APPENDIX A
SR 25/US 17 CORRIDOR STUDY
TRAFFIC FORECASTING
TECHNICAL MEMORANDUM

TECHNICAL MEMORANDUM

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Southeastern Engineering, Inc.

Date: October 16, 2024

Subject: ***SR 25/US 17 Corridor Study – Traffic Forecasting Technical Memorandum***

Kimley-Horn and Southeastern Engineering, Inc. have prepared this technical memorandum to document the data, assumptions, and methodology used to develop existing and future traffic volumes for the SR 25/US 17 Corridor Study (GDOT PI No. 0019011) in Chatham County, Georgia.

Executive Summary

The traffic forecasting methodology for the SR 25/US 17 (GDOT PI No. 0019011) Corridor Study included a comprehensive analysis of current traffic conditions and growth trends to facilitate the development of future year traffic volumes for the short-term (i.e., 2030) and long-term (i.e., 2050) horizon years in support of the Coastal Region Metropolitan Planning Organization (CORE MPO) Metropolitan Transportation Plan (MTP) process. Existing turning movement counts (TMCs) and 48-hour classifications counts were collected throughout the SR 25/US 17/Ogeechee Road corridor to establish the Existing Year (2024) AADT volumes and DHVs. Future volumes were then developed for the Opening Year (2030) and Design Year (2050) by selecting background growth rates and adding trips associated with future developments to the study network. Finally, DHVs were developed from the forecasted AADT volumes by applying the existing K and D factors in accordance with requirements set forth in the Georgia Department of Transportation (GDOT) *Design Traffic Forecasting Manual* (DTFM), Version 1.4.

Based on coordination with GDOT, the Chatham County Department of Engineering, and the Chatham County – Savannah Metropolitan Planning Commission, substantial development is expected across the study corridor in the coming years, and this development is expected to drive traffic growth throughout the corridor in both the short- and long-term. Traffic growth is anticipated to be the highest near the SR 204/Abercorn Street interchange, which is primarily driven by the Hopeton Landing and Keller Mixed-Use developments. Given the number of near-term known developments, traffic growth along the study corridor is expected to be strongest in the short-term, and by 2050, traffic volumes to the south of SR 204/Abercorn Street are expected to nearly double.

Existing Year, Opening Year, and Design Year AADT and DHV diagrams are provided in **Figure ES-1** through **Figure ES-15**.

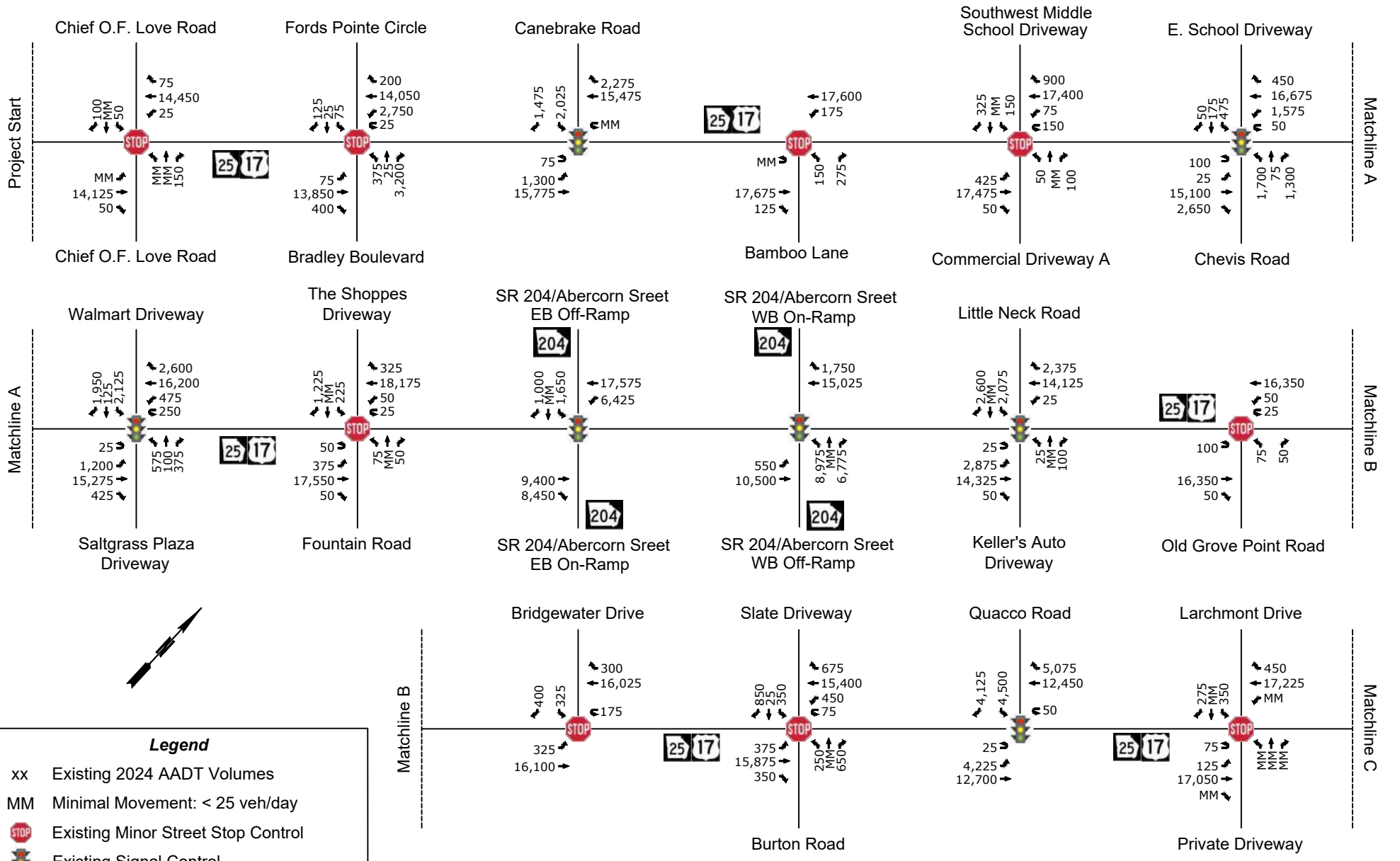
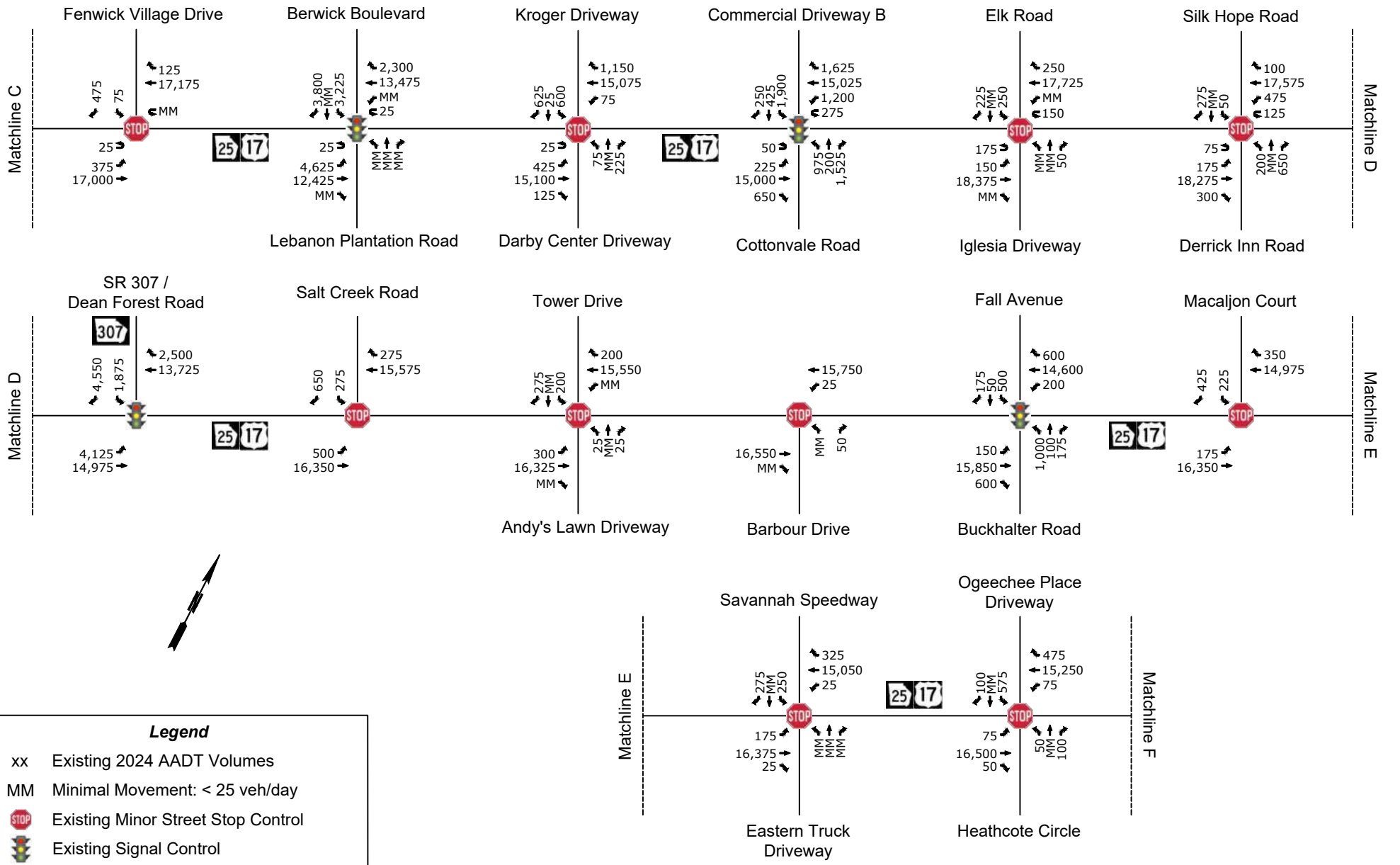


