539	1583	864	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			187			164				360		
Link Speed (mph)		30			30				30			30
Link Distance (ft)		1104			1467				1409			1359
Travel Time (s)		25.1			33.3				32.0			30.9
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
Growth Factor	102%	102%	102%	102%	102%	102%	100%	102%	102%	102%	102%	102%
Adj. Flow (vph)	144	436	364	307	293	103	29	222	486	360	126	561
Shared Lane Traffic (%)												
Lane Group Flow (vph)	144	436	364	307	293	103	0	251	486	360	126	561
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		24			24				12			12
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	9	15		9	15	
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	100	20	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2				7	4		3



Lane Group	SWR
Lane Configurations	↑
Traffic Volume (vph)	76
Future Volume (vph)	76
Ideal Flow (vphpl)	1900
Storage Length (ft)	250
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	164
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	102%
Adj. Flow (vph)	84
Shared Lane Traffic (%)	
Lane Group Flow (vph)	84
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	

Lanes, Volumes, Timings
8: Elma G Miles Pkwy & Veterans Pkwy

Build 2025 Noon
08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Permitted Phases			6			2	7	4		4	8	
Detector Phase	1	6	6	5	2	2	7	7	4	4	3	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	11.6	23.5	23.5	13.0	24.9	24.9	11.0	11.0	24.0	24.0	9.5	22.5
Total Split (%)	16.6%	33.6%	33.6%	18.6%	35.6%	35.6%	15.7%	15.7%	34.3%	34.3%	13.6%	32.1%
Maximum Green (s)	7.1	19.0	19.0	8.5	20.4	20.4	6.5	6.5	19.5	19.5	5.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0			7.0	7.0		7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0			11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0		0	0			0	0		0
Act Effct Green (s)	6.9	15.0	15.0	8.4	19.1	19.1		24.2	19.2	19.2	20.4	15.3
Actuated g/C Ratio	0.11	0.24	0.24	0.13	0.30	0.30		0.38	0.30	0.30	0.32	0.24
v/c Ratio	0.39	0.52	0.71	0.67	0.28	0.17		0.79	0.45	0.49	0.36	0.66
Control Delay	31.6	23.8	19.3	36.8	19.4	1.8		36.8	21.2	5.3	16.3	26.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	31.6	23.8	19.3	36.8	19.4	1.8		36.8	21.2	5.3	16.3	26.3
LOS	C	C	B	D	B	A		D	C	A	B	C
Approach Delay		23.2			24.4				19.5			21.9
Approach LOS		C			C				B			C
90th %ile Green (s)	7.1	19.0	19.0	8.5	20.4	20.4	6.5	6.5	19.5	19.5	5.0	18.0
90th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Max	Max	Max	Max	Max
70th %ile Green (s)	7.1	19.0	19.0	8.5	20.4	20.4	6.5	6.5	19.5	19.5	5.0	18.0
70th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Max	Max	Max	Max	Max
50th %ile Green (s)	7.1	16.1	16.1	8.5	17.5	17.5	6.5	6.5	18.7	18.7	5.0	17.2
50th %ile Term Code	Max	Gap	Gap	Max	Hold	Hold	Max	Max	Hold	Hold	Max	Gap
30th %ile Green (s)	7.1	13.1	13.1	8.5	14.5	14.5	6.5	6.5	15.5	15.5	5.0	14.0
30th %ile Term Code	Max	Gap	Gap	Max	Hold	Hold	Max	Max	Hold	Hold	Max	Gap
10th %ile Green (s)	0.0	8.9	8.9	7.8	21.2	21.2	6.5	6.5	21.3	21.3	0.0	10.3
10th %ile Term Code	Skip	Gap	Gap	Gap	Hold	Hold	Max	Max	Hold	Hold	Skip	Gap
Stops (vph)	114	324	152	246	195	4		141	344	40	76	436
Fuel Used(gal)	3	7	5	7	5	1		5	9	4	2	11
CO Emissions (g/hr)	183	502	352	468	366	80		353	611	294	142	744
NOx Emissions (g/hr)	36	98	68	91	71	16		69	119	57	28	145
VOC Emissions (g/hr)	42	116	82	108	85	19		82	142	68	33	172
Dilemma Vehicles (#)	0	0	0	0	0	0		0	0	0	0	0
Queue Length 50th (ft)	28	80	61	62	50	0		65	85	0	30	105
Queue Length 95th (ft)	56	122	150	#120	81	12		#158	134	57	65	161
Internal Link Dist (ft)		1024			1387				1329			1279
Turn Bay Length (ft)	200		300	220		300		150		150	150	
Base Capacity (vph)	388	1071	609	465	1161	629		316	1124	748	349	1015



Lane Group	SWR
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	32.1%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	15.3
Actuated g/C Ratio	0.24
v/c Ratio	0.17
Control Delay	0.9
Queue Delay	0.0
Total Delay	0.9
LOS	A
Approach Delay	
Approach LOS	
90th %ile Green (s)	18.0
90th %ile Term Code	Max
70th %ile Green (s)	18.0
70th %ile Term Code	Max
50th %ile Green (s)	17.2
50th %ile Term Code	Gap
30th %ile Green (s)	14.0
30th %ile Term Code	Gap
10th %ile Green (s)	10.3
10th %ile Term Code	Gap
Stops (vph)	1
Fuel Used(gal)	1
CO Emissions (g/hr)	58
NOx Emissions (g/hr)	11
VOC Emissions (g/hr)	14
Dilemma Vehicles (#)	0
Queue Length 50th (ft)	0
Queue Length 95th (ft)	3
Internal Link Dist (ft)	
Turn Bay Length (ft)	250
Base Capacity (vph)	570

Lanes, Volumes, Timings
 8: Elma G Miles Pkwy & Veterans Pkwy

Build 2025 Noon
 08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.37	0.41	0.60	0.66	0.25	0.16		0.79	0.43	0.48	0.36	0.55

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 63.6
 Natural Cycle: 70
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 22.0
 Intersection LOS: C
 Intersection Capacity Utilization 70.8%
 ICU Level of Service C
 Analysis Period (min) 15
 90th %ile Actuated Cycle: 70
 70th %ile Actuated Cycle: 70
 50th %ile Actuated Cycle: 66.3
 30th %ile Actuated Cycle: 60.1
 10th %ile Actuated Cycle: 51.5
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: Elma G Miles Pkwy & Veterans Pkwy





Lane Group	SWR
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.15
Intersection Summary	

Lanes, Volumes, Timings
9: Elma G Miles Pkwy & Deals St

Build 2025 Noon
08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕↔		↕	↕↕	↕
Traffic Volume (vph)	6	3	18	22	3	40	9	585	30	30	630	18
Future Volume (vph)	6	3	18	22	3	40	9	585	30	30	630	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		450
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.911			0.917			0.993				0.850
Flt Protected		0.989			0.983		0.950			0.950		
Satd. Flow (prot)	0	1600	0	0	1713	0	1770	3514	0	1752	3505	1568
Flt Permitted		0.989			0.983		0.950			0.950		
Satd. Flow (perm)	0	1600	0	0	1713	0	1770	3514	0	1752	3505	1568
Link Speed (mph)		30			30			30				30
Link Distance (ft)		90			119			394				546
Travel Time (s)		2.0			2.7			9.0				12.4
Peak Hour Factor	0.52	0.52	0.52	0.86	0.86	0.86	0.89	0.89	0.89	0.95	0.95	0.95
Growth Factor	100%	100%	100%	102%	100%	102%	100%	102%	102%	102%	102%	100%
Heavy Vehicles (%)	7%	7%	7%	0%	0%	0%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	12	6	35	26	3	47	10	670	34	32	676	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	76	0	10	704	0	32	676	19
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)		0			0			12				12
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)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free				Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.3%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
 10: Elma G Miles Pkwy & Surrey Rd/Arlington Dr

Build 2025 Noon
 08/11/2022

























Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Volume (vph)	19	0	21	3	0	2	18	590	5	2	655	19
Future Volume (vph)	19	0	21	3	0	2	18	590	5	2	655	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		150
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.929			0.946			0.999				0.850
Flt Protected		0.977			0.971		0.950			0.950		
Satd. Flow (prot)	0	1691	0	0	1711	0	1770	3536	0	1770	3539	1583
Flt Permitted		0.977			0.971		0.950			0.950		
Satd. Flow (perm)	0	1691	0	0	1711	0	1770	3536	0	1770	3539	1583
Link Speed (mph)		30			30			30				30
Link Distance (ft)		450			426			373				338
Travel Time (s)		10.2			9.7			8.5				7.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	102%	100%	100%	102%	100%
Adj. Flow (vph)	21	0	23	3	0	2	20	654	5	2	726	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	0	0	5	0	20	659	0	2	726	21
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)		0			0			12				12
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)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free				Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	28.5%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
11: Elma G Miles Pkwy & Hosptial

Build 2025 Noon
08/11/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	8	2	8	24	5	22	5	596	12	14	656	6
Future Volume (vph)	8	2	8	24	5	22	5	596	12	14	656	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	105		170	125		220
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.961			0.960		0.950			0.950		
Satd. Flow (prot)	0	1790	1583	0	1788	1583	1770	3539	1583	1770	3539	1583
Flt Permitted		0.961			0.960		0.950			0.950		
Satd. Flow (perm)	0	1790	1583	0	1788	1583	1770	3539	1583	1770	3539	1583
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		137			126			459			395	
Travel Time (s)		3.1			2.9			10.4			9.0	
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	102%	100%	100%	102%	100%
Adj. Flow (vph)	9	2	9	26	5	24	5	661	13	15	727	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	9	0	31	24	5	661	13	15	727	7
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)		0			0			12			12	
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)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	35.2%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
12: Elma G Miles Pkwy & General Screven Way

Build 2025 Noon
08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	70	484	178	156	539	39	235	241	159	97	318	55
Future Volume (vph)	70	484	178	156	539	39	235	241	159	97	318	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Fr't		0.960			0.990			0.940			0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3398	0	1770	3504	0	1770	3327	0	1770	3461	0
Flt Permitted	0.355			0.208			0.382			0.476		
Satd. Flow (perm)	661	3398	0	387	3504	0	712	3327	0	887	3461	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		81			11			176			30	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1041			970			1342			1127	
Travel Time (s)		23.7			22.0			30.5			25.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	78	537	197	173	598	43	261	267	176	108	353	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	734	0	173	641	0	261	443	0	108	414	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												

Lanes, Volumes, Timings
 12: Elma G Miles Pkwy & General Screven Way

Build 2025 Noon
 08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	9.5	23.0		9.5	23.0		10.0	23.0		9.5	22.5	
Total Split (%)	14.6%	35.4%		14.6%	35.4%		15.4%	35.4%		14.6%	34.6%	
Maximum Green (s)	5.0	18.5		5.0	18.5		5.5	18.5		5.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	21.2	16.1		23.2	20.4		18.9	14.6		16.9	11.9	
Actuated g/C Ratio	0.37	0.28		0.41	0.36		0.33	0.26		0.30	0.21	
v/c Ratio	0.23	0.72		0.62	0.51		0.77	0.45		0.32	0.55	
Control Delay	11.5	21.0		23.4	17.5		32.6	13.0		14.7	21.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.5	21.0		23.4	17.5		32.6	13.0		14.7	21.8	
LOS	B	C		C	B		C	B		B	C	
Approach Delay		20.1			18.8			20.3			20.3	
Approach LOS		C			B			C			C	
90th %ile Green (s)	5.0	18.5		5.0	18.5		5.5	17.0		5.0	16.5	
90th %ile Term Code	Max	Max		Max	Max		Max	Hold		Max	Gap	
70th %ile Green (s)	5.0	18.5		5.0	18.5		5.5	14.7		5.0	14.2	
70th %ile Term Code	Max	Max		Max	Max		Max	Hold		Max	Gap	
50th %ile Green (s)	5.0	17.9		5.0	17.9		5.5	12.2		5.0	11.7	
50th %ile Term Code	Max	Gap		Max	Hold		Max	Hold		Max	Gap	
30th %ile Green (s)	0.0	14.6		5.0	24.1		5.5	10.5		5.0	10.0	
30th %ile Term Code	Skip	Gap		Max	Hold		Max	Hold		Max	Gap	
10th %ile Green (s)	0.0	11.8		5.0	21.3		5.5	18.0		0.0	8.0	
10th %ile Term Code	Skip	Gap		Max	Hold		Max	Hold		Skip	Gap	
Stops (vph)	42	509		89	437		172	196		63	291	
Fuel Used(gal)	1	11		2	9		5	6		2	7	
CO Emissions (g/hr)	69	781		171	628		353	450		106	464	
NOx Emissions (g/hr)	13	152		33	122		69	88		21	90	
VOC Emissions (g/hr)	16	181		40	146		82	104		25	108	
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	
Queue Length 50th (ft)	14	102		33	96		65	42		24	63	
Queue Length 95th (ft)	38	173		#95	160		#151	78		52	102	
Internal Link Dist (ft)		961			890			1262			1047	
Turn Bay Length (ft)												
Base Capacity (vph)	344	1171		280	1273		340	1211		342	1127	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	

Lanes, Volumes, Timings
 12: Elma G Miles Pkwy & General Screven Way

Build 2025 Noon
 08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Reduced v/c Ratio	0.23	0.63		0.62	0.50		0.77	0.37		0.32	0.37	

Intersection Summary

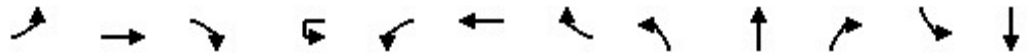
Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 56.8
 Natural Cycle: 65
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 19.8
 Intersection LOS: B
 Intersection Capacity Utilization 67.3%
 ICU Level of Service C
 Analysis Period (min) 15
 90th %ile Actuated Cycle: 63.5
 70th %ile Actuated Cycle: 61.2
 50th %ile Actuated Cycle: 58.1
 30th %ile Actuated Cycle: 53.1
 10th %ile Actuated Cycle: 48.3
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 12: Elma G Miles Pkwy & General Screven Way

Ø1	Ø2	Ø3	Ø4
9.5 s	23 s	9.5 s	23 s
Ø5	Ø6	Ø7	Ø8
9.5 s	23 s	10 s	22.5 s

Lanes, Volumes, Timings
1: Airport Rd./15th Street & Elma G Miles Pkwy

Build 2025 PM
08/11/2022

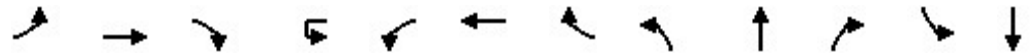


Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	76	371	93	89	356	723	141	110	92	219	167	221
Future Volume (vph)	76	371	93	89	356	723	141	110	92	219	167	221
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		390		250		300	200		150	0	
Storage Lanes	1		1		1		1	1		1	1	
Taper Length (ft)	25				25			25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1770	3539	1583	0	1770	3539	1583	1770	1863	1583	1770	1863
Flt Permitted	0.349				0.321			0.505			0.633	
Satd. Flow (perm)	650	3539	1583	0	598	3539	1583	941	1863	1583	1179	1863
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			218				156			243		
Link Speed (mph)		30				30			30			30
Link Distance (ft)		1528				1434			1259			910
Travel Time (s)		34.7				32.6			28.6			20.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	100%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	84	411	103	97	395	802	156	122	102	243	185	245
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	411	103	0	492	802	156	122	102	243	185	245
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			12			12
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	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	5	2			1	6		3	8		7	4

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	180
Future Volume (vph)	180
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	218
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	102%
Adj. Flow (vph)	200
Shared Lane Traffic (%)	
Lane Group Flow (vph)	200
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	

Lanes, Volumes, Timings
 1: Airport Rd./15th Street & Elma G Miles Pkwy

Build 2025 PM
 08/11/2022

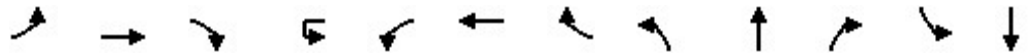


Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases	2		2	1	6		6	8		8	4	
Detector Phase	5	2	2	1	1	6	6	3	8	8	7	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	10.7	22.8	22.8	20.0	20.0	32.1	32.1	9.6	22.6	22.6	9.6	22.6
Total Split (%)	14.3%	30.4%	30.4%	26.7%	26.7%	42.8%	42.8%	12.8%	30.1%	30.1%	12.8%	30.1%
Maximum Green (s)	6.2	18.3	18.3	15.5	15.5	27.6	27.6	5.1	18.1	18.1	5.1	18.1
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	None	Min	Min	None	None	None	None	None
Walk Time (s)		7.0	7.0			7.0	7.0		7.0	7.0		7.0
Flash Dont Walk (s)		11.0	11.0			11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0			0	0		0	0		0
Act Effct Green (s)	19.9	13.7	13.7		33.5	25.3	25.3	18.2	13.0	13.0	19.4	15.5
Actuated g/C Ratio	0.30	0.21	0.21		0.51	0.39	0.39	0.28	0.20	0.20	0.30	0.24
v/c Ratio	0.28	0.55	0.20		0.85	0.59	0.22	0.37	0.28	0.48	0.47	0.56
Control Delay	13.1	26.8	0.9		29.6	19.6	4.0	19.7	24.9	7.1	21.7	29.5
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.1	26.8	0.9		29.6	19.6	4.0	19.7	24.9	7.1	21.7	29.5
LOS	B	C	A		C	B	A	B	C	A	C	C
Approach Delay		20.4				21.3			14.3			19.5
Approach LOS		C				C			B			B
90th %ile Green (s)	6.2	18.3	18.3	15.5	15.5	27.6	27.6	5.1	18.1	18.1	5.1	18.1
90th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Max	Hold	Hold	Max	Max
70th %ile Green (s)	6.2	18.3	18.3	15.5	15.5	27.6	27.6	5.1	17.9	17.9	5.1	17.9
70th %ile Term Code	Max	Hold	Hold	Max	Max	Max	Max	Max	Hold	Hold	Max	Gap
50th %ile Green (s)	6.2	13.7	13.7	15.5	15.5	23.0	23.0	5.1	13.9	13.9	5.1	13.9
50th %ile Term Code	Max	Gap	Gap	Max	Max	Gap	Gap	Max	Hold	Hold	Max	Gap
30th %ile Green (s)	6.2	11.0	11.0	15.5	15.5	20.3	20.3	5.1	11.4	11.4	5.1	11.4
30th %ile Term Code	Max	Gap	Gap	Max	Max	Hold	Hold	Max	Hold	Hold	Max	Gap
10th %ile Green (s)	0.0	8.7	8.7	12.9	12.9	26.1	26.1	0.0	5.8	5.8	5.1	15.4
10th %ile Term Code	Skip	Gap	Gap	Gap	Gap	Hold	Hold	Skip	Gap	Gap	Max	Hold
Stops (vph)	50	313	0		259	556	19	76	73	31	132	189
Fuel Used(gal)	1	8	1		9	14	2	2	2	3	3	4
CO Emissions (g/hr)	98	580	80		645	998	128	138	126	188	188	279
NOx Emissions (g/hr)	19	113	16		125	194	25	27	25	37	37	54
VOC Emissions (g/hr)	23	134	19		149	231	30	32	29	44	44	65
Dilemma Vehicles (#)	0	0	0		0	0	0	0	0	0	0	0
Queue Length 50th (ft)	16	78	0		126	141	0	33	35	0	53	91
Queue Length 95th (ft)	40	127	0		#301	214	35	73	77	53	106	170
Internal Link Dist (ft)		1448				1354			1179			830
Turn Bay Length (ft)	200		390		250		300	200		150		
Base Capacity (vph)	307	1010	607		589	1523	770	327	525	621	395	525

Lane Group	SBR
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.6
Total Split (%)	30.1%
Maximum Green (s)	18.1
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	15.5
Actuated g/C Ratio	0.24
v/c Ratio	0.37
Control Delay	5.3
Queue Delay	0.0
Total Delay	5.3
LOS	A
Approach Delay	
Approach LOS	
90th %ile Green (s)	18.1
90th %ile Term Code	Max
70th %ile Green (s)	17.9
70th %ile Term Code	Gap
50th %ile Green (s)	13.9
50th %ile Term Code	Gap
30th %ile Green (s)	11.4
30th %ile Term Code	Gap
10th %ile Green (s)	15.4
10th %ile Term Code	Hold
Stops (vph)	21
Fuel Used(gal)	2
CO Emissions (g/hr)	113
NOx Emissions (g/hr)	22
VOC Emissions (g/hr)	26
Dilemma Vehicles (#)	0
Queue Length 50th (ft)	0
Queue Length 95th (ft)	41
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	603

Lanes, Volumes, Timings
 1: Airport Rd./15th Street & Elma G Miles Pkwy

Build 2025 PM
 08/11/2022

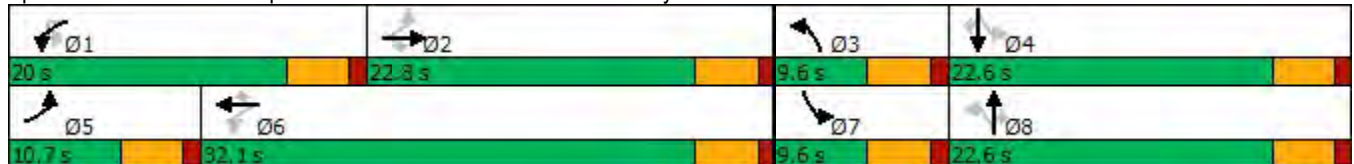


Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.41	0.17		0.84	0.53	0.20	0.37	0.19	0.39	0.47	0.47

Intersection Summary

Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	65.5
Natural Cycle:	75
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.85
Intersection Signal Delay:	19.7
Intersection LOS:	B
Intersection Capacity Utilization:	73.8%
ICU Level of Service:	D
Analysis Period (min):	15
90th %ile Actuated Cycle:	75
70th %ile Actuated Cycle:	74.8
50th %ile Actuated Cycle:	66.2
30th %ile Actuated Cycle:	61
10th %ile Actuated Cycle:	50.5
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 1: Airport Rd./15th Street & Elma G Miles Pkwy





Lane Group	SBR
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.33
Intersection Summary	

Lanes, Volumes, Timings
2: Elma G Miles Pkwy & Curtis St

Build 2025 PM
08/11/2022



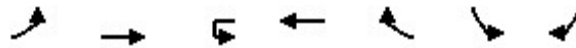
Lane Group	SEL	SER	NEL	NET	SWU	SWT	SWR
Lane Configurations							
Traffic Volume (vph)	13	20	15	772	7	1087	23
Future Volume (vph)	13	20	15	772	7	1087	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	0.95
Frt	0.919			0.997			
Flt Protected	0.980		0.950		0.950		
Satd. Flow (prot)	1678		0		1770		3539
Flt Permitted	0.980		0.950		0.950		
Satd. Flow (perm)	1678		0		1770		3539
Link Speed (mph)	30			30		30	
Link Distance (ft)	445			651		810	
Travel Time (s)	10.1			14.8		18.4	
Peak Hour Factor	0.55	0.55	0.95	0.95	0.92	0.93	0.93
Growth Factor	100%	100%	100%	102%	100%	102%	100%
Adj. Flow (vph)	24	36	16	829	8	1192	25
Shared Lane Traffic (%)							
Lane Group Flow (vph)	60	0	16	829	8	1217	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	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	1.00
Turning Speed (mph)	15	9	15		9		9
Sign Control	Stop			Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	41.4%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
 3: Elma G Miles Pkwy & Live Oak Church St

Build 2025 PM
 08/11/2022



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	59	728	0	1022	88	34	51
Future Volume (vph)	59	728	0	1022	88	34	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		200	0	0
Storage Lanes	1		1		1	1	0
Taper Length (ft)	25		25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt					0.850	0.919	
Flt Protected	0.950					0.980	
Satd. Flow (prot)	1770	3539	1863	3539	1583	1678	0
Flt Permitted	0.950					0.980	
Satd. Flow (perm)	1770	3539	1863	3539	1583	1678	0
Link Speed (mph)		30		30		30	
Link Distance (ft)		605		1071		659	
Travel Time (s)		13.8		24.3		15.0	
Peak Hour Factor	0.95	0.95	0.92	0.93	0.93	0.79	0.79
Growth Factor	100%	102%	100%	102%	100%	100%	100%
Adj. Flow (vph)	62	782	0	1121	95	43	65
Shared Lane Traffic (%)							
Lane Group Flow (vph)	62	782	0	1121	95	108	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	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	1.00
Turning Speed (mph)	15		9		9	15	9
Sign Control		Free		Free		Stop	
Intersection Summary							
Area Type:	Other						
Control Type:	Unsignalized						
Intersection Capacity Utilization	47.2%			ICU Level of Service A			
Analysis Period (min)	15						

Lanes, Volumes, Timings
4: Elma G Miles Pkwy & Miles Xing

Build 2025 PM
08/11/2022



Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations		↔	↕	↔	↕	↔	↕	↕
Traffic Volume (vph)	25	90	697	55	976	124	47	71
Future Volume (vph)	25	90	697	55	976	124	47	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0		220	0	0
Storage Lanes		1		1		1	1	0
Taper Length (ft)		25		25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt						0.850	0.919	
Flt Protected		0.950		0.950			0.981	
Satd. Flow (prot)	0	1770	3539	1770	3539	1583	1679	0
Flt Permitted		0.950		0.950			0.981	
Satd. Flow (perm)	0	1770	3539	1770	3539	1583	1679	0
Link Speed (mph)			30		30		30	
Link Distance (ft)			708		851		467	
Travel Time (s)			16.1		19.3		10.6	
Peak Hour Factor	0.92	0.95	0.95	0.92	0.93	0.93	0.84	0.84
Growth Factor	100%	100%	102%	100%	102%	100%	100%	100%
Adj. Flow (vph)	27	95	748	60	1070	133	56	85
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	122	748	60	1070	133	141	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	R NA	Left	Right	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	1.00	1.00
Turning Speed (mph)	9	15		9		9	15	9
Sign Control			Free		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.9%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
5: Live Oak Dr & Elma G Miles Pkwy

Build 2025 PM
08/11/2022



Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	9	740	47	16	70	1040	50	33
Future Volume (vph)	9	740	47	16	70	1040	50	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Fr _t		0.991					0.946	
Fl _t Protected	0.950				0.950		0.971	
Satd. Flow (prot)	1770	3507	0	0	1770	3539	1711	0
Fl _t Permitted	0.950				0.950		0.971	
Satd. Flow (perm)	1770	3507	0	0	1770	3539	1711	0
Link Speed (mph)		30				30	30	
Link Distance (ft)		486				606	532	
Travel Time (s)		11.0				13.8	12.1	
Peak Hour Factor	0.92	0.95	0.95	0.92	0.93	0.93	0.74	0.74
Growth Factor	100%	102%	100%	100%	100%	102%	100%	100%
Adj. Flow (vph)	10	795	49	17	75	1141	68	45
Shared Lane Traffic (%)								
Lane Group Flow (vph)	10	844	0	0	92	1141	113	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	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	1.00	1.00
Turning Speed (mph)	9		9	9	15		15	9
Sign Control		Free				Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	47.4%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
6: Pineland Ave & Elma G Miles Pkwy

Build 2025 PM
08/11/2022



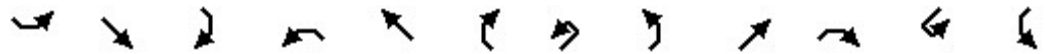
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	41	685	102	17	153	947	91	61
Future Volume (vph)	41	685	102	17	153	947	91	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Fr _t		0.981					0.946	
Fl _t Protected	0.950				0.950		0.971	
Satd. Flow (prot)	1770	3472	0	0	1770	3539	1711	0
Fl _t Permitted	0.950				0.950		0.971	
Satd. Flow (perm)	1770	3472	0	0	1770	3539	1711	0
Link Speed (mph)		30				30	30	
Link Distance (ft)		318				398	396	
Travel Time (s)		7.2				9.0	9.0	
Peak Hour Factor	0.92	0.95	0.95	0.92	0.93	0.93	0.90	0.90
Growth Factor	100%	102%	100%	100%	100%	102%	100%	100%
Adj. Flow (vph)	45	735	107	18	165	1039	101	68
Shared Lane Traffic (%)								
Lane Group Flow (vph)	45	842	0	0	183	1039	169	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	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	1.00	1.00
Turning Speed (mph)	9		9	9	15		15	9
Sign Control		Free				Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.8%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
7: Elma G Miles Pkwy & Sharon St/Willowbrook Dr

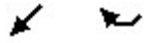
Build 2025 PM
08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL
Lane Configurations		↕			↕			↕	↕			↕
Traffic Volume (vph)	13	2	19	6	1	4	52	25	756	6	20	8
Future Volume (vph)	13	2	19	6	1	4	52	25	756	6	20	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		0		0		0
Storage Lanes	0		0	0		0		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.923			0.955				0.999			
Flt Protected		0.981			0.972			0.950				0.950
Satd. Flow (prot)	0	1687	0	0	1729	0	0	1770	3536	0	0	1770
Flt Permitted		0.981			0.972			0.950				0.950
Satd. Flow (perm)	0	1687	0	0	1729	0	0	1770	3536	0	0	1770
Link Speed (mph)		30			30			30				
Link Distance (ft)		279			354			335				
Travel Time (s)		6.3			8.0			7.6				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	102%	100%	100%	100%
Adj. Flow (vph)	14	2	21	7	1	4	57	27	838	7	22	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	0	12	0	0	84	845	0	0	31
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0			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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60	60		60	60	60
Sign Control		Stop			Stop				Free			

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	47.6%
ICU Level of Service	A
Analysis Period (min)	15



Lane Group	SWT	SWR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1065	37
Future Volume (vph)	1065	37
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		680
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Link Speed (mph)	30	
Link Distance (ft)	446	
Travel Time (s)	10.1	
Peak Hour Factor	0.92	0.92
Growth Factor	102%	100%
Adj. Flow (vph)	1181	40
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1181	40
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		60
Sign Control	Free	
Intersection Summary		

Lanes, Volumes, Timings
8: Elma G Miles Pkwy & Veterans Pkwy

Build 2025 PM
08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	127	496	556	422	214	97	45	154	487	378	141	869
Future Volume (vph)	127	496	556	422	214	97	45	154	487	378	141	869
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		300	220		300		150		150	150	
Storage Lanes	2		1	2		1		1		1	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95
Frt			0.850			0.850				0.850		
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	0	1770	3539	1583	1770	3539
Flt Permitted	0.950			0.950				0.132			0.284	
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	0	246	3539	1583	529	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			149			108				349		
Link Speed (mph)		30			30				30			30
Link Distance (ft)		1104			1467				1409			1359
Travel Time (s)		25.1			33.3				32.0			30.9
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
Growth Factor	102%	102%	102%	102%	102%	102%	100%	102%	102%	102%	102%	102%
Adj. Flow (vph)	141	550	616	468	237	108	49	171	540	419	156	963
Shared Lane Traffic (%)												
Lane Group Flow (vph)	141	550	616	468	237	108	0	220	540	419	156	963
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		24			24				12			12
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	9	15		9	15	
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	100	20	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2				7	4		3



Lane Group	SWR
Lane Configurations	
Traffic Volume (vph)	114
Future Volume (vph)	114
Ideal Flow (vphpl)	1900
Storage Length (ft)	250
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	149
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	102%
Adj. Flow (vph)	126
Shared Lane Traffic (%)	
Lane Group Flow (vph)	126
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	

Lanes, Volumes, Timings
8: Elma G Miles Pkwy & Veterans Pkwy

Build 2025 PM
08/11/2022



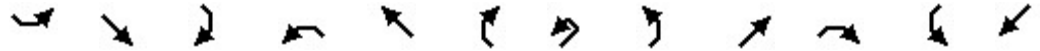
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Permitted Phases			6			2	7	4		4	8	
Detector Phase	1	6	6	5	2	2	7	7	4	4	3	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	14.2	41.4	41.4	20.4	47.6	47.6	12.2	12.2	34.6	34.6	13.6	36.0
Total Split (%)	12.9%	37.6%	37.6%	18.5%	43.3%	43.3%	11.1%	11.1%	31.5%	31.5%	12.4%	32.7%
Maximum Green (s)	9.7	36.9	36.9	15.9	43.1	43.1	7.7	7.7	30.1	30.1	9.1	31.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0			7.0	7.0		7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0			11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0		0	0			0	0		0
Act Effct Green (s)	9.0	36.9	36.9	15.9	43.8	43.8		38.0	30.3	30.3	40.4	31.5
Actuated g/C Ratio	0.08	0.34	0.34	0.14	0.40	0.40		0.35	0.28	0.28	0.37	0.29
v/c Ratio	0.50	0.46	0.98	0.94	0.17	0.16		1.15	0.55	0.61	0.53	0.95
Control Delay	54.7	30.3	59.2	75.8	22.0	4.7		138.3	36.7	10.9	29.4	57.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	54.7	30.3	59.2	75.8	22.0	4.7		138.3	36.7	10.9	29.4	57.7
LOS	D	C	E	E	C	A		F	D	B	C	E
Approach Delay		46.6			50.7				46.5			48.7
Approach LOS		D			D				D			D
90th %ile Green (s)	9.7	36.9	36.9	15.9	43.1	43.1	7.7	7.7	30.1	30.1	9.1	31.5
90th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Max	Max	Max	Max	Max
70th %ile Green (s)	9.7	36.9	36.9	15.9	43.1	43.1	7.7	7.7	30.1	30.1	9.1	31.5
70th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Max	Hold	Hold	Max	Max
50th %ile Green (s)	9.7	36.9	36.9	15.9	43.1	43.1	7.7	7.7	30.1	30.1	9.1	31.5
50th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Max	Hold	Hold	Max	Max
30th %ile Green (s)	8.7	36.9	36.9	15.9	44.1	44.1	7.7	7.7	30.1	30.1	9.1	31.5
30th %ile Term Code	Gap	Max	Max	Max	Hold	Hold	Max	Max	Hold	Hold	Max	Max
10th %ile Green (s)	7.1	36.9	36.9	15.9	45.7	45.7	7.7	7.7	31.3	31.3	7.9	31.5
10th %ile Term Code	Gap	Max	Max	Max	Hold	Hold	Max	Max	Hold	Hold	Gap	Max
Stops (vph)	121	386	396	386	136	13		118	413	75	95	795
Fuel Used(gal)	3	10	14	14	4	1		9	11	5	3	24
CO Emissions (g/hr)	226	672	972	959	295	91		598	801	384	204	1690
NOx Emissions (g/hr)	44	131	189	187	57	18		116	156	75	40	329
VOC Emissions (g/hr)	52	156	225	222	68	21		139	186	89	47	392
Dilemma Vehicles (#)	0	0	0	0	0	0		0	0	0	0	0
Queue Length 50th (ft)	49	160	346	171	56	0		~131	172	38	72	350
Queue Length 95th (ft)	82	211	#591	#271	84	34		#289	228	137	120	#483
Internal Link Dist (ft)		1024			1387				1329			1279
Turn Bay Length (ft)	200		300	220		300		150		150	150	
Base Capacity (vph)	302	1187	630	496	1409	695		191	976	689	297	1013



Lane Group	SWR
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	36.0
Total Split (%)	32.7%
Maximum Green (s)	31.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	31.5
Actuated g/C Ratio	0.29
v/c Ratio	0.23
Control Delay	4.2
Queue Delay	0.0
Total Delay	4.2
LOS	A
Approach Delay	
Approach LOS	
90th %ile Green (s)	31.5
90th %ile Term Code	Max
70th %ile Green (s)	31.5
70th %ile Term Code	Max
50th %ile Green (s)	31.5
50th %ile Term Code	Max
30th %ile Green (s)	31.5
30th %ile Term Code	Max
10th %ile Green (s)	31.5
10th %ile Term Code	Max
Stops (vph)	10
Fuel Used(gal)	1
CO Emissions (g/hr)	97
NOx Emissions (g/hr)	19
VOC Emissions (g/hr)	22
Dilemma Vehicles (#)	0
Queue Length 50th (ft)	0
Queue Length 95th (ft)	31
Internal Link Dist (ft)	
Turn Bay Length (ft)	250
Base Capacity (vph)	559

Lanes, Volumes, Timings
 8: Elma G Miles Pkwy & Veterans Pkwy

Build 2025 PM
 08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.47	0.46	0.98	0.94	0.17	0.16		1.15	0.55	0.61	0.53	0.95

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Natural Cycle:	90
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.15
Intersection Signal Delay:	47.9
Intersection LOS:	D
Intersection Capacity Utilization	98.1%
ICU Level of Service	F
Analysis Period (min)	15
90th %ile Actuated Cycle:	110
70th %ile Actuated Cycle:	110
50th %ile Actuated Cycle:	110
30th %ile Actuated Cycle:	110
10th %ile Actuated Cycle:	110
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 8: Elma G Miles Pkwy & Veterans Pkwy

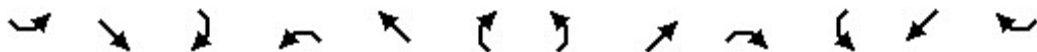
Ø1	Ø2	Ø3	Ø4
14.2 s	47.6 s	13.6 s	34.6 s
Ø5	Ø6	Ø7	Ø8
20.4 s	41.4 s	12.2 s	36 s



Lane Group	SWR
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.23
Intersection Summary	

Lanes, Volumes, Timings
9: Elma G Miles Pkwy & Deals St

Build 2025 PM
08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕↔		↕	↕↕	↕
Traffic Volume (vph)	2	0	7	30	1	39	3	625	36	34	1041	3
Future Volume (vph)	2	0	7	30	1	39	3	625	36	34	1041	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		450
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.894			0.925			0.992				0.850
Flt Protected		0.989			0.979		0.950			0.950		
Satd. Flow (prot)	0	1513	0	0	1721	0	1787	3546	0	1787	3574	1599
Flt Permitted		0.989			0.979		0.950			0.950		
Satd. Flow (perm)	0	1513	0	0	1721	0	1787	3546	0	1787	3574	1599
Link Speed (mph)		30			30			30				30
Link Distance (ft)		90			119			394				546
Travel Time (s)		2.0			2.7			9.0				12.4
Peak Hour Factor	0.63	0.63	0.63	0.72	0.72	0.72	0.92	0.92	0.92	0.93	0.93	0.93
Growth Factor	100%	100%	100%	102%	100%	102%	100%	102%	102%	102%	102%	100%
Heavy Vehicles (%)	11%	11%	11%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	3	0	11	43	1	55	3	693	40	37	1142	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	0	99	0	3	733	0	37	1142	3
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)		0			0			12				12
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)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free				Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	43.7%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
 10: Elma G Miles Pkwy & Surrey Rd/Arlington Dr

Build 2025 PM
 08/11/2022

























Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Volume (vph)	23	0	21	5	0	4	49	599	7	9	685	66
Future Volume (vph)	23	0	21	5	0	4	49	599	7	9	685	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		150
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.935			0.940			0.998				0.850
Flt Protected		0.975			0.973		0.950			0.950		
Satd. Flow (prot)	0	1698	0	0	1738	0	1770	3532	0	1770	3539	1583
Flt Permitted		0.975			0.973		0.950			0.950		
Satd. Flow (perm)	0	1698	0	0	1738	0	1770	3532	0	1770	3539	1583
Link Speed (mph)		30			30			30				30
Link Distance (ft)		450			426			373				338
Travel Time (s)		10.2			9.7			8.5				7.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	102%	100%	100%	102%	100%
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	25	0	23	5	0	4	53	664	8	10	759	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	0	0	9	0	53	672	0	10	759	72
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)		0			0			12				12
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)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free				Free

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 36.0% ICU Level of Service A
 Analysis Period (min) 15

Lanes, Volumes, Timings
 11: Elma G Miles Pkwy & Hosptial

Build 2025 PM
 08/11/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	8	2	11	32	6	24	6	635	14	18	735	8
Future Volume (vph)	8	2	11	32	6	24	6	635	14	18	735	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	105		170	125		220
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.961			0.960		0.950			0.950		
Satd. Flow (prot)	0	1790	1583	0	1788	1583	1770	3539	1583	1770	3539	1583
Flt Permitted		0.961			0.960		0.950			0.950		
Satd. Flow (perm)	0	1790	1583	0	1788	1583	1770	3539	1583	1770	3539	1583
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		137			126			459			395	
Travel Time (s)		3.1			2.9			10.4			9.0	
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
Growth Factor	102%	102%	102%	100%	102%	100%	100%	102%	100%	100%	102%	100%
Adj. Flow (vph)	9	2	12	35	7	26	7	704	15	20	815	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	12	0	42	26	7	704	15	20	815	9
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)		0			0			12			12	
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)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	37.4%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
 12: Elma G Miles Pkwy & General Screven Way

Build 2025 PM
 08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	57	625	266	208	426	22	218	237	186	70	496	22
Future Volume (vph)	57	625	266	208	426	22	218	237	186	70	496	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Fr't		0.955			0.993			0.934			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3380	0	1770	3514	0	1770	3306	0	1770	3518	0
Flt Permitted	0.470			0.118			0.175			0.483		
Satd. Flow (perm)	875	3380	0	220	3514	0	326	3306	0	900	3518	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		81			7			206			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1041			970			1342			1127	
Travel Time (s)		23.7			22.0			30.5			25.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	63	693	295	231	472	24	242	263	206	78	550	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	988	0	231	496	0	242	469	0	78	574	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												

Lanes, Volumes, Timings
 12: Elma G Miles Pkwy & General Screven Way

Build 2025 PM
 08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	9.6	35.9		15.1	41.4		16.0	28.4		10.6	23.0	
Total Split (%)	10.7%	39.9%		16.8%	46.0%		17.8%	31.6%		11.8%	25.6%	
Maximum Green (s)	5.1	31.4		10.6	36.9		11.5	23.9		6.1	18.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	33.6	28.5		43.7	36.2		33.3	25.1		23.3	17.3	
Actuated g/C Ratio	0.39	0.33		0.51	0.42		0.39	0.29		0.27	0.20	
v/c Ratio	0.16	0.84		0.76	0.33		0.76	0.42		0.26	0.81	
Control Delay	12.6	32.2		34.6	18.1		37.2	15.8		20.7	43.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.6	32.2		34.6	18.1		37.2	15.8		20.7	43.0	
LOS	B	C		C	B		D	B		C	D	
Approach Delay		31.0			23.3			23.1			40.4	
Approach LOS		C			C			C			D	
90th %ile Green (s)	5.1	31.4		10.6	36.9		11.5	23.9		6.1	18.5	
90th %ile Term Code	Max	Max		Max	Hold		Max	Hold		Max	Max	
70th %ile Green (s)	5.1	31.4		10.6	36.9		11.5	23.9		6.1	18.5	
70th %ile Term Code	Max	Max		Max	Hold		Max	Hold		Max	Max	
50th %ile Green (s)	5.1	31.4		10.6	36.9		11.5	23.9		6.1	18.5	
50th %ile Term Code	Max	Max		Max	Hold		Max	Hold		Max	Max	
30th %ile Green (s)	5.1	28.2		10.6	33.7		11.5	23.6		6.1	18.2	
30th %ile Term Code	Max	Gap		Max	Hold		Max	Hold		Max	Gap	
10th %ile Green (s)	0.0	20.8		10.6	35.9		11.0	28.7		0.0	13.2	
10th %ile Term Code	Skip	Gap		Max	Hold		Gap	Hold		Skip	Gap	
Stops (vph)	32	748		120	289		144	192		50	475	
Fuel Used(gal)	1	17		4	7		5	7		1	12	
CO Emissions (g/hr)	56	1221		264	470		337	487		85	831	
NOx Emissions (g/hr)	11	237		51	91		66	95		16	162	
VOC Emissions (g/hr)	13	283		61	109		78	113		20	193	
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	
Queue Length 50th (ft)	17	244		72	97		96	62		28	163	
Queue Length 95th (ft)	37	323		#188	136		#200	107		58	#230	
Internal Link Dist (ft)		961			890			1262			1047	
Turn Bay Length (ft)												
Base Capacity (vph)	395	1292		304	1520		320	1113		307	764	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	

Lanes, Volumes, Timings
 12: Elma G Miles Pkwy & General Screven Way

Build 2025 PM
 08/11/2022

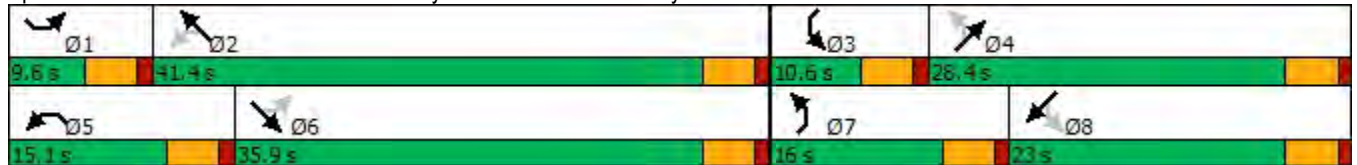


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Reduced v/c Ratio	0.16	0.76		0.76	0.33		0.76	0.42		0.25	0.75	

Intersection Summary

























Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	86
Natural Cycle:	75
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.84
Intersection Signal Delay:	29.4
Intersection LOS:	C
Intersection Capacity Utilization:	80.1%
ICU Level of Service:	D
Analysis Period (min):	15
90th %ile Actuated Cycle:	90
70th %ile Actuated Cycle:	90
50th %ile Actuated Cycle:	90
30th %ile Actuated Cycle:	86.5
10th %ile Actuated Cycle:	73.6
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 12: Elma G Miles Pkwy & General Screven Way



























HCM 2010 Signalized Intersection Summary
 1: Airport Rd./15th Street & Elma G Miles Pkwy

No-Build 2045 AM
 06/08/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	662	129	221	234	238	57	115	315	237	138	105
Future Volume (veh/h)	148	662	129	221	234	238	57	115	315	237	138	105
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	180	806	157	269	285	290	69	140	383	289	168	128
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
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	471	976	437	345	1039	465	440	492	418	428	543	462
Arrive On Green	0.10	0.28	0.28	0.11	0.29	0.29	0.05	0.26	0.26	0.08	0.29	0.29
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	180	806	157	269	285	290	69	140	383	289	168	128
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	4.8	14.5	5.4	7.4	4.2	10.8	1.9	4.1	16.0	5.5	4.8	4.2
Cycle Q Clear(g_c), s	4.8	14.5	5.4	7.4	4.2	10.8	1.9	4.1	16.0	5.5	4.8	4.2
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	471	976	437	345	1039	465	440	492	418	428	543	462
V/C Ratio(X)	0.38	0.83	0.36	0.78	0.27	0.62	0.16	0.28	0.92	0.67	0.31	0.28
Avail Cap(c_a), veh/h	474	1077	482	345	1134	507	478	493	419	428	543	462
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	15.0	23.1	19.8	17.2	18.5	20.8	16.5	19.9	24.3	19.7	18.8	18.6
Incr Delay (d2), s/veh	0.5	5.0	0.5	10.8	0.1	2.1	0.2	0.3	24.5	4.2	0.3	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	2.4	7.7	2.4	4.6	2.1	4.9	0.9	2.1	9.8	2.8	2.5	1.9
LnGrp Delay(d),s/veh	15.5	28.1	20.3	28.0	18.6	22.9	16.7	20.2	48.8	23.8	19.1	18.9
LnGrp LOS	B	C	C	C	B	C	B	C	D	C	B	B
Approach Vol, veh/h		1143			844			592			585	
Approach Delay, s/veh		25.0			23.1			38.3			21.4	
Approach LOS		C			C			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.3	23.3	8.1	24.3	11.1	24.5	10.0	22.5				
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	7.8	20.7	5.1	18.4	6.7	21.8	5.5	18.0				
Max Q Clear Time (g_c+I1), s	9.4	16.5	3.9	6.8	6.8	12.8	7.5	18.0				
Green Ext Time (p_c), s	0.0	2.2	0.0	1.0	0.0	2.0	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			26.3									
HCM 2010 LOS			C									





















HCM 2010 Signalized Intersection Summary
 2: Elma G Miles Pkwy & Veterans Pkwy

No-Build 2045 AM
 06/08/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	79	248	379	169	211	54	374	833	373	60	349	55
Future Volume (veh/h)	79	248	379	169	211	54	374	833	373	60	349	55
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	96	302	461	206	257	66	455	1014	454	73	425	67
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
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	198	941	421	289	1034	463	561	1270	568	224	666	298
Arrive On Green	0.06	0.27	0.27	0.08	0.29	0.29	0.22	0.36	0.36	0.05	0.19	0.19
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	96	302	461	206	257	66	455	1014	454	73	425	67
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	2.0	5.2	20.0	4.4	4.2	2.3	14.6	19.4	19.4	2.5	8.3	2.7
Cycle Q Clear(g_c), s	2.0	5.2	20.0	4.4	4.2	2.3	14.6	19.4	19.4	2.5	8.3	2.7
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	198	941	421	289	1034	463	561	1270	568	224	666	298
V/C Ratio(X)	0.48	0.32	1.10	0.71	0.25	0.14	0.81	0.80	0.80	0.33	0.64	0.22
Avail Cap(c_a), veh/h	256	941	421	297	1034	463	578	1435	642	250	847	379
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	34.4	22.2	27.6	33.6	20.3	19.7	17.3	21.7	21.7	23.0	28.2	25.9
Incr Delay (d2), s/veh	1.8	0.2	72.0	7.6	0.1	0.1	8.4	2.9	6.4	0.8	1.0	0.4
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	1.0	2.5	17.1	2.4	2.1	1.0	8.3	10.0	9.4	1.2	4.2	1.2
LnGrp Delay(d),s/veh	36.2	22.4	99.7	41.2	20.4	19.8	25.7	24.6	28.0	23.8	29.2	26.3
LnGrp LOS	D	C	F	D	C	B	C	C	C	C	C	C
Approach Vol, veh/h		859			529			1923			565	
Approach Delay, s/veh		65.4			28.4			25.7			28.2	
Approach LOS		E			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.8	26.5	8.4	31.5	10.8	24.5	21.3	18.7				
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	5.6	20.9	5.0	30.5	6.5	20.0	17.5	18.0				
Max Q Clear Time (g_c+I1), s	4.0	6.2	4.5	21.4	6.4	22.0	16.6	10.3				
Green Ext Time (p_c), s	0.0	1.5	0.0	5.6	0.0	0.0	0.2	1.8				
Intersection Summary												
HCM 2010 Ctrl Delay			35.2									
HCM 2010 LOS			D									

























HCM 2010 Signalized Intersection Summary
 3: Elma G Miles Pkwy & General Screven Way

No-Build 2045 AM
 06/08/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	32	307	192	109	403	22	340	431	150	26	247	28
Future Volume (veh/h)	32	307	192	109	403	22	340	431	150	26	247	28
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	39	374	234	133	491	27	414	525	183	32	301	34
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	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	348	515	318	337	967	53	540	798	277	292	486	54
Arrive On Green	0.04	0.24	0.24	0.08	0.28	0.28	0.19	0.31	0.31	0.04	0.15	0.15
Sat Flow, veh/h	1774	2105	1298	1774	3412	187	1774	2579	895	1774	3209	360
Grp Volume(v), veh/h	39	313	295	133	254	264	414	359	349	32	165	170
Grp Sat Flow(s),veh/h/ln	1774	1770	1634	1774	1770	1830	1774	1770	1705	1774	1770	1799
Q Serve(g_s), s	0.9	8.8	9.0	3.0	6.5	6.6	10.2	9.6	9.7	0.8	4.7	4.8
Cycle Q Clear(g_c), s	0.9	8.8	9.0	3.0	6.5	6.6	10.2	9.6	9.7	0.8	4.7	4.8
Prop In Lane	1.00		0.79	1.00		0.10	1.00		0.53	1.00		0.20
Lane Grp Cap(c), veh/h	348	433	400	337	502	519	540	547	527	292	268	273
V/C Ratio(X)	0.11	0.72	0.74	0.39	0.51	0.51	0.77	0.66	0.66	0.11	0.61	0.62
Avail Cap(c_a), veh/h	439	602	556	359	602	622	540	765	737	393	586	596
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	14.4	18.8	18.9	14.3	16.3	16.3	14.3	16.3	16.3	18.3	21.6	21.6
Incr Delay (d2), s/veh	0.1	2.7	3.2	0.7	0.8	0.8	6.5	1.3	1.4	0.2	2.3	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	0.4	4.6	4.4	1.5	3.3	3.4	5.8	4.8	4.8	0.4	2.5	2.5
LnGrp Delay(d),s/veh	14.5	21.5	22.1	15.1	17.1	17.1	20.8	17.6	17.7	18.5	23.9	24.0
LnGrp LOS	B	C	C	B	B	B	C	B	B	B	C	C
Approach Vol, veh/h		647			651			1122			367	
Approach Delay, s/veh		21.4			16.7			18.8			23.4	
Approach LOS		C			B			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.7	19.9	6.4	21.3	8.8	17.8	15.0	12.7				
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	5.0	18.5	5.0	23.5	5.0	18.5	10.5	18.0				
Max Q Clear Time (g_c+I1), s	2.9	8.6	2.8	11.7	5.0	11.0	12.2	6.8				
Green Ext Time (p_c), s	0.0	2.2	0.0	3.5	0.0	2.3	0.0	1.4				
Intersection Summary												
HCM 2010 Ctrl Delay			19.5									
HCM 2010 LOS			B									

