Figure ES-1 – 2024 Existing Year AADT Volumes
Intersections 1-16



Legend

xx	Existing 2024 AADT Volumes
MM	Minimal Movement: < 25 veh/day
STOP	Existing Minor Street Stop Control
	Existing Signal Control

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Figure ES-2 – 2024 Existing Year AADT Volumes
Intersections 17-30

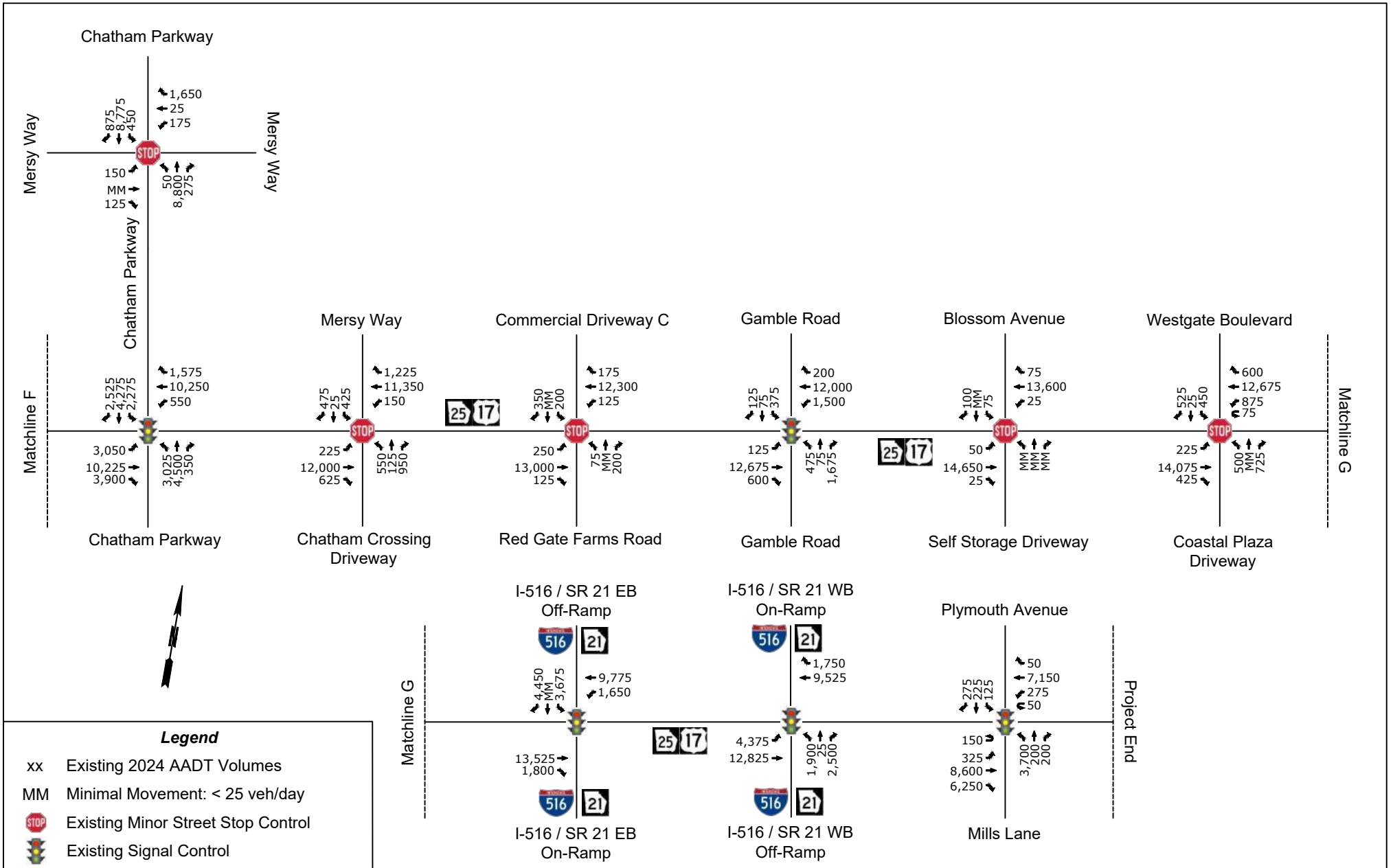
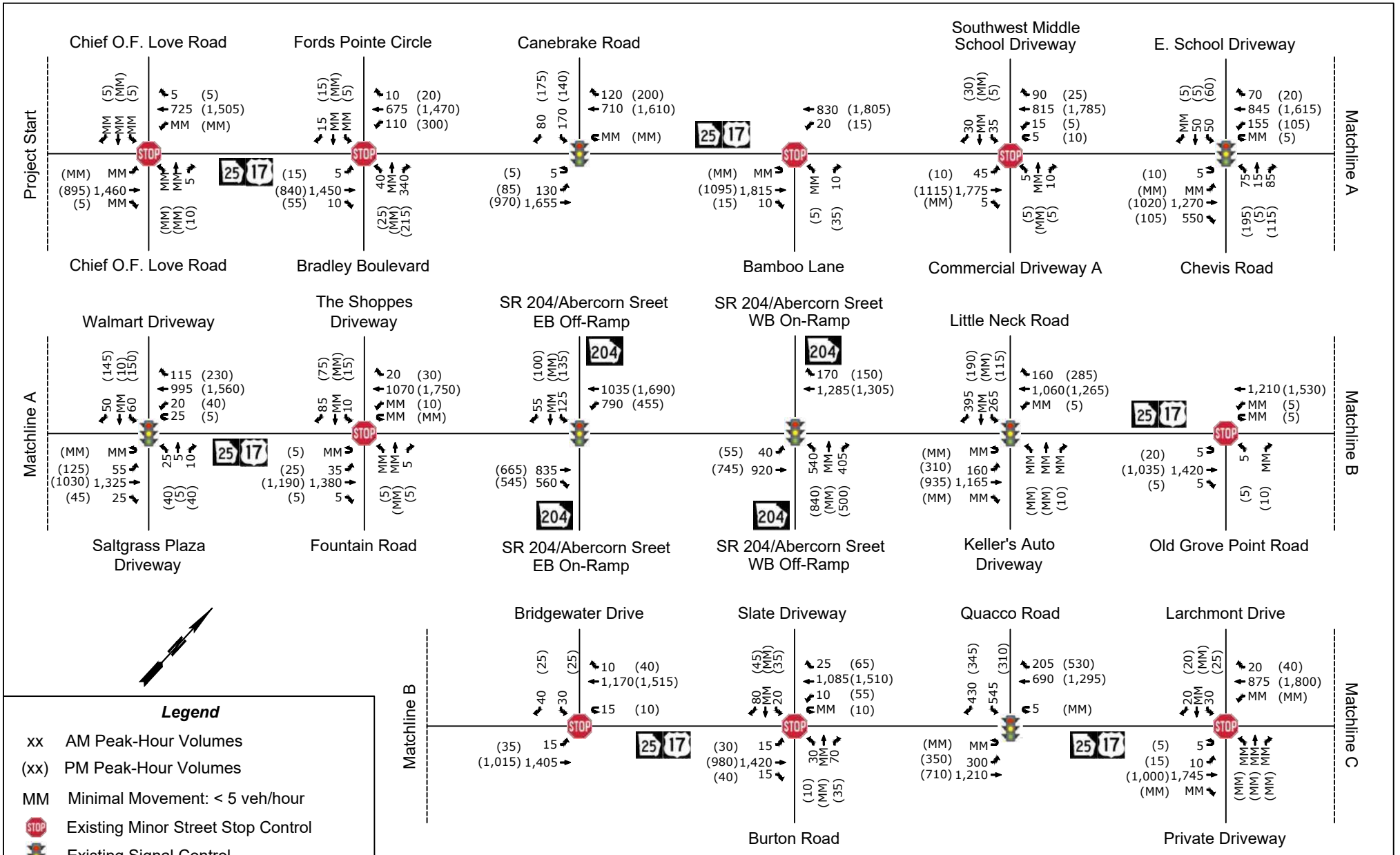


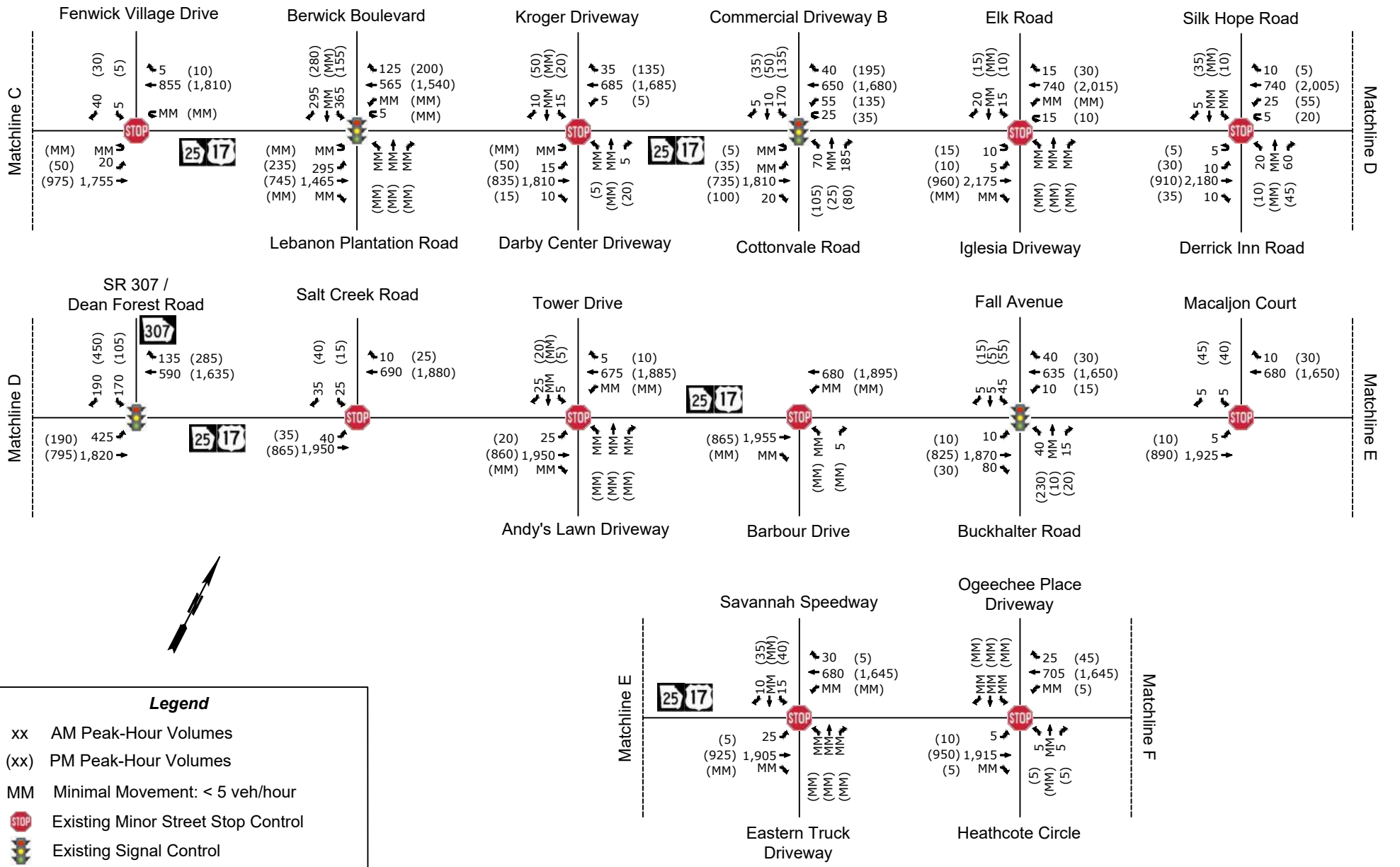
Figure ES-3 – 2024 Existing Year AADT Volumes
Intersections 31-40