HCM 2010 Signalized Intersection Summary
 1: Airport Rd./15th Street & Elma G Miles Pkwy

No-Build 2045 Noon
 06/08/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	346	44	206	338	115	54	124	159	96	71	80
Future Volume (veh/h)	74	346	44	206	338	115	54	124	159	96	71	80
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	90	421	54	251	411	140	66	151	194	117	86	97
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
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	426	720	322	468	890	398	474	342	291	429	385	328
Arrive On Green	0.08	0.20	0.20	0.12	0.25	0.25	0.06	0.18	0.18	0.09	0.21	0.21
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	90	421	54	251	411	140	66	151	194	117	86	97
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	1.7	4.8	1.3	4.9	4.4	3.2	1.3	3.2	5.1	2.3	1.7	2.3
Cycle Q Clear(g_c), s	1.7	4.8	1.3	4.9	4.4	3.2	1.3	3.2	5.1	2.3	1.7	2.3
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	426	720	322	468	890	398	474	342	291	429	385	328
V/C Ratio(X)	0.21	0.58	0.17	0.54	0.46	0.35	0.14	0.44	0.67	0.27	0.22	0.30
Avail Cap(c_a), veh/h	511	1469	657	468	1469	657	562	752	639	476	752	639
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	12.3	16.1	14.6	12.1	14.1	13.7	13.2	16.2	16.9	12.9	14.7	14.9
Incr Delay (d2), s/veh	0.2	0.8	0.2	1.2	0.4	0.5	0.1	0.9	2.6	0.3	0.3	0.5
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	0.8	2.4	0.6	2.5	2.2	1.5	0.6	1.7	2.4	1.1	0.9	1.1
LnGrp Delay(d),s/veh	12.5	16.8	14.9	13.3	14.5	14.2	13.3	17.1	19.6	13.2	15.0	15.4
LnGrp LOS	B	B	B	B	B	B	B	B	B	B	B	B
Approach Vol, veh/h		565			802			411			300	
Approach Delay, s/veh		15.9			14.1			17.6			14.4	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	13.6	7.3	13.7	7.9	15.7	8.3	12.7				
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	5.5	18.5	5.0	18.0	5.5	18.5	5.0	18.0				
Max Q Clear Time (g_c+I1), s	6.9	6.8	3.3	4.3	3.7	6.4	4.3	7.1				
Green Ext Time (p_c), s	0.0	2.3	0.0	0.6	0.0	2.5	0.0	1.1				
Intersection Summary												
HCM 2010 Ctrl Delay			15.3									
HCM 2010 LOS			B									





















HCM 2010 Signalized Intersection Summary
 2: Elma G Miles Pkwy & Veterans Pkwy

No-Build 2045 Noon
 06/08/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	130	393	328	277	264	93	200	438	325	114	506	76
Future Volume (veh/h)	130	393	328	277	264	93	200	438	325	114	506	76
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	158	478	399	337	321	113	243	533	396	139	616	93
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
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	245	965	432	420	1144	512	340	975	436	319	899	402
Arrive On Green	0.07	0.27	0.27	0.12	0.32	0.32	0.09	0.28	0.28	0.07	0.25	0.25
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	158	478	399	337	321	113	243	533	396	139	616	93
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	3.1	7.9	17.1	6.6	4.7	3.6	6.5	9.0	16.8	4.0	11.0	3.2
Cycle Q Clear(g_c), s	3.1	7.9	17.1	6.6	4.7	3.6	6.5	9.0	16.8	4.0	11.0	3.2
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	245	965	432	420	1144	512	340	975	436	319	899	402
V/C Ratio(X)	0.65	0.50	0.92	0.80	0.28	0.22	0.71	0.55	0.91	0.44	0.69	0.23
Avail Cap(c_a), veh/h	351	965	432	420	1144	512	340	990	443	319	914	409
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	31.5	21.3	24.7	29.8	17.5	17.2	19.6	21.5	24.4	17.7	23.5	20.6
Incr Delay (d2), s/veh	2.8	0.4	25.7	10.8	0.1	0.2	6.9	0.6	22.1	0.9	2.1	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	1.6	3.9	10.5	3.8	2.3	1.6	2.1	4.5	10.0	2.0	5.6	1.5
LnGrp Delay(d),s/veh	34.4	21.7	50.3	40.6	17.7	17.4	26.5	22.1	46.5	18.7	25.6	20.9
LnGrp LOS	C	C	D	D	B	B	C	C	D	B	C	C
Approach Vol, veh/h		1035			771			1172			848	
Approach Delay, s/veh		34.7			27.6			31.3			23.9	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	27.0	9.5	23.7	13.0	23.5	11.0	22.2				
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	7.1	20.4	5.0	19.5	8.5	19.0	6.5	18.0				
Max Q Clear Time (g_c+I1), s	5.1	6.7	6.0	18.8	8.6	19.1	8.5	13.0				
Green Ext Time (p_c), s	0.1	2.0	0.0	0.4	0.0	0.0	0.0	2.0				
Intersection Summary												
HCM 2010 Ctrl Delay			29.8									
HCM 2010 LOS			C									

























HCM 2010 Signalized Intersection Summary
 3: Elma G Miles Pkwy & General Screven Way

No-Build 2045 Noon
 06/08/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	70	484	178	156	539	39	235	241	159	97	318	55
Future Volume (veh/h)	70	484	178	156	539	39	235	241	159	97	318	55
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	85	589	217	190	656	47	286	293	194	118	387	67
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	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	359	737	271	343	1057	76	374	443	285	339	575	99
Arrive On Green	0.07	0.29	0.29	0.09	0.32	0.32	0.10	0.21	0.21	0.08	0.19	0.19
Sat Flow, veh/h	1774	2535	932	1774	3350	240	1774	2066	1331	1774	3022	519
Grp Volume(v), veh/h	85	411	395	190	346	357	286	250	237	118	225	229
Grp Sat Flow(s),veh/h/ln	1774	1770	1698	1774	1770	1820	1774	1770	1628	1774	1770	1771
Q Serve(g_s), s	1.8	11.8	11.8	4.1	9.1	9.2	5.5	7.1	7.4	2.9	6.5	6.6
Cycle Q Clear(g_c), s	1.8	11.8	11.8	4.1	9.1	9.2	5.5	7.1	7.4	2.9	6.5	6.6
Prop In Lane	1.00		0.55	1.00		0.13	1.00		0.82	1.00		0.29
Lane Grp Cap(c), veh/h	359	514	493	343	558	574	374	379	349	339	337	337
V/C Ratio(X)	0.24	0.80	0.80	0.55	0.62	0.62	0.76	0.66	0.68	0.35	0.67	0.68
Avail Cap(c_a), veh/h	403	596	572	343	596	614	374	596	549	366	580	581
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	12.6	18.0	18.0	13.5	16.0	16.0	18.8	19.7	19.8	16.2	20.6	20.7
Incr Delay (d2), s/veh	0.3	6.6	7.0	1.9	1.8	1.8	9.0	1.9	2.3	0.6	2.3	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	0.9	6.7	6.5	2.1	4.7	4.8	4.4	3.7	3.5	1.4	3.3	3.4
LnGrp Delay(d),s/veh	12.9	24.6	25.0	15.4	17.8	17.7	27.8	21.7	22.2	16.8	22.9	23.1
LnGrp LOS	B	C	C	B	B	B	C	C	C	B	C	C
Approach Vol, veh/h		891			893			773			572	
Approach Delay, s/veh		23.7			17.3			24.1			21.7	
Approach LOS		C			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.1	21.8	8.7	16.3	9.5	20.4	10.0	14.9				
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	5.0	18.5	5.0	18.5	5.0	18.5	5.5	18.0				
Max Q Clear Time (g_c+I1), s	3.8	11.2	4.9	9.4	6.1	13.8	7.5	8.6				
Green Ext Time (p_c), s	0.0	2.6	0.0	2.0	0.0	2.1	0.0	1.9				
Intersection Summary												
HCM 2010 Ctrl Delay			21.6									
HCM 2010 LOS			C									

























HCM 2010 Signalized Intersection Summary
 1: Airport Rd./15th Street & Elma G Miles Pkwy

No-Build 2045 PM
 06/08/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	371	93	356	723	141	110	92	219	167	221	180
Future Volume (veh/h)	76	371	93	356	723	141	110	92	219	167	221	180
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	93	452	113	433	880	172	134	112	267	203	269	219
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
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	303	671	300	569	1218	545	334	387	329	426	393	334
Arrive On Green	0.07	0.19	0.19	0.22	0.34	0.34	0.08	0.21	0.21	0.08	0.21	0.21
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	93	452	113	433	880	172	134	112	267	203	269	219
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	2.5	7.2	3.8	10.9	13.1	4.8	3.5	3.1	9.7	5.1	8.0	7.6
Cycle Q Clear(g_c), s	2.5	7.2	3.8	10.9	13.1	4.8	3.5	3.1	9.7	5.1	8.0	7.6
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	303	671	300	569	1218	545	334	387	329	426	393	334
V/C Ratio(X)	0.31	0.67	0.38	0.76	0.72	0.32	0.40	0.29	0.81	0.48	0.69	0.66
Avail Cap(c_a), veh/h	369	1073	480	635	1618	724	339	559	475	426	559	475
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	17.8	22.7	21.3	13.6	17.3	14.6	17.1	20.2	22.8	17.4	22.0	21.8
Incr Delay (d2), s/veh	0.6	1.2	0.8	4.8	1.1	0.3	0.8	0.4	6.8	0.8	2.1	2.2
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	1.2	3.6	1.7	5.9	6.5	2.1	1.7	1.6	4.8	0.5	4.3	3.5
LnGrp Delay(d),s/veh	18.4	23.9	22.1	18.4	18.4	14.9	17.9	20.6	29.6	18.2	24.1	24.0
LnGrp LOS	B	C	C	B	B	B	B	C	C	B	C	C
Approach Vol, veh/h		658			1485			513			691	
Approach Delay, s/veh		22.8			18.0			24.6			22.3	
Approach LOS		C			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.8	15.9	9.4	17.2	8.4	25.3	9.6	17.0				
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	15.5	18.3	5.1	18.1	6.2	27.6	5.1	18.1				
Max Q Clear Time (g_c+I1), s	12.9	9.2	5.5	10.0	4.5	15.1	7.1	11.7				
Green Ext Time (p_c), s	0.4	2.3	0.0	1.5	0.0	5.4	0.0	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			20.8									
HCM 2010 LOS			C									






















HCM 2010 Signalized Intersection Summary
2: Elma G Miles Pkwy & Veterans Pkwy

No-Build 2045 PM
06/08/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	127	496	556	422	214	97	154	487	378	141	869	114
Future Volume (veh/h)	127	496	556	422	214	97	154	487	378	141	869	114
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	155	604	677	514	261	118	187	593	460	172	1058	139
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
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	1187	531	497	1476	660	190	968	433	280	1014	453
Arrive On Green	0.06	0.34	0.34	0.14	0.42	0.42	0.07	0.27	0.27	0.08	0.29	0.29
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	155	604	677	514	261	118	187	593	460	172	1058	139
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	4.9	15.0	36.9	15.9	5.1	5.2	7.7	16.1	30.1	7.6	31.5	7.6
Cycle Q Clear(g_c), s	4.9	15.0	36.9	15.9	5.1	5.2	7.7	16.1	30.1	7.6	31.5	7.6
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	1187	531	497	1476	660	190	968	433	280	1014	453
V/C Ratio(X)	0.72	0.51	1.27	1.03	0.18	0.18	0.99	0.61	1.06	0.61	1.04	0.31
Avail Cap(c_a), veh/h	303	1187	531	497	1476	660	190	968	433	280	1014	453
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	50.6	29.3	36.5	47.0	20.2	20.2	32.5	34.9	40.0	27.0	39.3	30.7
Incr Delay (d2), s/veh	4.7	0.4	137.7	49.2	0.1	0.1	61.1	1.1	60.6	3.9	40.4	0.4
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	2.4	7.4	36.4	10.9	2.5	2.3	5.1	8.0	20.4	4.0	21.0	3.3
LnGrp Delay(d),s/veh	55.3	29.6	174.2	96.2	20.2	20.3	93.6	36.0	100.5	30.9	79.7	31.1
LnGrp LOS	E	C	F	F	C	C	F	D	F	C	F	C
Approach Vol, veh/h		1436			893			1240			1369	
Approach Delay, s/veh		100.6			64.0			68.6			68.6	
Approach LOS		F			E			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.4	50.4	13.6	34.6	20.4	41.4	12.2	36.0				
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	9.7	43.1	9.1	30.1	15.9	36.9	7.7	31.5				
Max Q Clear Time (g_c+I1), s	6.9	7.2	9.6	32.1	17.9	38.9	9.7	33.5				
Green Ext Time (p_c), s	0.1	2.2	0.0	0.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			77.1									
HCM 2010 LOS			E									

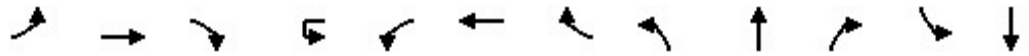
HCM 2010 Signalized Intersection Summary
 3: Elma G Miles Pkwy & General Screven Way

No-Build 2045 PM
 06/08/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	57	625	266	208	426	22	218	237	186	70	496	22
Future Volume (veh/h)	57	625	266	208	426	22	218	237	186	70	496	22
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	69	761	324	253	519	27	265	289	226	85	604	27
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	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	428	842	358	304	1408	73	344	539	410	309	694	31
Arrive On Green	0.05	0.35	0.35	0.11	0.41	0.41	0.13	0.28	0.28	0.05	0.20	0.20
Sat Flow, veh/h	1774	2421	1030	1774	3423	178	1774	1918	1457	1774	3451	154
Grp Volume(v), veh/h	69	556	529	253	268	278	265	266	249	85	309	322
Grp Sat Flow(s),veh/h/ln	1774	1770	1681	1774	1770	1831	1774	1770	1606	1774	1770	1836
Q Serve(g_s), s	2.1	25.9	25.9	7.5	9.1	9.1	9.8	11.0	11.4	3.2	14.7	14.7
Cycle Q Clear(g_c), s	2.1	25.9	25.9	7.5	9.1	9.1	9.8	11.0	11.4	3.2	14.7	14.7
Prop In Lane	1.00		0.61	1.00		0.10	1.00		0.91	1.00		0.08
Lane Grp Cap(c), veh/h	428	615	585	304	728	753	344	497	451	309	356	369
V/C Ratio(X)	0.16	0.90	0.90	0.83	0.37	0.37	0.77	0.53	0.55	0.28	0.87	0.87
Avail Cap(c_a), veh/h	450	642	610	326	755	781	344	497	451	340	378	392
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	16.6	26.8	26.9	19.3	17.7	17.7	23.1	26.3	26.5	25.4	33.5	33.5
Incr Delay (d2), s/veh	0.2	15.9	16.7	15.9	0.3	0.3	10.2	1.1	1.4	0.5	18.4	18.0
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	1.0	15.2	14.6	4.9	4.5	4.6	5.7	5.5	5.2	1.6	8.9	9.3
LnGrp Delay(d),s/veh	16.8	42.7	43.5	35.2	18.0	18.0	33.3	27.4	27.9	25.9	51.8	51.5
LnGrp LOS	B	D	D	D	B	B	C	C	C	C	D	D
Approach Vol, veh/h		1154			799			780			716	
Approach Delay, s/veh		41.5			23.4			29.6			48.6	
Approach LOS		D			C			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	40.1	9.1	28.8	14.0	34.6	16.0	21.9				
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	5.1	36.9	6.1	23.9	10.6	31.4	11.5	18.5				
Max Q Clear Time (g_c+I1), s	4.1	11.1	5.2	13.4	9.5	27.9	11.8	16.7				
Green Ext Time (p_c), s	0.0	3.5	0.0	2.4	0.1	2.2	0.0	0.7				
Intersection Summary												
HCM 2010 Ctrl Delay				36.1								
HCM 2010 LOS				D								

Lanes, Volumes, Timings
1: Airport Rd./15th Street & Elma G Miles Pkwy

Build 2045 AM
08/11/2022

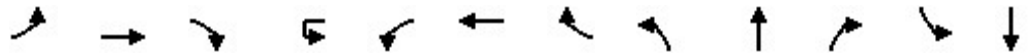


Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	148	662	129	125	221	234	238	57	115	315	237	138
Future Volume (vph)	148	662	129	125	221	234	238	57	115	315	237	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		390		250		300	200		150	0	
Storage Lanes	1		1		1		1	1		1	1	
Taper Length (ft)	25				25			25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1770	3539	1583	0	1770	3539	1583	1770	1863	1583	1770	1863
Flt Permitted	0.577				0.196			0.651			0.572	
Satd. Flow (perm)	1075	3539	1583	0	365	3539	1583	1213	1863	1583	1065	1863
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			164				290			164		
Link Speed (mph)		30				30			30			30
Link Distance (ft)		1528				1434			1259			910
Travel Time (s)		34.7				32.6			28.6			20.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	112%	112%	112%	100%	112%	112%	112%	112%	112%	112%	112%	112%
Adj. Flow (vph)	180	806	157	136	269	285	290	69	140	383	289	168
Shared Lane Traffic (%)												
Lane Group Flow (vph)	180	806	157	0	405	285	290	69	140	383	289	168
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			12			12
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	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	5	2			1	6		3	8		7	4

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	105
Future Volume (vph)	105
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	164
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	112%
Adj. Flow (vph)	128
Shared Lane Traffic (%)	
Lane Group Flow (vph)	128
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	

Lanes, Volumes, Timings
 1: Airport Rd./15th Street & Elma G Miles Pkwy

Build 2045 AM
 08/11/2022

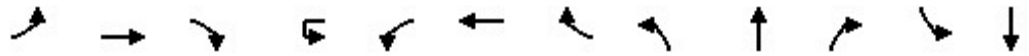


Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases	2		2	1	6		6	8		8	4	
Detector Phase	5	2	2	1	1	6	6	3	8	8	7	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	11.2	25.2	25.2	12.3	12.3	26.3	26.3	9.6	22.5	22.5	10.0	22.9
Total Split (%)	16.0%	36.0%	36.0%	17.6%	17.6%	37.6%	37.6%	13.7%	32.1%	32.1%	14.3%	32.7%
Maximum Green (s)	6.7	20.7	20.7	7.8	7.8	21.8	21.8	5.1	18.0	18.0	5.5	18.4
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	None	Min	Min	None	None	None	None	None
Walk Time (s)		7.0	7.0			7.0	7.0		7.0	7.0		7.0
Flash Dont Walk (s)		11.0	11.0			11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0			0	0		0	0		0
Act Effct Green (s)	25.9	19.2	19.2		28.2	20.3	20.3	19.3	14.2	14.2	22.0	18.9
Actuated g/C Ratio	0.40	0.30	0.30		0.43	0.31	0.31	0.30	0.22	0.22	0.34	0.29
v/c Ratio	0.36	0.77	0.27		1.23	0.26	0.42	0.17	0.34	0.81	0.69	0.31
Control Delay	13.1	27.4	4.7		148.2	18.0	4.7	14.6	24.0	28.4	27.4	21.9
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.1	27.4	4.7		148.2	18.0	4.7	14.6	24.0	28.4	27.4	21.9
LOS	B	C	A		F	B	A	B	C	C	C	C
Approach Delay		22.1				67.9			25.8			20.5
Approach LOS		C				E			C			C
90th %ile Green (s)	6.7	20.7	20.7	7.8	7.8	21.8	21.8	5.1	18.0	18.0	5.5	18.4
90th %ile Term Code	Max	Max	Max	Max	Max	Hold	Hold	Max	Max	Max	Max	Hold
70th %ile Green (s)	6.7	20.7	20.7	7.8	7.8	21.8	21.8	5.1	18.0	18.0	5.5	18.4
70th %ile Term Code	Max	Max	Max	Max	Max	Hold	Hold	Max	Max	Max	Max	Hold
50th %ile Green (s)	6.7	20.7	20.7	7.8	7.8	21.8	21.8	5.1	16.9	16.9	5.5	17.3
50th %ile Term Code	Max	Max	Max	Max	Max	Hold	Hold	Max	Gap	Gap	Max	Hold
30th %ile Green (s)	6.7	19.9	19.9	7.8	7.8	21.0	21.0	0.0	12.1	12.1	5.5	22.1
30th %ile Term Code	Max	Gap	Gap	Max	Max	Hold	Hold	Skip	Gap	Gap	Max	Hold
10th %ile Green (s)	6.4	14.1	14.1	7.8	7.8	15.5	15.5	0.0	7.3	7.3	5.5	17.3
10th %ile Term Code	Gap	Gap	Gap	Max	Max	Hold	Hold	Skip	Gap	Gap	Max	Hold
Stops (vph)	99	635	20		192	182	31	42	100	185	217	116
Fuel Used(gal)	3	16	2		16	5	3	1	2	7	5	2
CO Emissions (g/hr)	207	1153	137		1152	342	239	73	171	455	319	170
NOx Emissions (g/hr)	40	224	27		224	67	46	14	33	89	62	33
VOC Emissions (g/hr)	48	267	32		267	79	55	17	40	106	74	39
Dilemma Vehicles (#)	0	0	0		0	0	0	0	0	0	0	0
Queue Length 50th (ft)	42	161	0		~170	46	0	18	48	83	86	58
Queue Length 95th (ft)	79	228	36		#340	76	49	41	93	#206	#159	108
Internal Link Dist (ft)		1448				1354			1179			830
Turn Bay Length (ft)	200		390		250		300	200		150		
Base Capacity (vph)	501	1140	621		329	1201	728	404	522	561	420	555

Lane Group	SBR
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.9
Total Split (%)	32.7%
Maximum Green (s)	18.4
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	18.9
Actuated g/C Ratio	0.29
v/c Ratio	0.22
Control Delay	3.3
Queue Delay	0.0
Total Delay	3.3
LOS	A
Approach Delay	
Approach LOS	
90th %ile Green (s)	18.4
90th %ile Term Code	Hold
70th %ile Green (s)	18.4
70th %ile Term Code	Hold
50th %ile Green (s)	17.3
50th %ile Term Code	Hold
30th %ile Green (s)	22.1
30th %ile Term Code	Hold
10th %ile Green (s)	17.3
10th %ile Term Code	Hold
Stops (vph)	10
Fuel Used(gal)	1
CO Emissions (g/hr)	68
NOx Emissions (g/hr)	13
VOC Emissions (g/hr)	16
Dilemma Vehicles (#)	0
Queue Length 50th (ft)	0
Queue Length 95th (ft)	24
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	586

Lanes, Volumes, Timings
 1: Airport Rd./15th Street & Elma G Miles Pkwy

Build 2045 AM
 08/11/2022

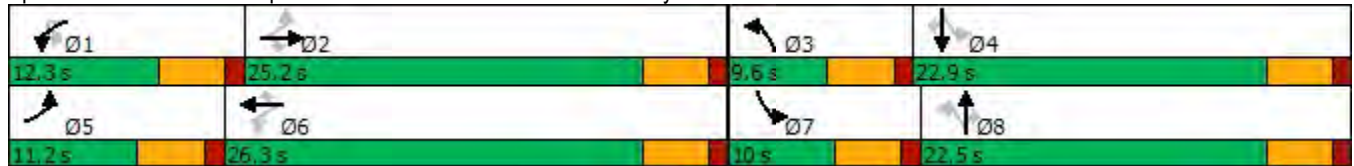


Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.71	0.25		1.23	0.24	0.40	0.17	0.27	0.68	0.69	0.30

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	65
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.23
Intersection Signal Delay:	36.1
Intersection LOS:	D
Intersection Capacity Utilization	92.7%
ICU Level of Service	F
Analysis Period (min)	15
90th %ile Actuated Cycle:	70
70th %ile Actuated Cycle:	70
50th %ile Actuated Cycle:	68.9
30th %ile Actuated Cycle:	63.3
10th %ile Actuated Cycle:	52.7
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 1: Airport Rd./15th Street & Elma G Miles Pkwy





Lane Group	SBR
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.22
Intersection Summary	

Lanes, Volumes, Timings
 2: Elma G Miles Pkwy & Curtis St

Build 2045 AM
 08/11/2022



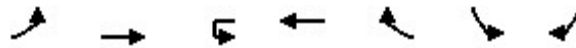
Lane Group	SEL	SER	NEL	NET	SWU	SWT	SWR
Lane Configurations							
Traffic Volume (vph)	37	19	14	1162	7	604	7
Future Volume (vph)	37	19	14	1162	7	604	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	0.95
Frt	0.954			0.998			
Flt Protected	0.968		0.950		0.950		
Satd. Flow (prot)	1720		0		1770		3539
Flt Permitted	0.968		0.950		0.950		
Satd. Flow (perm)	1720		0		1770		3539
Link Speed (mph)	30			45		45	
Link Distance (ft)	445			651		810	
Travel Time (s)	10.1			9.9		12.3	
Peak Hour Factor	0.64	0.64	0.90	0.90	0.92	0.93	0.93
Growth Factor	100%	100%	100%	112%	100%	112%	100%
Adj. Flow (vph)	58	30	16	1446	8	727	8
Shared Lane Traffic (%)							
Lane Group Flow (vph)	88	0	16	1446	8	735	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	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	1.00
Turning Speed (mph)	60	60	60	60		60	
Sign Control	Stop			Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	46.0%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
 3: Elma G Miles Pkwy & Live Oak Church St

Build 2045 AM
 08/11/2022



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	40	1136	0	590	21	82	43
Future Volume (vph)	40	1136	0	590	21	82	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		200	0	0
Storage Lanes	1		1		1	1	0
Taper Length (ft)	25		25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt					0.850	0.954	
Flt Protected	0.950					0.968	
Satd. Flow (prot)	1770	3539	1863	3539	1583	1720	0
Flt Permitted	0.950					0.968	
Satd. Flow (perm)	1770	3539	1863	3539	1583	1720	0
Link Speed (mph)		45		45		30	
Link Distance (ft)		605		1071		659	
Travel Time (s)		9.2		16.2		15.0	
Peak Hour Factor	0.90	0.90	0.92	0.93	0.93	0.82	0.82
Growth Factor	100%	112%	100%	112%	100%	100%	100%
Adj. Flow (vph)	44	1414	0	711	23	100	52
Shared Lane Traffic (%)							
Lane Group Flow (vph)	44	1414	0	711	23	152	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	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	1.00
Turning Speed (mph)	60		60		60	60	60
Sign Control		Free		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	49.0%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
4: Elma G Miles Pkwy & Miles Xing

Build 2045 AM
08/11/2022



Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations		↔	↕	↔	↕	↔	↕	↕
Traffic Volume (vph)	19	80	1096	60	569	42	127	68
Future Volume (vph)	19	80	1096	60	569	42	127	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0		220	0	0
Storage Lanes		1		1		1	1	0
Taper Length (ft)		25		25		25		
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt						0.850	0.953	
Flt Protected		0.950		0.950			0.968	
Satd. Flow (prot)	0	1770	3539	1770	3539	1583	1718	0
Flt Permitted		0.950		0.950			0.968	
Satd. Flow (perm)	0	1770	3539	1770	3539	1583	1718	0
Link Speed (mph)			45		45		30	
Link Distance (ft)			708		851		467	
Travel Time (s)			10.7		12.9		10.6	
Peak Hour Factor	0.92	0.90	0.90	0.92	0.93	0.93	0.67	0.67
Growth Factor	100%	100%	112%	100%	112%	100%	100%	100%
Adj. Flow (vph)	21	89	1364	65	685	45	190	101
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	110	1364	65	685	45	291	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	R NA	Left	Right	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	1.00	1.00
Turning Speed (mph)	60	60		60		60	60	60
Sign Control			Free		Free		Stop	
Intersection Summary								
Area Type:	Other							
Control Type:	Unsignalized							
Intersection Capacity Utilization	58.5%				ICU Level of Service B			
Analysis Period (min)	15							

Lanes, Volumes, Timings
5: Live Oak Dr & Elma G Miles Pkwy

Build 2045 AM
08/11/2022



Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	6	1128	48	12	26	585	37	69
Future Volume (vph)	6	1128	48	12	26	585	37	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Fr _t		0.995					0.912	
Fl _t Protected	0.950				0.950		0.983	
Satd. Flow (prot)	1770	3522	0	0	1770	3539	1670	0
Fl _t Permitted	0.950				0.950		0.983	
Satd. Flow (perm)	1770	3522	0	0	1770	3539	1670	0
Link Speed (mph)		45				45	30	
Link Distance (ft)		486				606	532	
Travel Time (s)		7.4				9.2	12.1	
Peak Hour Factor	0.92	0.90	0.90	0.92	0.93	0.93	0.74	0.74
Growth Factor	100%	112%	100%	100%	100%	112%	100%	100%
Adj. Flow (vph)	7	1404	53	13	28	705	50	93
Shared Lane Traffic (%)								
Lane Group Flow (vph)	7	1457	0	0	41	705	143	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	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	1.00	1.00
Turning Speed (mph)	60		60	60	60		60	60
Sign Control		Free				Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	49.4%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
6: Pineland Ave & Elma G Miles Pkwy

Build 2045 AM
08/11/2022



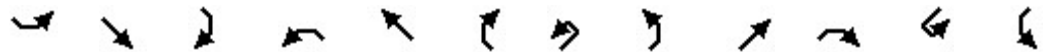
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	15	1096	80	12	42	569	59	112
Future Volume (vph)	15	1096	80	12	42	569	59	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Fr _t		0.991					0.912	
Fl _t Protected	0.950				0.950		0.983	
Satd. Flow (prot)	1770	3507	0	0	1770	3539	1670	0
Fl _t Permitted	0.950				0.950		0.983	
Satd. Flow (perm)	1770	3507	0	0	1770	3539	1670	0
Link Speed (mph)		45				45	30	
Link Distance (ft)		318				398	396	
Travel Time (s)		4.8				6.0	9.0	
Peak Hour Factor	0.92	0.90	0.90	0.92	0.93	0.93	0.79	0.79
Growth Factor	100%	112%	100%	100%	100%	112%	100%	100%
Adj. Flow (vph)	16	1364	89	13	45	685	75	142
Shared Lane Traffic (%)								
Lane Group Flow (vph)	16	1453	0	0	58	685	217	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	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	1.00	1.00
Turning Speed (mph)	60		60	60	60		60	60
Sign Control		Free				Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	60.0%
ICU Level of Service	B
Analysis Period (min)	15

Lanes, Volumes, Timings
7: Elma G Miles Pkwy & Sharon St/Willowbrook Dr

Build 2045 AM
08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL
Lane Configurations		↕			↕			↕	↕			↕
Traffic Volume (vph)	35	3	18	5	1	9	18	10	1163	3	25	2
Future Volume (vph)	35	3	18	5	1	9	18	10	1163	3	25	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		0		0		0
Storage Lanes	0		0	0		0		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.956			0.916							
Flt Protected		0.970			0.985			0.950				0.950
Satd. Flow (prot)	0	1727	0	0	1681	0	0	1770	3539	0	0	1770
Flt Permitted		0.970			0.985			0.950				0.950
Satd. Flow (perm)	0	1727	0	0	1681	0	0	1770	3539	0	0	1770
Link Speed (mph)		30			30				45			
Link Distance (ft)		279			354				335			
Travel Time (s)		6.3			8.0				5.1			
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	112%	100%	100%	100%
Adj. Flow (vph)	38	3	20	5	1	10	20	11	1416	3	27	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	0	0	16	0	0	31	1419	0	0	29
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60	60		60	60	60
Sign Control		Stop			Stop				Free			

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	48.5%
ICU Level of Service	A
Analysis Period (min)	15



Lane Group	SWT	SWR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	603	6
Future Volume (vph)	603	6
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		680
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Link Speed (mph)	30	
Link Distance (ft)	446	
Travel Time (s)	10.1	
Peak Hour Factor	0.92	0.92
Growth Factor	112%	100%
Adj. Flow (vph)	734	7
Shared Lane Traffic (%)		
Lane Group Flow (vph)	734	7
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		60
Sign Control	Free	
Intersection Summary		

Lanes, Volumes, Timings
8: Elma G Miles Pkwy & Veterans Pkwy

Build 2045 AM
08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	79	248	379	169	211	54	20	374	833	373	60	349
Future Volume (vph)	79	248	379	169	211	54	20	374	833	373	60	349
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		300	220		300		150		150	150	
Storage Lanes	2		1	2		1		1		1	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95
Frt			0.850			0.850				0.850		
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	0	1770	3539	1583	1770	3539
Flt Permitted	0.950			0.950				0.349			0.276	
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	0	650	3539	1583	514	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			416			205				433		
Link Speed (mph)		30			30				30			30
Link Distance (ft)		1104			1467				1409			1359
Travel Time (s)		25.1			33.3				32.0			30.9
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
Growth Factor	102%	102%	102%	102%	102%	102%	100%	112%	112%	112%	102%	102%
Adj. Flow (vph)	88	275	420	187	234	60	22	455	1014	454	67	387
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	275	420	187	234	60	0	477	1014	454	67	387
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		24			24				12			12
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	9	15		9	15	
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	100	20	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2			7	4		3	8



Lane Group	SWR
Lane Configurations	
Traffic Volume (vph)	55
Future Volume (vph)	55
Ideal Flow (vphpl)	1900
Storage Length (ft)	250
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	205
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	102%
Adj. Flow (vph)	61
Shared Lane Traffic (%)	
Lane Group Flow (vph)	61
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	

Lanes, Volumes, Timings
8: Elma G Miles Pkwy & Veterans Pkwy

Build 2045 AM
08/11/2022



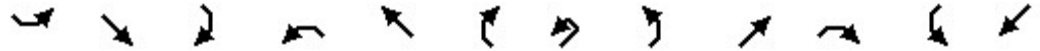
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Permitted Phases			6			2	7	4		4	8	
Detector Phase	1	6	6	5	2	2	7	7	4	4	3	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	10.1	24.5	24.5	11.0	25.4	25.4	22.0	22.0	35.0	35.0	9.5	22.5
Total Split (%)	12.6%	30.6%	30.6%	13.8%	31.8%	31.8%	27.5%	27.5%	43.8%	43.8%	11.9%	28.1%
Maximum Green (s)	5.6	20.0	20.0	6.5	20.9	20.9	17.5	17.5	30.5	30.5	5.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0			7.0	7.0		7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0			11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0		0	0			0	0		0
Act Effct Green (s)	5.7	12.8	12.8	6.6	16.3	16.3		36.9	29.7	29.7	20.6	15.5
Actuated g/C Ratio	0.08	0.18	0.18	0.09	0.23	0.23		0.53	0.42	0.42	0.29	0.22
v/c Ratio	0.32	0.43	0.67	0.58	0.28	0.11		0.78	0.68	0.49	0.28	0.49
Control Delay	36.6	27.8	8.9	41.0	25.0	0.4		22.9	20.5	4.4	14.3	26.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	36.6	27.8	8.9	41.0	25.0	0.4		22.9	20.5	4.4	14.3	26.8
LOS	D	C	A	D	C	A		C	C	A	B	C
Approach Delay		18.7			28.2				17.3			22.1
Approach LOS		B			C				B			C
90th %ile Green (s)	5.6	20.0	20.0	6.5	20.9	20.9	17.5	17.5	30.5	30.5	5.0	18.0
90th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Max	Max	Max	Max	Max
70th %ile Green (s)	5.6	14.9	14.9	6.5	15.8	15.8	17.5	17.5	30.5	30.5	5.0	18.0
70th %ile Term Code	Max	Gap	Gap	Max	Hold	Hold	Max	Max	Max	Max	Max	Hold
50th %ile Green (s)	5.6	12.7	12.7	6.5	13.6	13.6	17.5	17.5	30.5	30.5	5.0	18.0
50th %ile Term Code	Max	Gap	Gap	Max	Hold	Hold	Max	Max	Max	Max	Max	Hold
30th %ile Green (s)	5.6	10.5	10.5	6.5	11.4	11.4	16.9	16.9	28.0	28.0	5.0	16.1
30th %ile Term Code	Max	Gap	Gap	Max	Hold	Hold	Gap	Gap	Gap	Gap	Max	Hold
10th %ile Green (s)	0.0	7.4	7.4	6.5	18.4	18.4	14.1	14.1	27.2	27.2	0.0	8.6
10th %ile Term Code	Skip	Gap	Gap	Max	Hold	Hold	Gap	Gap	Hold	Hold	Skip	Gap
Stops (vph)	73	206	49	151	166	0		248	720	47	41	290
Fuel Used(gal)	2	5	4	4	4	1		8	18	5	1	7
CO Emissions (g/hr)	119	332	300	296	313	44		576	1266	365	74	512
NOx Emissions (g/hr)	23	65	58	58	61	9		112	246	71	14	100
VOC Emissions (g/hr)	28	77	70	69	72	10		133	293	85	17	119
Dilemma Vehicles (#)	0	0	0	0	0	0		0	0	0	0	0
Queue Length 50th (ft)	19	58	2	42	48	0		121	187	5	13	77
Queue Length 95th (ft)	44	92	71	#89	78	0		#279	299	64	36	131
Internal Link Dist (ft)		1024			1387				1329			1279
Turn Bay Length (ft)	200		300	220		300		150		150	150	
Base Capacity (vph)	279	1027	755	323	1074	623		627	1567	942	242	925



Lane Group	SWR
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	28.1%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	15.5
Actuated g/C Ratio	0.22
v/c Ratio	0.12
Control Delay	0.5
Queue Delay	0.0
Total Delay	0.5
LOS	A
Approach Delay	
Approach LOS	
90th %ile Green (s)	18.0
90th %ile Term Code	Max
70th %ile Green (s)	18.0
70th %ile Term Code	Hold
50th %ile Green (s)	18.0
50th %ile Term Code	Hold
30th %ile Green (s)	16.1
30th %ile Term Code	Hold
10th %ile Green (s)	8.6
10th %ile Term Code	Gap
Stops (vph)	0
Fuel Used(gal)	1
CO Emissions (g/hr)	42
NOx Emissions (g/hr)	8
VOC Emissions (g/hr)	10
Dilemma Vehicles (#)	0
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	250
Base Capacity (vph)	565

Lanes, Volumes, Timings
 8: Elma G Miles Pkwy & Veterans Pkwy

Build 2045 AM
 08/11/2022

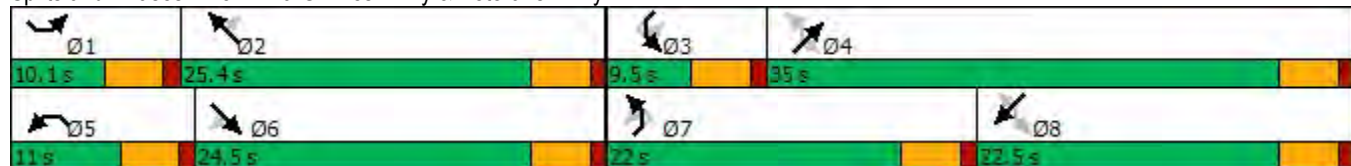


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.32	0.27	0.56	0.58	0.22	0.10		0.76	0.65	0.48	0.28	0.42

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 70
 Natural Cycle: 75
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 19.6
 Intersection LOS: B
 Intersection Capacity Utilization 78.0%
 ICU Level of Service D
 Analysis Period (min) 15
 90th %ile Actuated Cycle: 80
 70th %ile Actuated Cycle: 74.9
 50th %ile Actuated Cycle: 72.7
 30th %ile Actuated Cycle: 68
 10th %ile Actuated Cycle: 54.6
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: Elma G Miles Pkwy & Veterans Pkwy





Lane Group	SWR
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.11
Intersection Summary	

Lanes, Volumes, Timings
9: Elma G Miles Pkwy & Deals St

Build 2045 AM
08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Volume (vph)	4	3	20	10	0	30	4	943	26	10	414	7
Future Volume (vph)	4	3	20	10	0	30	4	943	26	10	414	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		450
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.899			0.899			0.996				0.850
Flt Protected		0.993			0.988		0.950			0.950		
Satd. Flow (prot)	0	1571	0	0	1480	0	1770	3525	0	1752	3505	1568
Flt Permitted		0.993			0.988		0.950			0.950		
Satd. Flow (perm)	0	1571	0	0	1480	0	1770	3525	0	1752	3505	1568
Link Speed (mph)		30			30			30				30
Link Distance (ft)		90			119			394				546
Travel Time (s)		2.0			2.7			9.0				12.4
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.88	0.88	0.88	0.84	0.84	0.84
Growth Factor	100%	100%	100%	112%	112%	112%	112%	112%	112%	112%	112%	112%
Heavy Vehicles (%)	8%	8%	8%	14%	14%	14%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	5	4	27	15	0	45	5	1200	33	13	552	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	0	0	60	0	5	1233	0	13	552	9
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)		0			0			12				12
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)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free				Free

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 41.2% ICU Level of Service A
 Analysis Period (min) 15

Lanes, Volumes, Timings
 10: Elma G Miles Pkwy & Surrey Rd/Arlington Dr

Build 2045 AM
 08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Volume (vph)	45	0	21	4	0	10	19	955	3	2	452	9
Future Volume (vph)	45	0	21	4	0	10	19	955	3	2	452	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		150
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.957			0.901							0.850
Flt Protected		0.967			0.987		0.950			0.950		
Satd. Flow (prot)	0	1724	0	0	1657	0	1770	3539	0	1770	3539	1583
Flt Permitted		0.967			0.987		0.950			0.950		
Satd. Flow (perm)	0	1724	0	0	1657	0	1770	3539	0	1770	3539	1583
Link Speed (mph)		30			30			30				30
Link Distance (ft)		450			426			373				338
Travel Time (s)		10.2			9.7			8.5				7.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	112%	100%	100%	112%	100%
Adj. Flow (vph)	49	0	23	4	0	11	21	1163	3	2	550	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	15	0	21	1166	0	2	550	10
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)		0			0			12				12
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)	60		60	15		9	60		9	15		60
Sign Control		Stop			Stop			Free				Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	44.4%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
11: Elma G Miles Pkwy & Hosptial

Build 2045 AM
08/11/2022

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	8	1	3	8	3	18	13	927	37	17	440	6
Future Volume (vph)	8	1	3	8	3	18	13	927	37	17	440	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	105		170	125		220
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.957			0.964		0.950			0.950		
Satd. Flow (prot)	0	1783	1583	0	1796	1583	1770	3539	1583	1770	3539	1583
Flt Permitted		0.957			0.964		0.950			0.950		
Satd. Flow (perm)	0	1783	1583	0	1796	1583	1770	3539	1583	1770	3539	1583
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		137			126			459			395	
Travel Time (s)		3.1			2.9			10.4			9.0	
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	112%	100%	100%	112%	100%
Adj. Flow (vph)	9	1	3	9	3	20	14	1129	40	18	536	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	3	0	12	20	14	1129	40	18	536	7
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)		0			0			12			12	
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)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	45.4%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
 12: Elma G Miles Pkwy & General Screven Way

Build 2045 AM
 08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	32	307	192	109	403	22	340	431	150	26	247	28
Future Volume (vph)	32	307	192	109	403	22	340	431	150	26	247	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Fr't		0.942			0.992			0.961			0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3334	0	1770	3511	0	1770	3401	0	1770	3486	0
Flt Permitted	0.464			0.267			0.427			0.407		
Satd. Flow (perm)	864	3334	0	497	3511	0	795	3401	0	758	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		191			7			74			17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1041			970			1342			1127	
Travel Time (s)		23.7			22.0			30.5			25.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	35	340	213	121	447	24	377	478	166	29	274	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	553	0	121	471	0	377	644	0	29	305	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												

Lanes, Volumes, Timings
 12: Elma G Miles Pkwy & General Screven Way

Build 2045 AM
 08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	9.5	23.0		9.5	23.0		15.0	28.0		9.5	22.5	
Total Split (%)	13.6%	32.9%		13.6%	32.9%		21.4%	40.0%		13.6%	32.1%	
Maximum Green (s)	5.0	18.5		5.0	18.5		10.5	23.5		5.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	16.4	12.7		18.3	16.6		26.5	23.3		16.3	11.1	
Actuated g/C Ratio	0.29	0.23		0.33	0.30		0.48	0.42		0.29	0.20	
v/c Ratio	0.10	0.61		0.43	0.45		0.67	0.44		0.09	0.43	
Control Delay	12.9	16.3		17.9	18.6		18.9	13.8		11.1	21.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.9	16.3		17.9	18.6		18.9	13.8		11.1	21.4	
LOS	B	B		B	B		B	B		B	C	
Approach Delay		16.1			18.4			15.7			20.5	
Approach LOS		B			B			B			C	
90th %ile Green (s)	5.0	18.5		5.0	18.5		10.5	23.5		5.0	18.0	
90th %ile Term Code	Max	Max		Max	Max		Max	Max		Max	Hold	
70th %ile Green (s)	5.0	15.9		5.0	15.9		10.5	19.2		5.0	13.7	
70th %ile Term Code	Max	Gap		Max	Hold		Max	Gap		Max	Hold	
50th %ile Green (s)	0.0	12.5		5.0	22.0		10.5	24.9		0.0	9.9	
50th %ile Term Code	Skip	Gap		Max	Hold		Max	Hold		Skip	Gap	
30th %ile Green (s)	0.0	9.7		5.0	19.2		10.5	23.6		0.0	8.6	
30th %ile Term Code	Skip	Gap		Max	Hold		Max	Hold		Skip	Gap	
10th %ile Green (s)	0.0	8.0		0.0	8.0		9.7	20.9		0.0	6.7	
10th %ile Term Code	Skip	Hold		Skip	Gap		Gap	Hold		Skip	Gap	
Stops (vph)	21	272		70	315		210	357		20	209	
Fuel Used(gal)	0	7		2	7		6	10		0	5	
CO Emissions (g/hr)	32	512		114	465		428	687		29	339	
NOx Emissions (g/hr)	6	100		22	90		83	134		6	66	
VOC Emissions (g/hr)	7	119		26	108		99	159		7	79	
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	
Queue Length 50th (ft)	7	55		25	54		83	62		5	45	
Queue Length 95th (ft)	25	113		65	132		#184	151		19	85	
Internal Link Dist (ft)		961			890			1262			1047	
Turn Bay Length (ft)												
Base Capacity (vph)	339	1280		282	1275		570	1557		316	1187	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	

Lanes, Volumes, Timings
 12: Elma G Miles Pkwy & General Screven Way

Build 2045 AM
 08/11/2022

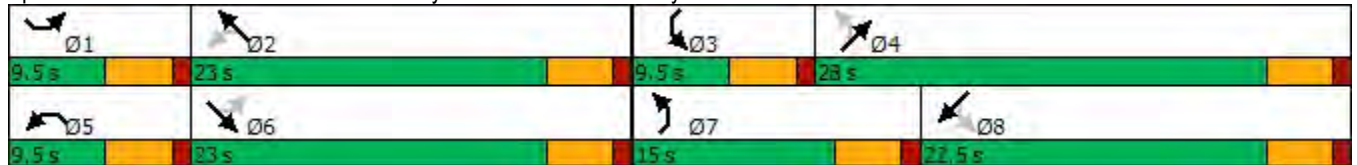


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Reduced v/c Ratio	0.10	0.43		0.43	0.37		0.66	0.41		0.09	0.26	

Intersection Summary

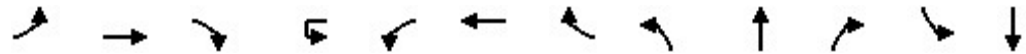
Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	55.7
Natural Cycle:	70
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.67
Intersection Signal Delay:	17.0
Intersection LOS:	B
Intersection Capacity Utilization:	63.2%
ICU Level of Service:	B
Analysis Period (min):	15
90th %ile Actuated Cycle:	70
70th %ile Actuated Cycle:	63.1
50th %ile Actuated Cycle:	55.9
30th %ile Actuated Cycle:	51.8
10th %ile Actuated Cycle:	37.9
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 12: Elma G Miles Pkwy & General Screven Way



Lanes, Volumes, Timings
1: Airport Rd./15th Street & Elma G Miles Pkwy

Build 2045 Noon
08/11/2022

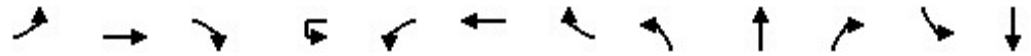


Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	74	346	44	64	206	338	115	54	124	159	96	71
Future Volume (vph)	74	346	44	64	206	338	115	54	124	159	96	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		390		250		300	200		150	0	
Storage Lanes	1		1		1		1	1		1	1	
Taper Length (ft)	25				25			25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1770	3539	1583	0	1770	3539	1583	1770	1863	1583	1770	1863
Flt Permitted	0.511				0.395			0.701			0.604	
Satd. Flow (perm)	952	3539	1583	0	736	3539	1583	1306	1863	1583	1125	1863
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			176				176			194		
Link Speed (mph)		30				30			30			30
Link Distance (ft)		1528				1434			1259			910
Travel Time (s)		34.7				32.6			28.6			20.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	112%	112%	112%	100%	112%	112%	112%	112%	112%	112%	112%	112%
Adj. Flow (vph)	90	421	54	70	251	411	140	66	151	194	117	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	421	54	0	321	411	140	66	151	194	117	86
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			12			12
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	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	5	2			1	6		3	8		7	4

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	80
Future Volume (vph)	80
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	176
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	112%
Adj. Flow (vph)	97
Shared Lane Traffic (%)	
Lane Group Flow (vph)	97
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	

Lanes, Volumes, Timings
1: Airport Rd./15th Street & Elma G Miles Pkwy

Build 2045 Noon
08/11/2022

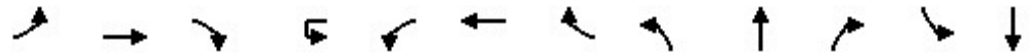


Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases	2		2	1	6		6	8		8	4	
Detector Phase	5	2	2	1	1	6	6	3	8	8	7	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	10.0	23.0	23.0	10.0	10.0	23.0	23.0	9.5	22.5	22.5	9.5	22.5
Total Split (%)	15.4%	35.4%	35.4%	15.4%	15.4%	35.4%	35.4%	14.6%	34.6%	34.6%	14.6%	34.6%
Maximum Green (s)	5.5	18.5	18.5	5.5	5.5	18.5	18.5	5.0	18.0	18.0	5.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	None	Min	Min	None	None	None	None	None
Walk Time (s)		7.0	7.0			7.0	7.0		7.0	7.0		7.0
Flash Dont Walk (s)		11.0	11.0			11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0			0	0		0	0		0
Act Effct Green (s)	17.8	12.0	12.0		20.1	17.1	17.1	13.4	9.6	9.6	14.3	11.6
Actuated g/C Ratio	0.37	0.25	0.25		0.41	0.35	0.35	0.28	0.20	0.20	0.29	0.24
v/c Ratio	0.20	0.48	0.10		0.75	0.33	0.21	0.16	0.41	0.41	0.29	0.19
Control Delay	10.3	18.5	0.4		27.7	15.5	3.0	12.1	22.4	6.7	13.5	18.6
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.3	18.5	0.4		27.7	15.5	3.0	12.1	22.4	6.7	13.5	18.6
LOS	B	B	A		C	B	A	B	C	A	B	B
Approach Delay		15.4				18.0			13.3			11.1
Approach LOS		B				B			B			B
90th %ile Green (s)	5.5	17.9	17.9	5.5	5.5	17.9	17.9	5.0	14.8	14.8	5.0	14.8
90th %ile Term Code	Max	Hold	Hold	Max	Max	Gap	Gap	Max	Gap	Gap	Max	Hold
70th %ile Green (s)	5.5	14.3	14.3	5.5	5.5	14.3	14.3	5.0	11.0	11.0	5.0	11.0
70th %ile Term Code	Max	Hold	Hold	Max	Max	Gap	Gap	Max	Gap	Gap	Max	Hold
50th %ile Green (s)	5.5	12.0	12.0	5.5	5.5	12.0	12.0	5.0	9.3	9.3	5.0	9.3
50th %ile Term Code	Max	Gap	Gap	Max	Max	Hold	Hold	Max	Gap	Gap	Max	Hold
30th %ile Green (s)	0.0	9.6	9.6	5.5	5.5	19.6	19.6	0.0	7.9	7.9	5.0	17.4
30th %ile Term Code	Skip	Gap	Gap	Max	Max	Hold	Hold	Skip	Gap	Gap	Max	Hold
10th %ile Green (s)	0.0	7.3	7.3	5.5	5.5	17.3	17.3	0.0	6.0	6.0	0.0	6.0
10th %ile Term Code	Skip	Gap	Gap	Max	Max	Hold	Hold	Skip	Gap	Gap	Skip	Hold
Stops (vph)	48	300	0		184	266	12	40	110	29	70	62
Fuel Used(gal)	1	8	1		6	7	2	1	3	2	1	1
CO Emissions (g/hr)	100	540	42		418	482	111	68	182	150	101	84
NOx Emissions (g/hr)	19	105	8		81	94	22	13	35	29	20	16
VOC Emissions (g/hr)	23	125	10		97	112	26	16	42	35	24	19
Dilemma Vehicles (#)	0	0	0		0	0	0	0	0	0	0	0
Queue Length 50th (ft)	14	55	0		59	54	0	12	39	0	22	22
Queue Length 95th (ft)	40	101	0		#186	98	23	36	91	43	56	57
Internal Link Dist (ft)		1448				1354			1179			830
Turn Bay Length (ft)	200		390		250		300	200		150		
Base Capacity (vph)	444	1410	736		426	1426	743	408	722	732	400	722