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Figure ES-4 – 2024 Existing Year Peak Hour Volumes
Intersections 1-16



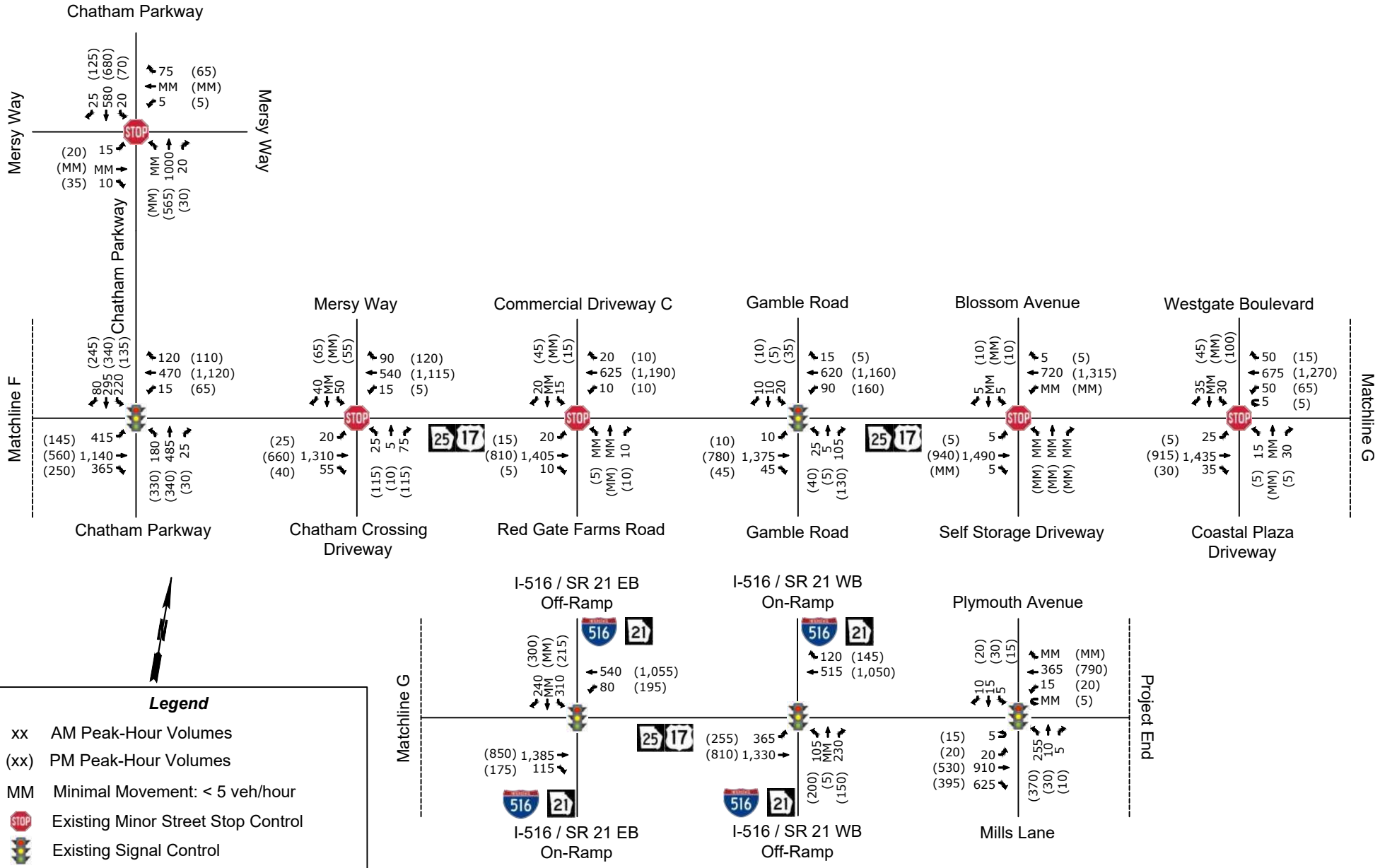
Legend

- xx AM Peak-Hour Volumes
- (xx) PM Peak-Hour Volumes
- MM Minimal Movement: < 5 veh/hour
- Existing Minor Street Stop Control
- Existing Signal Control

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Figure ES-5 – 2024 Existing Year Peak Hour Volumes
Intersections 17-30



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Figure ES-6 – 2024 Existing Year Peak Hour Volumes
Intersections 31-40