Lane Group	SBR
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	34.6%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	11.6
Actuated g/C Ratio	0.24
v/c Ratio	0.19
Control Delay	1.5
Queue Delay	0.0
Total Delay	1.5
LOS	A
Approach Delay	
Approach LOS	
90th %ile Green (s)	14.8
90th %ile Term Code	Hold
70th %ile Green (s)	11.0
70th %ile Term Code	Hold
50th %ile Green (s)	9.3
50th %ile Term Code	Hold
30th %ile Green (s)	17.4
30th %ile Term Code	Hold
10th %ile Green (s)	6.0
10th %ile Term Code	Hold
Stops (vph)	3
Fuel Used(gal)	1
CO Emissions (g/hr)	47
NOx Emissions (g/hr)	9
VOC Emissions (g/hr)	11
Dilemma Vehicles (#)	0
Queue Length 50th (ft)	0
Queue Length 95th (ft)	7
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	721

Lanes, Volumes, Timings
 1: Airport Rd./15th Street & Elma G Miles Pkwy

Build 2045 Noon
 08/11/2022

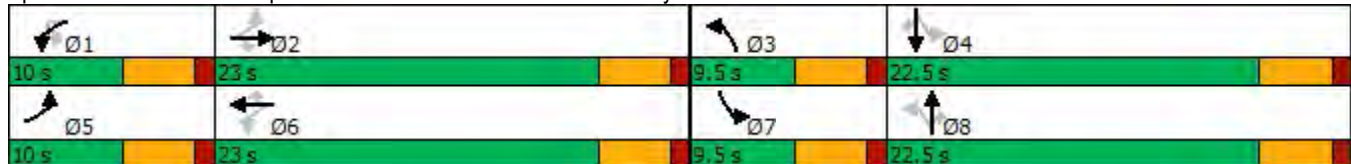


Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.30	0.07		0.75	0.29	0.19	0.16	0.21	0.27	0.29	0.12

Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 48.6
 Natural Cycle: 65
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 15.5
 Intersection LOS: B
 Intersection Capacity Utilization 59.0%
 ICU Level of Service B
 Analysis Period (min) 15
 90th %ile Actuated Cycle: 61.2
 70th %ile Actuated Cycle: 53.8
 50th %ile Actuated Cycle: 49.8
 30th %ile Actuated Cycle: 46
 10th %ile Actuated Cycle: 32.3
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Airport Rd./15th Street & Elma G Miles Pkwy





Lane Group	SBR
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.13
Intersection Summary	

Lanes, Volumes, Timings
 2: Elma G Miles Pkwy & Curtis St

Build 2045 Noon
 08/11/2022



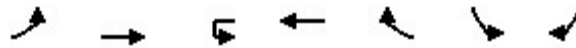
Lane Group	SEL	SER	NEL	NET	SWU	SWT	SWR
Lane Configurations							
Traffic Volume (vph)	10	10	14	610	7	580	14
Future Volume (vph)	10	10	14	610	7	580	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	0.95
Fr _t	0.932			0.997			
Fl _t Protected	0.976		0.950	0.950			
Satd. Flow (prot)	1694		0	1770	3539	1770	3529
Fl _t Permitted	0.976		0.950	0.950			
Satd. Flow (perm)	1694		0	1770	3539	1770	3529
Link Speed (mph)	30			45		45	
Link Distance (ft)	445			651		810	
Travel Time (s)	10.1			9.9		12.3	
Peak Hour Factor	0.62	0.62	0.87	0.87	0.92	0.96	0.96
Growth Factor	100%	100%	100%	112%	100%	112%	100%
Adj. Flow (vph)	16	16	16	785	8	677	15
Shared Lane Traffic (%)							
Lane Group Flow (vph)	32	0	16	785	8	692	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	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	1.00
Turning Speed (mph)	60	60	60	60		60	
Sign Control	Stop			Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	28.9%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
 3: Elma G Miles Pkwy & Live Oak Church St

Build 2045 Noon
 08/11/2022



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	26	598	0	570	24	39	37
Future Volume (vph)	26	598	0	570	24	39	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		200	0	0
Storage Lanes	1		1		1	1	0
Taper Length (ft)	25		25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt					0.850	0.934	
Flt Protected	0.950					0.975	
Satd. Flow (prot)	1770	3539	1863	3539	1583	1696	0
Flt Permitted	0.950					0.975	
Satd. Flow (perm)	1770	3539	1863	3539	1583	1696	0
Link Speed (mph)		45		45		30	
Link Distance (ft)		605		1071		659	
Travel Time (s)		9.2		16.2		15.0	
Peak Hour Factor	0.87	0.87	0.92	0.96	0.96	0.83	0.83
Growth Factor	100%	112%	100%	112%	100%	100%	100%
Adj. Flow (vph)	30	770	0	665	25	47	45
Shared Lane Traffic (%)							
Lane Group Flow (vph)	30	770	0	665	25	92	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	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	1.00
Turning Speed (mph)	60		60		60	60	60
Sign Control		Free		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	32.7%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
4: Elma G Miles Pkwy & Miles Xing

Build 2045 Noon
08/11/2022



Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations		↔	↕	↔	↕	↕	↕	↕
Traffic Volume (vph)	15	53	571	40	544	50	71	68
Future Volume (vph)	15	53	571	40	544	50	71	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0		220	0	0
Storage Lanes		1		1		1	1	0
Taper Length (ft)		25		25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt						0.850	0.934	
Flt Protected		0.950		0.950			0.975	
Satd. Flow (prot)	0	1770	3539	1770	3539	1583	1696	0
Flt Permitted		0.950		0.950			0.975	
Satd. Flow (perm)	0	1770	3539	1770	3539	1583	1696	0
Link Speed (mph)			45		45		30	
Link Distance (ft)			708		851		467	
Travel Time (s)			10.7		12.9		10.6	
Peak Hour Factor	0.92	0.87	0.87	0.92	0.96	0.96	0.81	0.81
Growth Factor	100%	100%	112%	100%	112%	100%	100%	100%
Adj. Flow (vph)	16	61	735	43	635	52	88	84
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	77	735	43	635	52	172	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	R NA	Left	Right	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	1.00	1.00
Turning Speed (mph)	60	60		60		60	60	60
Sign Control			Free		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.1%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
5: Live Oak Dr & Elma G Miles Pkwy

Build 2045 Noon
08/11/2022



Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	5	587	37	13	36	558	44	46
Future Volume (vph)	5	587	37	13	36	558	44	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Fr _t		0.992					0.931	
Fl _t Protected	0.950				0.950		0.976	
Satd. Flow (prot)	1770	3511	0	0	1770	3539	1693	0
Fl _t Permitted	0.950				0.950		0.976	
Satd. Flow (perm)	1770	3511	0	0	1770	3539	1693	0
Link Speed (mph)		45				45	30	
Link Distance (ft)		486				606	532	
Travel Time (s)		7.4				9.2	12.1	
Peak Hour Factor	0.92	0.87	0.87	0.92	0.96	0.96	0.78	0.78
Growth Factor	100%	112%	100%	100%	100%	112%	100%	100%
Adj. Flow (vph)	5	756	43	14	38	651	56	59
Shared Lane Traffic (%)								
Lane Group Flow (vph)	5	799	0	0	52	651	115	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	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	1.00	1.00
Turning Speed (mph)	60		60	60	60		60	60
Sign Control		Free				Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.9%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
6: Pineland Ave & Elma G Miles Pkwy

Build 2045 Noon
08/11/2022



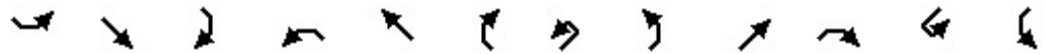
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	27	568	56	12	54	540	61	64
Future Volume (vph)	27	568	56	12	54	540	61	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Fr _t		0.988					0.931	
Fl _t Protected	0.950				0.950		0.976	
Satd. Flow (prot)	1770	3497	0	0	1770	3539	1693	0
Fl _t Permitted	0.950				0.950		0.976	
Satd. Flow (perm)	1770	3497	0	0	1770	3539	1693	0
Link Speed (mph)		30				45	45	
Link Distance (ft)		318				398	396	
Travel Time (s)		7.2				6.0	6.0	
Peak Hour Factor	0.92	0.87	0.87	0.92	0.96	0.96	0.73	0.73
Growth Factor	100%	112%	100%	100%	100%	112%	100%	100%
Adj. Flow (vph)	29	731	64	13	56	630	84	88
Shared Lane Traffic (%)								
Lane Group Flow (vph)	29	795	0	0	69	630	172	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	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	1.00	1.00
Turning Speed (mph)	60		60	60	60		60	60
Sign Control		Free				Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.3%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
7: Elma G Miles Pkwy & Sharon St/Willowbrook Dr

Build 2045 Noon
08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL
Lane Configurations		↕			↕			↕	↕			↕
Traffic Volume (vph)	11	1	10	3	0	3	31	20	599	5	14	4
Future Volume (vph)	11	1	10	3	0	3	31	20	599	5	14	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		0		0		0
Storage Lanes	0		0	0		0		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.938			0.932				0.999			
Flt Protected		0.976			0.976			0.950				0.950
Satd. Flow (prot)	0	1705	0	0	1694	0	0	1770	3536	0	0	1770
Flt Permitted		0.976			0.976			0.950				0.950
Satd. Flow (perm)	0	1705	0	0	1694	0	0	1770	3536	0	0	1770
Link Speed (mph)		30			30				45			
Link Distance (ft)		279			354				335			
Travel Time (s)		6.3			8.0				5.1			
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	112%	100%	100%	100%
Adj. Flow (vph)	12	1	11	3	0	3	34	22	729	5	15	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	0	0	6	0	0	56	734	0	0	19
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60	60		60	60	60
Sign Control		Stop			Stop				Free			

Intersection Summary

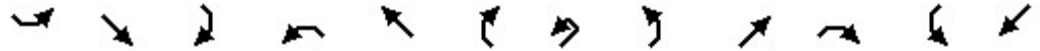
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	35.4%
ICU Level of Service	A
Analysis Period (min)	15



Lane Group	SWT	SWR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	570	20
Future Volume (vph)	570	20
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		680
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Link Speed (mph)	45	
Link Distance (ft)	446	
Travel Time (s)	6.8	
Peak Hour Factor	0.92	0.92
Growth Factor	112%	102%
Adj. Flow (vph)	694	22
Shared Lane Traffic (%)		
Lane Group Flow (vph)	694	22
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		60
Sign Control	Free	
Intersection Summary		

Lanes, Volumes, Timings
8: Elma G Miles Pkwy & Veterans Pkwy

Build 2045 Noon
08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	130	393	328	277	264	93	27	200	438	325	114	506
Future Volume (vph)	130	393	328	277	264	93	27	200	438	325	114	506
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		300	220		300		150		150	150	
Storage Lanes	2		1	2		1		1		1	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95
Frt			0.850			0.850				0.850		
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	0	1770	3539	1583	1770	3539
Flt Permitted	0.950			0.950				0.222			0.411	
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	0	414	3539	1583	766	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			174			164				379		
Link Speed (mph)		30		30				30			30	
Link Distance (ft)		1104		1467				1409			1359	
Travel Time (s)		25.1		33.3				32.0			30.9	
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
Growth Factor	112%	112%	112%	112%	112%	112%	100%	112%	112%	112%	112%	112%
Adj. Flow (vph)	158	478	399	337	321	113	29	243	533	396	139	616
Shared Lane Traffic (%)												
Lane Group Flow (vph)	158	478	399	337	321	113	0	272	533	396	139	616
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		24		24				12			12	
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	9	15		9	15	
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	100	20	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94		94				94			94	
Detector 2 Size(ft)		6		6				6			6	
Detector 2 Type		Cl+Ex		Cl+Ex				Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0				0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2			7	4		3	8



Lane Group	SWR
Lane Configurations	↑
Traffic Volume (vph)	76
Future Volume (vph)	76
Ideal Flow (vphpl)	1900
Storage Length (ft)	250
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	164
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	112%
Adj. Flow (vph)	93
Shared Lane Traffic (%)	
Lane Group Flow (vph)	93
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	

Lanes, Volumes, Timings
8: Elma G Miles Pkwy & Veterans Pkwy

Build 2045 Noon
08/11/2022



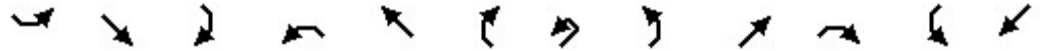
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Permitted Phases			6			2	7	4		4	8	
Detector Phase	1	6	6	5	2	2	7	7	4	4	3	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	11.6	23.5	23.5	13.0	24.9	24.9	11.0	11.0	24.0	24.0	9.5	22.5
Total Split (%)	16.6%	33.6%	33.6%	18.6%	35.6%	35.6%	15.7%	15.7%	34.3%	34.3%	13.6%	32.1%
Maximum Green (s)	7.1	19.0	19.0	8.5	20.4	20.4	6.5	6.5	19.5	19.5	5.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5			4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0			7.0	7.0		7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0			11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0		0	0			0	0		0
Act Effct Green (s)	6.9	16.1	16.1	8.6	20.3	20.3		24.7	19.7	19.7	21.0	15.9
Actuated g/C Ratio	0.11	0.25	0.25	0.13	0.31	0.31		0.38	0.30	0.30	0.32	0.24
v/c Ratio	0.43	0.55	0.77	0.75	0.29	0.19		0.93	0.50	0.53	0.43	0.71
Control Delay	32.9	24.2	24.0	41.2	19.5	2.2		58.7	22.1	6.1	18.1	28.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	32.9	24.2	24.0	41.2	19.5	2.2		58.7	22.1	6.1	18.1	28.2
LOS	C	C	C	D	B	A		E	C	A	B	C
Approach Delay		25.4			26.4				25.1			23.6
Approach LOS		C			C				C			C
90th %ile Green (s)	7.1	19.0	19.0	8.5	20.4	20.4	6.5	6.5	19.5	19.5	5.0	18.0
90th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Max	Max	Max	Max	Max
70th %ile Green (s)	7.1	19.0	19.0	8.5	20.4	20.4	6.5	6.5	19.5	19.5	5.0	18.0
70th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Max	Max	Max	Max	Max
50th %ile Green (s)	7.1	19.0	19.0	8.5	20.4	20.4	6.5	6.5	19.5	19.5	5.0	18.0
50th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Max	Hold	Hold	Max	Max
30th %ile Green (s)	7.1	13.9	13.9	8.5	15.3	15.3	6.5	6.5	16.6	16.6	5.0	15.1
30th %ile Term Code	Max	Gap	Gap	Max	Hold	Hold	Max	Max	Hold	Hold	Max	Gap
10th %ile Green (s)	0.0	10.5	10.5	8.5	23.5	23.5	6.5	6.5	22.2	22.2	0.0	11.2
10th %ile Term Code	Skip	Gap	Gap	Max	Hold	Hold	Max	Max	Hold	Hold	Skip	Gap
Stops (vph)	128	357	189	269	214	6		145	386	51	87	489
Fuel Used(gal)	3	8	6	8	6	1		7	10	5	2	12
CO Emissions (g/hr)	205	554	419	533	400	89		457	679	331	161	836
NOx Emissions (g/hr)	40	108	82	104	78	17		89	132	64	31	163
VOC Emissions (g/hr)	47	128	97	124	93	21		106	157	77	37	194
Dilemma Vehicles (#)	0	0	0	0	0	0		0	0	0	0	0
Queue Length 50th (ft)	34	91	84	74	56	0		78	102	5	37	125
Queue Length 95th (ft)	60	133	#196	#137	88	16		#205	148	67	71	178
Internal Link Dist (ft)		1024			1387				1329			1279
Turn Bay Length (ft)	200		300	220		300		150		150	150	
Base Capacity (vph)	376	1039	587	450	1155	627		292	1101	753	323	984



Lane Group	SWR
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	32.1%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	15.9
Actuated g/C Ratio	0.24
v/c Ratio	0.18
Control Delay	1.6
Queue Delay	0.0
Total Delay	1.6
LOS	A
Approach Delay	
Approach LOS	
90th %ile Green (s)	18.0
90th %ile Term Code	Max
70th %ile Green (s)	18.0
70th %ile Term Code	Max
50th %ile Green (s)	18.0
50th %ile Term Code	Max
30th %ile Green (s)	15.1
30th %ile Term Code	Gap
10th %ile Green (s)	11.2
10th %ile Term Code	Gap
Stops (vph)	3
Fuel Used(gal)	1
CO Emissions (g/hr)	67
NOx Emissions (g/hr)	13
VOC Emissions (g/hr)	15
Dilemma Vehicles (#)	0
Queue Length 50th (ft)	0
Queue Length 95th (ft)	7
Internal Link Dist (ft)	
Turn Bay Length (ft)	250
Base Capacity (vph)	558

Lanes, Volumes, Timings
 8: Elma G Miles Pkwy & Veterans Pkwy

Build 2045 Noon
 08/11/2022

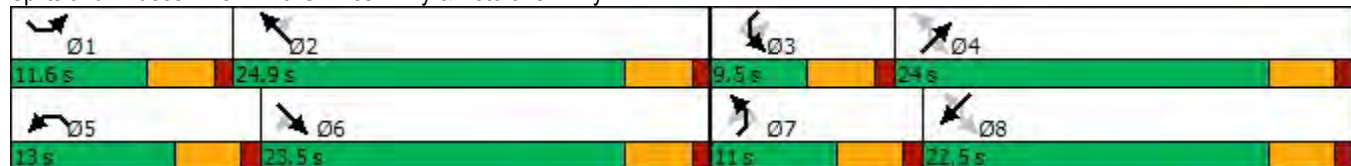


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.42	0.46	0.68	0.75	0.28	0.18		0.93	0.48	0.53	0.43	0.63

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 65.3
 Natural Cycle: 75
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 25.1
 Intersection LOS: C
 Intersection Capacity Utilization 76.2%
 ICU Level of Service D
 Analysis Period (min) 15
 90th %ile Actuated Cycle: 70
 70th %ile Actuated Cycle: 70
 50th %ile Actuated Cycle: 70
 30th %ile Actuated Cycle: 62
 10th %ile Actuated Cycle: 54.7
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: Elma G Miles Pkwy & Veterans Pkwy





Lane Group	SWR
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.17
Intersection Summary	

Lanes, Volumes, Timings
9: Elma G Miles Pkwy & Deals St

Build 2045 Noon
08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕↔		↕	↕↕	↕
Traffic Volume (vph)	6	3	18	22	3	40	9	585	30	30	630	18
Future Volume (vph)	6	3	18	22	3	40	9	585	30	30	630	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		450
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.911			0.916			0.993				0.850
Flt Protected		0.989			0.983		0.950			0.950		
Satd. Flow (prot)	0	1600	0	0	1711	0	1770	3514	0	1752	3505	1568
Flt Permitted		0.989			0.983		0.950			0.950		
Satd. Flow (perm)	0	1600	0	0	1711	0	1770	3514	0	1752	3505	1568
Link Speed (mph)		30			30			30				30
Link Distance (ft)		90			119			394				546
Travel Time (s)		2.0			2.7			9.0				12.4
Peak Hour Factor	0.52	0.52	0.52	0.86	0.86	0.86	0.89	0.89	0.89	0.95	0.95	0.95
Growth Factor	100%	100%	100%	112%	100%	112%	100%	112%	112%	112%	112%	100%
Heavy Vehicles (%)	7%	7%	7%	0%	0%	0%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	12	6	35	29	3	52	10	736	38	35	743	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	84	0	10	774	0	35	743	19
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)		0			0			12				12
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)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free				Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.7%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
 10: Elma G Miles Pkwy & Surrey Rd/Arlington Dr

Build 2045 Noon
 08/11/2022

























Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Volume (vph)	19	0	21	3	0	2	18	590	5	2	655	19
Future Volume (vph)	19	0	21	3	0	2	18	590	5	2	655	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		150
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.929			0.946			0.999				0.850
Flt Protected		0.977			0.971		0.950			0.950		
Satd. Flow (prot)	0	1691	0	0	1711	0	1770	3536	0	1770	3539	1583
Flt Permitted		0.977			0.971		0.950			0.950		
Satd. Flow (perm)	0	1691	0	0	1711	0	1770	3536	0	1770	3539	1583
Link Speed (mph)		30			30			30				30
Link Distance (ft)		450			426			373				338
Travel Time (s)		10.2			9.7			8.5				7.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	112%	100%	100%	112%	100%
Adj. Flow (vph)	21	0	23	3	0	2	20	718	5	2	797	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	0	0	5	0	20	723	0	2	797	21
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)		0			0			12				12
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)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free				Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	30.3%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
 11: Elma G Miles Pkwy & Hosptial

Build 2045 Noon
 08/11/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	8	2	8	24	5	22	5	596	12	14	656	6
Future Volume (vph)	8	2	8	24	5	22	5	596	12	14	656	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	105		170	125		220
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.961			0.960		0.950			0.950		
Satd. Flow (prot)	0	1790	1583	0	1788	1583	1770	3539	1583	1770	3539	1583
Flt Permitted		0.961			0.960		0.950			0.950		
Satd. Flow (perm)	0	1790	1583	0	1788	1583	1770	3539	1583	1770	3539	1583
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		137			126			459			395	
Travel Time (s)		3.1			2.9			10.4			9.0	
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	112%	100%	100%	112%	100%
Adj. Flow (vph)	9	2	9	26	5	24	5	726	13	15	799	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	9	0	31	24	5	726	13	15	799	7
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)		0			0			12			12	
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)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	37.0%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
 12: Elma G Miles Pkwy & General Screven Way

Build 2045 Noon
 08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	70	484	178	156	539	39	235	241	159	97	318	55
Future Volume (vph)	70	484	178	156	539	39	235	241	159	97	318	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Fr't		0.960			0.990			0.940			0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3398	0	1770	3504	0	1770	3327	0	1770	3461	0
Flt Permitted	0.278			0.206			0.355			0.427		
Satd. Flow (perm)	518	3398	0	384	3504	0	661	3327	0	795	3461	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		81			11			194			30	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1041			970			1342			1127	
Travel Time (s)		23.7			22.0			30.5			25.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%
Adj. Flow (vph)	85	589	217	190	656	47	286	293	194	118	387	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	806	0	190	703	0	286	487	0	118	454	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												

Lanes, Volumes, Timings
 12: Elma G Miles Pkwy & General Screven Way

Build 2045 Noon
 08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	9.5	23.0		9.5	23.0		10.0	23.0		9.5	22.5	
Total Split (%)	14.6%	35.4%		14.6%	35.4%		15.4%	35.4%		14.6%	34.6%	
Maximum Green (s)	5.0	18.5		5.0	18.5		5.5	18.5		5.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	22.2	17.1		23.2	19.4		19.8	15.5		17.9	12.8	
Actuated g/C Ratio	0.38	0.29		0.40	0.33		0.34	0.26		0.30	0.22	
v/c Ratio	0.28	0.77		0.70	0.60		0.87	0.48		0.36	0.58	
Control Delay	12.7	23.4		29.6	20.3		45.7	13.2		15.6	22.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.7	23.4		29.6	20.3		45.7	13.2		15.6	22.4	
LOS	B	C		C	C		D	B		B	C	
Approach Delay		22.4			22.3			25.2			21.0	
Approach LOS		C			C			C			C	
90th %ile Green (s)	5.0	18.5		5.0	18.5		5.5	18.5		5.0	18.0	
90th %ile Term Code	Max	Max		Max	Max		Max	Hold		Max	Max	
70th %ile Green (s)	5.0	18.5		5.0	18.5		5.5	15.5		5.0	15.0	
70th %ile Term Code	Max	Max		Max	Max		Max	Hold		Max	Gap	
50th %ile Green (s)	5.0	18.5		5.0	18.5		5.5	12.9		5.0	12.4	
50th %ile Term Code	Max	Max		Max	Hold		Max	Hold		Max	Gap	
30th %ile Green (s)	5.0	17.3		5.0	17.3		5.5	11.4		5.0	10.9	
30th %ile Term Code	Max	Gap		Max	Hold		Max	Hold		Max	Gap	
10th %ile Green (s)	0.0	13.1		5.0	22.6		5.5	18.6		0.0	8.6	
10th %ile Term Code	Skip	Gap		Max	Hold		Max	Hold		Skip	Gap	
Stops (vph)	45	568		100	513		182	215		69	323	
Fuel Used(gal)	1	13		3	10		6	7		2	7	
CO Emissions (g/hr)	76	888		205	727		434	495		118	515	
NOx Emissions (g/hr)	15	173		40	141		84	96		23	100	
VOC Emissions (g/hr)	18	206		47	169		100	115		27	119	
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	
Queue Length 50th (ft)	16	118		38	110		74	47		27	72	
Queue Length 95th (ft)	43	#206		#119	183		#181	85		56	112	
Internal Link Dist (ft)		961			890			1262			1047	
Turn Bay Length (ft)												
Base Capacity (vph)	303	1135		271	1178		327	1190		325	1091	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	

Lanes, Volumes, Timings
 12: Elma G Miles Pkwy & General Screven Way

Build 2045 Noon
 08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Reduced v/c Ratio	0.28	0.71		0.70	0.60		0.87	0.41		0.36	0.42	

Intersection Summary

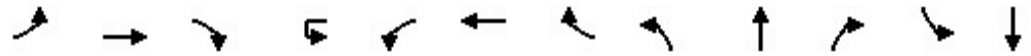
Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	58.7
Natural Cycle:	65
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.87
Intersection Signal Delay:	22.8
Intersection LOS:	C
Intersection Capacity Utilization:	72.4%
ICU Level of Service:	C
Analysis Period (min):	15
90th %ile Actuated Cycle:	65
70th %ile Actuated Cycle:	62
50th %ile Actuated Cycle:	59.4
30th %ile Actuated Cycle:	56.7
10th %ile Actuated Cycle:	50.2
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 12: Elma G Miles Pkwy & General Screven Way

Ø1	Ø2	Ø3	Ø4
9.5 s	23 s	9.5 s	23 s
Ø5	Ø6	Ø7	Ø8
9.5 s	23 s	10 s	22.5 s

Lanes, Volumes, Timings
1: Airport Rd./15th Street & Elma G Miles Pkwy

Build 2045 PM
08/11/2022



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	76	371	93	89	356	723	141	110	92	219	167	221
Future Volume (vph)	76	371	93	89	356	723	141	110	92	219	167	221
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		390		250		300	200		150	0	
Storage Lanes	1		1		1		1	1		1	1	
Taper Length (ft)	25				25			25				25
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950			0.950				0.950
Satd. Flow (prot)	1770	3539	1583	0	1770	3539	1583	1770	1863	1583	1770	1863
Flt Permitted	0.323				0.293			0.449				0.630
Satd. Flow (perm)	602	3539	1583	0	546	3539	1583	836	1863	1583	1174	1863
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			218				172			267		
Link Speed (mph)		30				30			30			30
Link Distance (ft)		1528				1434			1259			910
Travel Time (s)		34.7				32.6			28.6			20.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	112%	112%	112%	100%	112%	112%	112%	112%	112%	112%	112%	112%
Adj. Flow (vph)	93	452	113	97	433	880	172	134	112	267	203	269
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	452	113	0	530	880	172	134	112	267	203	269
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			12			12
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	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	5	2			1	6		3	8		7	4

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	180
Future Volume (vph)	180
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	219
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	112%
Adj. Flow (vph)	219
Shared Lane Traffic (%)	
Lane Group Flow (vph)	219
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	

Lanes, Volumes, Timings
 1: Airport Rd./15th Street & Elma G Miles Pkwy

Build 2045 PM
 08/11/2022

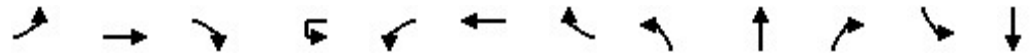


Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases	2		2	1	6		6	8		8	4	
Detector Phase	5	2	2	1	1	6	6	3	8	8	7	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	10.7	22.8	22.8	20.0	20.0	32.1	32.1	9.6	22.6	22.6	9.6	22.6
Total Split (%)	14.3%	30.4%	30.4%	26.7%	26.7%	42.8%	42.8%	12.8%	30.1%	30.1%	12.8%	30.1%
Maximum Green (s)	6.2	18.3	18.3	15.5	15.5	27.6	27.6	5.1	18.1	18.1	5.1	18.1
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	None	Min	Min	None	None	None	None	None
Walk Time (s)		7.0	7.0			7.0	7.0		7.0	7.0		7.0
Flash Dont Walk (s)		11.0	11.0			11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0			0	0		0	0		0
Act Effct Green (s)	21.0	14.9	14.9		35.2	27.0	27.0	19.0	13.8	13.8	20.1	16.2
Actuated g/C Ratio	0.31	0.22	0.22		0.52	0.40	0.40	0.28	0.20	0.20	0.30	0.24
v/c Ratio	0.32	0.58	0.22		0.94	0.63	0.23	0.44	0.30	0.50	0.52	0.60
Control Delay	14.0	27.5	1.0		41.6	20.5	3.9	21.6	25.3	7.0	23.4	31.1
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.0	27.5	1.0		41.6	20.5	3.9	21.6	25.3	7.0	23.4	31.1
LOS	B	C	A		D	C	A	C	C	A	C	C
Approach Delay		21.0				25.8			14.8			21.0
Approach LOS		C				C			B			C
90th %ile Green (s)	6.2	18.3	18.3	15.5	15.5	27.6	27.6	5.1	18.1	18.1	5.1	18.1
90th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Max	Hold	Hold	Max	Max
70th %ile Green (s)	6.2	18.3	18.3	15.5	15.5	27.6	27.6	5.1	18.1	18.1	5.1	18.1
70th %ile Term Code	Max	Hold	Hold	Max	Max	Max	Max	Max	Hold	Hold	Max	Max
50th %ile Green (s)	6.2	17.1	17.1	15.5	15.5	26.4	26.4	5.1	16.4	16.4	5.1	16.4
50th %ile Term Code	Max	Hold	Hold	Max	Max	Gap	Gap	Max	Hold	Hold	Max	Gap
30th %ile Green (s)	6.2	12.6	12.6	15.5	15.5	21.9	21.9	5.1	12.4	12.4	5.1	12.4
30th %ile Term Code	Max	Hold	Hold	Max	Max	Gap	Gap	Max	Hold	Hold	Max	Gap
10th %ile Green (s)	0.0	9.2	9.2	15.5	15.5	29.2	29.2	0.0	6.0	6.0	5.1	15.6
10th %ile Term Code	Skip	Gap	Gap	Max	Max	Hold	Hold	Skip	Gap	Gap	Max	Hold
Stops (vph)	55	347	0		271	623	20	87	77	33	151	211
Fuel Used(gal)	2	9	1		11	16	2	2	2	3	3	4
CO Emissions (g/hr)	110	643	88		775	1110	140	156	138	206	213	313
NOx Emissions (g/hr)	21	125	17		151	216	27	30	27	40	41	61
VOC Emissions (g/hr)	25	149	20		180	257	32	36	32	48	49	73
Dilemma Vehicles (#)	0	0	0		0	0	0	0	0	0	0	0
Queue Length 50th (ft)	20	92	0		153	170	0	40	41	0	64	108
Queue Length 95th (ft)	44	140	0		#360	240	36	79	84	55	116	186
Internal Link Dist (ft)		1448				1354			1179			830
Turn Bay Length (ft)	200		390		250		300	200		150		
Base Capacity (vph)	295	969	592		566	1483	763	305	504	623	393	504

Lane Group	SBR
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.6
Total Split (%)	30.1%
Maximum Green (s)	18.1
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	16.2
Actuated g/C Ratio	0.24
v/c Ratio	0.40
Control Delay	6.3
Queue Delay	0.0
Total Delay	6.3
LOS	A
Approach Delay	
Approach LOS	
90th %ile Green (s)	18.1
90th %ile Term Code	Max
70th %ile Green (s)	18.1
70th %ile Term Code	Max
50th %ile Green (s)	16.4
50th %ile Term Code	Gap
30th %ile Green (s)	12.4
30th %ile Term Code	Gap
10th %ile Green (s)	15.6
10th %ile Term Code	Hold
Stops (vph)	28
Fuel Used(gal)	2
CO Emissions (g/hr)	128
NOx Emissions (g/hr)	25
VOC Emissions (g/hr)	30
Dilemma Vehicles (#)	0
Queue Length 50th (ft)	0
Queue Length 95th (ft)	50
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	588

Lanes, Volumes, Timings
 1: Airport Rd./15th Street & Elma G Miles Pkwy

Build 2045 PM
 08/11/2022

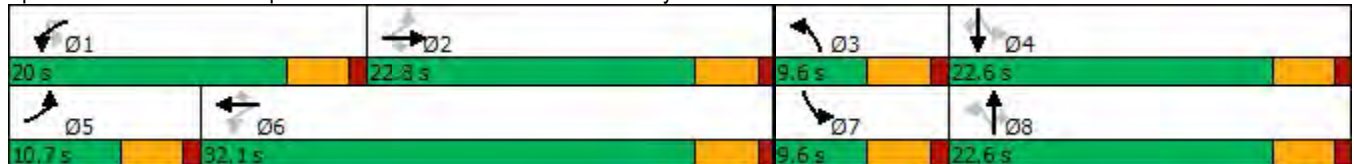


Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.47	0.19		0.94	0.59	0.23	0.44	0.22	0.43	0.52	0.53

Intersection Summary

Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	67.9
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.94
Intersection Signal Delay:	22.3
Intersection LOS:	C
Intersection Capacity Utilization:	79.1%
ICU Level of Service:	D
Analysis Period (min):	15
90th %ile Actuated Cycle:	75
70th %ile Actuated Cycle:	75
50th %ile Actuated Cycle:	72.1
30th %ile Actuated Cycle:	63.6
10th %ile Actuated Cycle:	53.8
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 1: Airport Rd./15th Street & Elma G Miles Pkwy





Lane Group	SBR
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.37
Intersection Summary	

Lanes, Volumes, Timings
 2: Elma G Miles Pkwy & Curtis St

Build 2045 PM
 08/11/2022



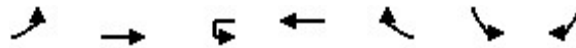
Lane Group	SEL	SER	NEL	NET	SWU	SWT	SWR
Lane Configurations							
Traffic Volume (vph)	13	20	15	772	7	1087	23
Future Volume (vph)	13	20	15	772	7	1087	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	0.95
Frt	0.919			0.997			
Flt Protected	0.980		0.950		0.950		
Satd. Flow (prot)	1678		0		1770		3539
Flt Permitted	0.980		0.950		0.950		
Satd. Flow (perm)	1678		0		1770		3539
Link Speed (mph)	30			30		30	
Link Distance (ft)	445			651		810	
Travel Time (s)	10.1			14.8		18.4	
Peak Hour Factor	0.55	0.55	0.95	0.95	0.92	0.93	0.93
Growth Factor	100%	100%	100%	112%	100%	112%	100%
Adj. Flow (vph)	24	36	16	910	8	1309	25
Shared Lane Traffic (%)							
Lane Group Flow (vph)	60	0	16	910	8	1334	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	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	1.00
Turning Speed (mph)	15	9	15		9		9
Sign Control	Stop			Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	44.4%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
 3: Elma G Miles Pkwy & Live Oak Church St

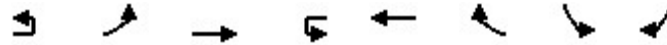
Build 2045 PM
 08/11/2022



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	59	728	0	1022	88	34	51
Future Volume (vph)	59	728	0	1022	88	34	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		200	0	0
Storage Lanes	1		1		1	1	0
Taper Length (ft)	25		25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt					0.850	0.919	
Flt Protected	0.950					0.980	
Satd. Flow (prot)	1770	3539	1863	3539	1583	1678	0
Flt Permitted	0.950					0.980	
Satd. Flow (perm)	1770	3539	1863	3539	1583	1678	0
Link Speed (mph)		30		30		30	
Link Distance (ft)		605		1071		659	
Travel Time (s)		13.8		24.3		15.0	
Peak Hour Factor	0.95	0.95	0.92	0.93	0.93	0.79	0.79
Growth Factor	100%	112%	100%	112%	100%	100%	100%
Adj. Flow (vph)	62	858	0	1231	95	43	65
Shared Lane Traffic (%)							
Lane Group Flow (vph)	62	858	0	1231	95	108	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	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	1.00
Turning Speed (mph)	15		9		9	15	9
Sign Control		Free		Free		Stop	
Intersection Summary							
Area Type:	Other						
Control Type:	Unsignalized						
Intersection Capacity Utilization	50.0%			ICU Level of Service A			
Analysis Period (min)	15						

Lanes, Volumes, Timings
4: Elma G Miles Pkwy & Miles Xing

Build 2045 PM
08/11/2022



Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Volume (vph)	25	90	697	55	976	134	47	71
Future Volume (vph)	25	90	697	55	976	134	47	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0		220	0	0
Storage Lanes		1		1		1	1	0
Taper Length (ft)		25		25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt						0.850	0.919	
Flt Protected		0.950		0.950			0.981	
Satd. Flow (prot)	0	1770	3539	1770	3539	1583	1679	0
Flt Permitted		0.950		0.950			0.981	
Satd. Flow (perm)	0	1770	3539	1770	3539	1583	1679	0
Link Speed (mph)			30		30		30	
Link Distance (ft)			708		851		467	
Travel Time (s)			16.1		19.3		10.6	
Peak Hour Factor	0.92	0.95	0.95	0.92	0.93	0.93	0.84	0.84
Growth Factor	100%	100%	112%	100%	112%	100%	100%	100%
Adj. Flow (vph)	27	95	822	60	1175	144	56	85
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	122	822	60	1175	144	141	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	R NA	Left	Right	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	1.00	1.00
Turning Speed (mph)	9	15		9		9	15	9
Sign Control			Free		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	53.6%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
5: Live Oak Dr & Elma G Miles Pkwy

Build 2045 PM
08/11/2022



Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	9	740	47	16	70	1040	50	33
Future Volume (vph)	9	740	47	16	70	1040	50	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Fr _t		0.992					0.946	
Fl _t Protected	0.950				0.950		0.971	
Satd. Flow (prot)	1770	3511	0	0	1770	3539	1711	0
Fl _t Permitted	0.950				0.950		0.971	
Satd. Flow (perm)	1770	3511	0	0	1770	3539	1711	0
Link Speed (mph)		30				30	30	
Link Distance (ft)		486				606	532	
Travel Time (s)		11.0				13.8	12.1	
Peak Hour Factor	0.92	0.95	0.95	0.92	0.93	0.93	0.74	0.74
Growth Factor	100%	112%	100%	100%	100%	112%	100%	100%
Adj. Flow (vph)	10	872	49	17	75	1252	68	45
Shared Lane Traffic (%)								
Lane Group Flow (vph)	10	921	0	0	92	1252	113	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	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	1.00	1.00
Turning Speed (mph)	9		9	9	15		15	9
Sign Control		Free				Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.3%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
6: Pineland Ave & Elma G Miles Pkwy

Build 2045 PM
08/11/2022



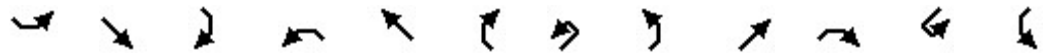
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	41	685	102	17	153	957	91	61
Future Volume (vph)	41	685	102	17	153	957	91	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Fr _t		0.982					0.946	
Fl _t Protected	0.950				0.950		0.971	
Satd. Flow (prot)	1770	3476	0	0	1770	3539	1711	0
Fl _t Permitted	0.950				0.950		0.971	
Satd. Flow (perm)	1770	3476	0	0	1770	3539	1711	0
Link Speed (mph)		30				30	30	
Link Distance (ft)		318				398	396	
Travel Time (s)		7.2				9.0	9.0	
Peak Hour Factor	0.92	0.95	0.95	0.92	0.93	0.93	0.90	0.90
Growth Factor	100%	112%	100%	100%	100%	112%	100%	100%
Adj. Flow (vph)	45	808	107	18	165	1153	101	68
Shared Lane Traffic (%)								
Lane Group Flow (vph)	45	915	0	0	183	1153	169	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	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	1.00	1.00
Turning Speed (mph)	9		9	9	15		15	9
Sign Control		Free				Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.7%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
7: Elma G Miles Pkwy & Sharon St/Willowbrook Dr

Build 2045 PM
08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL
Lane Configurations		↕			↕			↕	↕			↕
Traffic Volume (vph)	13	2	19	6	1	4	52	25	756	6	20	8
Future Volume (vph)	13	2	19	6	1	4	52	25	756	6	20	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		0		0		0
Storage Lanes	0		0	0		0		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.923			0.955				0.999			
Flt Protected		0.981			0.972			0.950				0.950
Satd. Flow (prot)	0	1687	0	0	1729	0	0	1770	3536	0	0	1770
Flt Permitted		0.981			0.972			0.950				0.950
Satd. Flow (perm)	0	1687	0	0	1729	0	0	1770	3536	0	0	1770
Link Speed (mph)		30			30			30				
Link Distance (ft)		279			354			335				
Travel Time (s)		6.3			8.0			7.6				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	112%	100%	100%	100%
Adj. Flow (vph)	14	2	21	7	1	4	57	27	920	7	22	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	0	12	0	0	84	927	0	0	31
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60	60		60	60	60
Sign Control		Stop			Stop				Free			

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.6%
ICU Level of Service	A
Analysis Period (min)	15



Lane Group	SWT	SWR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1065	37
Future Volume (vph)	1065	37
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		680
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Link Speed (mph)	30	
Link Distance (ft)	446	
Travel Time (s)	10.1	
Peak Hour Factor	0.92	0.92
Growth Factor	112%	100%
Adj. Flow (vph)	1297	40
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1297	40
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		60
Sign Control	Free	
Intersection Summary		

Lanes, Volumes, Timings
8: Elma G Miles Pkwy & Veterans Pkwy

Build 2045 PM
08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	127	496	556	422	214	97	45	154	487	378	141	869
Future Volume (vph)	127	496	556	422	214	97	45	154	487	378	141	869
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		300	220		300		150		150	150	
Storage Lanes	2		1	2		1		1		1	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95
Frt			0.850			0.850				0.850		
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	0	1770	3539	1583	1770	3539
Flt Permitted	0.950			0.950				0.132			0.244	
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	0	246	3539	1583	455	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			149			118				324		
Link Speed (mph)		30			30				30			30
Link Distance (ft)		1104			1467				1409			1359
Travel Time (s)		25.1			33.3				32.0			30.9
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
Growth Factor	112%	112%	112%	112%	112%	112%	100%	112%	112%	112%	112%	112%
Adj. Flow (vph)	155	604	677	514	261	118	49	187	593	460	172	1058
Shared Lane Traffic (%)												
Lane Group Flow (vph)	155	604	677	514	261	118	0	236	593	460	172	1058
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		24			24				12			12
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	9	15		9	15	
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	100	20	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2			7	4		3	8



Lane Group	SWR
Lane Configurations	
Traffic Volume (vph)	114
Future Volume (vph)	114
Ideal Flow (vphpl)	1900
Storage Length (ft)	250
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	149
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	112%
Adj. Flow (vph)	139
Shared Lane Traffic (%)	
Lane Group Flow (vph)	139
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	

Lanes, Volumes, Timings
8: Elma G Miles Pkwy & Veterans Pkwy

Build 2045 PM
08/11/2022



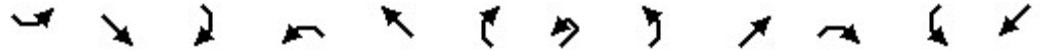
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Permitted Phases			6			2	7	4		4	8	
Detector Phase	1	6	6	5	2	2	7	7	4	4	3	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	14.2	41.4	41.4	20.4	47.6	47.6	12.2	12.2	34.6	34.6	13.6	36.0
Total Split (%)	12.9%	37.6%	37.6%	18.5%	43.3%	43.3%	11.1%	11.1%	31.5%	31.5%	12.4%	32.7%
Maximum Green (s)	9.7	36.9	36.9	15.9	43.1	43.1	7.7	7.7	30.1	30.1	9.1	31.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5			4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0			7.0	7.0		7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0			11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0		0	0			0	0		0
Act Effct Green (s)	9.1	36.9	36.9	15.9	43.7	43.7		37.9	30.2	30.2	40.5	31.5
Actuated g/C Ratio	0.08	0.34	0.34	0.14	0.40	0.40		0.34	0.27	0.27	0.37	0.29
v/c Ratio	0.55	0.51	1.07	1.04	0.19	0.17		1.24	0.61	0.69	0.63	1.04
Control Delay	55.9	31.1	86.1	96.5	22.2	4.6		168.6	38.0	16.4	33.8	79.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	55.9	31.1	86.1	96.5	22.2	4.6		168.6	38.0	16.4	33.8	79.3
LOS	E	C	F	F	C	A		F	D	B	C	E
Approach Delay		59.7			62.6				54.2			66.1
Approach LOS		E			E				D			E
90th %ile Green (s)	9.7	36.9	36.9	15.9	43.1	43.1	7.7	7.7	30.1	30.1	9.1	31.5
90th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Max	Max	Max	Max	Max
70th %ile Green (s)	9.7	36.9	36.9	15.9	43.1	43.1	7.7	7.7	30.1	30.1	9.1	31.5
70th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Max	Max	Max	Max	Max
50th %ile Green (s)	9.7	36.9	36.9	15.9	43.1	43.1	7.7	7.7	30.1	30.1	9.1	31.5
50th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Max	Hold	Hold	Max	Max
30th %ile Green (s)	9.1	36.9	36.9	15.9	43.7	43.7	7.7	7.7	30.1	30.1	9.1	31.5
30th %ile Term Code	Gap	Max	Max	Max	Hold	Hold	Max	Max	Hold	Hold	Max	Max
10th %ile Green (s)	7.4	36.9	36.9	15.9	45.4	45.4	7.7	7.7	30.8	30.8	8.4	31.5
10th %ile Term Code	Gap	Max	Max	Max	Hold	Hold	Max	Max	Hold	Hold	Gap	Max
Stops (vph)	135	433	433	412	152	13		126	464	129	107	855
Fuel Used(gal)	4	11	19	17	5	1		11	13	7	3	31
CO Emissions (g/hr)	252	748	1306	1187	326	99		736	893	473	234	2150
NOx Emissions (g/hr)	49	146	254	231	64	19		143	174	92	46	418
VOC Emissions (g/hr)	58	173	303	275	76	23		171	207	110	54	498
Dilemma Vehicles (#)	0	0	0	0	0	0		0	0	0	0	0
Queue Length 50th (ft)	54	178	~459	~202	62	0		~154	192	79	80	~427
Queue Length 95th (ft)	89	234	#688	#308	92	36		#317	252	202	131	#558
Internal Link Dist (ft)		1024			1387				1329			1279
Turn Bay Length (ft)	200		300	220		300		150		150	150	
Base Capacity (vph)	302	1187	630	496	1405	700		191	972	670	276	1013



Lane Group	SWR
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	36.0
Total Split (%)	32.7%
Maximum Green (s)	31.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	31.5
Actuated g/C Ratio	0.29
v/c Ratio	0.25
Control Delay	5.3
Queue Delay	0.0
Total Delay	5.3
LOS	A
Approach Delay	
Approach LOS	
90th %ile Green (s)	31.5
90th %ile Term Code	Max
70th %ile Green (s)	31.5
70th %ile Term Code	Max
50th %ile Green (s)	31.5
50th %ile Term Code	Max
30th %ile Green (s)	31.5
30th %ile Term Code	Max
10th %ile Green (s)	31.5
10th %ile Term Code	Max
Stops (vph)	14
Fuel Used(gal)	2
CO Emissions (g/hr)	110
NOx Emissions (g/hr)	21
VOC Emissions (g/hr)	25
Dilemma Vehicles (#)	0
Queue Length 50th (ft)	0
Queue Length 95th (ft)	40
Internal Link Dist (ft)	
Turn Bay Length (ft)	250
Base Capacity (vph)	559

Lanes, Volumes, Timings
 8: Elma G Miles Pkwy & Veterans Pkwy

Build 2045 PM
 08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.51	0.51	1.07	1.04	0.19	0.17		1.24	0.61	0.69	0.62	1.04

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Natural Cycle:	120
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.24
Intersection Signal Delay:	60.6
Intersection LOS:	E
Intersection Capacity Utilization	106.0%
ICU Level of Service	G
Analysis Period (min)	15
90th %ile Actuated Cycle:	110
70th %ile Actuated Cycle:	110
50th %ile Actuated Cycle:	110
30th %ile Actuated Cycle:	110
10th %ile Actuated Cycle:	110
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 8: Elma G Miles Pkwy & Veterans Pkwy

Ø1	Ø2	Ø3	Ø4
14.2 s	47.6 s	13.6 s	34.6 s
Ø5	Ø6	Ø7	Ø8
20.4 s	41.4 s	12.2 s	36 s



Lane Group	SWR
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.25
Intersection Summary	

Lanes, Volumes, Timings
9: Elma G Miles Pkwy & Deals St

Build 2045 PM
08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕↔		↕	↕↕	↕
Traffic Volume (vph)	2	0	7	30	1	39	3	625	36	34	1041	3
Future Volume (vph)	2	0	7	30	1	39	3	625	36	34	1041	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		450
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.894			0.924			0.992				0.850
Flt Protected		0.989			0.979		0.950			0.950		
Satd. Flow (prot)	0	1513	0	0	1719	0	1787	3546	0	1787	3574	1599
Flt Permitted		0.989			0.979		0.950			0.950		
Satd. Flow (perm)	0	1513	0	0	1719	0	1787	3546	0	1787	3574	1599
Link Speed (mph)		30			30			30				30
Link Distance (ft)		90			119			394				546
Travel Time (s)		2.0			2.7			9.0				12.4
Peak Hour Factor	0.63	0.63	0.63	0.72	0.72	0.72	0.92	0.92	0.92	0.93	0.93	0.93
Growth Factor	100%	100%	100%	112%	100%	112%	100%	112%	112%	112%	112%	100%
Heavy Vehicles (%)	11%	11%	11%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	3	0	11	47	1	61	3	761	44	41	1254	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	0	109	0	3	805	0	41	1254	3
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)		0			0			12				12
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)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free				Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	47.3%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
 10: Elma G Miles Pkwy & Surrey Rd/Arlington Dr

Build 2045 PM
 08/11/2022

























Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Volume (vph)	23	0	31	5	0	4	49	599	7	9	685	66
Future Volume (vph)	23	0	31	5	0	4	49	599	7	9	685	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		150
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.922			0.940			0.998				0.850
Flt Protected		0.979			0.973		0.950			0.950		
Satd. Flow (prot)	0	1681	0	0	1738	0	1770	3532	0	1770	3539	1583
Flt Permitted		0.979			0.973		0.950			0.950		
Satd. Flow (perm)	0	1681	0	0	1738	0	1770	3532	0	1770	3539	1583
Link Speed (mph)		30			30			30				30
Link Distance (ft)		450			426			373				338
Travel Time (s)		10.2			9.7			8.5				7.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	112%	100%	100%	112%	100%
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	25	0	34	5	0	4	53	729	8	10	834	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	59	0	0	9	0	53	737	0	10	834	72
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)		0			0			12			12	
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)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	38.1%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
11: Elma G Miles Pkwy & Hosptial

Build 2045 PM
08/11/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	8	2	11	32	6	24	6	635	14	18	735	8
Future Volume (vph)	8	2	11	32	6	24	6	635	14	18	735	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	105		170	125		220
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.961			0.960		0.950			0.950		
Satd. Flow (prot)	0	1790	1583	0	1788	1583	1770	3539	1583	1770	3539	1583
Flt Permitted		0.961			0.960		0.950			0.950		
Satd. Flow (perm)	0	1790	1583	0	1788	1583	1770	3539	1583	1770	3539	1583
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		137			126			459			395	
Travel Time (s)		3.1			2.9			10.4			9.0	
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
Growth Factor	102%	102%	102%	100%	100%	100%	100%	112%	100%	100%	112%	100%
Adj. Flow (vph)	9	2	12	35	7	26	7	773	15	20	895	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	12	0	42	26	7	773	15	20	895	9
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)		0			0			12			12	
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)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	39.4%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
12: Elma G Miles Pkwy & General Screven Way

Build 2045 PM
08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	57	625	266	208	426	22	218	237	186	70	496	22
Future Volume (vph)	57	625	266	208	426	22	218	237	186	70	496	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Fr't		0.955			0.993			0.934			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3380	0	1770	3514	0	1770	3306	0	1770	3518	0
Flt Permitted	0.448			0.111			0.171			0.455		
Satd. Flow (perm)	835	3380	0	207	3514	0	319	3306	0	848	3518	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		81			7			216			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1041			970			1342			1127	
Travel Time (s)		23.7			22.0			30.5			25.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%
Adj. Flow (vph)	69	761	324	253	519	27	265	289	226	85	604	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	1085	0	253	546	0	265	515	0	85	631	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												

Lanes, Volumes, Timings
 12: Elma G Miles Pkwy & General Screven Way

Build 2045 PM
 08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	9.6	35.9		15.1	41.4		16.0	28.4		10.6	23.0	
Total Split (%)	10.7%	39.9%		16.8%	46.0%		17.8%	31.6%		11.8%	25.6%	
Maximum Green (s)	5.1	31.4		10.6	36.9		11.5	23.9		6.1	18.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	35.5	30.4		45.5	38.0		34.0	25.6		24.0	18.0	
Actuated g/C Ratio	0.40	0.34		0.51	0.43		0.38	0.29		0.27	0.20	
v/c Ratio	0.18	0.89		0.86	0.36		0.85	0.46		0.29	0.88	
Control Delay	12.8	36.5		47.6	18.4		47.6	16.9		21.4	49.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.8	36.5		47.6	18.4		47.6	16.9		21.4	49.5	
LOS	B	D		D	B		D	B		C	D	
Approach Delay		35.1			27.7			27.3			46.2	
Approach LOS		D			C			C			D	
90th %ile Green (s)	5.1	31.4		10.6	36.9		11.5	23.9		6.1	18.5	
90th %ile Term Code	Max	Max		Max	Hold		Max	Hold		Max	Max	
70th %ile Green (s)	5.1	31.4		10.6	36.9		11.5	23.9		6.1	18.5	
70th %ile Term Code	Max	Max		Max	Hold		Max	Hold		Max	Max	
50th %ile Green (s)	5.1	31.4		10.6	36.9		11.5	23.9		6.1	18.5	
50th %ile Term Code	Max	Max		Max	Hold		Max	Hold		Max	Max	
30th %ile Green (s)	5.1	31.4		10.6	36.9		11.5	23.9		6.1	18.5	
30th %ile Term Code	Max	Max		Max	Hold		Max	Hold		Max	Max	
10th %ile Green (s)	0.0	26.5		10.6	41.6		11.5	31.9		0.0	15.9	
10th %ile Term Code	Skip	Gap		Max	Hold		Max	Hold		Skip	Gap	
Stops (vph)	36	828		134	324		157	223		54	521	
Fuel Used(gal)	1	20		5	7		6	8		1	14	
CO Emissions (g/hr)	61	1404		333	522		404	547		93	968	
NOx Emissions (g/hr)	12	273		65	102		79	106		18	188	
VOC Emissions (g/hr)	14	325		77	121		94	127		21	224	
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	
Queue Length 50th (ft)	19	282		90	109		107	72		31	183	
Queue Length 95th (ft)	40	#404		#226	151		#235	121		62	#276	
Internal Link Dist (ft)		961			890			1262			1047	
Turn Bay Length (ft)												
Base Capacity (vph)	388	1252		294	1510		311	1111		294	739	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	

Lanes, Volumes, Timings
 12: Elma G Miles Pkwy & General Screven Way

Build 2045 PM
 08/11/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Reduced v/c Ratio	0.18	0.87		0.86	0.36		0.85	0.46		0.29	0.85	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	88.5
Natural Cycle:	90
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.89
Intersection Signal Delay:	33.9
Intersection LOS:	C
Intersection Capacity Utilization:	86.5%
ICU Level of Service:	E
Analysis Period (min):	15
90th %ile Actuated Cycle:	90
70th %ile Actuated Cycle:	90
50th %ile Actuated Cycle:	90
30th %ile Actuated Cycle:	90
10th %ile Actuated Cycle:	82.5
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 12: Elma G Miles Pkwy & General Screven Way

Ø1	Ø2	Ø3	Ø4
9.6 s	41.4 s	10.6 s	26.4 s
Ø5	Ø6	Ø7	Ø8
15.1 s	35.9 s	16 s	23 s

Appendix D: Syncro Analysis Results Full Build Condition



Intersection							
Int Delay, s/veh	1.9						
Movement	SEL	SER	NEL	NET	SWU	SWT	SWR
Lane Configurations							
Traffic Vol, veh/h	37	19	14	0	0	604	7
Future Vol, veh/h	37	19	14	0	0	604	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	0	-	0	-	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	64	64	90	90	92	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	58	30	16	0	0	727	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	763	368	735	0	0	0
Stage 1	731	-	-	-	-	-
Stage 2	32	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	6.44	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	2.52	-
Pot Cap-1 Maneuver	341	629	866	-	-	-
Stage 1	437	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	335	629	866	-	-	-
Mov Cap-2 Maneuver	335	-	-	-	-	-
Stage 1	429	-	-	-	-	-
Stage 2	986	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	16.6	9.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWU	SWT	SWR
Capacity (veh/h)	866	-	398	-	-	-
HCM Lane V/C Ratio	0.018	-	0.22	-	-	-
HCM Control Delay (s)	9.2	-	16.6	0	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-	-

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	40	0	0	590	21	82	43
Future Vol, veh/h	40	0	0	590	21	82	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	0	-	200	0	-
Veh in Median Storage, #	-	0	-	0	-	0	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	90	90	92	93	93	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	44	0	0	711	23	100	52

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	734	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	6.44
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	2.52
Pot Cap-1 Maneuver	867	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	867	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	9.4	0	21.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	867	-	-	-	-	374
HCM Lane V/C Ratio	0.051	-	-	-	-	0.408
HCM Control Delay (s)	9.4	-	0	-	-	21.1
HCM Lane LOS	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	-	1.9

Intersection								
Int Delay, s/veh	1.8							
Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	⇐	⇐⇐			⇐	⇐⇐	⇐⇐	
Traffic Vol, veh/h	6	1128	48	12	26	585	0	106
Future Vol, veh/h	6	1128	48	12	26	585	0	106
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	0	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	-	0	0	-
Grade, %	-	0	-	-	-	0	0	-
Peak Hour Factor	92	90	90	92	93	93	74	74
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	7	1404	53	13	28	705	0	143

Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	705	0	0	1457	1457	0	1880	729
Stage 1	-	-	-	-	-	-	1445	-
Stage 2	-	-	-	-	-	-	435	-
Critical Hdwy	6.44	-	-	6.44	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	-	-	2.52	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	513	-	-	168	460	-	63	365
Stage 1	-	-	-	-	-	-	183	-
Stage 2	-	-	-	-	-	-	620	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	513	-	-	241	241	-	52	365
Mov Cap-2 Maneuver	-	-	-	-	-	-	52	-
Stage 1	-	-	-	-	-	-	180	-
Stage 2	-	-	-	-	-	-	515	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	1.3	21.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	365	513	-	-	241	-
HCM Lane V/C Ratio	0.392	0.013	-	-	0.17	-
HCM Control Delay (s)	21.1	12.1	-	-	23	-
HCM Lane LOS	C	B	-	-	C	-
HCM 95th %tile Q(veh)	1.8	0	-	-	0.6	-

Intersection														
Int Delay, s/veh	1													
Movement	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL	SWT	SWR
Lane Configurations		↕			↕			↕	↕			↕	↕	↕
Traffic Vol, veh/h	0	0	56	0	0	15	18	10	1163	3	25	2	603	6
Future Vol, veh/h	0	0	56	0	0	15	18	10	1163	3	25	2	603	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	0	-	-	-	0	-	680
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	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	61	0	0	16	20	11	1416	3	27	2	734	7

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	1562	2273	367	1905	2279	710	734	741	0	0	1419	1419	0	0
Stage 1	792	792	-	1480	1480	-	-	-	-	-	-	-	-	-
Stage 2	770	1481	-	425	799	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	76	40	630	42	39	376	491	862	-	-	178	476	-	-
Stage 1	349	399	-	132	188	-	-	-	-	-	-	-	-	-
Stage 2	359	187	-	578	396	-	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	61	32	630	32	31	376	540	540	-	-	180	180	-	-
Mov Cap-2 Maneuver	61	32	-	32	31	-	-	-	-	-	-	-	-	-
Stage 1	329	334	-	125	177	-	-	-	-	-	-	-	-	-
Stage 2	324	177	-	438	332	-	-	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	11.3		15		0.3		1.1	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	540	-	-	376	630	180	-
HCM Lane V/C Ratio	0.056	-	-	0.043	0.097	0.163	-
HCM Control Delay (s)	12.1	-	-	15	11.3	28.9	-
HCM Lane LOS	B	-	-	C	B	D	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	0.3	0.6	-

Intersection												
Int Delay, s/veh	0.8											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕	↕		↕	↕
Traffic Vol, veh/h	0	0	27	0	0	40	4	943	26	10	414	7
Future Vol, veh/h	0	0	27	0	0	40	4	943	26	10	414	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	0	-	-	0	-	450
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	88	88	88	84	84	84
Heavy Vehicles, %	8	8	8	14	14	14	2	2	2	3	3	3
Mvmt Flow	0	0	36	0	0	60	5	1200	33	13	552	9

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1188	1821	276	1529	1805	617	552	0	0	1233	0	0
Stage 1	578	578	-	1227	1227	-	-	-	-	-	-	-
Stage 2	610	1243	-	302	578	-	-	-	-	-	-	-
Critical Hdwy	7.66	6.66	7.06	7.78	6.78	7.18	4.14	-	-	4.16	-	-
Critical Hdwy Stg 1	6.66	5.66	-	6.78	5.78	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.66	5.66	-	6.78	5.78	-	-	-	-	-	-	-
Follow-up Hdwy	3.58	4.08	3.38	3.64	4.14	3.44	2.22	-	-	2.23	-	-
Pot Cap-1 Maneuver	137	72	704	71	69	405	1014	-	-	555	-	-
Stage 1	454	485	-	171	226	-	-	-	-	-	-	-
Stage 2	434	233	-	650	471	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	114	70	704	66	67	405	1014	-	-	555	-	-
Mov Cap-2 Maneuver	114	70	-	66	67	-	-	-	-	-	-	-
Stage 1	452	474	-	170	225	-	-	-	-	-	-	-
Stage 2	368	232	-	602	460	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	10.4	15.4	0	0.3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1014	-	-	405	704	555	-
HCM Lane V/C Ratio	0.005	-	-	0.147	0.051	0.024	-
HCM Control Delay (s)	8.6	-	-	15.4	10.4	11.6	-
HCM Lane LOS	A	-	-	C	B	B	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2	0.1	-

Intersection												
Int Delay, s/veh	0.9											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↖	↗		↖	↗	↘	↖↗	↗	↘	↖↗	↗
Traffic Vol, veh/h	8	1	3	8	3	18	13	927	37	17	440	6
Future Vol, veh/h	8	1	3	8	3	18	13	927	37	17	440	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	0	105	-	170	125	-	220
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	9	1	3	9	3	20	14	1129	40	18	536	7

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	1166	1729	268	1462	1729	565	536	0	0	1129	0	0
Stage 1	572	572	-	1157	1157	-	-	-	-	-	-	-
Stage 2	594	1157	-	305	572	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	149	87	730	90	87	468	1028	-	-	615	-	-
Stage 1	472	502	-	209	269	-	-	-	-	-	-	-
Stage 2	458	269	-	680	502	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	134	83	730	86	83	468	1028	-	-	615	-	-
Mov Cap-2 Maneuver	134	83	-	86	83	-	-	-	-	-	-	-
Stage 1	465	487	-	206	265	-	-	-	-	-	-	-
Stage 2	428	265	-	656	487	-	-	-	-	-	-	-

Approach	SE		NW			NE		SW		
HCM Control Delay, s	29.7		28.6			0.1		0.4		
HCM LOS	D		D							

Minor Lane/Major Mvmt	NEL	NET	NERNWL	n1NWL	n2SEL	n1SEL	n2SEL	SWL	SWT	SWR
Capacity (veh/h)	1028	-	-	85	468	125	730	615	-	-
HCM Lane V/C Ratio	0.014	-	-	0.141	0.042	0.078	0.004	0.03	-	-
HCM Control Delay (s)	8.6	-	-	54.2	13	36.2	10	11	-	-
HCM Lane LOS	A	-	-	F	B	E	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.1	0.2	0	0.1	-	-

Intersection							
Int Delay, s/veh	1.3						
Movement	SEL	SER	NEL	NET	SWU	SWT	SWR
Lane Configurations							
Traffic Vol, veh/h	13	20	15	0	0	1087	23
Future Vol, veh/h	13	20	15	0	0	1087	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	0	-	0	-	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	55	55	95	95	92	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	24	36	16	0	0	1309	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1354	667	1334	0	0	0
Stage 1	1322	-	-	-	-	-
Stage 2	32	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	6.44	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	2.52	-
Pot Cap-1 Maneuver	141	401	513	-	-	-
Stage 1	213	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	137	401	513	-	-	-
Mov Cap-2 Maneuver	137	-	-	-	-	-
Stage 1	206	-	-	-	-	-
Stage 2	986	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	26.3	12.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWU	SWT	SWR
Capacity (veh/h)	513	- 228	-	-	-
HCM Lane V/C Ratio	0.031	- 0.263	-	-	-
HCM Control Delay (s)	12.2	- 26.3	0	-	-
HCM Lane LOS	B	- D	A	-	-
HCM 95th %tile Q(veh)	0.1	- 1	-	-	-

Intersection

Int Delay, s/veh 3.2

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	59	0	0	1022	88	34	51
Future Vol, veh/h	59	0	0	1022	88	34	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	0	-	200	0	-
Veh in Median Storage, #	-	0	-	0	-	0	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	95	95	92	93	93	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	62	0	0	1231	95	43	65

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1326	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	6.44
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	2.52
Pot Cap-1 Maneuver	517	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	517	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	12.9	0	36.9
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	517	-	-	-	-	217
HCM Lane V/C Ratio	0.12	-	-	-	-	0.496
HCM Control Delay (s)	12.9	-	0	-	-	36.9
HCM Lane LOS	B	-	A	-	-	E
HCM 95th %tile Q(veh)	0.4	-	-	-	-	2.5

Intersection								
Int Delay, s/veh	1.2							
Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	⬇	⬆			⬆	⬆	⬆	
Traffic Vol, veh/h	9	740	47	16	70	1040	0	83
Future Vol, veh/h	9	740	47	16	70	1040	0	83
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	0	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	-	0	0	-
Grade, %	-	0	-	-	-	0	0	-
Peak Hour Factor	92	95	95	92	93	93	74	74
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	10	872	49	17	75	1252	0	112

Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	1252	0	0	922	921	0	1727
Stage 1	-	-	-	-	-	-	917
Stage 2	-	-	-	-	-	-	810
Critical Hdwy	6.44	-	-	6.44	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84
Follow-up Hdwy	2.52	-	-	2.52	2.22	-	3.52
Pot Cap-1 Maneuver	228	-	-	373	737	-	80
Stage 1	-	-	-	-	-	-	350
Stage 2	-	-	-	-	-	-	398
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	228	-	-	590	590	-	64
Mov Cap-2 Maneuver	-	-	-	-	-	-	64
Stage 1	-	-	-	-	-	-	335
Stage 2	-	-	-	-	-	-	335

Approach	EB	WB	NB
HCM Control Delay, s	0.2	0.8	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	547	228	-	-	590	-
HCM Lane V/C Ratio	0.205	0.043	-	-	0.157	-
HCM Control Delay (s)	13.3	21.5	-	-	12.2	-
HCM Lane LOS	B	C	-	-	B	-
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.6	-

Intersection														
Int Delay, s/veh	1.4													
Movement	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL	SWT	SWR
Lane Configurations		↕			↕			↕	↕			↕	↕	↕
Traffic Vol, veh/h	0	0	34	0	0	11	52	25	756	6	20	8	1065	37
Future Vol, veh/h	0	0	34	0	0	11	52	25	756	6	20	8	1065	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	0	-	-	-	0	-	680
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	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	37	0	0	12	57	27	920	7	22	9	1297	40

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	1987	2454	649	1803	2491	464	1297	1337	0	0	927	927	0	0
Stage 1	1359	1359	-	1092	1092	-	-	-	-	-	-	-	-	-
Stage 2	628	1095	-	711	1399	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	36	30	412	50	29	545	214	512	-	-	370	733	-	-
Stage 1	157	215	-	229	289	-	-	-	-	-	-	-	-	-
Stage 2	437	288	-	390	206	-	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	25	18	412	32	18	545	245	245	-	-	424	424	-	-
Mov Cap-2 Maneuver	25	18	-	32	18	-	-	-	-	-	-	-	-	-
Stage 1	103	200	-	150	190	-	-	-	-	-	-	-	-	-
Stage 2	281	189	-	330	191	-	-	-	-	-	-	-	-	-

Approach	SE		NW		NE			SW				
HCM Control Delay, s	14.6		11.8		2.2			0.3				
HCM LOS	B		B									

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	245	-	-	545	412	424	-
HCM Lane V/C Ratio	0.342	-	-	0.022	0.09	0.072	-
HCM Control Delay (s)	27.1	-	-	11.8	14.6	14.1	-
HCM Lane LOS	D	-	-	B	B	B	-
HCM 95th %tile Q(veh)	1.5	-	-	0.1	0.3	0.2	-

Intersection													
Int Delay, s/veh	1												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWU	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕			↕	↕	↕
Traffic Vol, veh/h	0	0	9	0	0	70	3	625	36	23	34	1041	3
Future Vol, veh/h	0	0	9	0	0	70	3	625	36	23	34	1041	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	Yield
Storage Length	-	-	-	-	-	-	0	-	-	-	0	-	450
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	63	63	63	72	72	72	92	92	92	93	93	93	93
Heavy Vehicles, %	11	11	11	0	0	0	1	1	1	1	1	1	1
Mvmt Flow	0	0	14	0	0	109	3	761	44	25	41	1254	3

Major/Minor	Minor2		Minor1			Major1		Major2					
Conflicting Flow All	1773	2197	627	1548	2175	403	1254	0	0	805	805	0	0
Stage 1	1386	1386	-	789	789	-	-	-	-	-	-	-	-
Stage 2	387	811	-	759	1386	-	-	-	-	-	-	-	-
Critical Hdwy	7.72	6.72	7.12	7.5	6.5	6.9	4.12	-	-	6.42	4.12	-	-
Critical Hdwy Stg 1	6.72	5.72	-	6.5	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.72	5.72	-	6.5	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.61	4.11	3.41	3.5	4	3.3	2.21	-	-	2.51	2.21	-	-
Pot Cap-1 Maneuver	48	40	405	79	47	603	556	-	-	446	822	-	-
Stage 1	139	193	-	354	405	-	-	-	-	-	-	-	-
Stage 2	584	370	-	369	212	-	-	-	-	-	-	-	-
Platoon blocked, %													
Mov Cap-1 Maneuver	36	35	405	69	41	603	556	-	-	581	581	-	-
Mov Cap-2 Maneuver	36	35	-	69	41	-	-	-	-	-	-	-	-
Stage 1	138	171	-	352	403	-	-	-	-	-	-	-	-
Stage 2	476	368	-	316	188	-	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	14.2	12.3	0	0.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	556	-	-	603	405	581	-
HCM Lane V/C Ratio	0.006	-	-	0.181	0.035	0.114	-
HCM Control Delay (s)	11.5	-	-	12.3	14.2	12	-
HCM Lane LOS	B	-	-	B	B	B	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0.1	0.4	-

Intersection													
Int Delay, s/veh	2.1												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↖	↗		↖	↗		↘	↗	↗	↖	↗	↗
Traffic Vol, veh/h	8	2	11	32	6	24	5	6	635	14	18	735	8
Future Vol, veh/h	8	2	11	32	6	24	5	6	635	14	18	735	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	0	-	105	-	170	125	-	220
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	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	2	12	35	7	26	6	7	773	15	20	895	9

Major/Minor	Minor2		Minor1		Major1			Major2					
Conflicting Flow All	1351	1734	448	1288	1734	387	895	895	0	0	773	0	0
Stage 1	935	935	-	799	799	-	-	-	-	-	-	-	-
Stage 2	416	799	-	489	935	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	109	87	558	121	87	611	388	754	-	-	838	-	-
Stage 1	285	342	-	345	396	-	-	-	-	-	-	-	-
Stage 2	585	396	-	529	342	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-	-	-	-
Mov Cap-1 Maneuver	95	83	558	112	83	611	511	511	-	-	838	-	-
Mov Cap-2 Maneuver	95	83	-	112	83	-	-	-	-	-	-	-	-
Stage 1	278	334	-	336	386	-	-	-	-	-	-	-	-
Stage 2	537	386	-	502	334	-	-	-	-	-	-	-	-

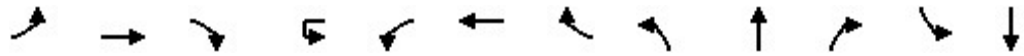
Approach	SE		NW		NE		SW	
HCM Control Delay, s	29.6		40.6		0.2		0.2	
HCM LOS	D		E					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	NWLn2	SELn1	SELn2	SWL	SWT	SWR
Capacity (veh/h)	511	-	-	106	611	92	558	838	-
HCM Lane V/C Ratio	0.025	-	-	0.39	0.043	0.121	0.022	0.023	-
HCM Control Delay (s)	12.2	-	-	59.2	11.2	49.4	11.6	9.4	-
HCM Lane LOS	B	-	-	F	B	E	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.6	0.1	0.4	0.1	0.1	-

Lanes, Volumes, Timings

1: Airport Rd./15th Street & Elma G Miles Pkwy

09/26/2022



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	148	662	129	133	221	234	238	57	115	315	237	138
Future Volume (vph)	148	662	129	133	221	234	238	57	115	315	237	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		390		250		300	200		150	0	
Storage Lanes	1		1		1		1	1		1	1	
Taper Length (ft)	25				25			25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1770	3539	1583	0	1770	3539	1583	1770	1863	1583	1770	1863
Flt Permitted	0.577				0.196			0.651			0.572	
Satd. Flow (perm)	1075	3539	1583	0	365	3539	1583	1213	1863	1583	1065	1863
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			164				290			164		
Link Speed (mph)		30				30			30			30
Link Distance (ft)		1528				792			1259			910
Travel Time (s)		34.7				18.0			28.6			20.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	112%	112%	112%	100%	112%	112%	112%	112%	112%	112%	112%	112%
Adj. Flow (vph)	180	806	157	145	269	285	290	69	140	383	289	168
Shared Lane Traffic (%)												
Lane Group Flow (vph)	180	806	157	0	414	285	290	69	140	383	289	168
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			12			12
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	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	5	2		1	1	6		3	8		7	4

Lanes, Volumes, Timings

1: Airport Rd./15th Street & Elma G Miles Pkwy

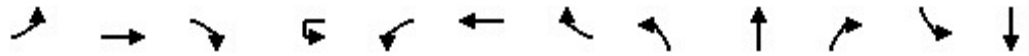
09/26/2022

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	105
Future Volume (vph)	105
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	164
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	112%
Adj. Flow (vph)	128
Shared Lane Traffic (%)	
Lane Group Flow (vph)	128
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	

Lanes, Volumes, Timings

1: Airport Rd./15th Street & Elma G Miles Pkwy

09/26/2022

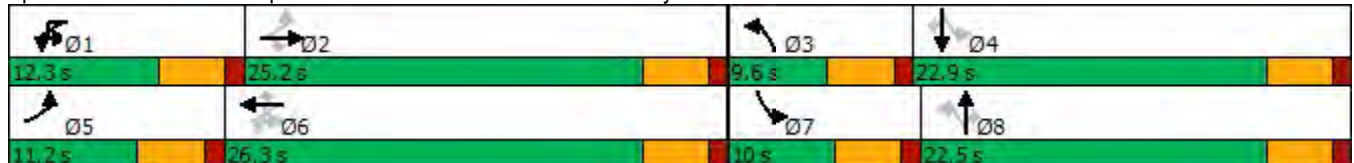


Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases	2		2	6	6		6	8		8	4	
Detector Phase	5	2	2	1	1	6	6	3	8	8	7	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	11.2	25.2	25.2	12.3	12.3	26.3	26.3	9.6	22.5	22.5	10.0	22.9
Total Split (%)	16.0%	36.0%	36.0%	17.6%	17.6%	37.6%	37.6%	13.7%	32.1%	32.1%	14.3%	32.7%
Maximum Green (s)	6.7	20.7	20.7	7.8	7.8	21.8	21.8	5.1	18.0	18.0	5.5	18.4
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	None	Min	Min	None	None	None	None	None
Walk Time (s)		7.0	7.0			7.0	7.0		7.0	7.0		7.0
Flash Dont Walk (s)		11.0	11.0			11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0			0	0		0	0		0
Act Effct Green (s)	25.9	19.2	19.2		28.2	20.3	20.3	19.3	14.2	14.2	22.0	18.9
Actuated g/C Ratio	0.40	0.30	0.30		0.43	0.31	0.31	0.30	0.22	0.22	0.34	0.29
v/c Ratio	0.36	0.77	0.27		1.26	0.26	0.42	0.17	0.34	0.81	0.69	0.31
Control Delay	13.1	27.4	4.7		159.1	18.0	4.7	14.6	24.0	28.4	27.4	21.9
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.1	27.4	4.7		159.1	18.0	4.7	14.6	24.0	28.4	27.4	21.9
LOS	B	C	A		F	B	A	B	C	C	C	C
Approach Delay		22.1				73.2			25.8			20.5
Approach LOS		C				E			C			C

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	65
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.26
Intersection Signal Delay:	37.7
Intersection LOS:	D
Intersection Capacity Utilization:	93.1%
ICU Level of Service:	F
Analysis Period (min):	15

Splits and Phases: 1: Airport Rd./15th Street & Elma G Miles Pkwy



Lanes, Volumes, Timings
 1: Airport Rd./15th Street & Elma G Miles Pkwy

09/26/2022



Lane Group	SBR
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.9
Total Split (%)	32.7%
Maximum Green (s)	18.4
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	18.9
Actuated g/C Ratio	0.29
v/c Ratio	0.22
Control Delay	3.3
Queue Delay	0.0
Total Delay	3.3
LOS	A
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
 2: Elma G Miles Pkwy & Curtis St

09/26/2022



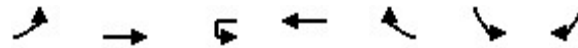
Lane Group	SEL	SER	NEL	NET	SWU	SWT	SWR
Lane Configurations							
Traffic Volume (vph)	37	19	14	0	0	604	7
Future Volume (vph)	37	19	14	0	0	604	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	0.95
Flt	0.954					0.998	
Flt Protected	0.968		0.950				
Satd. Flow (prot)	1720	0	1770	3539	1863	3532	0
Flt Permitted	0.968		0.950				
Satd. Flow (perm)	1720	0	1770	3539	1863	3532	0
Link Speed (mph)	30			45		45	
Link Distance (ft)	445			651		810	
Travel Time (s)	10.1			9.9		12.3	
Peak Hour Factor	0.64	0.64	0.90	0.90	0.92	0.93	0.93
Growth Factor	100%	100%	100%	112%	100%	112%	100%
Adj. Flow (vph)	58	30	16	0	0	727	8
Shared Lane Traffic (%)							
Lane Group Flow (vph)	88	0	16	0	0	735	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	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	1.00
Turning Speed (mph)	60	60	60		60		60
Sign Control	Stop			Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	28.9%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
 3: Elma G Miles Pkwy & Live Oak Church St

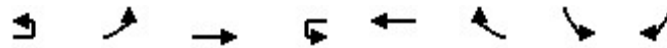
09/26/2022



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	40	0	0	590	21	82	43
Future Volume (vph)	40	0	0	590	21	82	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		200	0	0
Storage Lanes	1		1		1	1	0
Taper Length (ft)	25		25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt					0.850	0.954	
Flt Protected	0.950					0.968	
Satd. Flow (prot)	1770	3539	1863	3539	1583	1720	0
Flt Permitted	0.950					0.968	
Satd. Flow (perm)	1770	3539	1863	3539	1583	1720	0
Link Speed (mph)		45		45		30	
Link Distance (ft)		605		1071		659	
Travel Time (s)		9.2		16.2		15.0	
Peak Hour Factor	0.90	0.90	0.92	0.93	0.93	0.82	0.82
Growth Factor	100%	112%	100%	112%	100%	100%	100%
Adj. Flow (vph)	44	0	0	711	23	100	52
Shared Lane Traffic (%)							
Lane Group Flow (vph)	44	0	0	711	23	152	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	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	1.00
Turning Speed (mph)	60		60		60	60	60
Sign Control		Free		Free		Stop	
Intersection Summary							
Area Type:	Other						
Control Type:	Unsignalized						
Intersection Capacity Utilization	38.8%			ICU Level of Service A			
Analysis Period (min)	15						

Lanes, Volumes, Timings
4: Elma G Miles Pkwy & Miles Xing

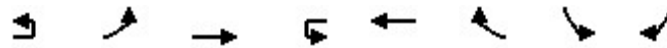
09/26/2022



Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations		↔	↕	↔	↕	↔	↕	
Traffic Volume (vph)	19	80	1096	60	569	42	127	68
Future Volume (vph)	19	80	1096	60	569	42	127	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0		220	0	0
Storage Lanes		1		1		1	1	0
Taper Length (ft)		25		25		25		
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt						0.850	0.953	
Flt Protected		0.950		0.950			0.968	
Satd. Flow (prot)	0	1770	3539	1770	3539	1583	1718	0
Flt Permitted		0.320		0.149			0.968	
Satd. Flow (perm)	0	596	3539	278	3539	1583	1718	0
Right Turn on Red						Yes		Yes
Satd. Flow (RTOR)						45	41	
Link Speed (mph)			45		45		30	
Link Distance (ft)			708		851		467	
Travel Time (s)			10.7		12.9		10.6	
Peak Hour Factor	0.92	0.90	0.90	0.92	0.93	0.93	0.67	0.67
Growth Factor	100%	100%	112%	100%	112%	100%	100%	100%
Adj. Flow (vph)	21	89	1364	65	685	45	190	101
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	110	1364	65	685	45	291	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	R NA	Left	Right	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	1.00	1.00
Turning Speed (mph)	60	60		60		60	60	60
Number of Detectors	1	1	2	1	2	1	1	
Detector Template	Left	Left	Thru	Left	Thru	Right	Left	
Leading Detector (ft)	20	20	100	20	100	20	20	
Trailing Detector (ft)	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	20	6	20	6	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)			94		94			
Detector 2 Size(ft)			6		6			
Detector 2 Type			Cl+Ex		Cl+Ex			
Detector 2 Channel								
Detector 2 Extend (s)			0.0		0.0			
Turn Type	D.P+P	D.P+P	NA	D.P+P	NA	Perm	Prot	
Protected Phases	5	5	2	1	6		4	

Lanes, Volumes, Timings
4: Elma G Miles Pkwy & Miles Xing

09/26/2022

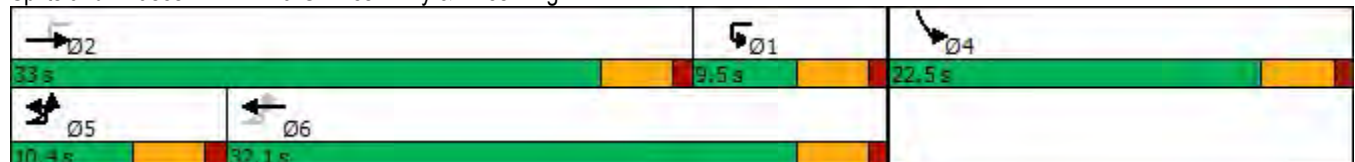


Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Permitted Phases	6	6		2		6		
Detector Phase	5	5	2	1	6	6	4	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	9.5	22.5	9.5	22.5	22.5	22.5	
Total Split (s)	10.4	10.4	33.0	9.5	32.1	32.1	22.5	
Total Split (%)	16.0%	16.0%	50.8%	14.6%	49.4%	49.4%	34.6%	
Maximum Green (s)	5.9	5.9	28.5	5.0	27.6	27.6	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	Max	
Walk Time (s)			7.0		7.0	7.0	7.0	
Flash Dont Walk (s)			11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)			0		0	0	0	
Act Effct Green (s)		28.6	26.9	31.9	24.1	24.1	18.3	
Actuated g/C Ratio		0.48	0.45	0.54	0.41	0.41	0.31	
v/c Ratio		0.27	0.85	0.24	0.48	0.07	0.52	
Control Delay		8.2	22.3	11.2	14.7	4.4	20.3	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		8.2	22.3	11.2	14.7	4.4	20.3	
LOS		A	C	B	B	A	C	
Approach Delay			21.3		13.9		20.3	
Approach LOS			C		B		C	

Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 59.5
 Natural Cycle: 65
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 18.9
 Intersection Capacity Utilization 60.5%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 4: Elma G Miles Pkwy & Miles Xing



Lanes, Volumes, Timings
 5: Live Oak Dr & Elma G Miles Pkwy

09/26/2022



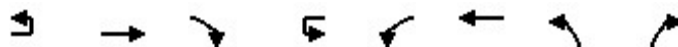
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	6	1128	48	12	26	585	0	106
Future Volume (vph)	6	1128	48	12	26	585	0	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Fr _t		0.995					0.865	
Flt Protected	0.950				0.950			
Satd. Flow (prot)	1770	3522	0	0	1770	3539	1611	0
Flt Permitted	0.950				0.950			
Satd. Flow (perm)	1770	3522	0	0	1770	3539	1611	0
Link Speed (mph)		45				45	30	
Link Distance (ft)		486				606	532	
Travel Time (s)		7.4				9.2	12.1	
Peak Hour Factor	0.92	0.90	0.90	0.92	0.93	0.93	0.74	0.74
Growth Factor	100%	112%	100%	100%	100%	112%	100%	100%
Adj. Flow (vph)	7	1404	53	13	28	705	0	143
Shared Lane Traffic (%)								
Lane Group Flow (vph)	7	1457	0	0	41	705	143	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	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	1.00	1.00
Turning Speed (mph)	60		60	60	60		60	60
Sign Control		Free				Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	49.7%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
6: Pineland Ave & Elma G Miles Pkwy

09/26/2022



Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	52	1096	80	100	42	569	59	112
Future Volume (vph)	52	1096	80	100	42	569	59	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Fr't		0.991					0.912	
Flt Protected	0.950				0.950		0.983	
Satd. Flow (prot)	1770	3507	0	0	1770	3539	1670	0
Flt Permitted	0.353				0.103		0.983	
Satd. Flow (perm)	658	3507	0	0	192	3539	1670	0
Right Turn on Red			Yes					Yes
Satd. Flow (RTOR)		12					71	
Link Speed (mph)		45				45	30	
Link Distance (ft)		318				398	396	
Travel Time (s)		4.8				6.0	9.0	
Peak Hour Factor	0.92	0.90	0.90	0.92	0.93	0.93	0.79	0.79
Growth Factor	100%	112%	100%	100%	100%	112%	100%	100%
Adj. Flow (vph)	57	1364	89	109	45	685	75	142
Shared Lane Traffic (%)								
Lane Group Flow (vph)	57	1453	0	0	154	685	217	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	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	1.00	1.00
Turning Speed (mph)	60		60	60	60		60	60
Number of Detectors	1	2		1	1	2	1	
Detector Template	Left	Thru		Left	Left	Thru	Left	
Leading Detector (ft)	20	100		20	20	100	20	
Trailing Detector (ft)	0	0		0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	
Detector 1 Size(ft)	20	6		20	20	6	20	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94				94		
Detector 2 Size(ft)		6				6		
Detector 2 Type		Cl+Ex				Cl+Ex		
Detector 2 Channel								
Detector 2 Extend (s)		0.0				0.0		
Turn Type	D.P+P	NA		D.P+P	D.P+P	NA	Prot	
Protected Phases	5	2		1	1	6	8	
Permitted Phases	6			2	2			
Detector Phase	5	2		1	1	6	8	
Switch Phase								

Lanes, Volumes, Timings
6: Pineland Ave & Elma G Miles Pkwy

09/26/2022

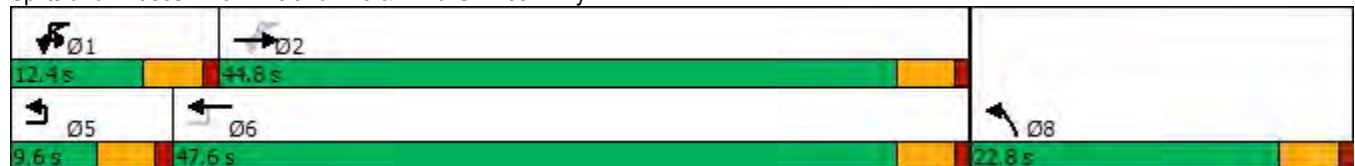


Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	9.5	22.5	22.5	
Total Split (s)	9.6	44.8		12.4	12.4	47.6	22.8	
Total Split (%)	12.0%	56.0%		15.5%	15.5%	59.5%	28.5%	
Maximum Green (s)	5.1	40.3		7.9	7.9	43.1	18.3	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5			4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	Max	
Walk Time (s)		7.0				7.0	7.0	
Flash Dont Walk (s)		11.0				11.0	11.0	
Pedestrian Calls (#/hr)		0				0	0	
Act Effct Green (s)	46.4	37.0			44.4	43.4	18.4	
Actuated g/C Ratio	0.61	0.48			0.58	0.57	0.24	
v/c Ratio	0.12	0.85			0.58	0.34	0.48	
Control Delay	5.6	23.0			19.7	10.0	21.5	
Queue Delay	0.0	0.0			0.0	0.0	0.0	
Total Delay	5.6	23.0			19.7	10.0	21.5	
LOS	A	C			B	A	C	
Approach Delay		22.4				11.8	21.5	
Approach LOS		C				B	C	

Intersection Summary

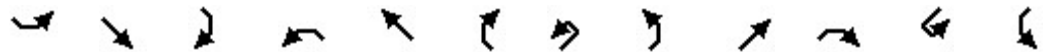
Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	76.4
Natural Cycle:	70
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.85
Intersection Signal Delay:	18.8
Intersection LOS:	B
Intersection Capacity Utilization:	65.8%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 6: Pineland Ave & Elma G Miles Pkwy



Lanes, Volumes, Timings
 7: Elma G Miles Pkwy & Sharon St/Willowbrook Dr

09/26/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL
Lane Configurations		↕			↕			↕	↕			↕
Traffic Volume (vph)	0	0	56	0	0	15	18	10	1163	3	25	2
Future Volume (vph)	0	0	56	0	0	15	18	10	1163	3	25	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		0		0		0
Storage Lanes	0		0	0		0		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.865			0.865							
Flt Protected								0.950				0.950
Satd. Flow (prot)	0	1611	0	0	1611	0	0	1770	3539	0	0	1770
Flt Permitted								0.950				0.950
Satd. Flow (perm)	0	1611	0	0	1611	0	0	1770	3539	0	0	1770
Link Speed (mph)		30			30				45			
Link Distance (ft)		279			354				335			
Travel Time (s)		6.3			8.0				5.1			
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	112%	100%	100%	100%
Adj. Flow (vph)	0	0	61	0	0	16	20	11	1416	3	27	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	0	0	16	0	0	31	1419	0	0	29
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60	60		60	60	60
Sign Control		Stop			Stop				Free			

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	46.2%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
 7: Elma G Miles Pkwy & Sharon St/Willowbrook Dr

09/26/2022



Lane Group	SWT	SWR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	603	6
Future Volume (vph)	603	6
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		680
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Link Speed (mph)	30	
Link Distance (ft)	379	
Travel Time (s)	8.6	
Peak Hour Factor	0.92	0.92
Growth Factor	112%	100%
Adj. Flow (vph)	734	7
Shared Lane Traffic (%)		
Lane Group Flow (vph)	734	7
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		60
Sign Control	Free	
Intersection Summary		

Lanes, Volumes, Timings
8: Elma G Miles Pkwy & Veterans Pkwy

09/26/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL
Lane Configurations												
Traffic Volume (vph)	79	248	379	169	211	54	29	374	833	373	7	60
Future Volume (vph)	79	248	379	169	211	54	29	374	833	373	7	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		300	220		300		150		150		150
Storage Lanes	2		2	2		1		2		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	0.97	0.95	0.88	0.97	0.95	1.00	0.95	0.97	0.95	1.00	0.95	1.00
Frt			0.850			0.850				0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	3433	3539	2787	3433	3539	1583	0	3433	3539	1583	0	1770
Flt Permitted	0.950			0.950				0.950				0.238
Satd. Flow (perm)	3433	3539	2787	3433	3539	1583	0	3433	3539	1583	0	443
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			461			205				428		
Link Speed (mph)		30			30				30			
Link Distance (ft)		1104			1467				582			
Travel Time (s)		25.1			33.3				13.2			
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
Growth Factor	112%	112%	112%	112%	112%	112%	100%	112%	112%	112%	100%	112%
Adj. Flow (vph)	96	302	461	206	257	66	32	455	1014	454	8	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	96	302	461	206	257	66	0	487	1014	454	0	81
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		24			24				24			
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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	100	20	20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	Prot	NA	Perm	pm+pt	pm+pt
Protected Phases	1	6		5	2		7	7	4		3	3

Lanes, Volumes, Timings
8: Elma G Miles Pkwy & Veterans Pkwy

09/26/2022



Lane Group	SWT	SWR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	349	55
Future Volume (vph)	349	55
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		250
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		205
Link Speed (mph)	30	
Link Distance (ft)	1359	
Travel Time (s)	30.9	
Peak Hour Factor	0.92	0.92
Growth Factor	112%	112%
Adj. Flow (vph)	425	67
Shared Lane Traffic (%)		
Lane Group Flow (vph)	425	67
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	8	

Lanes, Volumes, Timings
8: Elma G Miles Pkwy & Veterans Pkwy

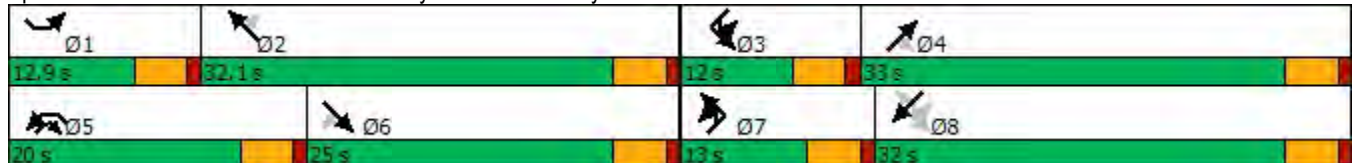
09/26/2022

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL
Permitted Phases			6			2				4	8	8
Detector Phase	1	6	6	5	2	2	7	7	4	4	3	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	9.5	22.5	22.5	9.5	9.5
Total Split (s)	10.1	24.5	24.5	11.0	25.4	25.4	22.0	22.0	35.0	35.0	9.5	9.5
Total Split (%)	12.6%	30.6%	30.6%	13.8%	31.8%	31.8%	27.5%	27.5%	43.8%	43.8%	11.9%	11.9%
Maximum Green (s)	5.6	20.0	20.0	6.5	20.9	20.9	17.5	17.5	30.5	30.5	5.0	5.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5		4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0			7.0	7.0		
Flash Dont Walk (s)		11.0	11.0		11.0	11.0			11.0	11.0		
Pedestrian Calls (#/hr)		0	0		0	0			0	0		
Act Effct Green (s)	5.7	13.4	13.4	6.7	17.1	17.1		14.6	28.8	28.8		21.9
Actuated g/C Ratio	0.08	0.19	0.19	0.10	0.24	0.24		0.21	0.41	0.41		0.31
v/c Ratio	0.34	0.45	0.51	0.63	0.30	0.12		0.68	0.69	0.50		0.34
Control Delay	37.4	27.7	4.9	43.4	24.9	0.5		31.8	21.2	4.6		15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay	37.4	27.7	4.9	43.4	24.9	0.5		31.8	21.2	4.6		15.7
LOS	D	C	A	D	C	A		C	C	A		B
Approach Delay		16.5			29.0				20.0			
Approach LOS		B			C				B			

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 69.9
 Natural Cycle: 70
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 20.7
 Intersection LOS: C
 Intersection Capacity Utilization 58.8%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 8: Elma G Miles Pkwy & Veterans Pkwy



Lanes, Volumes, Timings
 8: Elma G Miles Pkwy & Veterans Pkwy



















09/26/2022



Lane Group	SWT	SWR
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	22.5	22.5
Total Split (s)	22.5	22.5
Total Split (%)	28.1%	28.1%
Maximum Green (s)	18.0	18.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.5	4.5
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	16.8	16.8
Actuated g/C Ratio	0.24	0.24
v/c Ratio	0.50	0.13
Control Delay	26.3	0.5
Queue Delay	0.0	0.0
Total Delay	26.3	0.5
LOS	C	A
Approach Delay	21.8	
Approach LOS	C	
Intersection Summary		

Lanes, Volumes, Timings
 9: Elma G Miles Pkwy & Deals St

09/26/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWU	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	0	0	9	0	0	70	3	625	36	23	34	1041
Future Volume (vph)	0	0	9	0	0	70	3	625	36	23	34	1041
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0		0	
Storage Lanes	0		0	0		0	1		0		1	
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95
Frt		0.865			0.865			0.992				
Flt Protected							0.950				0.950	
Satd. Flow (prot)	0	1481	0	0	1644	0	1787	3546	0	0	1787	3574
Flt Permitted							0.950				0.950	
Satd. Flow (perm)	0	1481	0	0	1644	0	1787	3546	0	0	1787	3574
Link Speed (mph)		30			30			30				30
Link Distance (ft)		90			119			394				546
Travel Time (s)		2.0			2.7			9.0				12.4
Peak Hour Factor	0.63	0.63	0.63	0.72	0.72	0.72	0.92	0.92	0.92	0.93	0.93	0.93
Growth Factor	100%	100%	100%	112%	100%	112%	100%	112%	112%	102%	112%	112%
Heavy Vehicles (%)	11%	11%	11%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	0	14	0	0	109	3	761	44	25	41	1254
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	0	109	0	3	805	0	0	66	1254
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	R NA	Left	Left
Median Width(ft)		0			0			12				12
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)	60		60	60		60	60		60	60	60	
Sign Control		Stop			Stop			Free				Free
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	50.4%					ICU Level of Service A						
Analysis Period (min)	15											

Lanes, Volumes, Timings
 9: Elma G Miles Pkwy & Deals St

09/26/2022



Lane Group	SWR
Lane Configurations	↗
Traffic Volume (vph)	3
Future Volume (vph)	3
Ideal Flow (vphpl)	1900
Storage Length (ft)	450
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1599
Flt Permitted	
Satd. Flow (perm)	1599
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.93
Growth Factor	100%
Heavy Vehicles (%)	1%
Adj. Flow (vph)	3
Shared Lane Traffic (%)	
Lane Group Flow (vph)	3
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	60
Sign Control	
Intersection Summary	

Lanes, Volumes, Timings
 10: Elma G Miles Pkwy & Surrey Rd/Arlington Dr

09/26/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Lane Configurations		↕			↕			↕	↕		↕	↕
Traffic Volume (vph)	23	0	31	5	0	4	31	49	599	7	9	685
Future Volume (vph)	23	0	31	5	0	4	31	49	599	7	9	685
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		0		0	0	
Storage Lanes	0		0	0		0		1		0	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.95
Frt		0.922			0.940				0.998			
Flt Protected		0.979			0.973			0.950			0.950	
Satd. Flow (prot)	0	1681	0	0	1738	0	0	1770	3532	0	1770	3539
Flt Permitted		0.915			0.920			0.248			0.372	
Satd. Flow (perm)	0	1571	0	0	1643	0	0	462	3532	0	693	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		119			119				3			
Link Speed (mph)		30			30				30			30
Link Distance (ft)		450			426				373			338
Travel Time (s)		10.2			9.7				8.5			7.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	112%	100%	100%	112%
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	25	0	34	5	0	4	34	53	729	8	10	834
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	59	0	0	9	0	0	87	737	0	10	834
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		0			0				12			12
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)	60		60	60		60	60	60		60	60	
Number of Detectors	1	2		1	2		1	1	2		1	2
Detector Template	Left	Thru		Left	Thru		Left	Left	Thru		Left	Thru
Leading Detector (ft)	20	100		20	100		20	20	100		20	100
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0		0	0
Detector 1 Size(ft)	20	6		20	6		20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Perm	NA		Perm	NA		D.P+P	D.P+P	NA		Perm	NA

Lanes, Volumes, Timings
 10: Elma G Miles Pkwy & Surrey Rd/Arlington Dr

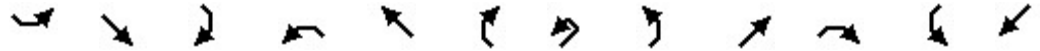
09/26/2022



Lane Group	SWR
Lane Configurations	
Traffic Volume (vph)	66
Future Volume (vph)	66
Ideal Flow (vphpl)	1900
Storage Length (ft)	150
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	119
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	100%
Heavy Vehicles (%)	2%
Adj. Flow (vph)	72
Shared Lane Traffic (%)	
Lane Group Flow (vph)	72
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	60
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm

Lanes, Volumes, Timings
 10: Elma G Miles Pkwy & Surrey Rd/Arlington Dr

09/26/2022

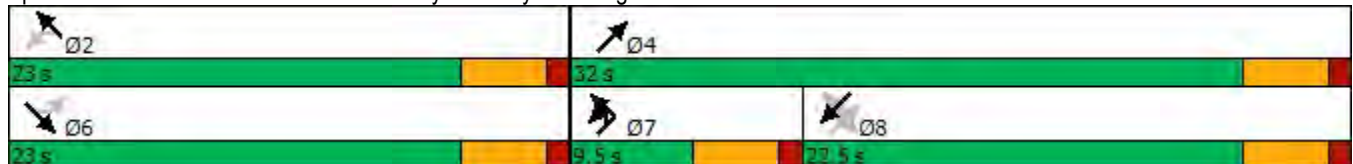


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Protected Phases		6			2		7	7	4			8
Permitted Phases	6			2			8	8			8	
Detector Phase	6	6		2	2		7	7	4		8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	9.5	22.5		22.5	22.5
Total Split (s)	23.0	23.0		23.0	23.0		9.5	9.5	32.0		22.5	22.5
Total Split (%)	41.8%	41.8%		41.8%	41.8%		17.3%	17.3%	58.2%		40.9%	40.9%
Maximum Green (s)	18.5	18.5		18.5	18.5		5.0	5.0	27.5		18.0	18.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5		4.5	4.5
Lead/Lag							Lead	Lead			Lag	Lag
Lead-Lag Optimize?							Yes	Yes			Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0
Recall Mode	Max	Max		Max	Max		None	None	None		None	None
Walk Time (s)	7.0	7.0		7.0	7.0				7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0				11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0				0		0	0
Act Effct Green (s)		18.9			18.9			18.8	21.3		16.2	16.2
Actuated g/C Ratio		0.38			0.38			0.38	0.43		0.33	0.33
v/c Ratio		0.09			0.01			0.28	0.48		0.04	0.72
Control Delay		2.1			0.1			2.9	21.6		2.8	8.7
Queue Delay		0.0			0.0			0.0	0.0		0.0	0.0
Total Delay		2.1			0.1			2.9	21.6		2.8	8.7
LOS		A			A			A	C		A	A
Approach Delay		2.1			0.1				19.6			7.9
Approach LOS		A			A				B			A

Intersection Summary

Area Type:	Other
Cycle Length:	55
Actuated Cycle Length:	49.4
Natural Cycle:	55
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.72
Intersection Signal Delay:	13.0
Intersection LOS:	B
Intersection Capacity Utilization:	41.1%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 10: Elma G Miles Pkwy & Surrey Rd/Arlington Dr



























Lane Group	SWR
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	40.9%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	16.2
Actuated g/C Ratio	0.33
v/c Ratio	0.12
Control Delay	0.0
Queue Delay	0.0
Total Delay	0.0
LOS	A
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
 11: Elma G Miles Pkwy & Hosptial