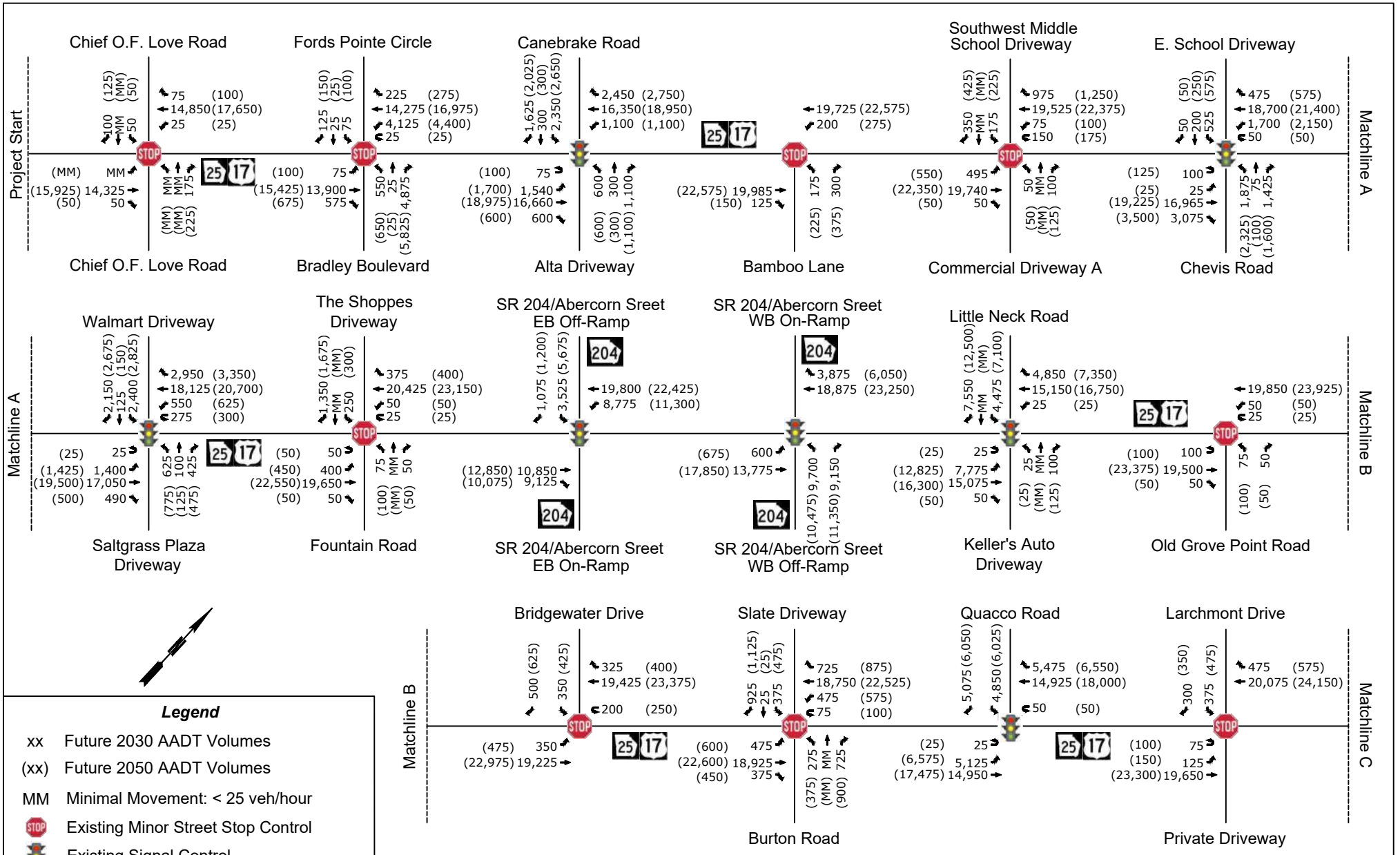


Figure ES-7 – 2030 Base Year & 2050 Design Year AADT Volumes
Intersections 1-16

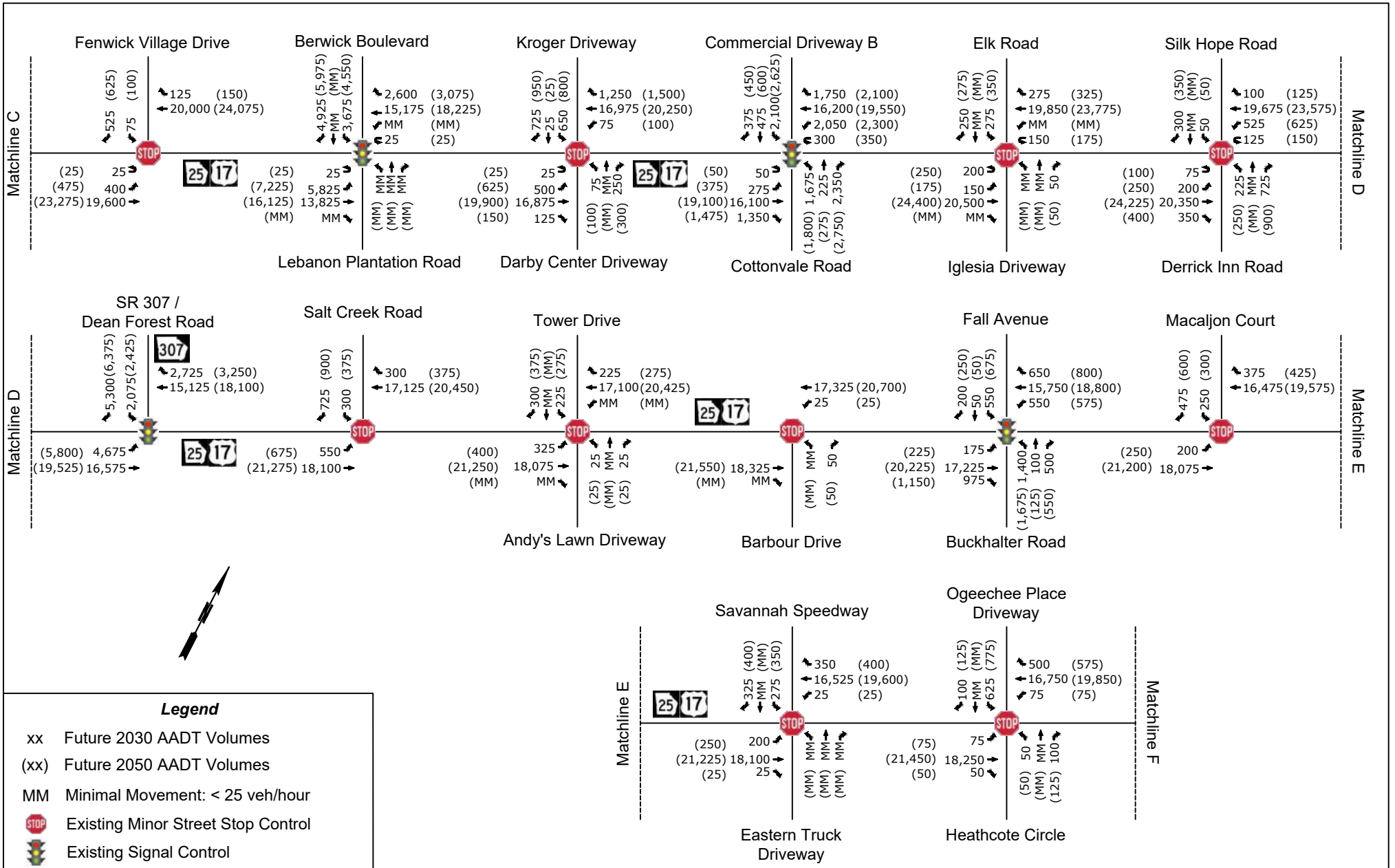