09/26/2022

													
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT	
Lane Configurations													
Traffic Volume (vph)	8	2	11	32	6	24	5	6	635	14	18	735	
Future Volume (vph)	8	2	11	32	6	24	5	6	635	14	18	735	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0		0	0		0		105		170	125		
Storage Lanes	0		1	0		1		1		1	1		
Taper Length (ft)	25			25				25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	1.00	0.95	
Frt			0.850			0.850				0.850			
Flt Protected		0.961			0.960			0.950			0.950		
Satd. Flow (prot)	0	1790	1583	0	1788	1583	0	1770	3539	1583	1770	3539	
Flt Permitted		0.961			0.960			0.950			0.950		
Satd. Flow (perm)	0	1790	1583	0	1788	1583	0	1770	3539	1583	1770	3539	
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		137			126			459			395		
Travel Time (s)		3.1			2.9			10.4			9.0		
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	
Growth Factor	102%	102%	102%	100%	100%	100%	112%	100%	112%	100%	100%	112%	
Adj. Flow (vph)	9	2	12	35	7	26	6	7	773	15	20	895	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	11	12	0	42	26	0	13	773	15	20	895	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left	
Median Width(ft)		0			0			12			12		
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)	60		60	60		60	60	60		60	60		
Sign Control		Stop			Stop				Free			Free	
Intersection Summary													
Area Type:	Other												
Control Type:	Unsignalized												
Intersection Capacity Utilization	39.4%					ICU Level of Service A							
Analysis Period (min)	15												

Lanes, Volumes, Timings
 11: Elma G Miles Pkwy & Hosptial





















09/26/2022



Lane Group	SWR
Lane Configurations	7
Traffic Volume (vph)	8
Future Volume (vph)	8
Ideal Flow (vphpl)	1900
Storage Length (ft)	220
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	100%
Adj. Flow (vph)	9
Shared Lane Traffic (%)	
Lane Group Flow (vph)	9
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	60
Sign Control	
Intersection Summary	

Lanes, Volumes, Timings
 12: Elma G Miles Pkwy & General Screven Way

09/26/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	57	625	266	208	426	22	218	237	186	70	496	22
Future Volume (vph)	57	625	266	208	426	22	218	237	186	70	496	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Fr't		0.955			0.993			0.934			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3380	0	1770	3514	0	1770	3306	0	1770	3518	0
Flt Permitted	0.448			0.111			0.171			0.455		
Satd. Flow (perm)	835	3380	0	207	3514	0	319	3306	0	848	3518	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		81			7			216			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1041			970			609			1127	
Travel Time (s)		23.7			22.0			13.8			25.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%
Adj. Flow (vph)	69	761	324	253	519	27	265	289	226	85	604	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	1085	0	253	546	0	265	515	0	85	631	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												

Lanes, Volumes, Timings
 12: Elma G Miles Pkwy & General Screven Way

09/26/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	9.6	35.9		15.1	41.4		16.0	28.4		10.6	23.0	
Total Split (%)	10.7%	39.9%		16.8%	46.0%		17.8%	31.6%		11.8%	25.6%	
Maximum Green (s)	5.1	31.4		10.6	36.9		11.5	23.9		6.1	18.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	35.5	30.4		45.5	38.0		34.0	25.6		24.0	18.0	
Actuated g/C Ratio	0.40	0.34		0.51	0.43		0.38	0.29		0.27	0.20	
v/c Ratio	0.18	0.89		0.86	0.36		0.85	0.46		0.29	0.88	
Control Delay	6.5	8.3		8.5	16.0		26.9	17.2		3.8	10.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	6.5	8.3		8.5	16.0		26.9	17.2		3.8	10.4	
LOS	A	A		A	B		C	B		A	B	
Approach Delay		8.2			13.7			20.5			9.6	
Approach LOS		A			B			C			A	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	88.5
Natural Cycle:	90
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.89
Intersection Signal Delay:	12.5
Intersection LOS:	B
Intersection Capacity Utilization:	86.5%
ICU Level of Service:	E
Analysis Period (min):	15

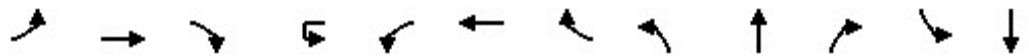
Splits and Phases: 12: Elma G Miles Pkwy & General Screven Way



Lanes, Volumes, Timings

1: Airport Rd./15th Street & Elma G Miles Pkwy

09/26/2022



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	76	371	93	97	356	723	141	110	92	219	167	221
Future Volume (vph)	76	371	93	97	356	723	141	110	92	219	167	221
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		390		250		300	200		150	0	
Storage Lanes	1		1		1		1	1		1	1	
Taper Length (ft)	25				25			25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1770	3539	1583	0	1770	3539	1583	1770	1863	1583	1770	1863
Flt Permitted	0.323				0.293			0.449			0.630	
Satd. Flow (perm)	602	3539	1583	0	546	3539	1583	836	1863	1583	1174	1863
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			218				172			267		
Link Speed (mph)		30				30			30			30
Link Distance (ft)		1528				792			1259			910
Travel Time (s)		34.7				18.0			28.6			20.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	112%	112%	112%	100%	112%	112%	112%	112%	112%	112%	112%	112%
Adj. Flow (vph)	93	452	113	105	433	880	172	134	112	267	203	269
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	452	113	0	538	880	172	134	112	267	203	269
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			12			12
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	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	5	2		1	1	6		3	8		7	4

Lanes, Volumes, Timings

1: Airport Rd./15th Street & Elma G Miles Pkwy

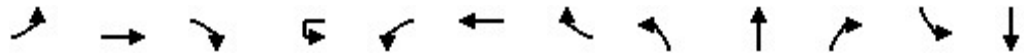
09/26/2022

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	180
Future Volume (vph)	180
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	219
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	112%
Adj. Flow (vph)	219
Shared Lane Traffic (%)	
Lane Group Flow (vph)	219
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	

Lanes, Volumes, Timings

1: Airport Rd./15th Street & Elma G Miles Pkwy

09/26/2022

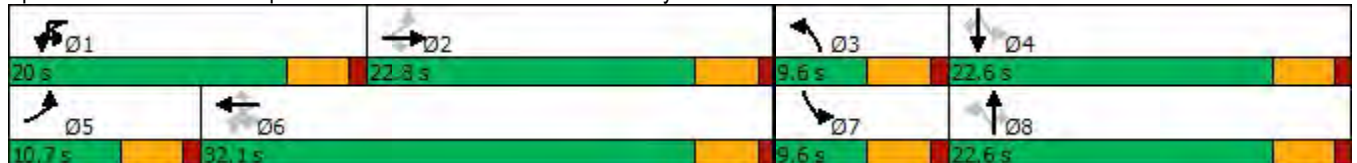


Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases	2		2	6	6		6	8		8	4	
Detector Phase	5	2	2	1	1	6	6	3	8	8	7	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	10.7	22.8	22.8	20.0	20.0	32.1	32.1	9.6	22.6	22.6	9.6	22.6
Total Split (%)	14.3%	30.4%	30.4%	26.7%	26.7%	42.8%	42.8%	12.8%	30.1%	30.1%	12.8%	30.1%
Maximum Green (s)	6.2	18.3	18.3	15.5	15.5	27.6	27.6	5.1	18.1	18.1	5.1	18.1
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	None	Min	Min	None	None	None	None	None
Walk Time (s)		7.0	7.0			7.0	7.0		7.0	7.0		7.0
Flash Dont Walk (s)		11.0	11.0			11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0			0	0		0	0		0
Act Effct Green (s)	21.0	14.9	14.9		35.2	27.0	27.0	19.0	13.8	13.8	20.1	16.2
Actuated g/C Ratio	0.31	0.22	0.22		0.52	0.40	0.40	0.28	0.20	0.20	0.30	0.24
v/c Ratio	0.32	0.58	0.22		0.95	0.63	0.23	0.44	0.30	0.50	0.52	0.60
Control Delay	14.0	27.5	1.0		44.3	20.5	3.9	21.6	25.3	7.0	23.4	31.1
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.0	27.5	1.0		44.3	20.5	3.9	21.6	25.3	7.0	23.4	31.1
LOS	B	C	A		D	C	A	C	C	A	C	C
Approach Delay		21.0				26.7			14.8			21.0
Approach LOS		C				C			B			C

Intersection Summary

Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	67.9
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.95
Intersection Signal Delay:	22.7
Intersection LOS:	C
Intersection Capacity Utilization:	79.5%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 1: Airport Rd./15th Street & Elma G Miles Pkwy



Lanes, Volumes, Timings
 1: Airport Rd./15th Street & Elma G Miles Pkwy

09/26/2022



Lane Group	SBR
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.6
Total Split (%)	30.1%
Maximum Green (s)	18.1
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	16.2
Actuated g/C Ratio	0.24
v/c Ratio	0.40
Control Delay	6.3
Queue Delay	0.0
Total Delay	6.3
LOS	A
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
2: Elma G Miles Pkwy & Curtis St

09/26/2022



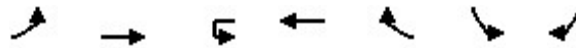
Lane Group	SEL	SER	NEL	NET	SWU	SWT	SWR
Lane Configurations							
Traffic Volume (vph)	13	20	15	0	0	1087	23
Future Volume (vph)	13	20	15	0	0	1087	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	0.95
Frt	0.919			0.997			
Flt Protected	0.980		0.950				
Satd. Flow (prot)	1678	0	1770	3539	1863	3529	0
Flt Permitted	0.980		0.950				
Satd. Flow (perm)	1678	0	1770	3539	1863	3529	0
Link Speed (mph)	30			30		30	
Link Distance (ft)	445			651		810	
Travel Time (s)	10.1			14.8		18.4	
Peak Hour Factor	0.55	0.55	0.95	0.95	0.92	0.93	0.93
Growth Factor	100%	100%	100%	112%	100%	112%	100%
Adj. Flow (vph)	24	36	16	0	0	1309	25
Shared Lane Traffic (%)							
Lane Group Flow (vph)	60	0	16	0	0	1334	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	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	1.00
Turning Speed (mph)	15	9	15		9		9
Sign Control	Stop			Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	44.4%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
 3: Elma G Miles Pkwy & Live Oak Church St

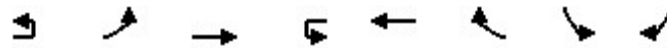
09/26/2022



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	59	0	0	1022	88	34	51
Future Volume (vph)	59	0	0	1022	88	34	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		200	0	0
Storage Lanes	1		1		1	1	0
Taper Length (ft)	25		25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt					0.850	0.919	
Flt Protected	0.950					0.980	
Satd. Flow (prot)	1770	3539	1863	3539	1583	1678	0
Flt Permitted	0.950					0.980	
Satd. Flow (perm)	1770	3539	1863	3539	1583	1678	0
Link Speed (mph)		30		30		30	
Link Distance (ft)		605		1071		659	
Travel Time (s)		13.8		24.3		15.0	
Peak Hour Factor	0.95	0.95	0.92	0.93	0.93	0.79	0.79
Growth Factor	100%	112%	100%	112%	100%	100%	100%
Adj. Flow (vph)	62	0	0	1231	95	43	65
Shared Lane Traffic (%)							
Lane Group Flow (vph)	62	0	0	1231	95	108	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	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	1.00
Turning Speed (mph)	15		9		9	15	9
Sign Control		Free		Free		Stop	
Intersection Summary							
Area Type:	Other						
Control Type:	Unsignalized						
Intersection Capacity Utilization	50.0%			ICU Level of Service A			
Analysis Period (min)	15						

Lanes, Volumes, Timings
4: Elma G Miles Pkwy & Miles Xing

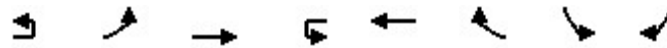
09/26/2022



Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations		↔	↑↑	↔	↑↑	↗	↘	
Traffic Volume (vph)	25	90	697	55	976	134	47	71
Future Volume (vph)	25	90	697	55	976	134	47	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0		220	0	0
Storage Lanes		1		1		1	1	0
Taper Length (ft)		25		25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt						0.850	0.919	
Flt Protected		0.950		0.950			0.981	
Satd. Flow (prot)	0	1770	3539	1770	3539	1583	1679	0
Flt Permitted		0.172		0.247			0.981	
Satd. Flow (perm)	0	320	3539	460	3539	1583	1679	0
Right Turn on Red						Yes		Yes
Satd. Flow (RTOR)						144	85	
Link Speed (mph)			30		30		30	
Link Distance (ft)			708		851		467	
Travel Time (s)			16.1		19.3		10.6	
Peak Hour Factor	0.92	0.95	0.95	0.92	0.93	0.93	0.84	0.84
Growth Factor	100%	100%	112%	100%	112%	100%	100%	100%
Adj. Flow (vph)	27	95	822	60	1175	144	56	85
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	122	822	60	1175	144	141	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	R NA	Left	Right	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	1.00	1.00
Turning Speed (mph)	9	15		9		9	15	9
Number of Detectors	1	1	2	1	2	1	1	
Detector Template	Left	Left	Thru	Left	Thru	Right	Left	
Leading Detector (ft)	20	20	100	20	100	20	20	
Trailing Detector (ft)	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	20	6	20	6	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)			94		94			
Detector 2 Size(ft)			6		6			
Detector 2 Type			Cl+Ex		Cl+Ex			
Detector 2 Channel								
Detector 2 Extend (s)			0.0		0.0			
Turn Type	D.P+P	D.P+P	NA	D.P+P	NA	Perm	Prot	
Protected Phases	5	5	2	1	6		4	

Lanes, Volumes, Timings
4: Elma G Miles Pkwy & Miles Xing

09/26/2022

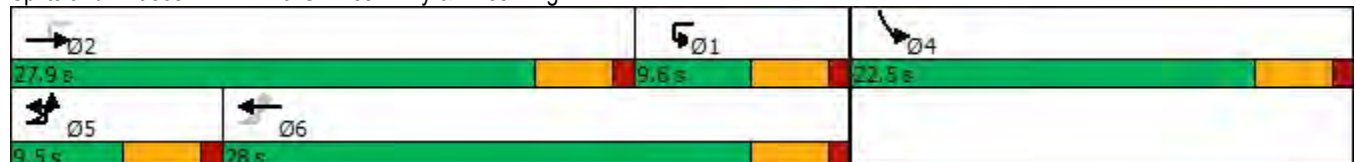


Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Permitted Phases	6	6		2		6		
Detector Phase	5	5	2	1	6	6	4	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	9.5	22.5	9.5	22.5	22.5	22.5	
Total Split (s)	9.5	9.5	27.9	9.6	28.0	28.0	22.5	
Total Split (%)	15.8%	15.8%	46.5%	16.0%	46.7%	46.7%	37.5%	
Maximum Green (s)	5.0	5.0	23.4	5.1	23.5	23.5	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	Max	
Walk Time (s)			7.0		7.0	7.0	7.0	
Flash Dont Walk (s)			11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)			0		0	0	0	
Act Effct Green (s)		26.3	23.8	27.9	22.5	22.5	18.2	
Actuated g/C Ratio		0.46	0.42	0.49	0.39	0.39	0.32	
v/c Ratio		0.44	0.56	0.17	0.84	0.20	0.24	
Control Delay		12.2	15.2	9.0	23.5	3.5	8.9	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		12.2	15.2	9.0	23.5	3.5	8.9	
LOS		B	B	A	C	A	A	
Approach Delay			14.8		20.8		8.9	
Approach LOS			B		C		A	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 57.1
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 17.8
 Intersection LOS: B
 Intersection Capacity Utilization 54.8%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 4: Elma G Miles Pkwy & Miles Xing



Lanes, Volumes, Timings
5: Live Oak Dr & Elma G Miles Pkwy

09/26/2022



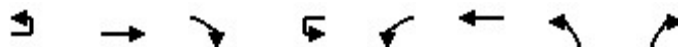
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↔	↑↑			↔	↑↑	↔	
Traffic Volume (vph)	9	740	47	16	70	1040	0	83
Future Volume (vph)	9	740	47	16	70	1040	0	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Fr _t		0.992					0.865	
Fl _t Protected	0.950				0.950			
Satd. Flow (prot)	1770	3511	0	0	1770	3539	1611	0
Fl _t Permitted	0.950				0.950			
Satd. Flow (perm)	1770	3511	0	0	1770	3539	1611	0
Link Speed (mph)		30				30	30	
Link Distance (ft)		486				606	532	
Travel Time (s)		11.0				13.8	12.1	
Peak Hour Factor	0.92	0.95	0.95	0.92	0.93	0.93	0.74	0.74
Growth Factor	100%	112%	100%	100%	100%	112%	100%	100%
Adj. Flow (vph)	10	872	49	17	75	1252	0	112
Shared Lane Traffic (%)								
Lane Group Flow (vph)	10	921	0	0	92	1252	112	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	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	1.00	1.00
Turning Speed (mph)	9		9	9	15		15	9
Sign Control		Free				Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.7%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
6: Pineland Ave & Elma G Miles Pkwy

09/26/2022



Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	91	685	102	32	153	957	91	61
Future Volume (vph)	91	685	102	32	153	957	91	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Fr't		0.982					0.946	
Flt Protected	0.950				0.950		0.971	
Satd. Flow (prot)	1770	3476	0	0	1770	3539	1711	0
Flt Permitted	0.166				0.190		0.971	
Satd. Flow (perm)	309	3476	0	0	354	3539	1711	0
Right Turn on Red			Yes					Yes
Satd. Flow (RTOR)		27					58	
Link Speed (mph)		30				30	30	
Link Distance (ft)		318				398	396	
Travel Time (s)		7.2				9.0	9.0	
Peak Hour Factor	0.92	0.95	0.95	0.92	0.93	0.93	0.90	0.90
Growth Factor	100%	112%	100%	100%	100%	112%	100%	100%
Adj. Flow (vph)	99	808	107	35	165	1153	101	68
Shared Lane Traffic (%)								
Lane Group Flow (vph)	99	915	0	0	200	1153	169	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	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	1.00	1.00
Turning Speed (mph)	9		9	9	15		15	9
Number of Detectors	1	2		1	1	2	1	
Detector Template	Left	Thru		Left	Left	Thru	Left	
Leading Detector (ft)	20	100		20	20	100	20	
Trailing Detector (ft)	0	0		0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	
Detector 1 Size(ft)	20	6		20	20	6	20	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94				94		
Detector 2 Size(ft)		6				6		
Detector 2 Type		Cl+Ex				Cl+Ex		
Detector 2 Channel								
Detector 2 Extend (s)		0.0				0.0		
Turn Type	D.P+P	NA		D.P+P	D.P+P	NA	Prot	
Protected Phases	5	2		1	1	6	8	
Permitted Phases	6			2	2			
Detector Phase	5	2		1	1	6	8	
Switch Phase								

Lanes, Volumes, Timings
6: Pineland Ave & Elma G Miles Pkwy

09/26/2022

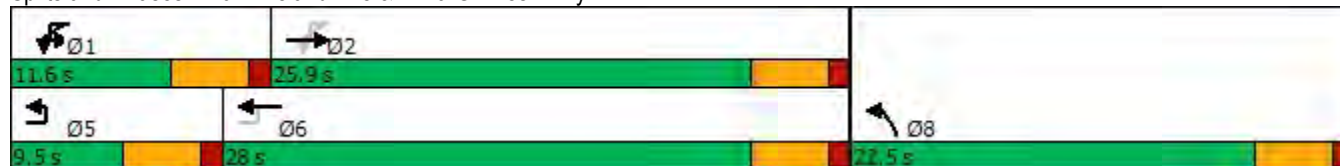


Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	9.5	22.5	22.5	
Total Split (s)	9.5	25.9		11.6	11.6	28.0	22.5	
Total Split (%)	15.8%	43.2%		19.3%	19.3%	46.7%	37.5%	
Maximum Green (s)	5.0	21.4		7.1	7.1	23.5	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5			4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	Max	
Walk Time (s)		7.0				7.0	7.0	
Flash Dont Walk (s)		11.0				11.0	11.0	
Pedestrian Calls (#/hr)		0				0	0	
Act Effct Green (s)	28.0	20.0			27.0	24.1	18.1	
Actuated g/C Ratio	0.48	0.34			0.46	0.41	0.31	
v/c Ratio	0.36	0.76			0.60	0.79	0.30	
Control Delay	10.7	21.3			16.7	21.2	12.6	
Queue Delay	0.0	0.0			0.0	0.0	0.0	
Total Delay	10.7	21.3			16.7	21.2	12.6	
LOS	B	C			B	C	B	
Approach Delay		20.3				20.5	12.6	
Approach LOS		C				C	B	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	58.6
Natural Cycle:	60
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.79
Intersection Signal Delay:	19.9
Intersection LOS:	B
Intersection Capacity Utilization:	54.7%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 6: Pineland Ave & Elma G Miles Pkwy



Lanes, Volumes, Timings
7: Elma G Miles Pkwy & Sharon St/Willowbrook Dr

09/26/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL
Lane Configurations		↕			↕			↕	↕			↕
Traffic Volume (vph)	0	0	34	0	0	11	52	25	756	6	20	8
Future Volume (vph)	0	0	34	0	0	11	52	25	756	6	20	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		0		0		0
Storage Lanes	0		0	0		0		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.865			0.865				0.999			
Flt Protected								0.950				0.950
Satd. Flow (prot)	0	1611	0	0	1611	0	0	1770	3536	0	0	1770
Flt Permitted								0.950				0.950
Satd. Flow (perm)	0	1611	0	0	1611	0	0	1770	3536	0	0	1770
Link Speed (mph)		30			30				30			
Link Distance (ft)		279			354				335			
Travel Time (s)		6.3			8.0				7.6			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	112%	100%	100%	100%
Adj. Flow (vph)	0	0	37	0	0	12	57	27	920	7	22	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	0	12	0	0	84	927	0	0	31
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60	60		60	60	60
Sign Control		Stop			Stop				Free			

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.6%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
 7: Elma G Miles Pkwy & Sharon St/Willowbrook Dr

09/26/2022



Lane Group	SWT	SWR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1065	37
Future Volume (vph)	1065	37
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		680
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Link Speed (mph)	30	
Link Distance (ft)	379	
Travel Time (s)	8.6	
Peak Hour Factor	0.92	0.92
Growth Factor	112%	100%
Adj. Flow (vph)	1297	40
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1297	40
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		60
Sign Control	Free	
Intersection Summary		

Lanes, Volumes, Timings
 8: Elma G Miles Pkwy & Veterans Pkwy

09/26/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL
Lane Configurations												
Traffic Volume (vph)	127	496	556	422	214	97	49	154	487	378	2	141
Future Volume (vph)	127	496	556	422	214	97	49	154	487	378	2	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		300	220		300		150		150		150
Storage Lanes	2		2	2		1		2		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	0.97	0.95	0.88	0.97	0.95	1.00	0.95	0.97	0.95	1.00	0.95	1.00
Frt			0.850			0.850				0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	3433	3539	2787	3433	3539	1583	0	3433	3539	1583	0	1770
Flt Permitted	0.950			0.950				0.950				0.315
Satd. Flow (perm)	3433	3539	2787	3433	3539	1583	0	3433	3539	1583	0	587
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			182			127				109		
Link Speed (mph)		30			30				30			
Link Distance (ft)		1104			1467				582			
Travel Time (s)		25.1			33.3				13.2			
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
Growth Factor	112%	112%	112%	112%	112%	112%	100%	112%	112%	112%	112%	112%
Adj. Flow (vph)	155	604	677	514	261	118	53	187	593	460	2	172
Shared Lane Traffic (%)												
Lane Group Flow (vph)	155	604	677	514	261	118	0	240	593	460	0	174
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		24			24				24			
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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	100	20	20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	Prot	NA	pm+ov	pm+pt	pm+pt
Protected Phases	1	6		5	2		7	7	4	5	3	3

Lanes, Volumes, Timings
 8: Elma G Miles Pkwy & Veterans Pkwy

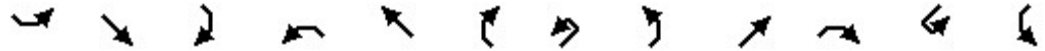
09/26/2022



Lane Group	SWT	SWR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	869	114
Future Volume (vph)	869	114
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		250
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		182
Link Speed (mph)	30	
Link Distance (ft)	1359	
Travel Time (s)	30.9	
Peak Hour Factor	0.92	0.92
Growth Factor	112%	112%
Adj. Flow (vph)	1058	139
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1058	139
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	8	

Lanes, Volumes, Timings
8: Elma G Miles Pkwy & Veterans Pkwy

09/26/2022

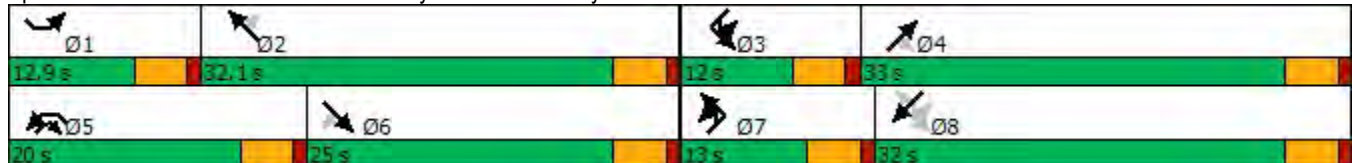


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL
Permitted Phases			6			2				4	8	8
Detector Phase	1	6	6	5	2	2	7	7	4	5	3	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	9.5	22.5	9.5	9.5	9.5
Total Split (s)	12.9	25.0	25.0	20.0	32.1	32.1	13.0	13.0	33.0	20.0	12.0	12.0
Total Split (%)	14.3%	27.8%	27.8%	22.2%	35.7%	35.7%	14.4%	14.4%	36.7%	22.2%	13.3%	13.3%
Maximum Green (s)	8.4	20.5	20.5	15.5	27.6	27.6	8.5	8.5	28.5	15.5	7.5	7.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5		4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0			7.0			
Flash Dont Walk (s)		11.0	11.0		11.0	11.0			11.0			
Pedestrian Calls (#/hr)		0	0		0	0			0			
Act Effct Green (s)	8.1	20.1	20.1	15.3	27.3	27.3		8.5	28.5	48.3		35.0
Actuated g/C Ratio	0.09	0.22	0.22	0.17	0.31	0.31		0.10	0.32	0.54		0.39
v/c Ratio	0.50	0.76	0.88	0.88	0.24	0.21		0.74	0.53	0.51		0.53
Control Delay	44.8	39.5	39.2	53.8	24.0	4.9		54.2	27.1	12.0		22.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay	44.8	39.5	39.2	53.8	24.0	4.9		54.2	27.1	12.0		22.1
LOS	D	D	D	D	C	A		D	C	B		C
Approach Delay		39.9			38.6				26.7			
Approach LOS		D			D				C			

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 89.4
 Natural Cycle: 80
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 37.4
 Intersection LOS: D
 Intersection Capacity Utilization 83.5%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 8: Elma G Miles Pkwy & Veterans Pkwy



Lanes, Volumes, Timings
 8: Elma G Miles Pkwy & Veterans Pkwy

09/26/2022



Lane Group	SWT	SWR
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	22.5	22.5
Total Split (s)	32.0	32.0
Total Split (%)	35.6%	35.6%
Maximum Green (s)	27.5	27.5
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.5	4.5
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	27.5	27.5
Actuated g/C Ratio	0.31	0.31
v/c Ratio	0.97	0.23
Control Delay	53.2	2.6
Queue Delay	0.0	0.0
Total Delay	53.2	2.6
LOS	D	A
Approach Delay	44.2	
Approach LOS	D	
Intersection Summary		

Lanes, Volumes, Timings
 9: Elma G Miles Pkwy & Deals St

09/26/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWU	SWL	SWT
Lane Configurations		↕			↕		↕	↕↔			↕	↕↕
Traffic Volume (vph)	0	0	9	0	0	70	3	625	36	23	34	1041
Future Volume (vph)	0	0	9	0	0	70	3	625	36	23	34	1041
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0		0	
Storage Lanes	0		0	0		0	1		0		1	
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95
Frt		0.865			0.865			0.992				
Flt Protected							0.950				0.950	
Satd. Flow (prot)	0	1481	0	0	1644	0	1787	3546	0	0	1787	3574
Flt Permitted							0.950				0.950	
Satd. Flow (perm)	0	1481	0	0	1644	0	1787	3546	0	0	1787	3574
Link Speed (mph)		30			30			30				30
Link Distance (ft)		90			119			394				546
Travel Time (s)		2.0			2.7			9.0				12.4
Peak Hour Factor	0.63	0.63	0.63	0.72	0.72	0.72	0.92	0.92	0.92	0.93	0.93	0.93
Growth Factor	100%	100%	100%	112%	100%	112%	100%	112%	112%	102%	112%	112%
Heavy Vehicles (%)	11%	11%	11%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	0	14	0	0	109	3	761	44	25	41	1254
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	0	109	0	3	805	0	0	66	1254
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	R NA	Left	Left
Median Width(ft)		0			0			12				12
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)	60		60	60		60	60		60	60	60	
Sign Control		Stop			Stop			Free				Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.4%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
 9: Elma G Miles Pkwy & Deals St

09/26/2022



Lane Group	SWR
Lane Configurations	3
Traffic Volume (vph)	3
Future Volume (vph)	3
Ideal Flow (vphpl)	1900
Storage Length (ft)	450
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1599
Flt Permitted	
Satd. Flow (perm)	1599
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.93
Growth Factor	100%
Heavy Vehicles (%)	1%
Adj. Flow (vph)	3
Shared Lane Traffic (%)	
Lane Group Flow (vph)	3
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	60
Sign Control	
Intersection Summary	

Lanes, Volumes, Timings
 10: Elma G Miles Pkwy & Surrey Rd/Arlington Dr

09/26/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Lane Configurations		↕			↕			↕	↕		↕	↕
Traffic Volume (vph)	23	0	31	5	0	4	31	49	599	7	9	685
Future Volume (vph)	23	0	31	5	0	4	31	49	599	7	9	685
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		0		0	0	
Storage Lanes	0		0	0		0		1		0	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.95
Frt		0.922			0.940				0.998			
Flt Protected		0.979			0.973			0.950			0.950	
Satd. Flow (prot)	0	1681	0	0	1738	0	0	1770	3532	0	1770	3539
Flt Permitted		0.915			0.920			0.248			0.372	
Satd. Flow (perm)	0	1571	0	0	1643	0	0	462	3532	0	693	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		119			119				3			
Link Speed (mph)		30			30				30			30
Link Distance (ft)		450			426				373			338
Travel Time (s)		10.2			9.7				8.5			7.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	112%	100%	100%	112%
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	25	0	34	5	0	4	34	53	729	8	10	834
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	59	0	0	9	0	0	87	737	0	10	834
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		0			0				12			12
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)	60		60	60		60	60	60		60	60	
Number of Detectors	1	2		1	2		1	1	2		1	2
Detector Template	Left	Thru		Left	Thru		Left	Left	Thru		Left	Thru
Leading Detector (ft)	20	100		20	100		20	20	100		20	100
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0		0	0
Detector 1 Size(ft)	20	6		20	6		20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Perm	NA		Perm	NA		D.P+P	D.P+P	NA		Perm	NA

Lanes, Volumes, Timings
 10: Elma G Miles Pkwy & Surrey Rd/Arlington Dr

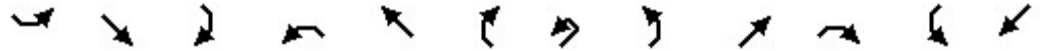
09/26/2022



Lane Group	SWR
Lane Configurations	
Traffic Volume (vph)	66
Future Volume (vph)	66
Ideal Flow (vphpl)	1900
Storage Length (ft)	150
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	119
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	100%
Heavy Vehicles (%)	2%
Adj. Flow (vph)	72
Shared Lane Traffic (%)	
Lane Group Flow (vph)	72
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	60
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm

Lanes, Volumes, Timings
 10: Elma G Miles Pkwy & Surrey Rd/Arlington Dr

09/26/2022

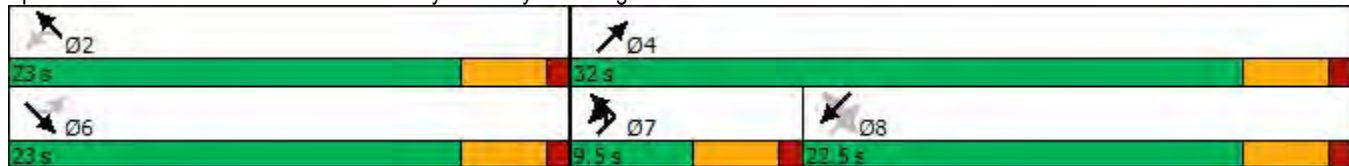


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Protected Phases		6			2		7	7	4			8
Permitted Phases	6			2			8	8			8	
Detector Phase	6	6		2	2		7	7	4		8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	9.5	22.5		22.5	22.5
Total Split (s)	23.0	23.0		23.0	23.0		9.5	9.5	32.0		22.5	22.5
Total Split (%)	41.8%	41.8%		41.8%	41.8%		17.3%	17.3%	58.2%		40.9%	40.9%
Maximum Green (s)	18.5	18.5		18.5	18.5		5.0	5.0	27.5		18.0	18.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5		4.5	4.5
Lead/Lag							Lead	Lead			Lag	Lag
Lead-Lag Optimize?							Yes	Yes			Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0
Recall Mode	Max	Max		Max	Max		None	None	None		None	None
Walk Time (s)	7.0	7.0		7.0	7.0				7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0				11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0				0		0	0
Act Effct Green (s)		18.9			18.9			18.8	21.3		16.2	16.2
Actuated g/C Ratio		0.38			0.38			0.38	0.43		0.33	0.33
v/c Ratio		0.09			0.01			0.28	0.48		0.04	0.72
Control Delay		1.0			0.0			10.1	10.7		13.4	19.4
Queue Delay		0.0			0.0			0.0	0.0		0.0	0.0
Total Delay		1.0			0.0			10.1	10.7		13.4	19.4
LOS		A			A			B	B		B	B
Approach Delay		1.0							10.6			18.0
Approach LOS		A							B			B

Intersection Summary

Area Type:	Other
Cycle Length:	55
Actuated Cycle Length:	49.4
Natural Cycle:	55
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.72
Intersection Signal Delay:	14.0
Intersection LOS:	B
Intersection Capacity Utilization:	41.1%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 10: Elma G Miles Pkwy & Surrey Rd/Arlington Dr


























Lane Group	SWR
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	40.9%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	16.2
Actuated g/C Ratio	0.33
v/c Ratio	0.12
Control Delay	1.8
Queue Delay	0.0
Total Delay	1.8
LOS	A
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
 11: Elma G Miles Pkwy & Hosptial

09/26/2022





















												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	8	2	11	32	6	24	5	6	635	14	18	735
Future Volume (vph)	8	2	11	32	6	24	5	6	635	14	18	735
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		105		170	125	
Storage Lanes	0		1	0		1		1		1	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	1.00	0.95
Frt			0.850			0.850				0.850		
Flt Protected		0.961			0.960			0.950			0.950	
Satd. Flow (prot)	0	1790	1583	0	1788	1583	0	1770	3539	1583	1770	3539
Flt Permitted		0.961			0.960			0.950			0.950	
Satd. Flow (perm)	0	1790	1583	0	1788	1583	0	1770	3539	1583	1770	3539
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		137			126			459			395	
Travel Time (s)		3.1			2.9			10.4			9.0	
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
Growth Factor	102%	102%	102%	100%	100%	100%	112%	100%	112%	100%	100%	112%
Adj. Flow (vph)	9	2	12	35	7	26	6	7	773	15	20	895
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	12	0	42	26	0	13	773	15	20	895
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		0			0			12			12	
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)	60		60	60		60	60	60		60	60	
Sign Control		Stop			Stop				Free			Free
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	39.4%						ICU Level of Service A					
Analysis Period (min)	15											



Lane Group	SWR
Lane Configurations	7
Traffic Volume (vph)	8
Future Volume (vph)	8
Ideal Flow (vphpl)	1900
Storage Length (ft)	220
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	100%
Adj. Flow (vph)	9
Shared Lane Traffic (%)	
Lane Group Flow (vph)	9
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	60
Sign Control	
Intersection Summary	

Lanes, Volumes, Timings
 12: Elma G Miles Pkwy & General Screven Way

09/26/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	57	625	266	208	426	22	218	237	186	70	496	22
Future Volume (vph)	57	625	266	208	426	22	218	237	186	70	496	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Fr't		0.955			0.993			0.934			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3380	0	1770	3514	0	1770	3306	0	1770	3518	0
Flt Permitted	0.448			0.111			0.171			0.455		
Satd. Flow (perm)	835	3380	0	207	3514	0	319	3306	0	848	3518	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		81			7			216			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1041			970			609			1127	
Travel Time (s)		23.7			22.0			13.8			25.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%
Adj. Flow (vph)	69	761	324	253	519	27	265	289	226	85	604	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	1085	0	253	546	0	265	515	0	85	631	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												

Lanes, Volumes, Timings
 12: Elma G Miles Pkwy & General Screven Way

09/26/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	9.6	35.9		15.1	41.4		16.0	28.4		10.6	23.0	
Total Split (%)	10.7%	39.9%		16.8%	46.0%		17.8%	31.6%		11.8%	25.6%	
Maximum Green (s)	5.1	31.4		10.6	36.9		11.5	23.9		6.1	18.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	35.5	30.4		45.5	38.0		34.0	25.6		24.0	18.0	
Actuated g/C Ratio	0.40	0.34		0.51	0.43		0.38	0.29		0.27	0.20	
v/c Ratio	0.18	0.89		0.86	0.36		0.85	0.46		0.29	0.88	
Control Delay	12.8	36.5		47.6	18.4		47.6	16.9		21.4	49.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.8	36.5		47.6	18.4		47.6	16.9		21.4	49.5	
LOS	B	D		D	B		D	B		C	D	
Approach Delay		35.1			27.7			27.3			46.2	
Approach LOS		D			C			C			D	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	88.5
Natural Cycle:	90
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.89
Intersection Signal Delay:	33.9
Intersection LOS:	C
Intersection Capacity Utilization:	86.5%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 12: Elma G Miles Pkwy & General Screven Way



Appendix E: ICE and Signal Warrants



GDOT Pl#: Request By:
 County: GDOT District: 5 - Jesup
 Major Road: Road Class: Speed Limit:
 Crossing Road: Road Class: Speed Limit:
 Major Rd Direction: Area Type:
 Intersection Control: Project ID:
 Prepared By: Date:
 Project Purpose:

APPROACH SPLITS:
 EG Miles Pkwy: 93%
 Arlington Ave: 7%

2022 EXISTING YEAR VOLUMES

		66 (54) [1700]							
		(0)	(31)	(0)	(23)				
		0	21	0	45			WB EG Miles Pkwy	
		SB Arlington Ave Peds ↓ ↙ ↓ ↘ Peds				0	(0)		
977 (599) [1450]	(49)	19	2022 Intersection Daily Entering Volume (est): 15,600		9	(66)			
	(599)	955			452	(685)			
	(7)	3			2	(9)			
	(0)	0					463 (760) [14700]		
EB EG Miles Pkwy		4	0	10	0			NB Arlington Ave	
		(5)	(0)	(4)	(0)			14 (9) [300]	

PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	2%	0%	0%

Existing Data Year:
 Project Opening Year:
 Project Design Year:
 Annual Growth Rate:
 K Factor*:

2022 OPENING YEAR VOLUMES

		66 (54) [1700]							
		(0)	(31)	(0)	(23)				
		0	21	0	45			WB EG Miles Pkwy	
		SB Arlington Ave Peds ↓ ↙ ↓ ↘ Peds				0	(0)		
996 (611) [14800]	(49)	19	2022 Intersection Daily Entering Volume (est): 15,900		9	(66)			
	(611)	974			461	(699)			
	(7)	3			2	(9)			
	(0)	0					472.04 (773.7) [1500]		
EB EG Miles Pkwy		4	0	10	0			NB Arlington Ave	
		(5)	(0)	(4)	(0)			14 (9) [300]	

2022 DESIGN YEAR VOLUMES

		66 (54) [1700]							
		(0)	(31)	(0)	(23)				
		0	21	0	45			WB EG Miles Pkwy	
		SB Arlington Ave Peds ↓ ↙ ↓ ↘ Peds				0	(0)		
1099 (671) [16200]	(49)	19	2022 Intersection Daily Entering Volume (est): 17,300		9	(66)			
	(671)	1,070			506	(767)			
	(7)	3			2	(9)			
	(0)	0					517.24 (842.2) [1640]		
EB EG Miles Pkwy		4	0	10	0			NB Arlington Ave	
		(5)	(0)	(4)	(0)			14 (9) [300]	

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

LEGEND:
 000 = AM Peak Approach Volume
 (000) = PM Peak Approach Volume
 [000] = ADT Volume (Estimate)

Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

- Tool Goal:** The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.
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Project Location:	EG Miles Pkwy @ Arlington Ave								
Existing Control:	Conventional (Minor Stop)								
Prepared by:	Atlas Technical Consultants								
Date:	8/1/2022	Screening Decision Justification:							
Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column									
Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)									
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	Yes	Current Control
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Too many lanes on mainline
	Mini Roundabout	No	No	No	No	No	No	No	More than 90% of volume on Mainline
	Single Lane Roundabout	No	No	No	No	No	No	No	More than 90% of volume on Mainline
	Multilane Roundabout	No	No	No	No	No	No	No	More than 90% of volume on Mainline
	RCUT (stop control)	Yes	Yes	No	Yes	Yes	Yes	Yes	Potential Alternative
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	U Turn restriction
	High-T (unsignalized)	No	No	No	No	No	No	No	U Turn restriction
	Offset-T Intersections	No	No	No	No	No	No	No	3 Leg Intersection
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	No grade separation
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	No grade separation
	Add LT Lanes on Arlington Ave No RT Lane Improvements	Yes	Yes	No	No	Yes	Yes	Yes	Potential Alternative
	Other unsignalized (provide description):	No	No	No	No	No	No	No	
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	No signal warranted
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	No signal warranted
	RCUT (signalized)	No	No	No	No	No	No	No	No signal warranted
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	No signal warranted
	Continuous Green-T	No	No	No	No	No	No	No	No signal warranted
	Jughandle	No	No	No	No	No	No	No	No signal warranted
	Quadrant Roadway	No	No	No	No	No	No	No	No signal warranted
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	No signal warranted
	Diverging Diamond	No	No	No	No	No	No	No	No signal warranted
	Single Point Interchange	No	No	No	No	No	No	No	No signal warranted
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	
	Other Signalized (provide description):	No	No	No	No	No	No	No	

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record



GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

ICE Version 2.21 | Revised 2/4/2022

Project Location: EG Miles Pkwy @ Arlington Ave
 Existing Intersection Control: Conventional (Minor Stop)
 Type of Analysis: Safety Funded Project

District: 5 - Jesup
 County: Liberty
 Area: Suburb/Transit

GDOT PI #:
 Prepared by: Atlas Technical Cons
 Date: 8/1/2022

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	None	Complete Streets Warrants Met? <input type="checkbox"/> PEDESTRIANS <input type="checkbox"/> BICYCLES <input type="checkbox"/> TRANSIT
Traffic Analysis Measure of Effectiveness	Intersection Delay	
Traffic Analysis Software Used	Synchro	
Analysis Time Period	AM Peak Hr PM Peak Hr	
2022 Opening Yr No-Build Peak Hr Intersection Delay	28.9 sec 37.7 sec	
2022 Opening Yr No-Build Peak Hr Intersection V/C	0.33 0.23	
2022 Design Yr No-Build Peak Hr Intersection Delay	35.5 sec 30.3 sec	
2022 Design Yr No-Build Peak Hr Intersection V/C	0.33 0.29	

Crash Data: Enter most recent 5 years of crash data	Crash Severity					Years:
	K*	A*	B*	C*	O	5
Angle	0	1	0	4	5	26%
Head-On	0	0	0	1	0	3%
Rear End	0	0	0	4	19	61%
Sideswipe - same	0	0	0	2	1	8%
Sideswipe - opposite	0	0	0	0	0	0%
Not Collision w/Motor Veh	0	0	0	0	1	3%
TOTALS:	0	1	0	11	26	38

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Proposed Control Type/Improvement:	Conventional (Minor Stop)	RCUT (stop control)	Add Left Turn Lanes	N/A	N/A
Project Cost: (From CostEst Worksheet)	<i>Additional description here</i>	<i>Additional description here</i>	<i>Additional description here</i>		
Construction Cost	\$0	\$299,000	\$114,000		
ROW Cost	\$0	\$253,000	\$0		
Environmental Cost	\$0	\$0	\$0		
Reimbursable Utility Cost	\$0	\$4,000	\$1,000		
Design & Contingency Cost	\$0	\$0	\$0		
Cost Adjustment (justification req'd)	0%	0%	0%		
Total Cost	\$0	\$556,000	\$115,000		

Traffic Operations:

	Synchro		Synchro		Synchro					
	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr				
	Traffic Analysis Software Used									
Analysis Period										
2022 Design Yr Build Intersection Delay	35.5 sec	30.3 sec	13.2 sec	11.8 sec	51.3 sec	49.1 sec				
2022 Design Yr Build Intersection V/C	0.33	0.29	0.10	0.10	0.05	0.24				

Safety Analysis:

Predefined CRF: PDO	0%	31%	3%		
Predefined CRF: Fatal/Inj	0%	53%	2%		
Predefined CRF Source:	CRF unavailable; provide user defined CRF below	NC/MO Table 4-7	FHWA Clearinghouse #s 270 / 274		
User Defined CRF: PDO					
User Defined CRF: Fatal/Inj					
User Defined CRF Source (write in if applicable):					

Environmental Impacts:¹

Historic District/Property	None	None	None		
Archaeology Resources	None	None	None		
Graveyard	None	None	None		
Stream	None	None	None		
Underground Tank/Hazmat	None	None	None		
Park Land	None	None	None		
EJ Community	None	None	None		
Wooded Area	None	None	None		
Wetland	None	None	None		

Note: If environmental impact is significant (**RED**), provide justification impact won't jeopardize project delivery using "Env" worksheet
¹ Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept report

Stakeholder Posture:

Local Community Support	Unknown	Unknown	Unknown		
GDOT Support	Unknown	Unknown	Unknown		

Final ICE Stage 2 Score:	4.4	6.3	6.0		
Rank of Control Type Alternatives:	3	1	2		
Final Intersection Control Selection:	1 - RCUT (stop control)				

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: EG Miles Pkwy and Arlington Ave/ Surrey Dr

COUNT DATE: Typical Weekday

INTERSECTION CONDITION:

MAJOR STREET: Main Street EG Miles Pkwy
 MINOR STREET: Cross Street Arlington Ave/ Surrey Dr

OF APPROACH LANES: 2
 # OF APPROACH LANES: 1

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

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	WARRANT 1, Condition A			WARRANT 1, Condition B			WARRANT 1, Combination Warrant						WARRANT 2	WARRANT 3		
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET	CONDITION A			CONDITION B						
									MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET				
THRESHOLD VALUES →			420	105		630	53		480	120		720	60					
06:00 AM	TO 07:00 AM	696	37	Y		Y			Y			Y						
07:00 AM	TO 08:00 AM	885	49	Y		Y			Y			Y						
08:00 AM	TO 09:00 AM	1,380	41	Y		Y			Y			Y						
09:00 AM	TO 10:00 AM	1,355	32	Y		Y			Y			Y						
10:00 AM	TO 11:00 AM	797	32	Y		Y			Y			Y						
11:00 AM	TO 12:00 PM	969	24	Y		Y			Y			Y						
12:00 PM	TO 01:00 PM	1,289	19	Y		Y			Y			Y						
01:00 PM	TO 02:00 PM	1,316	29	Y		Y			Y			Y						
02:00 PM	TO 03:00 PM	1,395	32	Y		Y			Y			Y						
03:00 PM	TO 04:00 PM	1,439	14	Y		Y			Y			Y						
04:00 PM	TO 05:00 PM	1,537	21	Y		Y			Y			Y						
05:00 PM	TO 06:00 PM	1,566	20	Y		Y			Y			Y						
06:00 PM	TO 07:00 PM	1,416	22	Y		Y			Y			Y						
07:00 PM	TO 08:00 PM	1,044	15	Y		Y			Y			Y						
08:00 PM	TO 09:00 PM	680	8	Y		Y			Y									
09:00 PM	TO 10:00 PM	558	3	Y					Y									
		18,322	398			0		0			0		0		0	0		
				8 HOURS NEEDED NOT SATISFIED			8 HOURS NEEDED NOT SATISFIED			8 HOURS OF BOTH COND. A AND COND. B NEEDED NOT SATISFIED						4 HRS NEEDED NOT SATISFIED		1 HR NEEDED NOT SATISFIED

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: EG Miles Pkwy at Curtis St

COUNT DATE: Typical Weekday

INTERSECTION CONDITION:

MAJOR STREET: Main Street EG Miles Pkwy
 MINOR STREET: Cross Street Curtis St

OF APPROACH LANES: 2
 # OF APPROACH LANES: 1

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

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	WARRANT 1, Condition A			WARRANT 1, Condition B			WARRANT 1, Combination Warrant						WARRANT 2	WARRANT 3		
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET	CONDITION A			CONDITION B						
									MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET				
THRESHOLD VALUES →			420	105		630	53		480	120		720	60					
06:00 AM	TO 07:00 AM	902	7	Y		Y			Y			Y						
07:00 AM	TO 08:00 AM	1,787	37	Y		Y			Y			Y						
08:00 AM	TO 09:00 AM	1,340	17	Y		Y			Y			Y						
09:00 AM	TO 10:00 AM	1,098	20	Y		Y			Y			Y						
10:00 AM	TO 11:00 AM	1,019	15	Y		Y			Y			Y						
11:00 AM	TO 12:00 PM	1,152	17	Y		Y			Y			Y						
12:00 PM	TO 01:00 PM	1,218	10	Y		Y			Y			Y						
01:00 PM	TO 02:00 PM	1,262	14	Y		Y			Y			Y						
02:00 PM	TO 03:00 PM	1,538	22	Y		Y			Y			Y						
03:00 PM	TO 04:00 PM	1,537	12	Y		Y			Y			Y						
04:00 PM	TO 05:00 PM	1,728	15	Y		Y			Y			Y						
05:00 PM	TO 06:00 PM	1,897	14	Y		Y			Y			Y						
06:00 PM	TO 07:00 PM	1,283	7	Y		Y			Y			Y						
07:00 PM	TO 08:00 PM	948	7	Y		Y			Y			Y						
08:00 PM	TO 09:00 PM	606	4	Y					Y									
09:00 PM	TO 10:00 PM	499	4	Y					Y									
			19,814	222	0			0			0			0				
			8 HOURS NEEDED NOT SATISFIED			8 HOURS NEEDED NOT SATISFIED			8 HOURS OF BOTH COND. A AND COND. B NEEDED NOT SATISFIED						4 HRS NEEDED NOT SATISFIED		1 HR NEEDED NOT SATISFIED	

GDOT PI#: Request By:
 County: GDOT District: 5 - Jesup
 Major Road: Road Class: Speed Limit:
 Crossing Road: Road Class: Speed Limit:
 Major Rd Direction: Area Type:
 Intersection Control: Project ID:
 Prepared By: Date:
 Project Purpose:

APPROACH SPLITS:
 EG Miles Pkwy: 97%
 Curtis St: 3%

2022 EXISTING YEAR VOLUMES

		56 (33) [800]					
		(0)	(20)	(0)	(13)		
		0	19	0	37	WB EG Miles Pkwy	
1176 (787) [18900]	SB Curtis St	Peds ↓	↙	↓	↘	Peds ↑	0 (0)
		↔	2022 Intersection Daily Entering Volume (est):		↔	7 (23)	
		↔	19,350		↔	604 (1087)	
		Peds ↓	↙	↓	↘	Peds ↑	0 (0)
		0	0	0	0	NB Curtis St	
		(0)	(0)	(0)	(0)	0 (0) [0]	
		EB EG Miles Pkwy					

PEAK HR % TRUCKS:

EB	WB	NB	SB
0%	0%	0%	0%

Existing Data Year:
 Project Opening Year:
 Project Design Year:
 Annual Growth Rate:
 K Factor*:

2025 OPENING YEAR VOLUMES

		56 (33) [800]					
		(0)	(20)	(0)	(13)		
		0	19	0	37	WB EG Miles Pkwy	
1176 (845) [20600]	SB Curtis St	Peds ↓	↙	↓	↘	Peds ↑	0 (0)
		↔	2025 Intersection Daily Entering Volume (est):		↔	7 (25)	
		↔	21,050		↔	604 (1192)	
		Peds ↓	↙	↓	↘	Peds ↑	7 (8)
		0	0	0	0	NB Curtis St	
		(0)	(0)	(0)	(0)	0 (0) [0]	
		EB EG Miles Pkwy					

2045 DESIGN YEAR VOLUMES

		56 (33) [800]					
		(0)	(20)	(0)	(13)		
		0	19	0	37	WB EG Miles Pkwy	
1462 (926) [22600]	SB Curtis St	Peds ↓	↙	↓	↘	Peds ↑	0 (0)
		↔	2045 Intersection Daily Entering Volume (est):		↔	8 (25)	
		↔	23,050		↔	727 (1309)	
		Peds ↓	↙	↓	↘	Peds ↑	8 (8)
		0	0	0	0	NB Curtis St	
		(0)	(0)	(0)	(0)	0 (0) [0]	
		EB EG Miles Pkwy					

LEGEND:

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GDOT PI #		Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2 <div style="display: flex; justify-content: space-between; font-size: small; font-weight: bold;"> <div style="width: 60%;"> 1. Does alternative address the project need in a balanced manner and in scale with the project? 2. Does alternative improve safety performance in terms of reducing severe crashes? 3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists? 4. Does alternative improve (or preserve) traffic characteristics, delay, reliability, etc.? 5. Does alternative appear feasible given the site respect to other project factors? 6. Does alternative appear feasible with respect to other project factors? 7. Overall feasible alternative (select alternative for further evaluation in Stage 2)? </div> <div style="width: 35%; text-align: right;"> Screening Decision Justification: </div> </div>							
Project Location:	EG Miles Pkwy @ Curtis St								
Existing Control:	Conventional (Minor Stop)								
Prepared by:	Atlas Technical Consultants								
Date:	8/1/2022								
Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column									
Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)									
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	Yes	Existing Conditions
	Conventional (All-Way Stop)	No	Yes	Yes	No	Yes	No	No	Volume too high on the major street
	Mini Roundabout	No	Yes	No	No	No	No	No	Non balance volumes
	Single Lane Roundabout	No	Yes	No	No	No	No	No	Non balance volumes
	Multilane Roundabout	No	Yes	No	No	No	No	No	Non balance volumes
	RCUT (stop control)	No	Yes	No	Yes	Yes	Yes	Yes	Potential Alternative
	RIRO w/down stream U-Turn	No	Yes	No	Yes	Yes	Yes	No	Potential Alternative
	High-T (unsignalized)	No	Yes	No	Yes	Yes	Yes	Yes	Potential Alternative
	Offset-T Intersections	No	No	No	No	No	No	No	3 Leg intersection
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	No grade separation
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	No grade separation
	Add LT Lanes on Curtis St	No	No	No	No	No	No	Yes	Potential Alternative
	No RT Lane Improvements	No	No	No	No	No	No	No	
Other unsignalized (provide description):	No	No	No	No	No	No	No		
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Signal not warranted
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Signal not warranted
	RCUT (signalized)	No	No	No	No	No	No	No	Signal not warranted
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Signal not warranted
	Continuous Green-T	No	No	No	No	No	No	No	Signal not warranted
	Jughandle	No	No	No	No	No	No	No	Signal not warranted
	Quadrant Roadway	No	No	No	No	No	No	No	Signal not warranted
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Signal not warranted
	Diverging Diamond	No	No	No	No	No	No	No	Signal not warranted
	Single Point Interchange	No	No	No	No	No	No	No	Signal not warranted
	No LT Lane Improvements	No	No	No	No	No	No	No	
	No RT Lane Improvements	No	No	No	No	No	No	No	
Other Signalized (provide description):	No	No	No	No	No	No	No		

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record



GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

ICE Version 2.21 | Revised 2/4/2022

Project Location: EG Miles Pkwy @ Curtis St
 Existing Intersection Control: Conventional (Minor Stop)
 Type of Analysis: Safety Funded Project

District: 5 - Jesup
 County: Liberty
 Area: Suburb/Transit

GDOT PI #:
 Prepared by: Atlas Technical Cons
 Date: 8/1/2022

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	None		Complete Streets Warrants Met? <input type="checkbox"/> PEDESTRIANS <input type="checkbox"/> BICYCLES <input type="checkbox"/> TRANSIT
Traffic Analysis Measure of Effectiveness	Intersection Delay		
Traffic Analysis Software Used	Synchro		
Analysis Time Period	AM Peak Hr	PM Peak Hr	
2025 Opening Yr No-Build Peak Hr Intersection Delay	43.7 sec	39.4 sec	
2025 Opening Yr No-Build Peak Hr Intersection V/C	0.49	0.36	
2045 Design Yr No-Build Peak Hr Intersection Delay	61.1 sec	53.2 sec	
2045 Design Yr No-Build Peak Hr Intersection V/C	0.60	0.46	

Crash Type	Crash Severity					Years:
	K*	A*	B*	C*	O	5
<i>Crash Data: Enter most recent 5 years of crash data</i>						
Angle	0	0	0	2	0	14%
Head-On	0	0	0	0	0	0%
Rear End	0	0	0	0	1	7%
Sideswipe - same	0	0	0	0	4	29%
Sideswipe - opposite	0	0	0	0	1	7%
Not Collision w/Motor Veh	0	0	0	0	6	43%
TOTALS:	0	0	0	2	12	14

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Proposed Control Type/Improvement:	Conventional (Minor Stop)	RCUT (stop control)	High-T (unsignalized)	Add Left Turn Lanes	N/A
Project Cost: (From CostEst Worksheet)	<i>Additional description here</i>	<i>Additional description here</i>	<i>Additional description here</i>	<i>Additional description here</i>	
Construction Cost	\$0	\$333,000	\$165,000	\$127,000	
ROW Cost	\$0	\$226,000	\$42,000	\$0	
Environmental Cost	\$0	\$0	\$0	\$0	
Reimbursable Utility Cost	\$0	\$4,000	\$2,000	\$1,000	
Design & Contingency Cost	\$0	\$0	\$0	\$0	
Cost Adjustment (justification req'd)	0%	0%	0%	0%	
Total Cost	\$0	\$563,000	\$209,000	\$128,000	

Traffic Operations:

	Synchro		Synchro		Synchro		Synchro		
	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	
	Traffic Analysis Software Used	Synchro		Synchro		Synchro		Synchro	
Analysis Period									
2045 Design Yr Build Intersection Delay	61.1 sec	53.2 sec	11.6 sec	16.3 sec	16.6 sec	26.3 sec	44.1 sec	44.1 sec	
2045 Design Yr Build Intersection V/C	0.60	0.46	0.14	0.21	0.22	0.26	0.36	0.36	

Safety Analysis:

Predefined CRF: PDO	0%	31%	23%	1%
Predefined CRF: Fatal/Inj	0%	53%	45%	1%
Predefined CRF Source:	CRF unavailable; provide user defined CRF below	NC/MO Table 4-7	FHWA Clearinghouse #s 2753 / 2755	FHWA Clearinghouse #s 270 / 274
User Defined CRF: PDO				
User Defined CRF: Fatal/Inj				
User Defined CRF Source (write in if applicable):				

Environmental Impacts:¹

Historic District/Property	None	None	None	None
Archaeology Resources	None	None	None	None
Graveyard	None	None	None	None
Stream	None	None	None	None
Underground Tank/Hazmat	None	None	None	None
Park Land	None	None	None	None
EJ Community	None	None	None	None
Wooded Area	None	None	None	None
Wetland	None	None	None	None

*Note: If environmental impact is significant (RED), provide justification impact won't jeopardize project delivery using "Env" worksheet
¹ Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept report*

Stakeholder Posture:

Local Community Support	Unknown	Unknown	Unknown	Unknown
GDOT Support	Unknown	Unknown	Unknown	Unknown

Final ICE Stage 2 Score:	5.3	6.2	7.3	4.8
Rank of Control Type Alternatives:	3	2	1	4
Final Intersection Control Selection:	1 - High-T (unsignalized)			

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: **EG Miles Pkwy at Deal St**

COUNT DATE: Typical Weekday

INTERSECTION CONDITION:

MAJOR STREET: **Main Street EG Miles Pkwy**
 MINOR STREET: **Cross Street Deal St**

OF APPROACH LANES: **2**
 # OF APPROACH LANES: **1**

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

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	WARRANT 1, Condition A			WARRANT 1, Condition B			WARRANT 1, Combination Warrant						WARRANT 2	WARRANT 3
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET	CONDITION A			CONDITION B				
									MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES			420	105		630	53		480	120		720	60			
06:00 AM TO 07:00 AM	696	7	Y			Y			Y			Y				
07:00 AM TO 08:00 AM	885	11	Y			Y			Y			Y				
08:00 AM TO 09:00 AM	1,380	11	Y			Y			Y			Y				
09:00 AM TO 10:00 AM	1,355	16	Y			Y			Y			Y				
10:00 AM TO 11:00 AM	797	19	Y			Y			Y			Y				
11:00 AM TO 12:00 PM	969	20	Y			Y			Y			Y				
12:00 PM TO 01:00 PM	1,289	24	Y			Y			Y			Y				
01:00 PM TO 02:00 PM	1,316	25	Y			Y			Y			Y				
02:00 PM TO 03:00 PM	1,395	22	Y			Y			Y			Y				
03:00 PM TO 04:00 PM	1,439	26	Y			Y			Y			Y				
04:00 PM TO 05:00 PM	1,537	41	Y			Y			Y			Y				
05:00 PM TO 06:00 PM	1,566	34	Y			Y			Y			Y				
06:00 PM TO 07:00 PM	1,416	34	Y			Y			Y			Y				
07:00 PM TO 08:00 PM	1,044	15	Y			Y			Y			Y				
08:00 PM TO 09:00 PM	680	13	Y			Y			Y							
09:00 PM TO 10:00 PM	558	7	Y						Y							
	18,322	325	0			0			0			0			0	0
			8 HOURS NEEDED NOT SATISFIED			8 HOURS NEEDED NOT SATISFIED			8 HOURS OF BOTH COND. A AND COND. B NEEDED NOT SATISFIED						4 HRS NEEDED NOT SATISFIED	1 HR NEEDED NOT SATISFIED

GDOT Pl#: Request By:

County: GDOT District: 5 - Jesup

Major Road: Road Class: Speed Limit:

Crossing Road: Road Class: Speed Limit:

Major Rd Direction: Area Type:

Intersection Control: Project ID:

Prepared By: Date:

Project Purpose:

APPROACH SPLITS:
EG Miles Pkwy: 95%
Deal St: 5%

2022 EXISTING YEAR VOLUMES

		27 (9) [400]					
		(0)	(7)	(0)	(2)		
		0	20	3	4	WB EG Miles Pkwy	
973 (664) [17400]	SB Deal St	Peds	↔	↕	↔	↕	↔
		↔	↕	↔	↕	↔	↕
		↔	↕	↔	↕	↔	↕
		↔	↕	↔	↕	↔	↕
		(3)	4			2022 Intersection Daily Entering Volume (est):	7 (3)
		(625)	943			18,300	414 (1041)
		(36)	26				11 (34)
		(0)	0				432 (1078) [17400]
		10	0	30	0	NB Deal St	
		(30)	(1)	(39)	(0)	40 (70) [1400]	

PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	2%	0%	0%

Existing Data Year:

Project Opening Year:

Project Design Year:

Annual Growth Rate:

K Factor*:

2022 OPENING YEAR VOLUMES

		27 (9) [400]					
		(0)	(7)	(0)	(2)		
		0	20	3	4	WB EG Miles Pkwy	
992.38 (677.22) [17800]	SB Deal St	Peds	↔	↕	↔	↕	↔
		↔	↕	↔	↕	↔	↕
		↔	↕	↔	↕	↔	↕
		↔	↕	↔	↕	↔	↕
		(3)	4			2022 Intersection Daily Entering Volume (est):	7 (3)
		(638)	962			18,700	422 (1062)
		(37)	27				11 (35)
		(0)	0				440.5 (1099.5) [17800]
		10	0	31	0	NB Deal St	
		(31)	(1)	(40)	(0)	40.8 (71.38) [1400]	

2022 DESIGN YEAR VOLUMES

		27 (9) [400]					
		(0)	(7)	(0)	(2)		
		0	20	3	4	WB EG Miles Pkwy	
1089.28 (743.32) [19500]	SB Deal St	Peds	↔	↕	↔	↕	↔
		↔	↕	↔	↕	↔	↕
		↔	↕	↔	↕	↔	↕
		↔	↕	↔	↕	↔	↕
		(3)	4			2022 Intersection Daily Entering Volume (est):	7 (3)
		(700)	1,056			20,500	464 (1166)
		(40)	29				12 (38)
		(0)	0				483 (1207) [19500]
		11	0	34	0	NB Deal St	
		(34)	(1)	(44)	(0)	44.8 (78.4) [1600]	

LEGEND:

- 000 = AM Peak Approach Volume
- (000) = PM Peak Approach Volume
- [000] = ADT Volume (Estimate)

Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: 1) the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or 2) the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "Waiver" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Screening Decision Record Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to eliminate non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT PI #		<p>Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2</p> <p style="font-size: small; text-align: center;"> <i>1. Does alternative address the project need in a balanced manner and in scale with the project?</i> <i>2. Does alternative improve safety performance in terms of reducing severe crashes?</i> <i>3. Does alternative incorporate safety performance in operations (congestion, delay, reliability, etc.)?</i> <i>4. Does alternative improve (or preserve) traffic characteristics, constraints & location context?</i> <i>5. Does alternative appear feasible given the site respect to other project factors?</i> <i>6. Overall feasible alternative (select alternative for further evaluation in Stage 2)?</i> </p>							
Project Location:	EG Miles Pkwy @ Deal St								
Existing Control:	Conventional (Minor Stop)								
Prepared by:	Atlas Technical Consultants								
Date:		<p>Screening Decision Justification:</p>							
<p>Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column</p>									
<p>Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)</p>									
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	Yes	
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	
	Mini Roundabout	No	No	No	No	No	No	No	
	Single Lane Roundabout	No	No	No	No	No	No	No	
	Multilane Roundabout	No	No	No	No	No	No	Yes	
	RCUT (stop control)	No	No	No	No	No	No	Yes	
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	
	High-T (unsignalized)	No	No	No	No	No	No	No	
	Offset-T Intersections	No	No	No	No	No	No	No	
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	
	Add LT Lanes on Deal St	No	No	No	No	No	No	Yes	
	No RT Lane Improvements	No	No	No	No	No	No	No	
	Other unsignalized (provide description):	No	No	No	No	No	No	No	
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	
	RCUT (signalized)	No	No	No	No	No	No	No	
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	
	Continuous Green-T	No	No	No	No	No	No	No	
	Jughandle	No	No	No	No	No	No	No	
	Quadrant Roadway	No	No	No	No	No	No	No	
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	
	Diverging Diamond	No	No	No	No	No	No	No	
	Single Point Interchange	No	No	No	No	No	No	No	
	No LT Lane Improvements	No	No	No	No	No	No	No	
	No RT Lane Improvements	No	No	No	No	No	No	No	
	Other Signalized (provide description):	No	No	No	No	No	No	No	

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record



GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

ICE Version 2.21 | Revised 2/4/2022

Project Location: EG Miles Pkwy @ Deal St
 Existing Intersection Control: Conventional (Minor Stop)
 Type of Analysis: Safety Funded Project

District: 5 - Jesup
 County: Liberty
 Area: Suburb/Transit

GDOT PI #:
 Prepared by: Atlas Technical Cons
 Date:

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	None		Complete Streets Warrants Met? <input type="checkbox"/> PEDESTRIANS <input type="checkbox"/> BICYCLES <input type="checkbox"/> TRANSIT
Traffic Analysis Measure of Effectiveness	Intersection Delay		
Traffic Analysis Software Used	Synchro		
Analysis Time Period	AM Peak Hr	PM Peak Hr	
2022 Opening Yr No-Build Peak Hr Intersection Delay	27.9 sec	43.3 sec	
2022 Opening Yr No-Build Peak Hr Intersection V/C	0.26	0.53	
2022 Design Yr No-Build Peak Hr Intersection Delay	36.1 sec	71.9 sec	
2022 Design Yr No-Build Peak Hr Intersection V/C	0.34	0.71	

Crash Type	Crash Severity						Years:
	K*	A*	B*	C*	O	5	
<i>Crash Data: Enter most recent 5 years of crash data</i>							
Angle	0	0	3	5	14	37%	
Head-On	0	0	1	0	0	2%	
Rear End	0	0	3	8	13	41%	
Sideswipe - same	0	0	0	0	6	10%	
Sideswipe - opposite	0	0	1	0	2	5%	
Not Collision w/Motor Veh	0	0	1	0	2	5%	
TOTALS:	0	0	9	13	37	59	

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Proposed Control Type/Improvement:	Conventional (Minor Stop)	Multilane Roundabout	RCUT (stop control)	Add Left Turn Lanes	N/A
Project Cost: (From CostEst Worksheet)	<i>Additional description here</i>	<i>Additional description here</i>	<i>Additional description here</i>	<i>Additional description here</i>	
Construction Cost	\$0	\$1,569,000	\$642,000	\$127,000	
ROW Cost	\$0	\$468,000	\$506,000	\$0	
Environmental Cost	\$0	\$0	\$0	\$0	
Reimbursable Utility Cost	\$0	\$18,000	\$8,000	\$1,000	
Design & Contingency Cost	\$0	\$0	\$0	\$0	
Cost Adjustment (justification req'd)	0%	+200%	+100%	0%	
Total Cost	\$0	\$2,055,000	\$1,156,000	\$128,000	

Traffic Operations:

	Synchro		GDOT RAB Tool		Synchro		Synchro		
	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	
	Traffic Analysis Software Used								
Analysis Period									
2022 Design Yr Build Intersection Delay	36.1 sec	71.9 sec	7.9 sec	8.7 sec	15.4 sec	14.2 sec	77.6 sec	107.1 sec	
2022 Design Yr Build Intersection V/C	0.34	0.71	0.57	0.59	0.15	0.18	0.23	0.62	

Safety Analysis:

Predefined CRF: PDO	0%	32%	31%	2%
Predefined CRF: Fatal/Inj	0%	71%	53%	2%
Predefined CRF Source:	CRF unavailable; provide user defined CRF below	FHWA Clearinghouse #s 236 / 237	NC/MO Table 4-7	FHWA Clearinghouse #s 270 / 274
User Defined CRF: PDO				
User Defined CRF: Fatal/Inj				
User Defined CRF Source (write in if applicable):				

Environmental Impacts:¹

Historic District/Property	None	None	None	None
Archaeology Resources	None	None	None	None
Graveyard	None	None	None	None
Stream	None	None	None	None
Underground Tank/Hazmat	None	None	None	None
Park Land	None	None	None	None
EJ Community	None	None	None	None
Wooded Area	None	None	None	None
Wetland	None	None	None	None

*Note: If environmental impact is significant (RED), provide justification impact won't jeopardize project delivery using "Env" worksheet
¹ Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept report*

Stakeholder Posture:

Local Community Support	Unknown	Unknown	Unknown	Unknown
GDOT Support	Unknown	Unknown	Unknown	Unknown

Final ICE Stage 2 Score:	4.0	6.4	7.2	4.2
Rank of Control Type Alternatives:	4	2	1	3
Final Intersection Control Selection:	1 - RCUT (stop control)			

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):

GDOT Pl#: Request By:
 County: GDOT District: 5 - Jesup
 Major Road: Road Class: Speed Limit:
 Crossing Road: Road Class: Speed Limit:
 Major Rd Direction: Area Type:
 Intersection Control: Project ID:
 Prepared By: Date:
 Project Purpose:

APPROACH SPLITS:
 EG Miles Pkwy: 95%
 L Regional MC: 5%

2022 EXISTING YEAR VOLUMES

		12 (21) [500]							
		(0)	(11)	(2)	(8)				
		0	3	1	8	WB EG Miles Pkwy			
977 (665) [1430]	SB L Regional MC	Peds	↖	↓	↘	Peds	0	(0)	
	2022 Intersection Daily Entering Volume (est):	↔	15,050		↔	17	(8)		
	EB EG Miles Pkwy	↔	449	(750)	↔	6	(18)	463 (761) [14300]	
	NB L Regional MC	↔	8	3	18	0			
		(32)	(6)	(24)	(0)	29 (62) [1000]			

PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	2%	0%	0%

Existing Data Year:
 Project Opening Year:
 Project Design Year:
 Annual Growth Rate:
 K Factor*:

2022 OPENING YEAR VOLUMES

		12 (21) [500]							
		(0)	(11)	(2)	(8)				
		0	3	1	8	WB EG Miles Pkwy			
995.54 (667.7) [14600]	SB L Regional MC	Peds	↖	↓	↘	Peds	0	(0)	471.8 (775.7) [14600]
	2022 Intersection Daily Entering Volume (est):	↔	15,350		↔	17	(8)		
	EB EG Miles Pkwy	↔	449	(750)	↔	6	(18)		
	NB L Regional MC	↔	8	3	18	0			
		(32)	(6)	(24)	(0)	29 (62) [1000]			

2022 DESIGN YEAR VOLUMES

		12 (21) [500]							
		(0)	(11)	(2)	(8)				
		0	3	1	8	WB EG Miles Pkwy			
1088.24 (731.2) [16000]	SB L Regional MC	Peds	↖	↓	↘	Peds	0	(0)	515.8 (849.2) [15900]
	2022 Intersection Daily Entering Volume (est):	↔	16,700		↔	17	(8)		
	EB EG Miles Pkwy	↔	493	(823)	↔	6	(18)		
	NB L Regional MC	↔	8	3	18	0			
		(32)	(6)	(24)	(0)	29 (62) [1000]			

LEGEND:

- 000 = AM Peak Approach Volume
- (000) = PM Peak Approach Volume
- [000] = ADT Volume (Estimate)

Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: 1) the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or 2) the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "Waiver" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Screening Decision Record Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to eliminate non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT PI #		<p>Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2</p> <p style="font-size: small; text-align: center;"> 1. Does alternative address the project need in a balanced manner and in scale with the project? 2. Does alternative improve safety performance in terms of reducing severe crashes? 3. Does alternative incorporate safety performance in operations (congestion, delay, reliability, etc.)? 4. Does alternative improve (or preserve) traffic characteristics, constraints & location context? 5. Does alternative appear feasible given the site respect to other project factors? 6. Does alternative appear feasible with respect to other project factors? 7. Overall feasible alternative (select alternative for further evaluation in Stage 2)? </p>							
Project Location:	EG Miles Pkwy @ L Regional MC								
Existing Control:	Conventional (Minor Stop)								
Prepared by:	Atlas Technical Consultants								
Date:	8/1/2022	<p>Screening Decision Justification:</p>							
<p>Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column</p>									
<p>Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)</p>									
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	Yes	Current Control
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Too many lanes on mainline
	Mini Roundabout	No	No	No	No	No	No	No	More than 90% of volume on Mainline
	Single Lane Roundabout	No	No	No	No	No	No	No	More than 90% of volume on Mainline
	Multilane Roundabout	No	No	No	No	No	No	No	More than 90% of volume on Mainline
	RCUT (stop control)	Yes	Yes	No	Yes	Yes	Yes	Yes	Potential Alternative
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	U Turn restriction
	High-T (unsignalized)	No	No	No	No	No	No	No	U Turn restriction
	Offset-T Intersections	No	No	No	No	No	No	No	3 Leg Intersection
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	No grade separation
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	No grade separation
	Add one LT Lane on L Regional MC	Yes	Yes	No	No	Yes	Yes	Yes	Potential Alternative
	No RT Lane Improvements								
	Other unsignalized (provide description):	No	No	No	No	No	No	No	
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	Yes	Potential Alternative
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	No signal warranted
	RCUT (signalized)	No	No	No	No	No	No	No	No signal warranted
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	No signal warranted
	Continuous Green-T	No	No	No	No	No	No	No	No signal warranted
	Jughandle	No	No	No	No	No	No	No	No signal warranted
	Quadrant Roadway	No	No	No	No	No	No	No	No signal warranted
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	No signal warranted
	Diverging Diamond	No	No	No	No	No	No	No	No signal warranted
	Single Point Interchange	No	No	No	No	No	No	No	No signal warranted
	No LT Lane Improvements	No	No	No	No	No	No	No	
	No RT Lane Improvements								
Other Signalized (provide description):	No	No	No	No	No	No	No		

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record



GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

ICE Version 2.21 | Revised 2/4/2022

Project Location: EG Miles Pkwy @ L Regional MC
 Existing Intersection Control: Conventional (Minor Stop)
 Type of Analysis: Safety Funded Project

District: 5 - Jesup
 County: Liberty
 Area: Suburb/Transit

GDOT PI #:
 Prepared by: Atlas Technical Cons
 Date: 8/1/2022

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	None		Complete Streets Warrants Met? <input type="checkbox"/> PEDESTRIANS <input type="checkbox"/> BICYCLES <input type="checkbox"/> TRANSIT
Traffic Analysis Measure of Effectiveness	Intersection Delay		
Traffic Analysis Software Used	Synchro		
Analysis Time Period	AM Peak Hr	PM Peak Hr	
2022 Opening Yr No-Build Peak Hr Intersection Delay	24.3 sec	31.1 sec	
2022 Opening Yr No-Build Peak Hr Intersection V/C	0.11	0.31	
2022 Design Yr No-Build Peak Hr Intersection Delay	29.7 sec	38.8 sec	
2022 Design Yr No-Build Peak Hr Intersection V/C	0.14	0.38	

Crash Type	Crash Severity						Years:
	K*	A*	B*	C*	O	5	
<i>Crash Data: Enter most recent 5 years of crash data</i>							
Angle	0	0	0	2	3	26%	
Head-On	0	0	0	0	0	0%	
Rear End	0	0	0	3	5	42%	
Sideswipe - same	0	0	0	0	2	11%	
Sideswipe - opposite	0	0	0	0	1	5%	
Not Collision w/Motor Veh	1	0	0	0	2	16%	
TOTALS:	1	0	0	5	13	19	

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Proposed Control Type/Improvement:	Conventional (Minor Stop)	RCUT (stop control)	Add Left Turn Lanes	Traffic Signal	N/A
Project Cost: (From CostEst Worksheet)	<i>Additional description here</i>	<i>Additional description here</i>	<i>Additional description here</i>	<i>Add LT bays all approaches</i>	
Construction Cost	\$0	\$321,000	\$70,000	\$201,000	
ROW Cost	\$0	\$253,000	\$0	\$0	
Environmental Cost	\$0	\$0	\$0	\$0	
Reimbursable Utility Cost	\$0	\$4,000	\$1,000	\$4,000	
Design & Contingency Cost	\$0	\$0	\$0	\$0	
Cost Adjustment (justification req'd)	0%	0%	0%	0%	
Total Cost	\$0	\$578,000	\$71,000	\$205,000	

Traffic Operations:

	Synchro		Synchro		Synchro		Synchro		
	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	
	2022 Design Yr Build Intersection Delay	29.7 sec	38.8 sec	13.2 sec	11.7 sec	51.5 sec	50.8 sec	0.0 sec	
2022 Design Yr Build Intersection V/C	0.14	0.38	0.07	0.23	0.10	0.77	0.00	0.00	

Safety Analysis:

Predefined CRF: PDO	0%	31%	1%	39%	
Predefined CRF: Fatal/Inj	0%	53%	1%	40%	
Predefined CRF Source:	CRF unavailable; provide user defined CRF below	NC/MO Table 4-7	FHWA Clearinghouse #s 270 / 274	FHWA Clearinghouse #s 7982 / 7984	
User Defined CRF: PDO					
User Defined CRF: Fatal/Inj					
User Defined CRF Source (write in if applicable):					

Environmental Impacts:¹

Historic District/Property	None	None	None	None
Archaeology Resources	None	None	None	None
Graveyard	None	None	None	None
Stream	None	None	None	None
Underground Tank/Hazmat	None	None	None	None
Park Land	None	None	None	None
EJ Community	None	None	None	None
Wooded Area	None	None	None	None
Wetland	None	None	None	None

Note: If environmental impact is significant (**RED**), provide justification impact won't jeopardize project delivery using "Env" worksheet
¹ Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept report

Stakeholder Posture:

Local Community Support	Unknown	Unknown	Unknown	Unknown	
GDOT Support	Unknown	Unknown	Unknown	Unknown	

Final ICE Stage 2 Score:	4.5	5.1	4.2	-	
Rank of Control Type Alternatives:	2	1	3	-	
Final Intersection Control Selection:	1 - RCUT (stop control)				

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):

GDOT PI#: Request By:
 County: GDOT District: 5 - Jesup
 Major Road: Road Class: Speed Limit:
 Crossing Road: Road Class: Speed Limit:
 Major Rd Direction: Area Type:
 Intersection Control: Project ID:
 Prepared By: Date:
 Project Purpose:

APPROACH SPLITS:
 EG Miles Pkwy: 95%
 Live Oak Church: 5%

2022 EXISTING YEAR VOLUMES

		125 (85) [1900]					
		(0)	(51)	(0)	(34)		
		0	43	0	82	WB EG Miles Pkwy	
1176 (787) [18600]	SB Live Oak Church	Peds ↓	↙	↓	↘	Peds ←	0 (0)
				2022 Intersection Daily Entering Volume (est):			21 (24)
				19,400			590 (1022)
							0 (0)
	EB EG Miles Pkwy	Peds →	↖	↑	↗	Peds →	0 (0)
							0 (0) [0]
		0 (0) [0]					
		NB Live Oak Church					

PEAK HR % TRUCKS:

EB	WB	NB	SB
0%	0%	0%	0%

Existing Data Year:
 Project Opening Year:
 Project Design Year:
 Annual Growth Rate:
 K Factor*:

2025 OPENING YEAR VOLUMES

		125 (85) [1900]					
		(0)	(51)	(0)	(34)		
		0	43	0	82	WB EG Miles Pkwy	
1199 (802) [19000]	SB Live Oak Church	Peds ↓	↙	↓	↘	Peds ←	0 (0)
				2025 Intersection Daily Entering Volume (est):			21 (24)
				19,750			602 (1043)
							0 (0)
	EB EG Miles Pkwy	Peds →	↖	↑	↗	Peds →	0 (0)
							0 (0) [0]
		0 (0) [0]					
		NB Live Oak Church					

LEGEND:
 000 = AM Peak Approach Volume
 (000) = PM Peak Approach Volume
 [000] = ADT Volume (Estimate)

2045 DESIGN YEAR VOLUMES

		125 (85) [1900]					
		(0)	(51)	(0)	(34)		
		0	43	0	82	WB EG Miles Pkwy	
1320 (640) [20300]	SB Live Oak Church	Peds ↓	↙	↓	↘	Peds ←	0 (0)
				2045 Intersection Daily Entering Volume (est):			21 (24)
				21,350			665 (1152)
							0 (0)
	EB EG Miles Pkwy	Peds →	↖	↑	↗	Peds →	0 (0)
							0 (0) [0]
		0 (0) [0]					
		NB Live Oak Church					

Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

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Stage 2: Alternative Selection Decision Record
 Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

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GDOT PI #		<p>Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2</p> <p style="font-size: small; text-align: center;"> 1. Does alternative address the project need in a balanced manner and in scale with the project? 2. Does alternative improve safety performance in terms of reducing severe crashes? 3. Does alternative incorporate safety performance in operations (congestion, delay, reliability, etc.)? 4. Does alternative improve (or preserve) traffic characteristics, constraints & location context? 5. Does alternative appear feasible given the site respect to other project factors? 6. Does alternative appear feasible with respect to other project factors? 7. Overall feasible alternative (select alternative for further evaluation in Stage 2)? </p>							
Project Location:	EG Miles Pkwy @ Live Oak Church								
Existing Control:	Conventional (Minor Stop)								
Prepared by:	Atlas Technical Consultants								
Date:		<p>Screening Decision Justification:</p>							
<p>Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column</p>									
<p>Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)</p>									
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	Yes	Existing Conditions
	Conventional (All-Way Stop)	No	Yes	Yes	No	Yes	No	No	Volume too high on the major street
	Mini Roundabout	No	Yes	No	No	No	No	No	Non balance volumes
	Single Lane Roundabout	No	Yes	No	No	No	No	No	Non balance volumes
	Multilane Roundabout	No	Yes	No	No	No	No	No	Non balance volumes
	RCUT (stop control)	No	Yes	No	Yes	Yes	Yes	Yes	Potential Alternative
	RIRO w/down stream U-Turn	No	Yes	No	Yes	Yes	Yes	No	Potential Alternative
	High-T (unsignalized)	No	Yes	No	Yes	Yes	Yes	Yes	Potential Alternative
	Offset-T Intersections	No	No	No	No	No	No	No	3 Leg intersection
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	No grade seperation
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	No grade seperation
	Add LT Lanes on Live Oak Church	No	No	No	No	No	No	Yes	Potential Alternative
	No RT Lane Improvements	No	No	No	No	No	No	No	
	Other unsignalized (provide description):	No	No	No	No	No	No	No	
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Signal not warranted
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Signal not warranted
	RCUT (signalized)	No	No	No	No	No	No	No	Signal not warranted
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Signal not warranted
	Continuous Green-T	No	No	No	No	No	No	No	Signal not warranted
	Jughandle	No	No	No	No	No	No	No	Signal not warranted
	Quadrant Roadway	No	No	No	No	No	No	No	Signal not warranted
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Signal not warranted
	Diverging Diamond	No	No	No	No	No	No	No	Signal not warranted
	Single Point Interchange	No	No	No	No	No	No	No	Signal not warranted
	No LT Lane Improvements	No	No	No	No	No	No	No	
	No RT Lane Improvements	No	No	No	No	No	No	No	
Other Signalized (provide description):	No	No	No	No	No	No	No		

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record



GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

ICE Version 2.21 | Revised 2/4/2022

Project Location: EG Miles Pkwy @ Live Oak Church
 Existing Intersection Control: Conventional (Minor Stop)
 Type of Analysis: Safety Funded Project

District: 5 - Jesup
 County: Liberty
 Area: Suburb/Transit

GDOT PI #:
 Prepared by: Atlas Technical Cons
 Date:

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	None	Complete Streets Warrants Met? <input type="checkbox"/> PEDESTRIANS <input type="checkbox"/> BICYCLES <input type="checkbox"/> TRANSIT
Traffic Analysis Measure of Effectiveness	Intersection Delay	
Traffic Analysis Software Used	Synchro	
Analysis Time Period	AM Peak Hr PM Peak Hr	
2025 Opening Yr No-Build Peak Hr Intersection Delay	89.6 sec 62.0 sec	
2025 Opening Yr No-Build Peak Hr Intersection V/C	0.87 0.66	
2045 Design Yr No-Build Peak Hr Intersection Delay	140.0 sec 100.8 sec	
2045 Design Yr No-Build Peak Hr Intersection V/C	1.02 0.82	

Crash Data: Enter most recent 5 years of crash data	Crash Severity					Years:
	K*	A*	B*	C*	O	5
Angle	0	0	0	0	4	15%
Head-On	0	0	0	0	0	0%
Rear End	0	0	2	4	4	37%
Sideswipe - same	0	0	0	0	6	22%
Sideswipe - opposite	0	0	0	0	1	4%
Not Collision w/Motor Veh	0	0	0	2	4	22%
TOTALS:	0	0	2	6	19	27

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Proposed Control Type/Improvement:	Conventional (Minor Stop)	RCUT (stop control)	High-T (unsignalized)	Add Left Turn Lanes	N/A
Project Cost: (From CostEst Worksheet)	<i>Additional description here</i>	<i>Additional description here</i>	<i>Additional description here</i>	<i>Additional description here</i>	
Construction Cost	\$0	\$330,000	\$164,000	\$127,000	
ROW Cost	\$0	\$226,000	\$0	\$0	
Environmental Cost	\$0	\$0	\$0	\$0	
Reimbursable Utility Cost	\$0	\$4,000	\$2,000	\$1,000	
Design & Contingency Cost	\$0	\$0	\$0	\$0	
Cost Adjustment (justification req'd)	0%	0%	0%	0%	
Total Cost	\$0	\$560,000	\$166,000	\$128,000	

Traffic Operations:

	Synchro		Synchro		Synchro		Synchro		
	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	
Traffic Analysis Software Used									
Analysis Period									
2045 Design Yr Build Intersection Delay	140.0 sec	100.8 sec	12.4 sec	16.0 sec	21.1 sec	36.9 sec	95.2 sec	143.7 sec	
2045 Design Yr Build Intersection V/C	1.02	0.82	0.24	0.25	0.41	0.50	0.47	1.04	

Safety Analysis:

Predefined CRF: PDO	0%	31%	23%	2%	
Predefined CRF: Fatal/Inj	0%	53%	45%	2%	
Predefined CRF Source:	CRF unavailable; provide user defined CRF below	NC/MO Table 4-7	FHWA Clearinghouse #s 2753 / 2755	FHWA Clearinghouse #s 270 / 274	
User Defined CRF: PDO					
User Defined CRF: Fatal/Inj					
User Defined CRF Source (write in if applicable):					

Environmental Impacts:¹

Historic District/Property	None	None	None	None	
Archaeology Resources	None	None	None	None	
Graveyard	None	None	None	None	
Stream	None	None	None	None	
Underground Tank/Hazmat	None	None	None	None	
Park Land	None	None	None	None	
EJ Community	None	None	None	None	
Wooded Area	None	None	None	None	
Wetland	None	None	None	None	

Note: If environmental impact is significant (**RED**), provide justification impact won't jeopardize project delivery using "Env" worksheet
¹ Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept report

Stakeholder Posture:

Local Community Support	Unknown	Unknown	Unknown	Unknown	
GDOT Support	Unknown	Unknown	Unknown	Unknown	

Final ICE Stage 2 Score:	4.6	6.1	7.2	3.3	
Rank of Control Type Alternatives:	3	2	1	4	
Final Intersection Control Selection:	1 - High-T (unsignalized)				

Note: Stage 2 score is not given (shown as ".") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: EG Miles Pkwy ar Live Oak Chrucl Rd

COUNT DATE: Typical Weekday

INTERSECTION CONDITION:

MAJOR STREET: Main Street EG Miles Pkwy
 MINOR STREET: Cross Street Live Oak Church Rd

OF APPROACH LANES: 2
 # OF APPROACH LANES: 1

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

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	WARRANT 1, Condition A			WARRANT 1, Condition B			WARRANT 1, Combination Warrant						WARRANT 2	WARRANT 3
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET	CONDITION A			CONDITION B				
									MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES →			420	105		630	53		480	120		720	60			
06:00 AM TO 07:00 AM	902	37	Y			Y			Y			Y				
07:00 AM TO 08:00 AM	1,787	82	Y			Y	Y	Y	Y			Y	Y	Y		Y
08:00 AM TO 09:00 AM	1,340	56	Y			Y	Y	Y	Y			Y				
09:00 AM TO 10:00 AM	1,098	48	Y			Y			Y			Y				
10:00 AM TO 11:00 AM	1,019	37	Y			Y			Y			Y				
11:00 AM TO 12:00 PM	1,152	31	Y			Y			Y			Y				
12:00 PM TO 01:00 PM	1,218	39	Y			Y			Y			Y				
01:00 PM TO 02:00 PM	1,262	34	Y			Y			Y			Y				
02:00 PM TO 03:00 PM	1,538	47	Y			Y			Y			Y				
03:00 PM TO 04:00 PM	1,537	35	Y			Y			Y			Y				
04:00 PM TO 05:00 PM	1,728	32	Y			Y			Y			Y				
05:00 PM TO 06:00 PM	1,897	35	Y			Y			Y			Y				
06:00 PM TO 07:00 PM	1,283	22	Y			Y			Y			Y				
07:00 PM TO 08:00 PM	948	23	Y			Y			Y			Y				
08:00 PM TO 09:00 PM	606	14	Y						Y							
09:00 PM TO 10:00 PM	499	12	Y						Y							
	19,814	584	0			2			0			1			1	1
			8 HOURS NEEDED NOT SATISFIED			8 HOURS NEEDED NOT SATISFIED			8 HOURS OF BOTH COND. A AND COND. B NEEDED NOT SATISFIED						4 HRS NEEDED NOT SATISFIED	1 HR NEEDED SATISFIED

GDOT Pl#: Request By:
 County: GDOT District: 5 - Jesup
 Major Road: Road Class: Speed Limit:
 Crossing Road: Road Class: Speed Limit:
 Major Rd Direction: Area Type:
 Intersection Control: Project ID:
 Prepared By: Date:
 Project Purpose:

APPROACH SPLITS:
 EG Miles Pkwy: 94%
 Live Oak Dr: 6%

2022 EXISTING YEAR VOLUMES

		0 (0) [0]					
		(0)	(0)	(0)	(0)		
		0	0	0	0	WB EG Miles Pkwy	
1176 (787) [18800]	SB Live Oak Dr	Peds	↔	↕	↔	Peds	0 (0)
	↔	↕	↔	↕	↔	↕	0 (0)
	2022 Intersection Daily Entering Volume (est):		19,800		585 (1040)		26 (70)
	EB EG Miles Pkwy		37 0 69 0		106 (83) [2000]		611 (1110) [18800]
		(50)	(0)	(33)	(0)		
		106 (83) [2000]					
		NB Live Oak Dr					

PEAK HR % TRUCKS:

EB	WB	NB	SB
0%	0%	0%	0%

Existing Data Year:
 Project Opening Year:
 Project Design Year:
 Annual Growth Rate:
 K Factor*:

2025 OPENING YEAR VOLUMES

		0 (0) [0]					
		(0)	(0)	(0)	(0)		
		0	0	0	0	WB EG Miles Pkwy	
1206 (812) [19200]	SB Live Oak Dr	Peds	↔	↕	↔	Peds	0 (0)
	↔	↕	↔	↕	↔	↕	0 (0)
	2025 Intersection Daily Entering Volume (est):		20,400		597 (1061)		39 (87)
	EB EG Miles Pkwy		37 0 69 0		106 (83) [2200]		636 (1148) [19400]
		(50)	(0)	(33)	(0)		
		106 (83) [2200]					
		NB Live Oak Dr					

2045 DESIGN YEAR VOLUMES

		0 (0) [0]					
		(0)	(0)	(0)	(0)		
		0	0	0	0	WB EG Miles Pkwy	
1352 (908) [21500]	SB Live Oak Dr	Peds	↔	↕	↔	Peds	0 (0)
	↔	↕	↔	↕	↔	↕	0 (0)
	2045 Intersection Daily Entering Volume (est):		22,700		673 (1196)		39 (87)
	EB EG Miles Pkwy		37 0 69 0		106 (83) [2200]		712 (1283) [21700]
		(50)	(0)	(33)	(0)		
		106 (83) [2200]					
		NB Live Oak Dr					

LEGEND:

- 000 = AM Peak Approach Volume
- (000) = PM Peak Approach Volume
- [000] = ADT Volume (Estimate)

Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: 1) the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or 2) the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "Waiver" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Screening Decision Record Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to eliminate non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT PI #		<p>Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2</p> <p style="font-size: small; text-align: center;"> 1. Does alternative address the project need in a balanced manner and in scale with the project? 2. Does alternative improve safety performance in terms of reducing severe crashes? 3. Does alternative incorporate safety performance in operations (congestion, delay, reliability, etc.)? 4. Does alternative improve (or preserve) traffic characteristics, constraints & location context? 5. Does alternative appear feasible given the site respect to other project factors? 6. Does alternative appear feasible with respect to other project factors? 7. Overall feasible alternative (select alternative for further evaluation in Stage 2)? </p>							
Project Location:	EG Miles Pkwy @ Live Oak Dr								
Existing Control:	Conventional (Minor Stop)								
Prepared by:	Atlas Technical Consultants								
Date:		<p>Screening Decision Justification:</p>							
<p>Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column</p>									
<p>Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)</p>									
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	Yes	Existing Conditions
	Conventional (All-Way Stop)	No	Yes	Yes	No	Yes	No	No	Volume too high on the major street
	Mini Roundabout	No	Yes	No	No	No	No	No	Non balance volumes
	Single Lane Roundabout	No	Yes	No	No	No	No	No	Non balance volumes
	Multilane Roundabout	No	Yes	No	No	No	No	No	Non balance volumes
	RCUT (stop control)	No	Yes	No	Yes	Yes	Yes	Yes	Potential Alternative
	RIRO w/down stream U-Turn	No	Yes	No	Yes	Yes	Yes	No	Potential Alternative
	High-T (unsignalized)	No	Yes	No	Yes	Yes	Yes	No	U-Turn Limitation
	Offset-T Intersections	No	No	No	No	No	No	No	3 Leg intersection
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	No grade seperation
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	No grade seperation
	Add LT Lanes on Live Oak Dr	No	No	No	No	No	No	Yes	Potential Alternative
	No RT Lane Improvements	No	No	No	No	No	No	No	
	Other unsignalized (provide description):	No	No	No	No	No	No	No	
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Signal not warranted
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Signal not warranted
	RCUT (signalized)	No	No	No	No	No	No	No	Signal not warranted
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Signal not warranted
	Continuous Green-T	No	No	No	No	No	No	No	Signal not warranted
	Jughandle	No	No	No	No	No	No	No	Signal not warranted
	Quadrant Roadway	No	No	No	No	No	No	No	Signal not warranted
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Signal not warranted
	Diverging Diamond	No	No	No	No	No	No	No	Signal not warranted
	Single Point Interchange	No	No	No	No	No	No	No	Signal not warranted
	No LT Lane Improvements	No	No	No	No	No	No	No	
	No RT Lane Improvements	No	No	No	No	No	No	No	
Other Signalized (provide description):	No	No	No	No	No	No	No		

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record



GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

ICE Version 2.21 | Revised 2/4/2022

Project Location: EG Miles Pkwy @ Live Oak Dr
 Existing Intersection Control: Conventional (Minor Stop)
 Type of Analysis: Safety Funded Project

District: 5 - Jesup
 County: Liberty
 Area: Suburb/Transit

GDOT PI #:
 Prepared by: Atlas Technical Cons
 Date:

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	None		Complete Streets Warrants Met? <input type="checkbox"/> PEDESTRIANS <input type="checkbox"/> BICYCLES <input type="checkbox"/> TRANSIT
Traffic Analysis Measure of Effectiveness	Intersection Delay		
Traffic Analysis Software Used	Synchro		
Analysis Time Period	AM Peak Hr	PM Peak Hr	
2025 Opening Yr No-Build Peak Hr Intersection Delay	120.9 sec	125.8 sec	
2025 Opening Yr No-Build Peak Hr Intersection V/C	0.96	0.91	
2045 Design Yr No-Build Peak Hr Intersection Delay	221.4 sec	205.9 sec	
2045 Design Yr No-Build Peak Hr Intersection V/C	1.21	1.12	

Crash Type	Crash Severity						Years:
	K*	A*	B*	C*	O	5	
<i>Crash Data: Enter most recent 5 years of crash data</i>							
Angle		0	1	5	13	40%	
Head-On		0	0	2	2	8%	
Rear End		1	0	2	8	23%	
Sideswipe - same		0	0	0	9	19%	
Sideswipe - opposite		0	0	1	2	6%	
Not Collision w/Motor Veh		0	0	0	2	4%	
TOTALS:	0	1	1	10	36	48	

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Proposed Control Type/Improvement:	Conventional (Minor Stop)	RCUT (stop control)	Add Left Turn Lanes	N/A	N/A
Project Cost: (From CostEst Worksheet)	<i>Additional description here</i>	<i>Additional description here</i>	<i>Additional description here</i>		
Construction Cost	\$0	\$330,000	\$127,000		
ROW Cost	\$0	\$226,000	\$0		
Environmental Cost	\$0	\$0	\$0		
Reimbursable Utility Cost	\$0	\$4,000	\$1,000		
Design & Contingency Cost	\$0	\$0	\$0		
Cost Adjustment (justification req'd)	0%	0%	0%		
Total Cost	\$0	\$560,000	\$128,000		

Traffic Operations:

	Synchro		Synchro		Synchro			
Traffic Analysis Software Used	Synchro		Synchro		Synchro			
Analysis Period	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr		
2045 Design Yr Build Intersection Delay	221.4 sec	205.9 sec	21.1 sec	13.3 sec	95.2 sec	143.7 sec		
2045 Design Yr Build Intersection V/C	1.21	1.12	0.39	0.21	0.47	1.04		

Safety Analysis:

Predefined CRF: PDO	0%	31%	2%		
Predefined CRF: Fatal/Inj	0%	53%	2%		
Predefined CRF Source:	CRF unavailable; provide user defined CRF below	NC/MO Table 4-7	FHWA Clearinghouse #s 270 / 274		
User Defined CRF: PDO					
User Defined CRF: Fatal/Inj					
User Defined CRF Source (write in if applicable):					

Environmental Impacts:¹

Historic District/Property	None	None	None		
Archaeology Resources	None	None	None		
Graveyard	None	None	None		
Stream	None	None	None		
Underground Tank/Hazmat	None	None	None		
Park Land	None	None	None		
EJ Community	None	None	None		
Wooded Area	None	None	None		
Wetland	None	None	None		

Note: If environmental impact is significant (**RED**), provide justification impact won't jeopardize project delivery using "Env" worksheet
¹ Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept report

Stakeholder Posture:

Local Community Support	Unknown	Unknown	Unknown		
GDOT Support	Unknown	Unknown	Unknown		

Final ICE Stage 2 Score:	4.3	6.0	4.9		
Rank of Control Type Alternatives:	3	1	2		
Final Intersection Control Selection:	1 - RCUT (stop control)				

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: EG Miles Pkwy at Live Oak Dr

COUNT DATE: Typical Weekday

INTERSECTION CONDITION:

MAJOR STREET: Main Street EG Miles Pkwy
 MINOR STREET: Cross Street Live Oak Dr

OF APPROACH LANES: 2
 # OF APPROACH LANES: 1

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

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	WARRANT 1, Condition A			WARRANT 1, Condition B			WARRANT 1, Combination Warrant						WARRANT 2	WARRANT 3		
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET	CONDITION A			CONDITION B						
									MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET				
THRESHOLD VALUES →			420	105		630	53		480	120		720	60					
06:00 AM	TO 07:00 AM	902	18	Y		Y			Y			Y						
07:00 AM	TO 08:00 AM	1,787	36	Y		Y			Y			Y						
08:00 AM	TO 09:00 AM	1,340	37	Y		Y			Y			Y						
09:00 AM	TO 10:00 AM	1,098	36	Y		Y			Y			Y						
10:00 AM	TO 11:00 AM	1,019	32	Y		Y			Y			Y						
11:00 AM	TO 12:00 PM	1,152	26	Y		Y			Y			Y						
12:00 PM	TO 01:00 PM	1,218	44	Y		Y			Y			Y						
01:00 PM	TO 02:00 PM	1,262	45	Y		Y			Y			Y						
02:00 PM	TO 03:00 PM	1,538	43	Y		Y			Y			Y						
03:00 PM	TO 04:00 PM	1,537	46	Y		Y			Y			Y						
04:00 PM	TO 05:00 PM	1,728	58	Y		Y	Y	Y	Y			Y						
05:00 PM	TO 06:00 PM	1,897	49	Y		Y			Y			Y						
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08:00 PM	TO 09:00 PM	606	23	Y					Y									
09:00 PM	TO 10:00 PM	499	16	Y					Y									
			19,814	588	0			1			0			0			0	0
			8 HOURS NEEDED NOT SATISFIED			8 HOURS NEEDED NOT SATISFIED			8 HOURS OF BOTH COND. A AND COND. B NEEDED NOT SATISFIED						4 HRS NEEDED NOT SATISFIED		1 HR NEEDED NOT SATISFIED	

GDOT Pl#: Request By:

County: GDOT District: 5 - Jesup

Major Road: Road Class: Speed Limit:

Crossing Road: Road Class: Speed Limit:

Major Rd Direction: Area Type:

Intersection Control: Project ID:

Prepared By: Date:

Project Purpose:

APPROACH SPLITS:
EG Miles Pkwy: 90%
Miles Xing: 10%

2022 EXISTING YEAR VOLUMES

		195 (118) [3200]					
		(0)	(71)	(0)	(47)		
		0	68	0	127	WB EG Miles Pkwy	
1197 (814) [18300]	SB Miles Xing	Peds	↔	↘	↙	↔	↕
		↔	↘	↙	↔	↕	↕
		↔	↘	↙	↔	↕	↕
		↔	↘	↙	↔	↕	↕
		24	(50)			0	(0)
		569	(544)			65	(60)
		20,500				668 (664) [18800]	
		0	0	0	0	NB Miles Xing	
		(0)	(0)	(0)	(0)	0 (0) [700]	
		EB EG Miles Pkwy					

PEAK HR % TRUCKS:

EB	WB	NB	SB
0%	0%	0%	0%

Existing Data Year:

Project Opening Year:

Project Design Year:

Annual Growth Rate:

K Factor*:

2025 OPENING YEAR VOLUMES

		195 (118) [3200]					
		(0)	(71)	(0)	(47)		
		0	68	0	127	WB EG Miles Pkwy	
1219 (828) [19000]	SB Miles Xing	Peds	↔	↘	↙	↔	↕
		↔	↘	↙	↔	↕	↕
		↔	↘	↙	↔	↕	↕
		↔	↘	↙	↔	↕	↕
		24	(50)			580	(996)
		641	(1110)			65	(60)
		20,650				669 (1106) [19100]	
		0	0	0	0	NB Miles Xing	
		(0)	(0)	(0)	(0)	0 (0) [0]	
		EB EG Miles Pkwy					

2045 DESIGN YEAR VOLUMES

		195 (118) [3200]					
		(0)	(71)	(0)	(47)		
		0	68	0	127	WB EG Miles Pkwy	
1336 (903) [20800]	SB Miles Xing	Peds	↔	↘	↙	↔	↕
		↔	↘	↙	↔	↕	↕
		↔	↘	↙	↔	↕	↕
		↔	↘	↙	↔	↕	↕
		24	(50)			641	(1110)
		65	(60)			730	(1220) [20900]
		22,450				730 (1220) [20900]	
		0	0	0	0	NB Miles Xing	
		(0)	(0)	(0)	(0)	0 (0) [0]	
		EB EG Miles Pkwy					

LEGEND:

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- [000] = ADT Volume (Estimate)

Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

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Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: 1) the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or 2) the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "Waiver" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Screening Decision Record
Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to eliminate non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Alternative Selection Decision Record
Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT PI #		<p>Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2</p> <p style="font-size: small; text-align: center;"> 1. Does alternative address the project need in a balanced manner and in scale with the project? 2. Does alternative improve safety performance in terms of reducing severe crashes? 3. Does alternative incorporate safety performance in operations (congestion, delay, reliability, etc.)? 4. Does alternative improve (or preserve) traffic characteristics, constraints & location context? 5. Does alternative appear feasible given the site respect to other project factors? 6. Does alternative appear feasible with respect to other project factors? 7. Overall feasible alternative (select alternative for further evaluation in Stage 2)? </p>							
Project Location:	EG Miles Pkwy @ Miles Xing								
Existing Control:	Conventional (Minor Stop)								
Prepared by:	Atlas Technical Consultants								
Date:		<p>Screening Decision Justification:</p>							
<p>Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column</p>									
<p>Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)</p>									
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	Yes	Existing Conditions
	Conventional (All-Way Stop)	No	Yes	Yes	No	Yes	No	No	Volume too high on the major street
	Mini Roundabout	No	Yes	No	No	No	No	No	Non balance volumes
	Single Lane Roundabout	No	Yes	No	No	No	No	No	Non balance volumes
	Multilane Roundabout	No	Yes	No	No	No	No	No	Non balance volumes
	RCUT (stop control)	No	Yes	No	Yes	Yes	Yes	No	Left turn Volumes too high
	RIRO w/down stream U-Turn	No	Yes	No	Yes	Yes	Yes	No	Left turn Volumes too high
	High-T (unsignalized)	No	Yes	No	Yes	Yes	Yes	No	U Turn Volumes
	Offset-T Intersections	No	No	No	No	No	No	No	3 Leg intersection
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	No grade separation
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	No grade separation
	Add LT Lanes on Miles Xing	No	No	No	No	No	No	Yes	Potential Alternative
	No RT Lane Improvements	No	No	No	No	No	No	No	
	Other unsignalized (provide description):	No	No	No	No	No	No	No	
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	Yes	Potential Alternative
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Left turn Volumes too high
	RCUT (signalized)	No	No	No	No	No	No	No	Left turn Volumes too high
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not feasible
	Continuous Green-T	No	No	No	No	No	No	No	U Turn Volumes
	Jughandle	No	No	No	No	No	No	No	3 Leg intersection
	Quadrant Roadway	No	No	No	No	No	No	No	4 Leg intersection
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	No grade separation
	Diverging Diamond	No	No	No	No	No	No	No	No grade separation
	Single Point Interchange	No	No	No	No	No	No	No	No grade separation
	No LT Lane Improvements	No	No	No	No	No	No	No	
	No RT Lane Improvements	No	No	No	No	No	No	No	
Other Signalized (provide description):	No	No	No	No	No	No	No		

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record



GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

ICE Version 2.21 | Revised 2/4/2022

Project Location: EG Miles Pkwy @ Miles Xing
 Existing Intersection Control: Conventional (Minor Stop)
 Type of Analysis: Safety Funded Project

District: 5 - Jesup
 County: Liberty
 Area: Suburb/Transit

GDOT PI #:
 Prepared by: Atlas Technical Cons
 Date:

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	Meets Signal Warrants		Complete Streets Warrants Met? <input type="checkbox"/> PEDESTRIANS <input type="checkbox"/> BICYCLES <input type="checkbox"/> TRANSIT
Traffic Analysis Measure of Effectiveness	Intersection Delay		
Traffic Analysis Software Used	Synchro		
Analysis Time Period	AM Peak Hr	PM Peak Hr	
2025 Opening Yr No-Build Peak Hr Intersection Delay	500.0 sec	314.0 sec	
2025 Opening Yr No-Build Peak Hr Intersection V/C	3.35	1.42	
2045 Design Yr No-Build Peak Hr Intersection Delay	500.0 sec	500.0 sec	
2045 Design Yr No-Build Peak Hr Intersection V/C	4.28	1.87	

Crash Type	Crash Severity						Years:
	K*	A*	B*	C*	O	5	
Crash Data: Enter most recent 5 years of crash data							
Angle	0	1	0	3	4	42%	
Head-On	0	0	0	0	2	11%	
Rear End	0	0	0	1	4	26%	
Sideswipe - same	0	0	0	0	0	0%	
Sideswipe - opposite	0	0	0	0	0	0%	
Not Collision w/Motor Veh	0	0	0	0	4	21%	
TOTALS:	0	1	0	4	14	19	

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Proposed Control Type/Improvement:	Conventional (Minor Stop)	Add Left Turn Lanes	Traffic Signal	N/A	N/A
Project Cost: (From CostEst Worksheet)	<i>Additional description here</i>	<i>Additional description here</i>	<i>Add LT bay(s) on minor ST</i>		
Construction Cost	\$0	\$114,000	\$136,000		
ROW Cost	\$0	\$0	\$0		
Environmental Cost	\$0	\$0	\$0		
Reimbursable Utility Cost	\$0	\$1,000	\$3,000		
Design & Contingency Cost	\$0	\$0	\$0		
Cost Adjustment (justification req'd)	0%	0%	0%		
Total Cost	\$0	\$115,000	\$139,000		

Traffic Operations:

	Synchro		Synchro		Synchro			
Traffic Analysis Software Used	Synchro		Synchro		Synchro			
Analysis Period	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr		
2045 Design Yr Build Intersection Delay	500.0 sec	500.0 sec	500.0 sec	247.4 sec	12.7 sec	12.8 sec		
2045 Design Yr Build Intersection V/C	4.28	1.87	4.12	1.70	0.76	0.84		

Safety Analysis:

Predefined CRF: PDO	0%	4%	39%		
Predefined CRF: Fatal/Inj	0%	3%	40%		
Predefined CRF Source:	CRF unavailable; provide user defined CRF below	FHWA Clearinghouse #s 270 / 274	FHWA Clearinghouse #s 7982 / 7984		
User Defined CRF: PDO					
User Defined CRF: Fatal/Inj					
User Defined CRF Source (write in if applicable):					

Environmental Impacts:¹

Historic District/Property	None	None	None		
Archaeology Resources	None	None	None		
Graveyard	None	None	None		
Stream	None	None	None		
Underground Tank/Hazmat	None	None	None		
Park Land	None	None	None		
EJ Community	None	None	None		
Wooded Area	None	None	None		
Wetland	None	None	None		

Note: If environmental impact is significant (**RED**), provide justification impact won't jeopardize project delivery using "Env" worksheet
¹ Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept report

Stakeholder Posture:

Local Community Support	Unknown	Unknown	Unknown		
GDOT Support	Unknown	Unknown	Unknown		

Final ICE Stage 2 Score:	1.9	1.1	5.2		
Rank of Control Type Alternatives:	2	3	1		
Final Intersection Control Selection:	1 - Traffic Signal				

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: EG Miles at Miles Xing

COUNT DATE: Typical Weekday

INTERSECTION CONDITION:

MAJOR STREET: Main Street EG Miles
 MINOR STREET: Cross Street Miles Xing

OF APPROACH LANES: 2
 # OF APPROACH LANES: 1

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

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	WARRANT 1, Condition A			WARRANT 1, Condition B			WARRANT 1, Combination Warrant						WARRANT 2	WARRANT 3	
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET	CONDITION A			CONDITION B					
									MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET			
THRESHOLD VALUES →			420	105		630	53		480	120		720	60				
06:00 AM TO 07:00 AM	902	62	Y			Y	Y	Y	Y			Y	Y	Y	Y		
07:00 AM TO 08:00 AM	1,787	123	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
08:00 AM TO 09:00 AM	1,340	118	Y	Y	Y	Y	Y	Y	Y			Y	Y	Y	Y	Y	
09:00 AM TO 10:00 AM	1,098	62	Y			Y	Y	Y	Y			Y	Y	Y	Y		
10:00 AM TO 11:00 AM	1,019	53	Y			Y	Y	Y	Y			Y					
11:00 AM TO 12:00 PM	1,152	40	Y			Y			Y			Y					
12:00 PM TO 01:00 PM	1,218	63	Y			Y	Y	Y	Y			Y	Y	Y	Y		
01:00 PM TO 02:00 PM	1,262	47	Y			Y			Y			Y					
02:00 PM TO 03:00 PM	1,538	55	Y			Y	Y	Y	Y			Y					
03:00 PM TO 04:00 PM	1,537	35	Y			Y			Y			Y					
04:00 PM TO 05:00 PM	1,728	44	Y			Y			Y			Y					
05:00 PM TO 06:00 PM	1,897	44	Y			Y			Y			Y					
06:00 PM TO 07:00 PM	1,283	29	Y			Y			Y			Y					
07:00 PM TO 08:00 PM	948	25	Y			Y			Y			Y					
08:00 PM TO 09:00 PM	606	24	Y						Y								
09:00 PM TO 10:00 PM	499	11	Y						Y								
	19,814	835	2			7			1			5			5	2	
			8 HOURS NEEDED NOT SATISFIED			8 HOURS NEEDED NOT SATISFIED			8 HOURS OF BOTH COND. A AND COND. B NEEDED NOT SATISFIED						4 HRS NEEDED SATISFIED		1 HR NEEDED SATISFIED

GDOT Pl#: Request By:
 County: GDOT District: 5 - Jesup
 Major Road: Road Class: Speed Limit:
 Crossing Road: Road Class: Speed Limit:
 Major Rd Direction: Area Type:
 Intersection Control: Project ID:
 Prepared By: Date:
 Project Purpose:

APPROACH SPLITS:
 EG Miles Pkwy: 89%
 Pineland Ave: 11%

2022 EXISTING YEAR VOLUMES

		0 (0) [0]					
		(0)	(0)	(0)	(0)		
		0	0	0	0	WB EG Miles Pkwy	
1176 (787) [18400]	SB Pineland Ave	Peds	↔	↕	↔	Peds	0 (0)
		↔	↕	↔	↔		0 (0)
		↔	↕	↔	↔		569 (957)
		↔	↕	↔	↔		55 (170)
		2022 Intersection Daily Entering Volume (est): 20,650					
		171 (152) [4200]					
		59 0 112 0					
		(91) (0) (61) (0)					
		171 (152) [4200]					
		EB EG Miles Pkwy					
		NB Pineland Ave					

PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	2%	0%	0%

Existing Data Year:
 Project Opening Year:
 Project Design Year:
 Annual Growth Rate:
 K Factor*:

2025 OPENING YEAR VOLUMES

		0 (0) [0]					
		(0)	(0)	(0)	(0)		
		0	0	0	0	WB EG Miles Pkwy	
1205 (814) [18885]	SB Pineland Ave	Peds	↔	↕	↔	Peds	0 (0)
		↔	↕	↔	↔		580 (976)
		↔	↕	↔	↔		55 (170)
		↔	↕	↔	↔		59 0 112 0
		2025 Intersection Daily Entering Volume (est): 21,050					
		171 (152) [4200]					
		59 0 112 0					
		(91) (0) (61) (0)					
		171 (152) [4200]					
		EB EG Miles Pkwy					
		NB Pineland Ave					

2045 DESIGN YEAR VOLUMES

		0 (0) [0]					
		(0)	(0)	(0)	(0)		
		0	0	0	0	WB EG Miles Pkwy	
1322 (867) [1472111]	SB Pineland Ave	Peds	↔	↕	↔	Peds	0 (0)
		↔	↕	↔	↔		641 (1079)
		↔	↕	↔	↔		55 (170)
		↔	↕	↔	↔		59 0 112 0
		2045 Intersection Daily Entering Volume (est): 22,750					
		171 (152) [4200]					
		59 0 112 0					
		(91) (0) (61) (0)					
		171 (152) [4200]					
		EB EG Miles Pkwy					
		NB Pineland Ave					

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

LEGEND:
 000 = AM Peak Approach Volume
 (000) = PM Peak Approach Volume
 [000] = ADT Volume (Estimate)

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Project Location:	EG Miles Pkwy @ Pineland Ave								
Existing Control:	Conventional (Minor Stop)								
Prepared by:	Atlas Technical Consultants								
Date:		<p>Screening Decision Justification:</p>							
<p>Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column</p>									
<p>Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)</p>									
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	Yes	Existing Conditions
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	Mini Roundabout	No	Yes	No	No	No	No	No	Non balance volumes
	Single Lane Roundabout	No	Yes	No	No	No	No	No	Non balance volumes
	Multilane Roundabout	No	Yes	No	No	No	No	No	Non balance volumes
	RCUT (stop control)	No	Yes	No	Yes	Yes	Yes	No	Left turn Volume too high
	RIRO w/down stream U-Turn	No	Yes	No	Yes	Yes	Yes	No	Left turn Volume too high
	High-T (unsignalized)	No	Yes	No	Yes	Yes	Yes	Yes	Potential Alternative
	Offset-T Intersections	No	No	No	No	No	No	No	3 Leg intersection
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	No grade separation
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	No grade separation
	Add LT Lanes on Pineland Ave	No	No	No	No	No	No	Yes	Potential Alternative
	No RT Lane Improvements	No	No	No	No	No	No	No	
	Other unsignalized (provide description):	No	No	No	No	No	No	No	
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	Yes	Potential Alternative
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Left turn Volume too high
	RCUT (signalized)	No	No	No	No	No	No	No	Left turn Volume too high
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Left turn Volume too high
	Continuous Green-T	No	No	No	No	No	No	Yes	Potential Alternative
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	Quadrant Roadway	No	No	No	No	No	No	No	4 Leg intersection
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	No grade separation
	Diverging Diamond	No	No	No	No	No	No	No	No grade separation
	Single Point Interchange	No	No	No	No	No	No	No	No grade separation
	No LT Lane Improvements	No	No	No	No	No	No	No	
	No RT Lane Improvements	No	No	No	No	No	No	No	
Other Signalized (provide description):	No	No	No	No	No	No	No		

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record



GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

ICE Version 2.21 | Revised 2/4/2022

Project Location: EG Miles Pkwy @ Pineland Ave
 Existing Intersection Control: Conventional (Minor Stop)
 Type of Analysis: Safety Funded Project

District: 5 - Jesup
 County: Liberty
 Area: Suburb/Transit

GDOT PI #:
 Prepared by: Atlas Technical Cons
 Date:

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	Meets Signal Warrants	Complete Streets Warrants Met? <input type="checkbox"/> PEDESTRIANS <input type="checkbox"/> BICYCLES <input type="checkbox"/> TRANSIT
Traffic Analysis Measure of Effectiveness	Intersection Delay	
Traffic Analysis Software Used	Synchro	
Analysis Time Period	AM Peak Hr PM Peak Hr	
2025 Opening Yr No-Build Peak Hr Intersection Delay	340.3 sec 500.0 sec	
2025 Opening Yr No-Build Peak Hr Intersection V/C	1.56 2.22	
2045 Design Yr No-Build Peak Hr Intersection Delay	500.0 sec 500.0 sec	
2045 Design Yr No-Build Peak Hr Intersection V/C	1.97 2.86	

Crash Data: Enter most recent 5 years of crash data	Crash Severity					Years:
	K*	A*	B*	C*	O	5
Angle	0	0	2	11	29	59%
Head-On	0	0	0	0	1	1%
Rear End	0	0	1	5	11	24%
Sideswipe - same	0	0	0	0	6	8%
Sideswipe - opposite	0	0	0	0	1	1%
Not Collision w/Motor Veh	0	0	0	0	4	6%
TOTALS:	0	0	3	16	52	71

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Proposed Control Type/Improvement:	Conventional (Minor Stop)	High-T (unsignalized)	Add Left Turn Lanes	Traffic Signal	Continuous Green-T
Project Cost: (From CostEst Worksheet)	<i>Additional description here</i>	<i>Additional description here</i>	<i>Additional description here</i>	<i>Add LT bays all approaches</i>	<i>Additional description here</i>
Construction Cost	\$0	\$147,000	\$114,000	\$181,000	\$147,000
ROW Cost	\$0	\$0	\$0	\$0	\$0
Environmental Cost	\$0	\$0	\$0	\$0	\$0
Reimbursable Utility Cost	\$0	\$2,000	\$1,000	\$4,000	\$2,000
Design & Contingency Cost	\$0	\$0	\$0	\$0	\$0
Cost Adjustment (justification req'd)	0%	0%	0%	0%	0%
Total Cost	\$0	\$149,000	\$115,000	\$185,000	\$149,000

Traffic Operations:

	Synchro		Synchro		Synchro		Synchro		Synchro	
Traffic Analysis Software Used	Synchro		Synchro		Synchro		Synchro		Synchro	
Analysis Period	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr
2045 Design Yr Build Intersection Delay	500.0 sec	500.0 sec	223.6 sec	146.6 sec	483.1 sec	500.0 sec	13.1 sec	6.4 sec	14.1 sec	7.3 sec
2045 Design Yr Build Intersection V/C	1.97	2.86	1.30	1.06	1.59	2.73	0.79	0.46	0.75	0.49

Safety Analysis:

Predefined CRF: PDO	0%	23%	4%	39%	39%
Predefined CRF: Fatal/Inj	0%	45%	4%	40%	49%
Predefined CRF Source:	CRF unavailable; provide user defined CRF below	FHWA Clearinghouse #s 2753 / 2755	FHWA Clearinghouse #s 270 / 274	FHWA Clearinghouse #s 7982 / 7984	FHWA Clearinghouse #s 7982/8655 / 7984/8656
User Defined CRF: PDO					
User Defined CRF: Fatal/Inj					
User Defined CRF Source (write in if applicable):					

Environmental Impacts:¹

Historic District/Property	None	None	None	None	None
Archaeology Resources	None	None	None	None	None
Graveyard	None	None	None	None	None
Stream	None	None	None	None	None
Underground Tank/Hazmat	None	None	None	None	None
Park Land	None	None	None	None	None
EJ Community	None	None	None	None	None
Wooded Area	None	None	None	None	None
Wetland	None	None	None	None	None

Note: If environmental impact is significant (RED), provide justification impact won't jeopardize project delivery using "Env" worksheet
¹ Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept report

Stakeholder Posture:

Local Community Support	Unknown	Unknown	Unknown	Unknown	Unknown
GDOT Support	Unknown	Unknown	Unknown	Unknown	Unknown

Final ICE Stage 2 Score:	2.7	5.3	2.6	5.5	6.3
Rank of Control Type Alternatives:	4	3	5	2	1
Final Intersection Control Selection:	1 - Continuous Green-T				

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: EG Miles at Pineland Ave

COUNT DATE: Typical Weekday

INTERSECTION CONDITION:

MAJOR STREET: Main Street EG Miles Pkwy
 MINOR STREET: Cross Street Pineland Ave

OF APPROACH LANES: 2
 # OF APPROACH LANES: 1

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

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	WARRANT 1, Condition A			WARRANT 1, Condition B			WARRANT 1, Combination Warrant						WARRANT 2	WARRANT 3		
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET	CONDITION A			CONDITION B						
									MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET				
THRESHOLD VALUES →			420	105		630	53		480	120		720	60					
06:00 AM	TO 07:00 AM	902	25	Y		Y			Y			Y						
07:00 AM	TO 08:00 AM	1,787	59	Y		Y	Y	Y	Y			Y						
08:00 AM	TO 09:00 AM	1,340	54	Y		Y	Y	Y	Y			Y						
09:00 AM	TO 10:00 AM	1,098	57	Y		Y	Y	Y	Y			Y						
10:00 AM	TO 11:00 AM	1,019	45	Y		Y			Y			Y						
11:00 AM	TO 12:00 PM	1,152	45	Y		Y			Y			Y						
12:00 PM	TO 01:00 PM	1,218	62	Y		Y	Y	Y	Y			Y	Y	Y	Y			
01:00 PM	TO 02:00 PM	1,262	56	Y		Y	Y	Y	Y			Y						
02:00 PM	TO 03:00 PM	1,538	58	Y		Y	Y	Y	Y			Y						
03:00 PM	TO 04:00 PM	1,537	78	Y		Y	Y	Y	Y			Y	Y	Y	Y	Y		
04:00 PM	TO 05:00 PM	1,728	84	Y		Y	Y	Y	Y			Y	Y	Y	Y	Y		
05:00 PM	TO 06:00 PM	1,897	89	Y		Y	Y	Y	Y			Y	Y	Y	Y	Y		
06:00 PM	TO 07:00 PM	1,283	71	Y		Y	Y	Y	Y			Y	Y	Y	Y			
07:00 PM	TO 08:00 PM	948	65	Y		Y	Y	Y	Y			Y	Y	Y	Y			
08:00 PM	TO 09:00 PM	606	49	Y					Y									
09:00 PM	TO 10:00 PM	499	30	Y					Y									
			19,814	927	0			11			0			6			6	3
			8 HOURS NEEDED NOT SATISFIED			8 HOURS NEEDED SATISFIED			8 HOURS OF BOTH COND. A AND COND. B NEEDED NOT SATISFIED						4 HRS NEEDED SATISFIED		1 HR NEEDED SATISFIED	

GDOT Pl#: Request By:
 County: GDOT District: 5 - Jesup
 Major Road: Road Class: Speed Limit:
 Crossing Road: Road Class: Speed Limit:
 Major Rd Direction: Area Type:
 Intersection Control: Project ID:
 Prepared By: Date:
 Project Purpose:

APPROACH SPLITS:
 EG Miles Pkwy: 96%
 Willowbrook Rd: 4%

2022 EXISTING YEAR VOLUMES

		SB Willowbrook Rd				WB EG Miles Pkwy					
		56 (34) [1000]									
		(0)	(19)	(2)	(13)						
		0	18	3	35						
		Peds ↓				Peds ←					
1176 (787) [18800]	(25)	10	↘		2022 Intersection Daily Entering Volume (est):		↙		6	(37)	
	(756)	1,163	→		19,450		←		603	(1065)	
	(6)	3	↗				↖		2	(8)	
	(0)	0	↘				↙				
EB EG Miles Pkwy		5 1 9 0				NB Willowbrook Rd					
		(6) (1) (4) (0)				15 (11) [300]					

PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	2%	0%	0%

Existing Data Year:
 Project Opening Year:
 Project Design Year:
 Annual Growth Rate:
 K Factor*:

2022 OPENING YEAR VOLUMES

		SB Willowbrook Rd				WB EG Miles Pkwy					
		56 (34) [1000]									
		(0)	(19)	(2)	(13)						
		0	18	3	35						
		Peds ↓				Peds ←					
1199.26 (802.12) [19100]	(25)	10	↘		2022 Intersection Daily Entering Volume (est):		↙		6	(37)	
	(771)	1,186	→		19,800		←		615	(1086)	
	(6)	3	↗				↖		2	(8)	
	(0)	0	↘				↙				
EB EG Miles Pkwy		5 1 9 0				NB Willowbrook Rd					
		(6) (1) (4) (0)				15 (11) [300]					

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

LEGEND:
 000 = AM Peak Approach Volume
 (000) = PM Peak Approach Volume
 [000] = ADT Volume (Estimate)

2022 DESIGN YEAR VOLUMES

		SB Willowbrook Rd				WB EG Miles Pkwy					
		56 (34) [1000]									
		(0)	(19)	(2)	(13)						
		0	18	3	35						
		Peds ↓				Peds ←					
1315.56 (877.72) [21000]	(25)	10	↘		2022 Intersection Daily Entering Volume (est):		↙		6	(37)	
	(847)	1,303	→		21,650		←		675	(1193)	
	(6)	3	↗				↖		2	(8)	
	(0)	0	↘				↙				
EB EG Miles Pkwy		5 1 9 0				NB Willowbrook Rd					
		(6) (1) (4) (0)				15 (11) [300]					

Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

- Tool Goal:** The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.
- Requirements:** An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: 1) the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or 2) the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "Waiver" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).
- Two-Stage Process:** A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.
- Stage 1: Screening Decision Record** Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.
- Stage 2: Alternative Selection Decision Record** Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.
- Documentation:** A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT PI #		<p>Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2</p> <p style="font-size: small; text-align: center;"> 1. Does alternative address the project need in a balanced manner and in scale with the project? 2. Does alternative improve safety performance in terms of reducing severe crashes? 3. Does alternative incorporate safety performance in operations (congestion, delay, reliability, etc.)? 4. Does alternative improve (or preserve) traffic characteristics, constraints & location context? 5. Does alternative appear feasible given the site respect to other project factors? 6. Overall feasible alternative (select alternative for further evaluation in Stage 2)? </p>							
Project Location:	EG Miles Pkwy @ Willowbrook Rd								
Existing Control:	Conventional (Minor Stop)								
Prepared by:	Atlas Technical Consultants								
Date:		<p>Screening Decision Justification:</p>							
<p>Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column</p>									
Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)									
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	Yes	
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Multiple lanes on mainline
	Mini Roundabout	No	No	No	No	No	No	No	Over 90% on mainline
	Single Lane Roundabout	No	No	No	No	No	No	No	Over 90% on mainline
	Multilane Roundabout	No	No	No	No	No	No	No	Over 90% on mainline
	RCUT (stop control)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Potential Alternative
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Limits access
	High-T (unsignalized)	No	No	No	No	No	No	No	4 approaches
	Offset-T Intersections	No	No	No	No	No	No	No	Not feasible
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	No grade separation
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	No grade separation
	Add LT Lanes on Willowbrook Rd	No	No	No	No	Yes	Yes	Yes	
	No RT Lane Improvements	No	No	No	No	Yes	Yes	Yes	
	Other unsignalized (provide description):	No	No	No	No	No	No	No	No signal warranted
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	No signal warranted
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	No signal warranted
	RCUT (signalized)	No	No	No	No	No	No	No	No signal warranted
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	No signal warranted
	Continuous Green-T	No	No	No	No	No	No	No	No signal warranted
	Jughandle	No	No	No	No	No	No	No	No signal warranted
	Quadrant Roadway	No	No	No	No	No	No	No	No signal warranted
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	No signal warranted
	Diverging Diamond	No	No	No	No	No	No	No	No signal warranted
	Single Point Interchange	No	No	No	No	No	No	No	No signal warranted
	No LT Lane Improvements	No	No	No	No	No	No	No	
	No RT Lane Improvements	No	No	No	No	No	No	No	
Other Signalized (provide description):	No	No	No	No	No	No	No		

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record



GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

ICE Version 2.21 | Revised 2/4/2022

Project Location: EG Miles Pkwy @ Willowbrook Rd
 Existing Intersection Control: Conventional (Minor Stop)
 Type of Analysis: Safety Funded Project

District: 5 - Jesup
 County: Liberty
 Area: Suburb/Transit

GDOT PI #:
 Prepared by: Atlas Technical Cons
 Date:

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	None		Complete Streets Warrants Met? <input type="checkbox"/> PEDESTRIANS <input type="checkbox"/> BICYCLES <input type="checkbox"/> TRANSIT
Traffic Analysis Measure of Effectiveness	Intersection Delay		
Traffic Analysis Software Used	Synchro		
Analysis Time Period	AM Peak Hr	PM Peak Hr	
2022 Opening Yr No-Build Peak Hr Intersection Delay	27.9 sec	43.3 sec	
2022 Opening Yr No-Build Peak Hr Intersection V/C	0.26	0.53	
2022 Design Yr No-Build Peak Hr Intersection Delay	36.1 sec	71.9 sec	
2022 Design Yr No-Build Peak Hr Intersection V/C	0.34	0.71	

Crash Type	Crash Severity						Years:
	K*	A*	B*	C*	O	5	
<i>Crash Data: Enter most recent 5 years of crash data</i>							
Angle	0	0	3	5	14	37%	
Head-On	0	0	1	0	0	2%	
Rear End	0	0	3	8	13	41%	
Sideswipe - same	0	0	0	0	6	10%	
Sideswipe - opposite	0	0	1	0	2	5%	
Not Collision w/Motor Veh	0	0	1	0	2	5%	
TOTALS:	0	0	9	13	37	59	

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Proposed Control Type/Improvement:	Conventional (Minor Stop)	RCUT (stop control)	Add Left Turn Lanes	N/A	N/A
Project Cost: (From CostEst Worksheet)	<i>Additional description here</i>	<i>Additional description here</i>	<i>Additional description here</i>		
Construction Cost	\$0	\$321,000	\$127,000		
ROW Cost	\$0	\$253,000	\$0		
Environmental Cost	\$0	\$0	\$0		
Reimbursable Utility Cost	\$0	\$4,000	\$1,000		
Design & Contingency Cost	\$0	\$0	\$0		
Cost Adjustment (justification req'd)	0%	0%	0%		
Total Cost	\$0	\$578,000	\$128,000		

Traffic Operations:

	Synchro		Synchro		Synchro					
	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr				
	Analysis Period									
2022 Design Yr Build Intersection Delay	36.1 sec	71.9 sec	15.4 sec	14.2 sec	162.5 sec	107.1 sec				
2022 Design Yr Build Intersection V/C	0.34	0.71	0.15	0.04	0.73	0.71				

Safety Analysis:

Predefined CRF: PDO	0%	31%	2%		
Predefined CRF: Fatal/Inj	0%	53%	1%		
Predefined CRF Source:	CRF unavailable; provide user defined CRF below	NC/MO Table 4-7	FHWA Clearinghouse #s 270 / 274		
User Defined CRF: PDO					
User Defined CRF: Fatal/Inj					
User Defined CRF Source (write in if applicable):					

Environmental Impacts:¹

Historic District/Property	None	None	None		
Archaeology Resources	None	None	None		
Graveyard	None	None	None		
Stream	None	None	None		
Underground Tank/Hazmat	None	None	None		
Park Land	None	None	None		
EJ Community	None	None	None		
Wooded Area	None	None	None		
Wetland	None	None	None		

*Note: If environmental impact is significant (RED), provide justification impact won't jeopardize project delivery using "Env" worksheet
¹ Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept report*

Stakeholder Posture:

Local Community Support	Unknown	Unknown	Unknown		
GDOT Support	Unknown	Unknown	Unknown		

Final ICE Stage 2 Score:	4.0	6.3	5.0		
Rank of Control Type Alternatives:	3	1	2		
Final Intersection Control Selection:	1 - RCUT (stop control)				

Note: Stage 2 score is not given (shown as ".") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: EG Miles Pkwy at Willowbrook Dr/Sharon St

COUNT DATE: Typical Weekday

INTERSECTION CONDITION:

MAJOR STREET: Main Street EG Miles Pkwy
 MINOR STREET: Cross Street Willowbrook Dr/ Sharon St

OF APPROACH LANES: 2
 # OF APPROACH LANES: 1

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

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	WARRANT 1, Condition A			WARRANT 1, Condition B			WARRANT 1, Combination Warrant						WARRANT 2	WARRANT 3			
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET	CONDITION A			CONDITION B							
									MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET					
THRESHOLD VALUES →			420	105		630	53		480	120		720	60						
06:00 AM	TO 07:00 AM	616	11	Y					Y										
07:00 AM	TO 08:00 AM	1,176	56	Y			Y	Y	Y			Y							
08:00 AM	TO 09:00 AM	914	25	Y			Y		Y			Y							
09:00 AM	TO 10:00 AM	674	35	Y			Y		Y										
10:00 AM	TO 11:00 AM	566	27	Y					Y										
11:00 AM	TO 12:00 PM	640	32	Y			Y		Y										
12:00 PM	TO 01:00 PM	624	20	Y					Y										
01:00 PM	TO 02:00 PM	601	28	Y					Y										
02:00 PM	TO 03:00 PM	764	44	Y			Y		Y			Y							
03:00 PM	TO 04:00 PM	715	27	Y			Y		Y										
04:00 PM	TO 05:00 PM	680	37	Y			Y		Y										
05:00 PM	TO 06:00 PM	787	33	Y			Y		Y			Y							
06:00 PM	TO 07:00 PM	523	18	Y					Y										
07:00 PM	TO 08:00 PM	360	20																
08:00 PM	TO 09:00 PM	210	11																
09:00 PM	TO 10:00 PM	211	9																
		10,061	433	0			1			0			0			0	0		
				8 HOURS NEEDED NOT SATISFIED			8 HOURS NEEDED NOT SATISFIED			8 HOURS OF BOTH COND. A AND COND. B NEEDED NOT SATISFIED						4 HRS NEEDED NOT SATISFIED		1 HR NEEDED NOT SATISFIED	

Appendix F:

Intersection Analysis Memo

Deal Street at E.G. Miles Parkway





INTERSECTION ANALYSIS MEMO

DEAL STREET AT E.G. MILES PARKWAY

HINESVILLE, GA

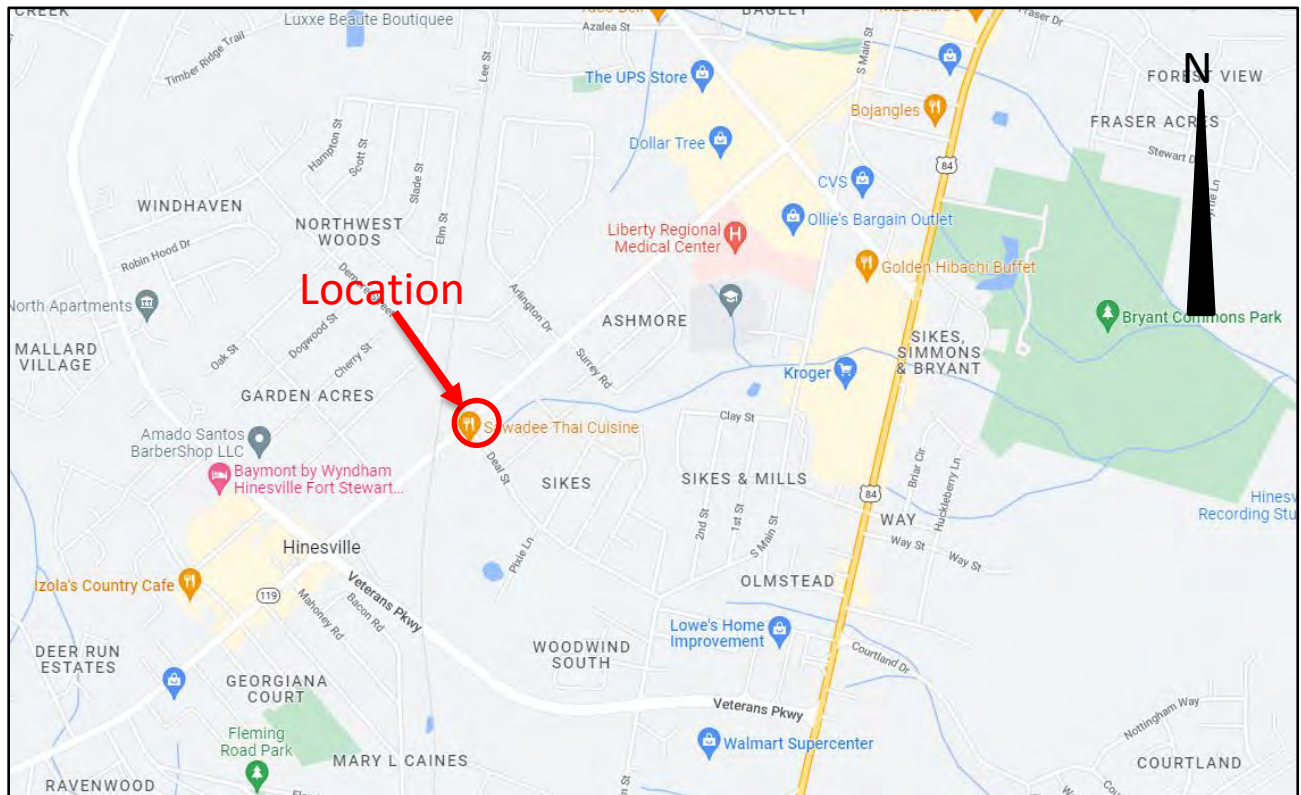
Location:

The location of the study the intersection of E.G. Miles Parkway and Deal Street in Hinesville, Georgia. The City of Hinesville Public Works facility has a driveway opposite Deal Street, which could be considered the fourth leg of this intersection.

E.G. Miles Parkway is a major arterial that serves as a state route (SR 196) and a major access for the City of Hinesville. The route serves as a major freight route as well. The entire E.G. Miles Parkway corridor is currently being studied on behalf of a request by the Hinesville Area Metropolitan Planning Organization (HAMPO). The roadway is a four-lane roadway with no median and has curb and gutter and sidewalks on both sides. The intersection with Deal Street is located 400 feet east of the CSX railroad crossing.

Deal Street is a major collector and connects E.G. Miles Parkway with South Main Street and ultimately over to US 84. Deal Street is a two-lane roadway with 11-foot lanes and a small ditch (swale) section on both sides. Topography is predominantly flat in the entire City. There are several utilities along Deal Street and E.G. Miles Parkway both overhead and underground.

Figure 1: Site Location



Previous Studies

In January of 2022 ATLAS conducted a traffic study to determine in the additional traffic generated by a proposed Amado Santos would require any type of improvements for the intersection. The study concluded that

the impacts of the proposed apartment complex would not significantly impact congestion at the intersection of Deal Street and E.G. Miles Parkway. However, the level of service (LOS) of Deal Street and E.G. Miles Parkway would be improved by the proposed right turn lane that has been requested by the LCPC. Technically, the demand for the right turn lane is caused by background traffic on Deal Street and not necessarily the proposed development. The additional right turn lane will ultimately decrease the demand for a traffic signal at this location by reducing the existing delay.

Intersection Control Evaluation (ICE)

In August of 2022 as part of the HAMPO corridor study, ATLAS conducted an intersection control evaluation (ICE) study to determine which intersection design would be most beneficial at several locations along the E.G. Miles Parkway corridor. The intersection of E.G. Miles Parkway at Deal Street was one of these locations. The ICE study considered four potential alternatives for this intersection: A conventional two-way stop control, which is the existing condition; a two-way stop control with left turn lanes into the side-streets; a restricted crossing U-turn (RCUT); and a multilane roundabout. A signal warrant analysis was performed and the volumes did not meet warrants.

The ICE study considers factors such as crash history, AM and PM delays and LOS, cost, environmental impacts, among others, to assign a score that ranks the alternatives. The alternative with the highest score is the recommended alternative. The ICE analysis for this intersection determined that the recommended intersection design would be an RCUT, which allows left turns to be made into the side streets but restricts left turns out of the side streets. Motorists who need to turn left out of the side streets would need to turn right and then make a U-turn at the next median opening, which would be geometrically designed as to allow this maneuver. The following is a summary of the alternatives that were considered:

Conventional Minor Stop:

The conventional minor stop (stop signs on the side-streets) is the existing condition, and therefore the cost to implement would be zero. However, the intersection fails during the PM peak hour for the design year. With average delays of 71.9 seconds for vehicles exiting the side-streets. Since the geometric conditions for this alternative are unchanged with respect to the existing condition, the potential to reduce crashes and improve traffic safety is also zero. Other alternatives presented shorter delays, a better level-of-service, and a greater crash reduction factor, which is why this alternative was ranked as #4 and discarded.

Add Left Turn Lanes:

This alternative proposes adding left-turn lanes on E.G. Miles Parkway in order to avoid interruption of traffic when a vehicle attempts to turn left into the side streets, in this case Deal Street and the Public Works facility's driveway. The total cost of implementing this alternative was calculated at \$128,000 and the potential for crash reduction was of only 2% for both property damage only crashes and fatal/injury crashes. Since traffic flow would be improved on E.G. Miles Parkway thanks to the addition of left turn lanes, delays for the side-streets would increase, when compared to the existing condition. The analysis shows that the side-street would have failing levels of service for both AM and PM peak hours with average delays of 77.6 seconds and 107.1 seconds respectively. The excessive delays for the side-streets and the limited safety benefit led this alternative to be ranked #3 of the four options being evaluated.

Multilane Roundabout

This alternative consisted of a two-lane roundabout at the subject intersection. The total cost to implement this alternative was calculated at \$685,000 which was the most expensive of the alternatives being evaluated. The total average delay for the intersection was acceptable under this alternative with 7.9 seconds during the AM and 8.7 seconds during the PM of the design year. However, the traffic volumes on E.G. Miles parkway represent more than 90% of the total volume that would be entering the roundabout. The Federal Highway

Administration's (FHWA) roundabout guidance states that roundabouts have no capacity benefits over a two-way stop-controlled intersection when mainline traffic is 90% or more. Nevertheless, this alternative presents the highest crash reduction factors with a potential to reduce property damage only crashes by 32% and fatal/injury crashes by 71%. This alternative, however, ranked #2 in the ICE analysis tool, and was thus discarded.

Stop-Controlled RCUT

This alternative consists in restricting left turns out of the side-streets while still allowing left turns in, from the main roadway. Motorists who would turn left out of the side street would have to turn right onto E. G. Miles Parkway and then make a U-turn at the next available median opening. The advantage of this alternative is that making a right turn from the side-street is usually much easier, and the U-turn only requires yielding to traffic on one direction of travel on the main-line and not both, as when making a left turn out of a side-street. The total cost of implementing this alternative was calculated at \$578,000. Operationally it performs at acceptable levels of service with average delays of 15.4 seconds and 14.2 seconds during the AM and PM peak hours, respectively. The RCUT's potential to reduce crashes is estimated at a 31% reduction of property damage only crashes, and a 53% reduction in injury/fatal crashes. Taking all these factors under consideration, this alternative was ranked #1 and thus is the recommended control type for this intersection.

Conclusions and Recommendations:

A thorough analysis of the intersection of E.G. Miles Parkway at Deal Street and the Public Works facility driveway indicated that the more reasonable alternative, taking into account safety, cost, and performance, was a restricted crossing U-turn. The two-lane roundabout ranked at a close 2nd place, but due to the overwhelming volume being on E.G. Miles Parkway, the roundabout is not expected to perform much better than a stop-control alternative for the side-streets. Therefore, it is recommended that this intersection be re-designed as an RCUT. However, a multi-lane roundabout could be a viable option and should be considered based on local preference.

COMPLETED BY:

David Fairlie, PE

REVIEWED BY:

Robinson Nicol, PE, PTOE

September 16, 2022

APPENDIX

Concept Layout

Traffic Counts

Crash History (2017-2021)

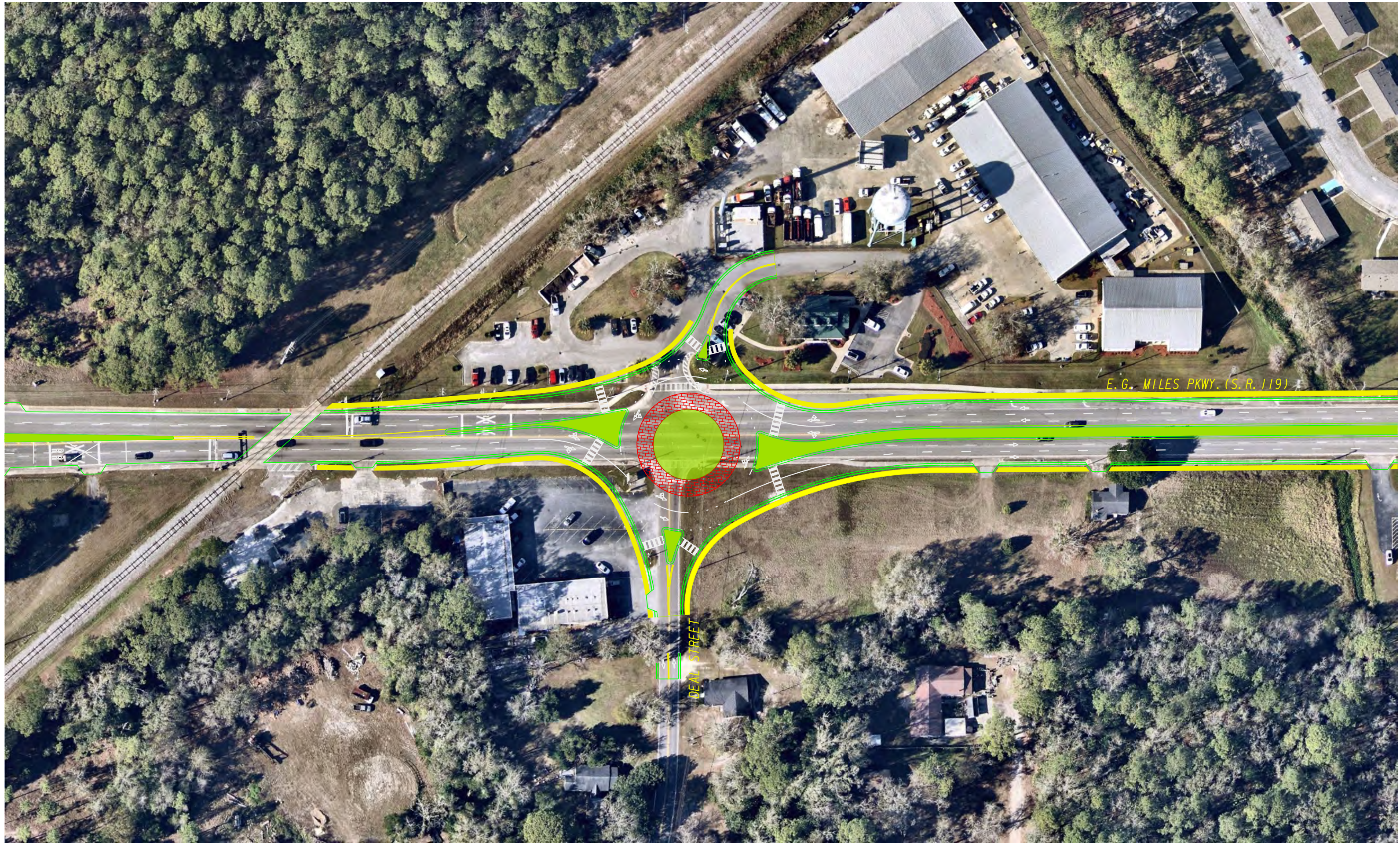
Signal Warrant

ICE tool printouts

GDOT roundabout analysis tool printouts

APPENDIX

Concept Layout



E. G. MILES PKWY. (S. R. 119)

DEAL STREET

APPENDIX

Traffic Counts



(303) 216-2439
www.alltrafficdata.net

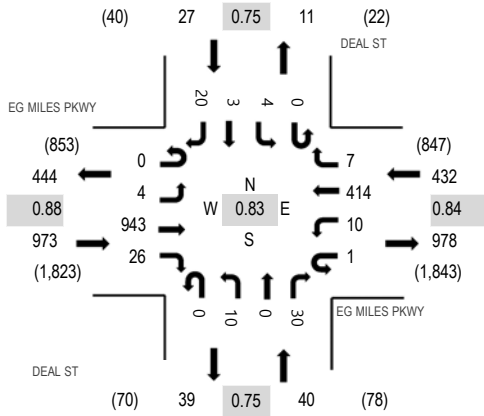
Location: #1 DEAL ST & EG MILES PKWY AM

Date: Tuesday, December 7, 2021

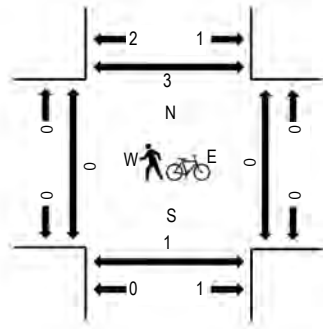
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EG MILES PKWY Eastbound				EG MILES PKWY Westbound				DEAL ST Northbound				DEAL ST Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	2	165	3	0	1	80	0	0	0	1	0	5	0	2	0	0	259	1,393	0	0	0	0
7:15 AM	0	2	235	4	0	6	59	0	0	2	0	7	0	0	0	7	322	1,472	0	0	0	0	
7:30 AM	0	1	245	6	0	3	99	1	0	2	0	3	0	1	2	4	367	1,472	0	0	0	1	
7:45 AM	0	0	269	9	0	0	142	6	0	4	0	11	0	0	0	4	445	1,442	0	0	1	1	
8:00 AM	0	1	194	7	1	1	114	0	0	2	0	9	0	3	1	5	338	1,395	0	0	0	1	
8:15 AM	0	1	179	7	0	4	119	0	0	1	0	9	0	0	0	2	322		0	0	0	0	
8:30 AM	0	2	212	2	0	6	103	1	0	0	0	9	0	0	0	2	337		0	0	0	0	
8:45 AM	0	2	272	3	0	5	93	3	0	2	0	11	0	1	0	6	398		0	0	0	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Lights	0	4	925	25	1	10	401	7	0	8	0	29	0	4	2	17	1,433
Mediums	0	0	16	1	0	0	13	0	0	2	0	1	0	0	1	3	37
Total	0	4	943	26	1	10	414	7	0	10	0	30	0	4	3	20	1,472



(303) 216-2439
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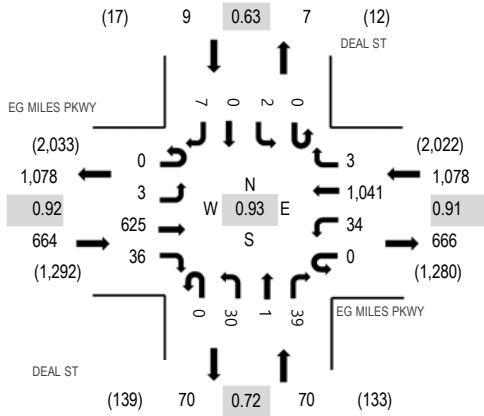
Location: #1 DEAL ST & EG MILES PKWY PM

Date: Tuesday, December 7, 2021

Peak Hour: 04:45 PM - 05:45 PM

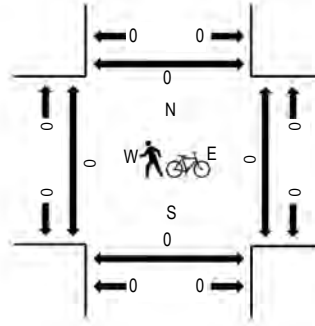
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	EG MILES PKWY Eastbound				EG MILES PKWY Westbound				DEAL ST Northbound				DEAL ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	1	126	18	0	7	217	2	0	8	0	10	0	0	0	4	393	1,659	0	0	0	1
4:15 PM	0	1	144	6	0	6	237	1	0	6	0	9	0	0	0	1	411	1,757	0	0	0	0
4:30 PM	0	0	160	7	0	8	233	0	0	5	0	6	0	0	0	2	421	1,818	0	0	0	0
4:45 PM	0	2	148	10	0	10	241	0	0	9	0	12	0	0	0	2	434	1,821	0	0	0	0
5:00 PM	0	0	156	9	0	8	289	0	0	10	0	15	0	2	0	2	491	1,805	0	0	0	0
5:15 PM	0	0	148	9	0	9	287	2	0	9	0	6	0	0	0	2	472		0	0	0	0
5:30 PM	0	1	173	8	0	7	224	1	0	2	1	6	0	0	0	1	424		0	0	0	0
5:45 PM	0	0	155	10	0	7	226	0	0	15	0	4	0	0	0	1	418		0	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
Lights	0	2	619	36	0	34	1,029	3	0	30	1	39	0	2	0	6	1,801
Mediums	0	1	6	0	0	0	9	0	0	0	0	0	0	0	0	1	17
Total	0	3	625	36	0	34	1,041	3	0	30	1	39	0	2	0	7	1,821

APPENDIX

Crash History (2017-2021)

2017

Crash Data	Crash Severity					
	K	A	B	C	O	
Angle	0	0	0	0	2	22%
Head-on	0	0	0	0	0	0%
Rear End	0	0	0	4	1	56%
Sideswipe- Same	0	0	0	0	2	22%
Sideswipe- Opposite	0	0	0	0	0	0%
Not Collision w/ Motor Veh	0	0	0	0	0	0%
Totals	0	0	0	4	5	9