Figure ES-8 – 2030 Base Year & 2050 Design Year AADT Volumes
Intersections 17-30

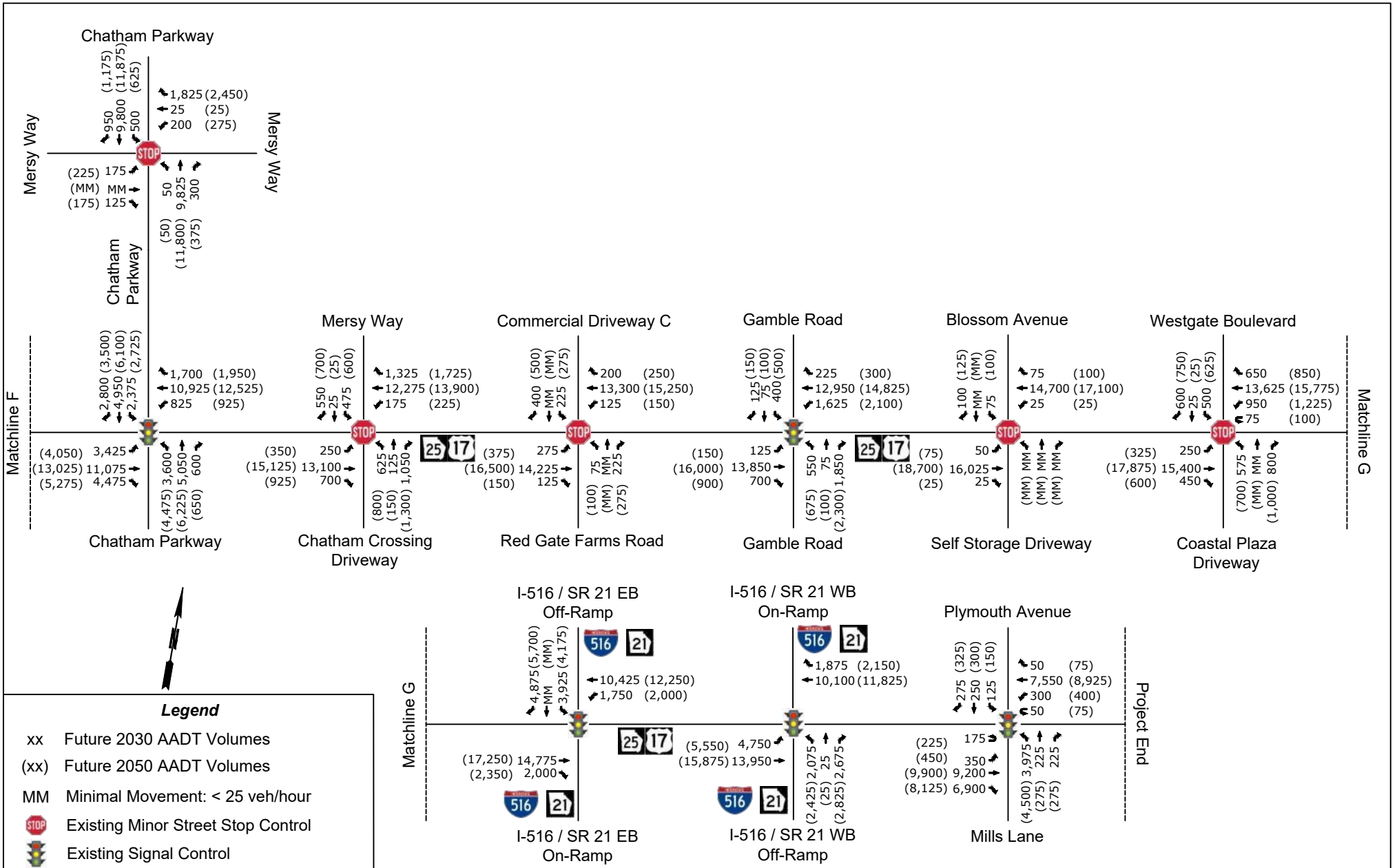