2018

Crash Data	Crash Severity					
	K	A	B	C	O	
Angle	0	0	0	0	3	21%
Head-on	0	0	1	0	0	7%
Rear End	0	0	1	2	2	36%
Sideswipe- Same	0	0	0	0	3	21%
Sideswipe- Opposite	0	0	1	0	1	14%
Not Collision w/ Motor Veh	0	0	0	0	0	0%
Totals	0	0	3	2	9	14

2019

Crash Data	Crash Severity					
	K	A	B	C	O	
Angle	0	0	3	0	2	50%
Head-on	0	0	0	0	0	0%
Rear End	0	0	0	1	3	40%
Sideswipe- Same	0	0	0	0	0	0%
Sideswipe- Opposite	0	0	0	0	0	0%
Not Collision w/ Motor Veh	0	0	0	0	1	10%
Totals	0	0	3	1	6	10

2020

Crash Data	Crash Severity					
	K	A	B	C	O	
Angle	0	0	0	3	3	60%
Head-on	0	0	0	0	0	0%
Rear End	0	0	1	1	1	30%
Sideswipe- Same	0	0	0	0	1	10%
Sideswipe- Opposite	0	0	0	0	0	0%
Not Collision w/ Motor Veh	0	0	0	0	0	0%
Totals	0	0	1	4	5	10

2021

Crash Data	Crash Severity					
	K	A	B	C	O	
Angle	0	0	0	2	4	38%
Head-on	0	0	0	0	0	0%
Rear End	0	0	1	0	6	44%
Sideswipe- Same	0	0	0	0	0	0%
Sideswipe- Opposite	0	0	0	0	1	6%
Not Collision w/ Motor Veh	0	0	1	0	1	13%
Totals	0	0	2	2	12	16

Totals

Crash Data	Crash Severity					
	K	A	B	C	O	
Angle	0	0	3	5	14	37%
Head-on	0	0	1	0	0	2%
Rear End	0	0	3	8	13	41%
Sideswipe- Same	0	0	0	0	6	10%
Sideswipe- Opposite	0	0	1	0	2	5%
Not Collision w/ Motor Veh	0	0	1	0	2	5%
Totals	0	0	9	13	37	59

1 – Killed	K	Delayed Death - A reported injury of any person that produced death within 30days after the date of the accident. Delayed deaths must be reported to the Department of Transportation.
2 – Serious	A	Serious Injury - Any injury that prevents the injured person from walking, driving, or normally continuing the activities that, that person was capable of performing prior to the accident.
3 – Visible	B	Visible Injury - Any injury that is evident to any person other than the injured at the scene of the accident.
4 – Complaint	C	Complaint of Injury - Possible injuries that are claimed or indicated by behavior but not by wounds.
0 – Not injured	O	

APPENDIX

Signal Warrant

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: **EG Miles Pkwy at Deal St**

COUNT DATE: Typical Weekday

INTERSECTION CONDITION:

MAJOR STREET: **Main Street EG Miles Pkwy**
 MINOR STREET: **Cross Street Deal St**

OF APPROACH LANES: **2**
 # OF APPROACH LANES: **1**

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

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	WARRANT 1, Condition A			WARRANT 1, Condition B			WARRANT 1, Combination Warrant						WARRANT 2	WARRANT 3
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET	CONDITION A			CONDITION B				
									MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES			420	105		630	53		480	120		720	60			
06:00 AM TO 07:00 AM	696	7	Y			Y			Y			Y				
07:00 AM TO 08:00 AM	885	11	Y			Y			Y			Y				
08:00 AM TO 09:00 AM	1,380	11	Y			Y			Y			Y				
09:00 AM TO 10:00 AM	1,355	16	Y			Y			Y			Y				
10:00 AM TO 11:00 AM	797	19	Y			Y			Y			Y				
11:00 AM TO 12:00 PM	969	20	Y			Y			Y			Y				
12:00 PM TO 01:00 PM	1,289	24	Y			Y			Y			Y				
01:00 PM TO 02:00 PM	1,316	25	Y			Y			Y			Y				
02:00 PM TO 03:00 PM	1,395	22	Y			Y			Y			Y				
03:00 PM TO 04:00 PM	1,439	26	Y			Y			Y			Y				
04:00 PM TO 05:00 PM	1,537	41	Y			Y			Y			Y				
05:00 PM TO 06:00 PM	1,566	34	Y			Y			Y			Y				
06:00 PM TO 07:00 PM	1,416	34	Y			Y			Y			Y				
07:00 PM TO 08:00 PM	1,044	15	Y			Y			Y			Y				
08:00 PM TO 09:00 PM	680	13	Y			Y			Y							
09:00 PM TO 10:00 PM	558	7	Y						Y							
	18,322	325	0			0			0			0			0	0
			8 HOURS NEEDED NOT SATISFIED			8 HOURS NEEDED NOT SATISFIED			8 HOURS OF BOTH COND. A AND COND. B NEEDED NOT SATISFIED						4 HRS NEEDED NOT SATISFIED	1 HR NEEDED NOT SATISFIED

APPENDIX

ICE tool printouts

GDOT PI#: Request By:
 County: GDOT District: 5 - Jesup
 Major Road: Road Class: Speed Limit:
 Crossing Road: Road Class: Speed Limit:
 Major Rd Direction: Area Type:
 Intersection Control: Project ID:
 Prepared By: Date:
 Project Purpose:

Existing Data Year:
 Project Opening Year:
 Project Design Year:
 Annual Growth Rate:
 K Factor*:

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

LEGEND:

- 000 = AM Peak Approach Volume
- (000) = PM Peak Approach Volume
- [000] = ADT Volume (Estimate)

2022 OPENING YEAR VOLUMES

		27 (9) [400]							
		(0)	(7)	(0)	(2)				
		0	20	3	4				
		WB EG Miles Pkwy				0	(0)		
992.38 [17800]	(3)	4	2022 Intersection Daily Entering Volume (est): 18,700	Peds	↔	↖	↗		
	(638)	962				↔	↔	↖	↗
	(37)	27				↖	↗	↖	↗
	(0)	0				↖	↗	↖	↗
EB EG Miles Pkwy		10	0	31	0	NB Deal St			
		(31)	(1)	(40)	(0)	40.8 (71.38) [1400]			

APPROACH SPLITS:

EG Miles Pkwy: 95%
Deal St: 5%

2022 EXISTING YEAR VOLUMES

		27 (9) [400]							
		(0)	(7)	(0)	(2)				
		0	20	3	4				
		WB EG Miles Pkwy				0	(0)		
973 (664) [17400]	(3)	4	2022 Intersection Daily Entering Volume (est): 18,300	Peds	↔	↖	↗		
	(625)	943				↔	↔	↖	↗
	(36)	26				↖	↗	↖	↗
	(0)	0				↖	↗	↖	↗
EB EG Miles Pkwy		10	0	30	0	NB Deal St			
		(30)	(1)	(39)	(0)	40 (70) [1400]			

PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	2%	0%	0%

2022 DESIGN YEAR VOLUMES

		27 (9) [400]							
		(0)	(7)	(0)	(2)				
		0	20	3	4				
		WB EG Miles Pkwy				0	(0)		
1089.28 [19500]	(3)	4	2022 Intersection Daily Entering Volume (est): 20,500	Peds	↔	↖	↗		
	(700)	1,056				↔	↔	↖	↗
	(40)	29				↖	↗	↖	↗
	(0)	0				↖	↗	↖	↗
EB EG Miles Pkwy		11	0	34	0	NB Deal St			
		(34)	(1)	(44)	(0)	44.8 (78.4) [1600]			

Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: **1)** the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or **2)** the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "Waiver" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1 Screening Decision Record: Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2 Alternative Selection Decision Record: Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT PI #		Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2							1. Does alternative address the project need in a balanced manner and in scale with the project? 2. Does alternative improve safety performance in terms of reducing severe crashes? 3. Does alternative incorporate safety performance in operations for pedestrians and/or bicyclists? 4. Does alternative improve (or preserve) convenience characteristics (congestion, delay, reliability, etc.)? 5. Does alternative appear feasible given the site characteristics, constraints & location context? 6. Does alternative appear feasible with respect to other project factors? 7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?
Project Location:	EG Miles Pkwy @ Deal St								
Existing Control:	Conventional (Minor Stop)								
Prepared by:	Atlas Technical Consultants								
Date:		Screening Decision Justification:							
Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column									
Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)									
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	Yes	
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	
	Mini Roundabout	No	No	No	No	No	No	No	
	Single Lane Roundabout	No	No	No	No	No	No	No	
	Multilane Roundabout	No	No	No	No	No	No	Yes	
	RCUT (stop control)	No	No	No	No	No	No	Yes	
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	
	High-T (unsignalized)	No	No	No	No	No	No	No	
	Offset-T Intersections	No	No	No	No	No	No	No	
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	
	Add LT Lanes on Deal St No RT Lane Improvements	No	No	No	No	No	No	Yes	
	Other unsignalized (provide description):	No	No	No	No	No	No	No	
	Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No
Median U-Turn (Indirect Left)		No	No	No	No	No	No	No	
RCUT (signalized)		No	No	No	No	No	No	No	
Displaced Left Turn (CFI)		No	No	No	No	No	No	No	
Continuous Green-T		No	No	No	No	No	No	No	
Jughandle		No	No	No	No	No	No	No	
Quadrant Roadway		No	No	No	No	No	No	No	
Diamond Interch (Signal Control)		No	No	No	No	No	No	No	
Diverging Diamond		No	No	No	No	No	No	No	
Single Point Interchange		No	No	No	No	No	No	No	
No LT Lane Improvements No RT Lane Improvements		No	No	No	No	No	No	No	
Other Signalized (provide description):		No	No	No	No	No	No	No	

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record



GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

ICE Version 2.21 | Revised 2/4/2022

Project Location: EG Miles Pkwy @ Deal St
 Existing Intersection Control: Conventional (Minor Stop)
 Type of Analysis: Safety Funded Project

District: 5 - Jesup
 County: Liberty
 Area: Suburb/Transit
 GDOT PI #: _____
 Prepared by: Atlas Technical Cons
 Date: _____

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	None		Complete Streets Warrants Met? <input type="checkbox"/> PEDESTRIANS <input type="checkbox"/> BICYCLES <input type="checkbox"/> TRANSIT
Traffic Analysis Measure of Effectiveness	Intersection Delay		
Traffic Analysis Software Used	Synchro		
Analysis Time Period	AM Peak Hr	PM Peak Hr	
2022 Opening Yr No-Build Peak Hr Intersection Delay	27.9 sec	43.3 sec	
2022 Opening Yr No-Build Peak Hr Intersection V/C	0.26	0.53	
2022 Design Yr No-Build Peak Hr Intersection Delay	36.1 sec	71.9 sec	
2022 Design Yr No-Build Peak Hr Intersection V/C	0.34	0.71	

Crash Data: Enter most recent 5 years of crash data	Crash Severity					Years:
	K*	A*	B*	C*	O	5
Angle	0	0	3	5	14	37%
Head-On	0	0	1	0	0	2%
Rear End	0	0	3	8	13	41%
Sideswipe - same	0	0	0	0	6	10%
Sideswipe - opposite	0	0	1	0	2	5%
Not Collision w/Motor Veh	0	0	1	0	2	5%
TOTALS:	0	0	9	13	37	59

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Proposed Control Type/Improvement:	Conventional (Minor Stop)	Multilane Roundabout	RCUT (stop control)	Add Left Turn Lanes	N/A
Project Cost: (From CostEst Worksheet)	<i>Additional description here</i>	<i>Additional description here</i>	<i>Additional description here</i>	<i>Additional description here</i>	
Construction Cost	\$0	\$1,569,000	\$642,000	\$127,000	
ROW Cost	\$0	\$468,000	\$506,000	\$0	
Environmental Cost	\$0	\$0	\$0	\$0	
Reimbursable Utility Cost	\$0	\$18,000	\$8,000	\$1,000	
Design & Contingency Cost	\$0	\$0	\$0	\$0	
Cost Adjustment (justification req'd)	0%	+200%	+100%	0%	
Total Cost	\$0	\$2,055,000	\$1,156,000	\$128,000	

Traffic Operations:

	Synchro		GDOT RAB Tool		Synchro		Synchro	
Traffic Analysis Software Used	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr
Analysis Period	36.1 sec	71.9 sec	7.9 sec	8.7 sec	15.4 sec	14.2 sec	77.6 sec	#####
2022 Design Yr Build Intersection Delay	0.34	0.71	0.57	0.59	0.15	0.18	0.23	0.62
2022 Design Yr Build Intersection V/C								

Safety Analysis:

Predefined CRF: PDO	0%	32%	31%	2%
Predefined CRF: Fatal/Inj	0%	71%	53%	2%
Predefined CRF Source:	CRF unavailable; provide user defined CRF below	FHWA Clearinghouse #s 236 / 237	NC/MO Table 4-7	FHWA Clearinghouse #s 270 / 274
User Defined CRF: PDO				
User Defined CRF: Fatal/Inj				
User Defined CRF Source (write in if applicable):				

Environmental Impacts:¹

Historic District/Property	None	None	None	None
Archaeology Resources	None	None	None	None
Graveyard	None	None	None	None
Stream	None	None	None	None
Underground Tank/Hazmat	None	None	None	None
Park Land	None	None	None	None
EJ Community	None	None	None	None
Wooded Area	None	None	None	None
Wetland	None	None	None	None

Note: If environmental impact is significant (RED), provide justification impact won't jeopardize project delivery using "Env" worksheet
¹ Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept

Stakeholder Posture:

Local Community Support	Unknown	Supportive	Unknown	Unknown
GDOT Support	Unknown	Unknown	Unknown	Unknown

Final ICE Stage 2 Score:	4.0	6.6	7.2	4.2
Rank of Control Type Alternatives:	4	2	1	3
Final Intersection Control Selection:	1 - RCUT (stop control)			

Note: Stage 2 score is not given (shown as ".") if signal or AWS is selected as control type but respective warrants are not met

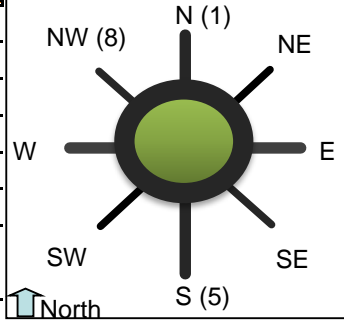
Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):

APPENDIX

GDOT roundabout analysis tool printouts

General & Site Information v 4.2

Analyst: _____
 Agency/Co: Atlas Technical Consultants
 Date: 8/2/2022
 Project or PI#: EG Miles Corridor Study
 Year, Peak Hour: 2045 AM
 County/District: Liberty County
 Intersection: Deal St @ EG Miles Pkwy



Volumes Entry Legs (FROM)

		N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Lane Designation		Lf-Th-Rt	No Lane	No Lane	No Lane	Left-Thru	Right-Thru	No Lane	No Lane
Exit Legs (TO)	N (1), vph						9		
	NE (2), vph								
	E (3), vph	5							
	SE (4), vph								
	S (5), vph	4				13			
	SW (6), vph								
	W (7), vph	27				257	295		
	NW (8), vph								
Entry Volume, vph		36	0	0	0	270	304	0	0

Entry Legs (TO)

		S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
Lane Designation		Lf-Th-Rt	No Lane	No Lane	No Lane	Left-Thru	Right-Thru	No Lane	No Lane
Exit Legs (TO)	N (1), vph	0				5			
	NE (2), vph								
	E (3), vph	45				577	623		
	SE (4), vph								
	S (5), vph						33		
	SW (6), vph								
	W (7), vph	15							
	NW (8), vph								
Entry Volume, vph		60	0	0	0	582	656	0	0

	N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes	1	0	2	0	1	0	2	0
# of Conflict Flow Lanes	2	2	2	2	2	2	2	2

Volume Characteristics

	N	NE	E	SE	S	SW	W	NW
% Cars	50.0%	100.0%	95.0%	100.0%	95.0%	100.0%	95.0%	100.0%
% Heavy Vehicles	50.0%	0.0%	5.0%	0.0%	5.0%	0.0%	5.0%	0.0%
% Bicycles	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.75	0.95	0.84	0.95	0.75	0.95	0.88	0.95
F _{hv}	0.667	1.000	0.952	1.000	0.952	1.000	0.952	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows		N	NE	E	SE	S	SW	W	NW
Flow to	N (1), pcu/h	0	0	11	0	0	0	6	0
Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	10	0	0	0	63	0	1432	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	8	0	16	0	0	0	39	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	54	0	690	0	21	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	72	0	718	0	84	0	1477	0
Entry flow Lane 1, pcu/h	72	0	338	0	84	0	694	0	
Entry flow Lane 2, pcu/h	0	0	380	0	0	0	783	0	
Conflicting flow, pcu/h	727	0	27	0	1448	0	34	0	

Results: Approach Measures of Effectiveness

HCM 6th Edition	N		E		S		W	
	Lf-Th-Rt	No Lane	Left-Thru	Right-Thru	Lf-Th-Rt	No Lane	Left-Thru	Right-Thru
Entry Capacity, veh/h	510	NA	1254	1322	395	NA	1246	1314
Entry Flow Rates, veh/h	48	0	321	362	80	0	661	745
V/C ratio	0.09	0.00	0.26	0.27	0.20	0.00	0.53	0.57
Control Delay, s/veh	8.3	0.0	5.1	5.1	12.4	0.0	8.8	9.1
LOS	A	#N/A	A	A	B	#N/A	A	A
Average Queue (ft)	3	0	11	13	7	0	40	47
95th % Queue (ft)	12	#VALUE!	27	29	20	#VALUE!	85	98
Approach Delay, LOS	8.3 sec, LOS A		5.1 sec, LOS A		12.4 sec, LOS B		8.9 sec, LOS A	
Lane Designations	NE		SE		SW		NW	
	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
Entry Capacity, veh/h	NA	NA	NA	NA	NA	NA	NA	NA
Entry Flow Rates, veh/h	0	0	0	0	0	0	0	0
V/C ratio			0.00	0.00			0.00	0.00
Control Delay, sec/pcu			0.0	0.0			0.0	0.0
LOS			#N/A	#N/A			#N/A	#N/A
Average Queue (ft)			0	0			0	0
95th % Queue (ft)			#VALUE!	#VALUE!			#VALUE!	#VALUE!
Approach Delay, LOS			#DIV/0!				#DIV/0!	

Overall Intersection Measures of Effectiveness

Int Control Delay (sec)	7.9	Int LOS	A	Max Approach V/C	0.57
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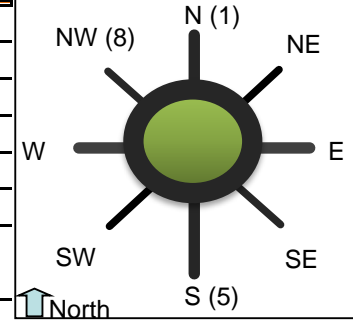
Notes:

v 4.2

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
# of Conflicting Exit Flow Lanes	2	2	2	2	2	2
Volumes						
Entry Leg: Insert Right Turn Volume						
Exit Leg: (Select Input Method)						
Lane Flow in Exit Leg***						
Sum of inner circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Sum of outer circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Critical Lane Flow (Manual) in Exit Leg***						
Volume Characteristics						
PHF (Entry Leg)						
F _{HV} (Entry Leg)						
F _{ped}						
PHF (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
F _{HV} (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
***Volume Characteristics are already taken into account for Default method ONLY. Insert Values above if Manual method.						
Entry/Conflicting Flows						
Entry Flow						
Conflicting Critical Flow						
Bypass Lane Results						
Entry Capacity of Bypass, veh/h						
Flow Rates of Exiting Traffic, veh/h						
V/C ratio						
Control Delay, sec/pcu						
LOS						
95th Percentile Queue (veh)						
95th % Queue (ft)						

General & Site Information v 4.2

Analyst: _____
 Agency/Co: Atlas Technical Consultants
 Date: 8/2/2022
 Project or PI#: EG Miles Corridor Study
 Year, Peak Hour: 2045 PM
 County/District: Liberty County
 Intersection: Deal St @ EG Miles Pkwy



Volumes Entry Legs (FROM)

		N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Lane Designation		Lf-Th-Rt	No Lane	No Lane	No Lane	Left-Thru	Right-Thru	No Lane	No Lane
Exit Legs (TO)	N (1), vph						3		
	NE (2), vph								
	E (3), vph	3							
	SE (4), vph								
	S (5), vph					41			
	SW (6), vph								
	W (7), vph	11				569	685		
	NW (8), vph								
Entry Volume, vph	14	0	0	0	610	688	0	0	

Entry Legs (TO)

		S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
Lane Designation		Lf-Th-Rt	No Lane	No Lane	No Lane	Left-Thru	Right-Thru	No Lane	No Lane
	N (1), vph	1				3			
	NE (2), vph								
	E (3), vph	61				377	384		
	SE (4), vph								
	S (5), vph						44		
	SW (6), vph								
	W (7), vph	47							
	NW (8), vph								
Entry Volume, vph	109	0	0	0	380	428	0	0	

	N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes	1	0	2	0	1	0	2	0
# of Conflict Flow Lanes	2	2	2	2	2	2	2	2

Volume Characteristics

	N	NE	E	SE	S	SW	W	NW
% Cars	50.0%	100.0%	95.0%	100.0%	95.0%	100.0%	95.0%	100.0%
% Heavy Vehicles	50.0%	0.0%	5.0%	0.0%	5.0%	0.0%	5.0%	0.0%
% Bicycles	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
<i>PHF</i>	0.63	0.95	0.91	0.95	0.92	0.95	0.72	0.95
F_{hv}	0.667	1.000	0.952	1.000	0.952	1.000	0.952	1.000
F_{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows		N	NE	E	SE	S	SW	W	NW
Flow to	N (1), pcu/h	0	0	3	0	1	0	4	0
Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	7	0	0	0	70	0	1110	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	0	0	47	0	0	0	64	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	26	0	1447	0	54	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	33	0	1498	0	124	0	1178	0
	Entry flow Lane 1, pcu/h	33	0	704	0	124	0	554	0
	Entry flow Lane 2, pcu/h	0	0	794	0	0	0	624	0
	Conflicting flow, pcu/h	1548	0	59	0	1121	0	54	0

Results: Approach Measures of Effectiveness

HCM 6th Edition	N		E		S		W	
	Lf-Th-Rt	No Lane	Left-Thru	Right-Thru	Lf-Th-Rt	No Lane	Left-Thru	Right-Thru
Entry Capacity, veh/h	254	NA	1218	1286	521	NA	1223	1291
Entry Flow Rates, veh/h	22	0	670	756	118	0	528	594
V/C ratio	0.09	0.00	0.55	0.59	0.23	0.00	0.43	0.46
Control Delay, s/veh	16.0	0.0	9.3	9.6	10.1	0.0	7.3	7.4
LOS	C	#N/A	A	A	B	#N/A	A	A
Average Queue (ft)	2	0	43	51	8	0	27	31
95th % Queue (ft)	11	#VALUE!	92	106	23	#VALUE!	58	65
Approach Delay, LOS	16 sec, LOS C		9.5 sec, LOS A		10.1 sec, LOS B		7.4 sec, LOS A	
Lane Designations	NE		SE		SW		NW	
	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
Entry Capacity, veh/h	NA	NA	NA	NA	NA	NA	NA	NA
Entry Flow Rates, veh/h	0	0	0	0	0	0	0	0
V/C ratio			0.00	0.00			0.00	0.00
Control Delay, sec/pcu			0.0	0.0			0.0	0.0
LOS			#N/A	#N/A			#N/A	#N/A
Average Queue (ft)			0	0			0	0
95th % Queue (ft)			#VALUE!	#VALUE!			#VALUE!	#VALUE!
Approach Delay, LOS			#DIV/0!				#DIV/0!	

Overall Intersection Measures of Effectiveness

Int Control Delay (sec)	8.7	Int LOS	A	Max Approach V/C	0.59
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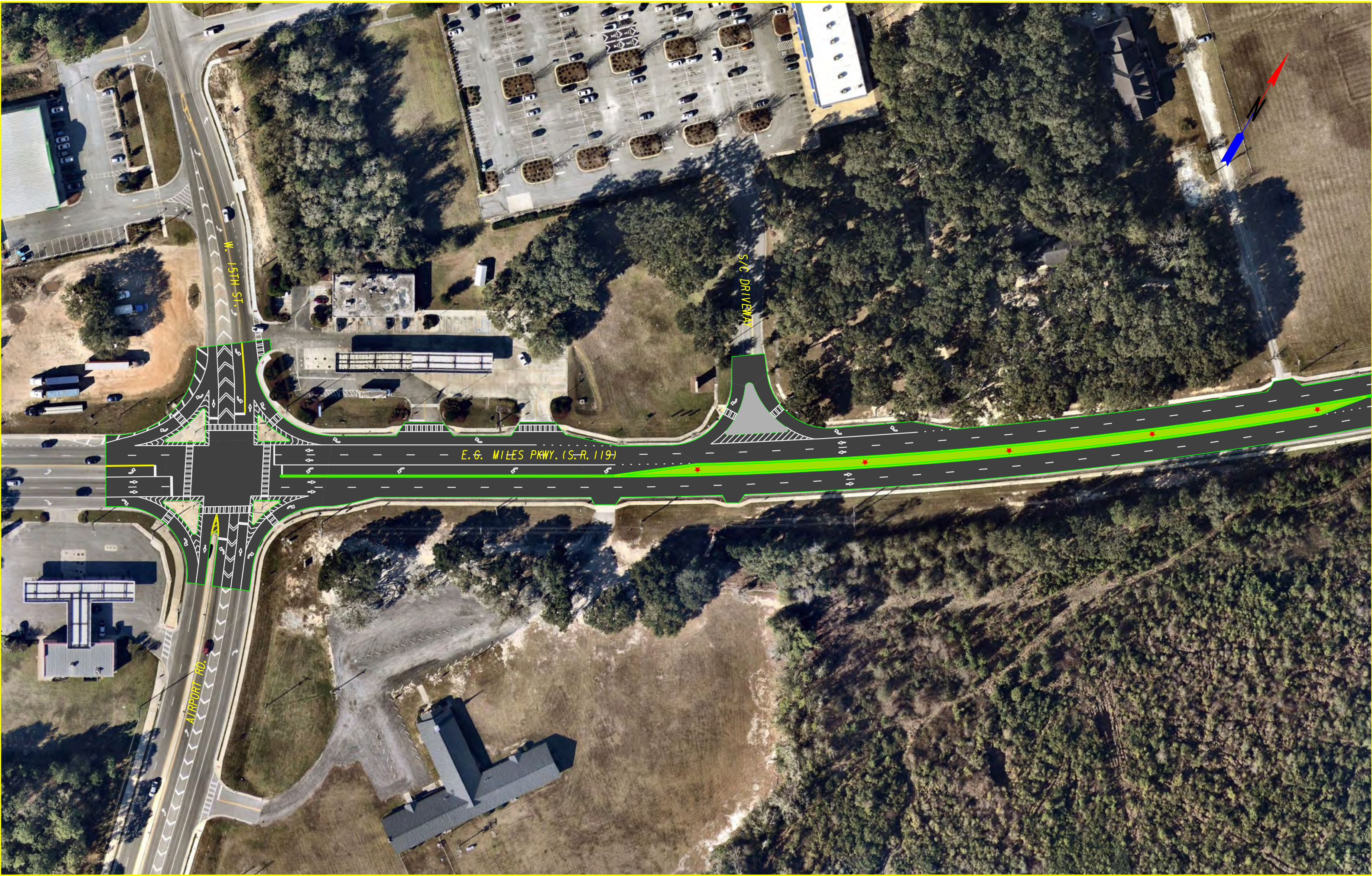
Notes:

v 4.2

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
# of Conflicting Exit Flow Lanes	2	2	2	2	2	2
Volumes						
Entry Leg: Insert Right Turn Volume						
Exit Leg: (Select Input Method)						
Lane Flow in Exit Leg***						
Sum of inner circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Sum of outer circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Critical Lane Flow (Manual) in Exit Leg***						
Volume Characteristics						
PHF (Entry Leg)						
F _{HV} (Entry Leg)						
F _{ped}						
PHF (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
F _{HV} (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
***Volume Characteristics are already taken into account for Default method ONLY. Insert Values above if Manual method.						
Entry/Conflicting Flows						
Entry Flow						
Conflicting Critical Flow						
Bypass Lane Results						
Entry Capacity of Bypass, veh/h						
Flow Rates of Exiting Traffic, veh/h						
V/C ratio						
Control Delay, sec/pcu						
LOS						
95th Percentile Queue (veh)						
95th % Queue (ft)						

Appendix G: Detailed Concept





W. 15TH ST.

S/C DRIVEWAY

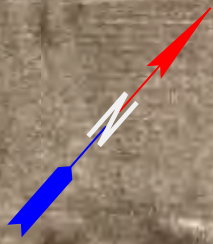
E.G. MILES PKWY. (S.R. 119)

AIRPORT RD.



CURTIS RD.

E. G. MILES PKWY. (S. R. 119)





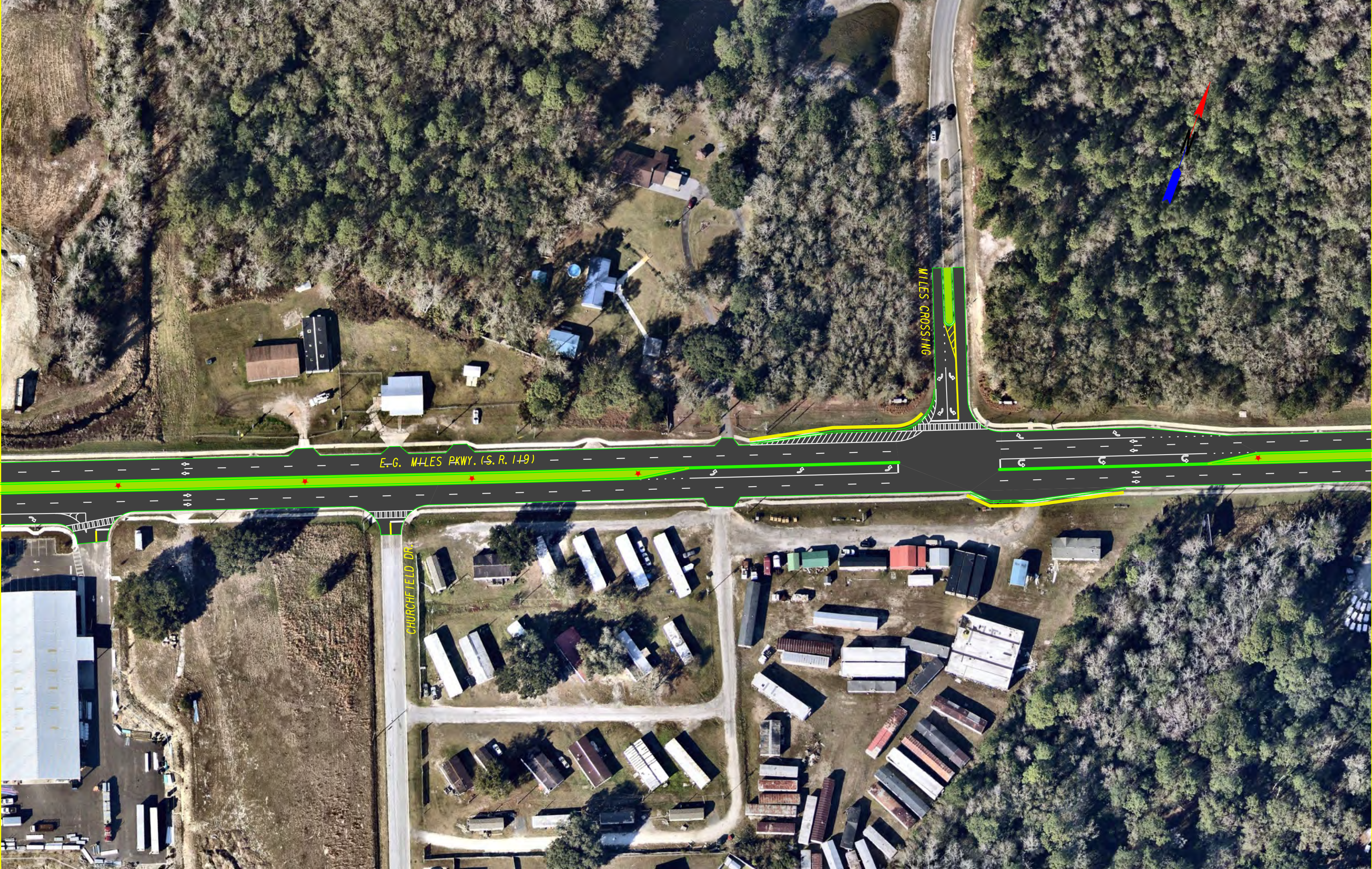
E.G. MILES PKWY (S.R. 119)



SR 119

SR 119



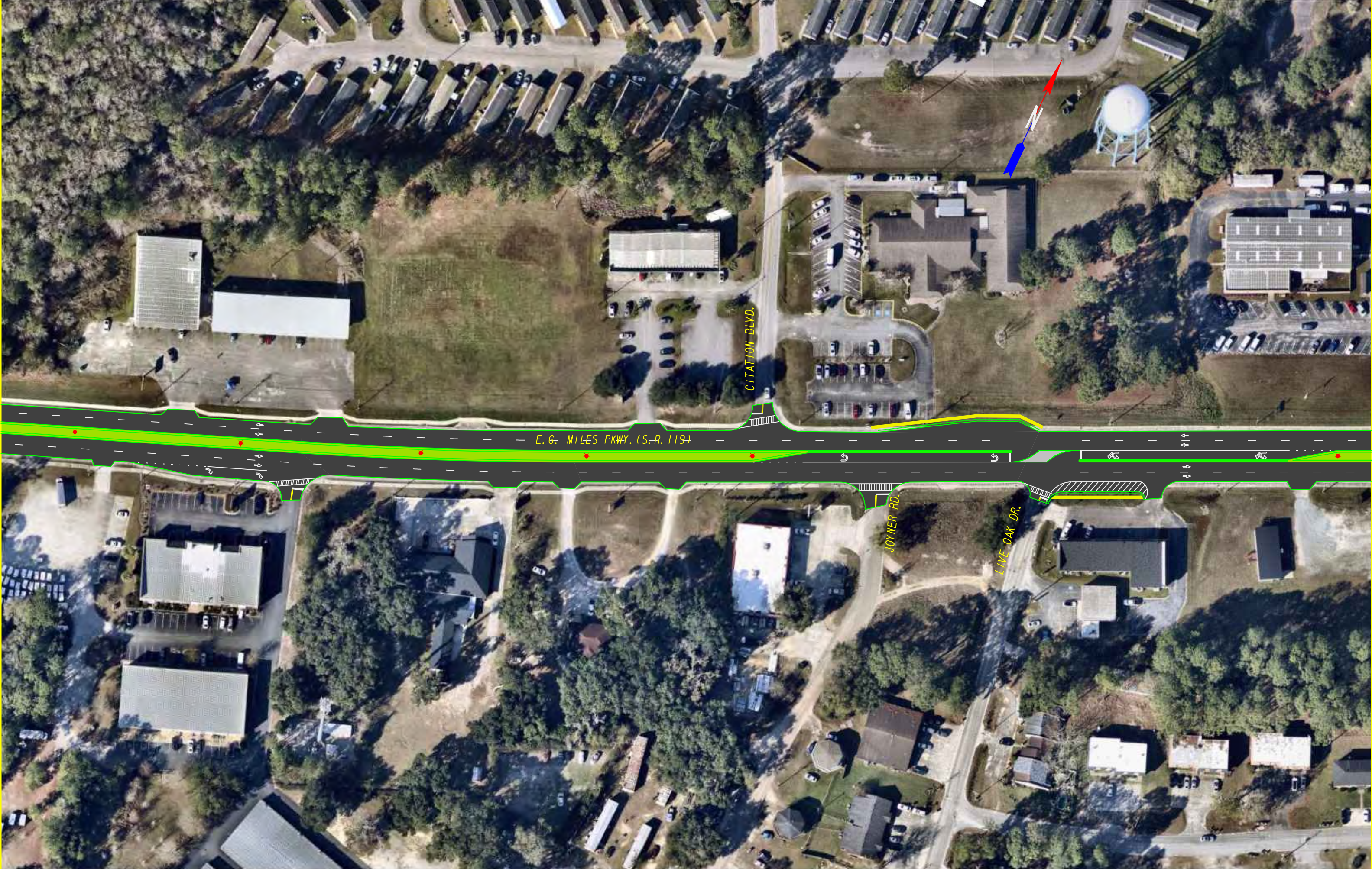


E.G. MILES PKWY. (S.R. 149)

MILES CROSSING

CHURCHFIELD DR.





E. G. MILES PKWY. (S.R. 119)

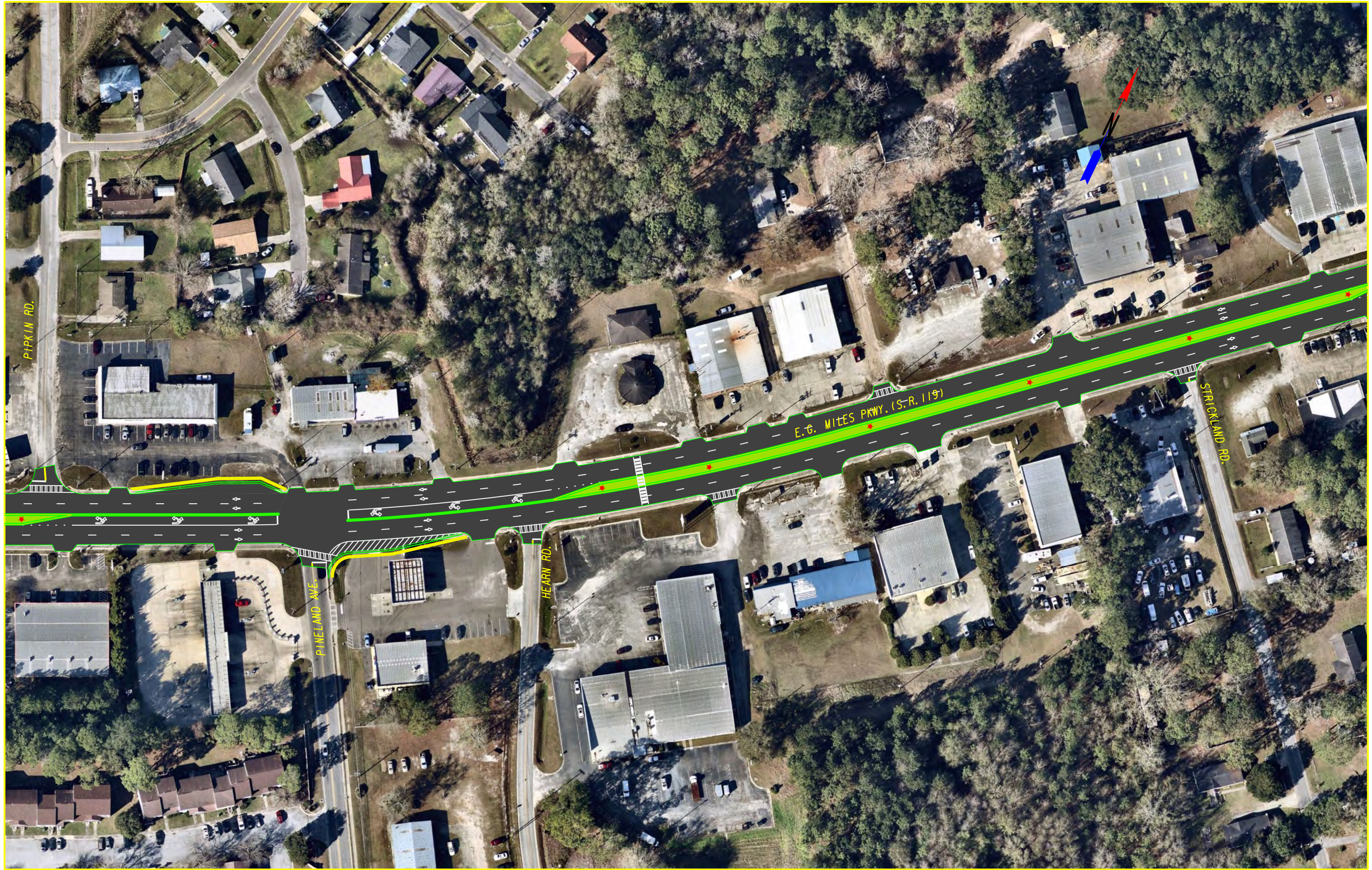
CITATION BLVD.

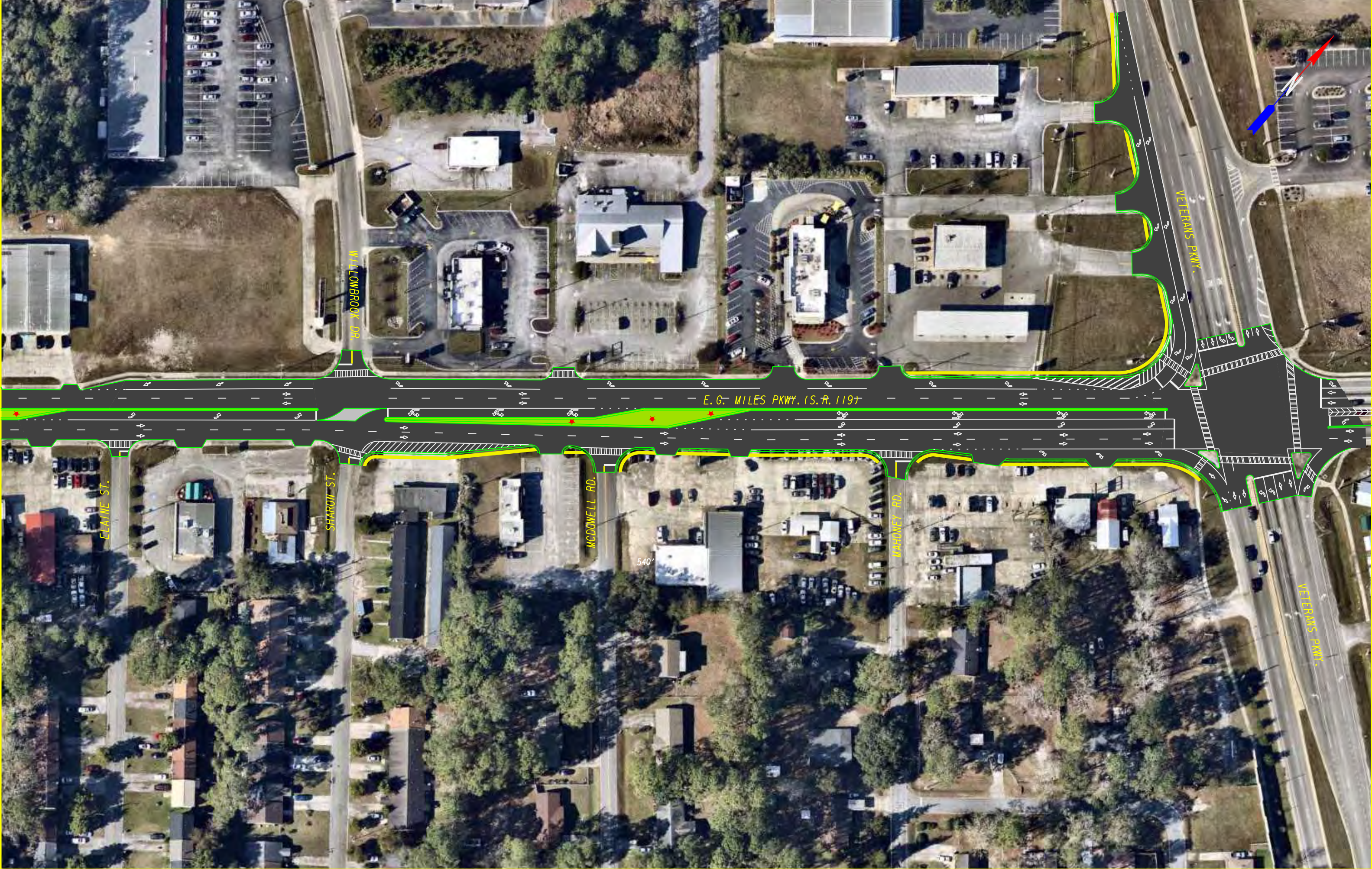
JOYNER RD.

LIVE OAK DR.









WILLOWBROOK DR.

ELAINE ST.

SHARON ST.

MCDOWELL RD.

MAHONEY RD.

E.G. MILES PKWY. (S.R. 119)

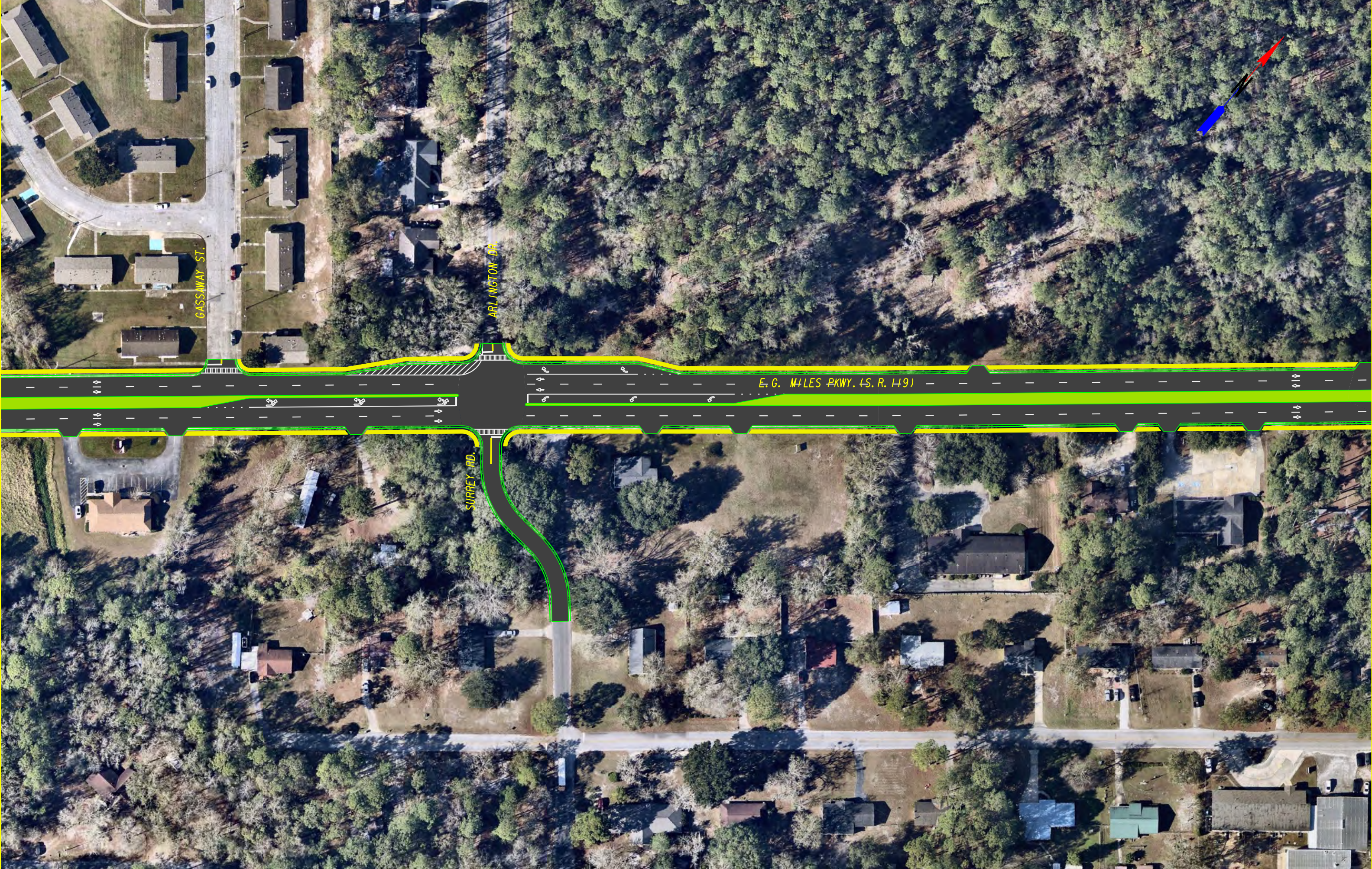
VETERANS PKWY.

VETERANS PKWY.

540'





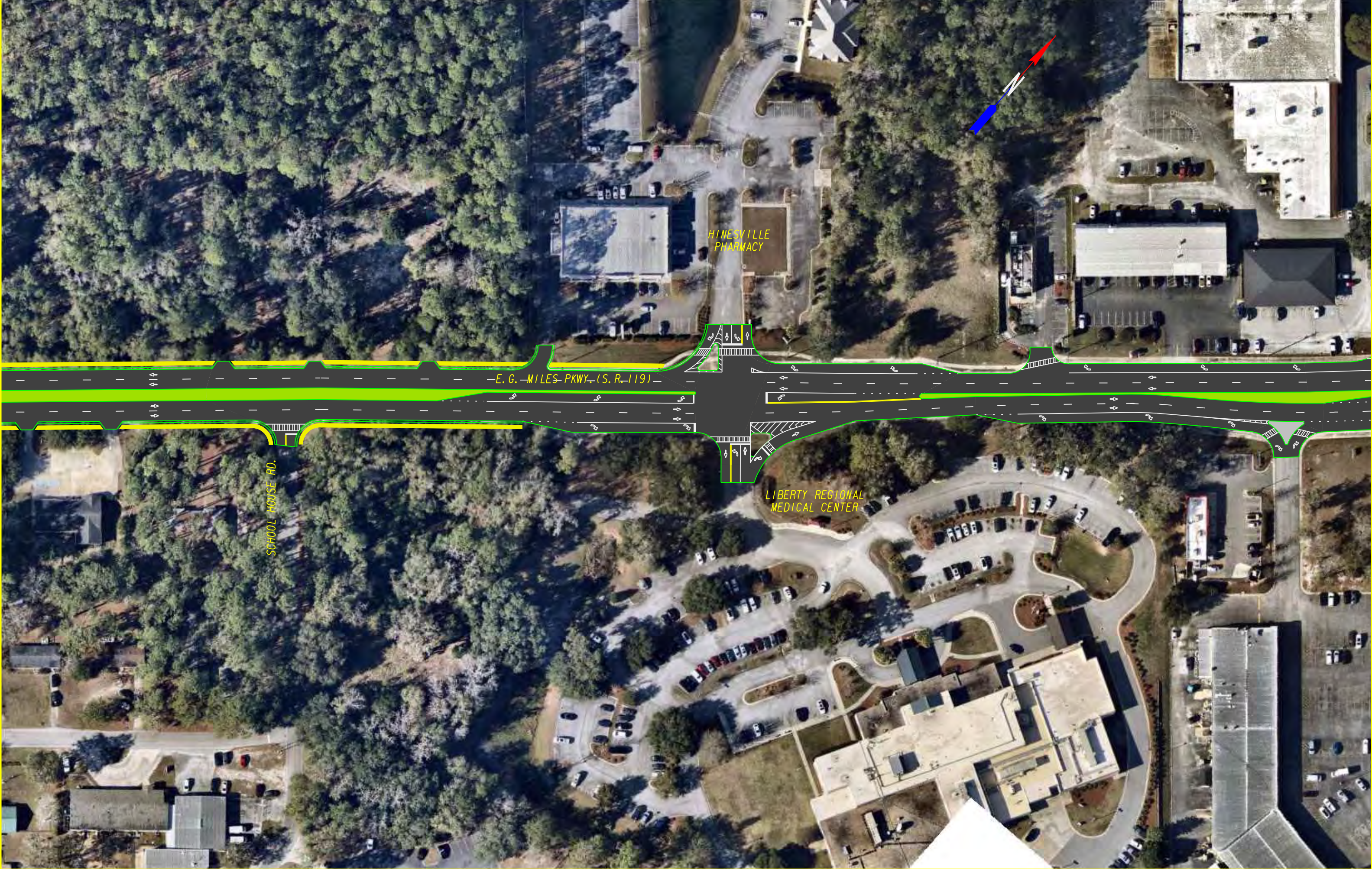


GASSAWAY ST.

ARLINGTON DR.

E. G. MITLES PKWY. (S. R. 149)

SURREY RD.



HINESVILLE
PHARMACY

E.G. MILES PKWY (S.R. 119)

SCHOOL HOUSE RD.

LIBERTY REGIONAL
MEDICAL CENTER





E.G. MILES PKWY. (S.R. 119)

E.G. MILES PKWY. (S.R. 119)

W. GEN. SCREVEN WAY

W. GEN. SCREVEN WAY