Figure ES-9 – 2030 Base Year & 2050 Design Year AADT Volumes
Intersections 31-40

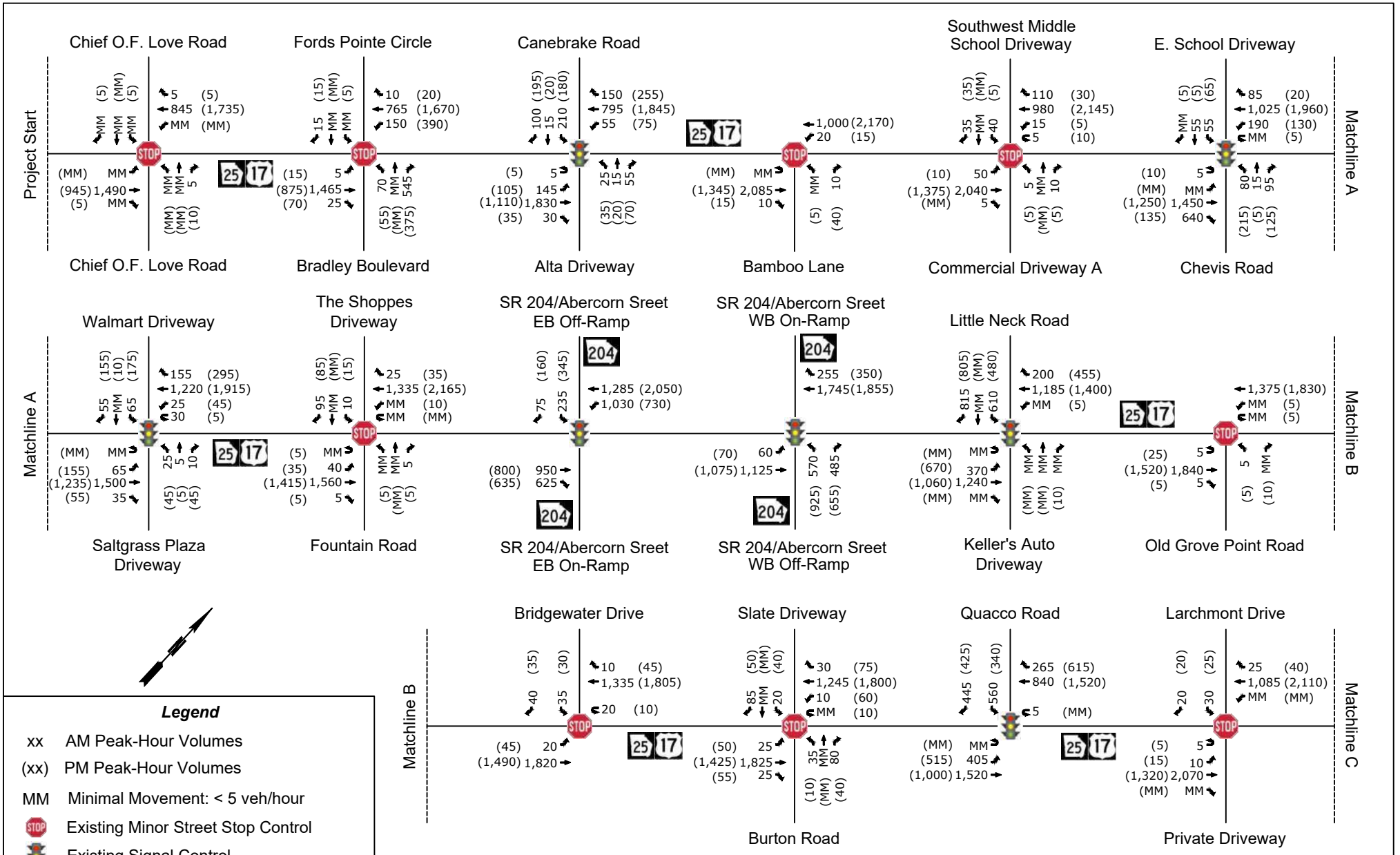
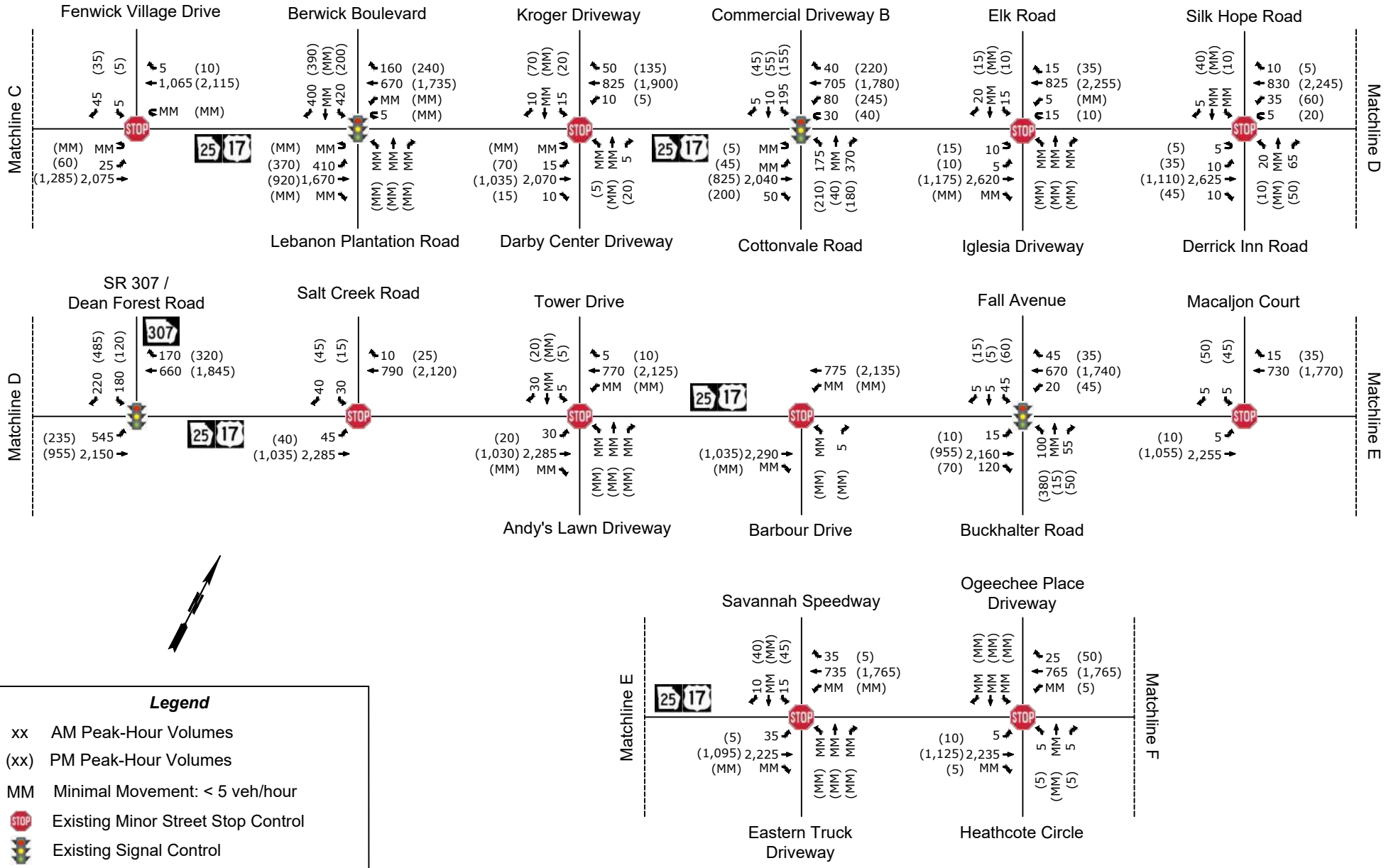


Figure ES-10 – 2030 Base Year Peak Hour Volumes
Intersections 1-16



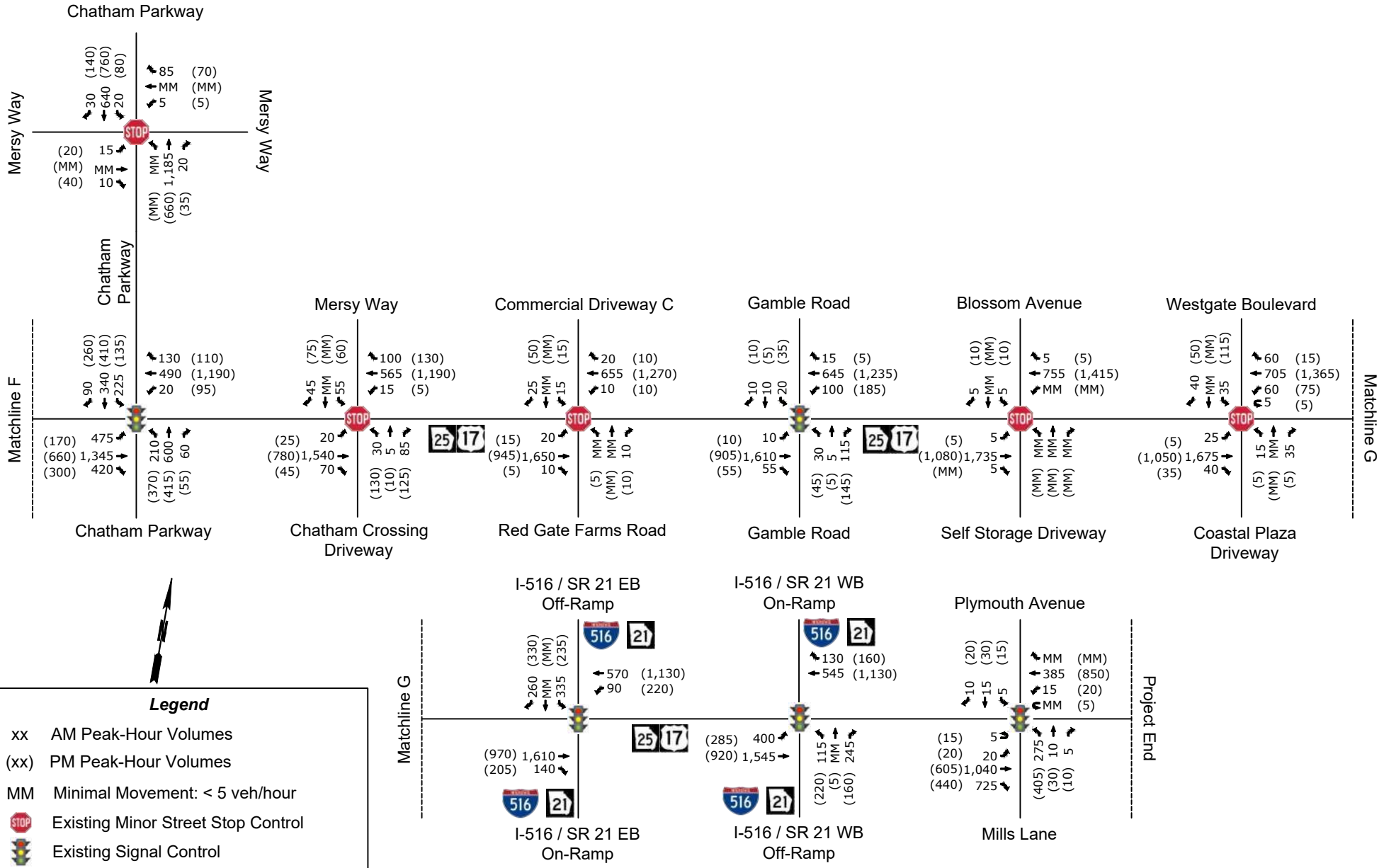
Legend

xx	AM Peak-Hour Volumes
(xx)	PM Peak-Hour Volumes
MM	Minimal Movement: < 5 veh/hour
STOP	Existing Minor Street Stop Control
	Existing Signal Control

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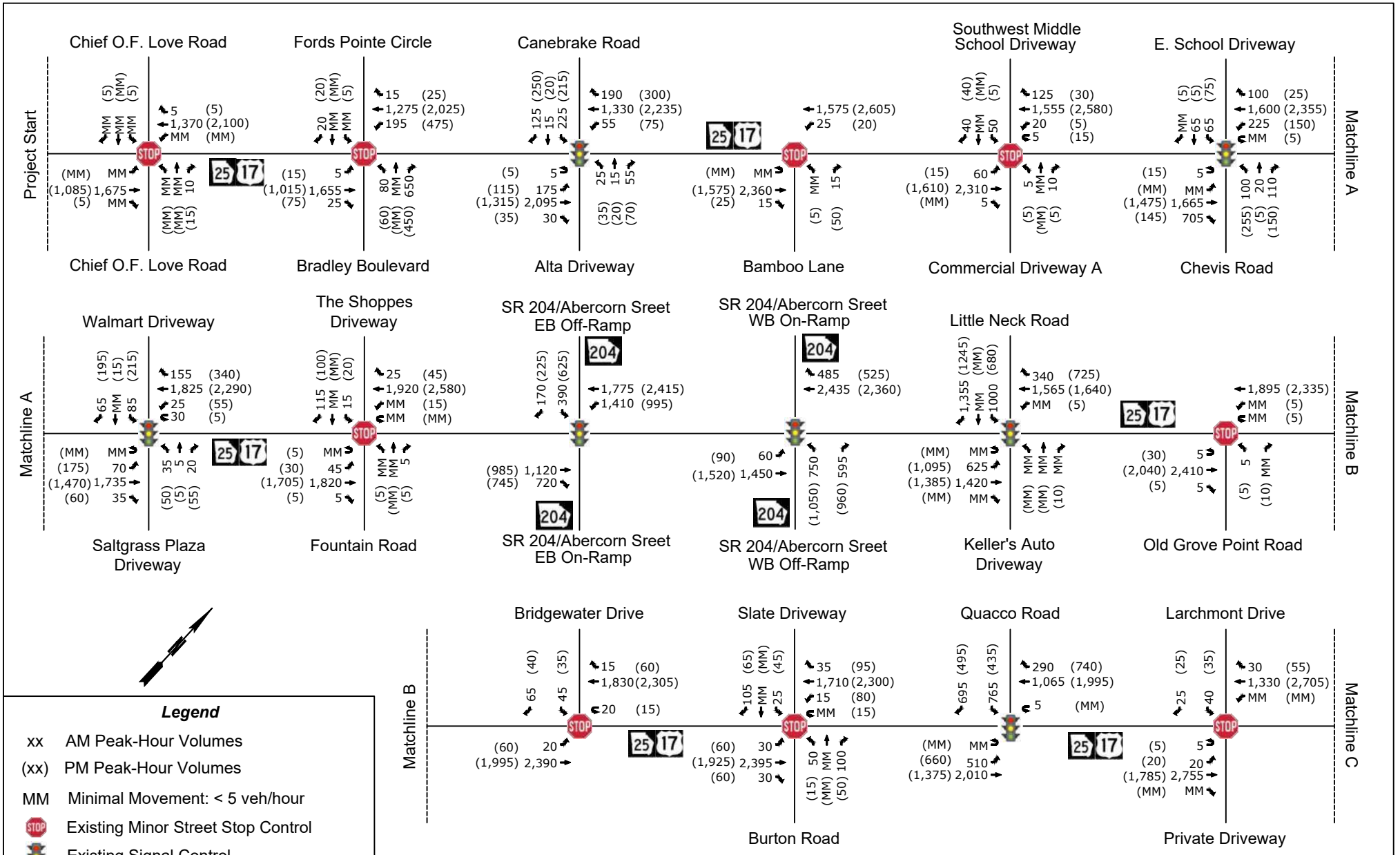
Figure ES-11 – 2030 Base Year Peak Hour Volumes
Intersections 17-30



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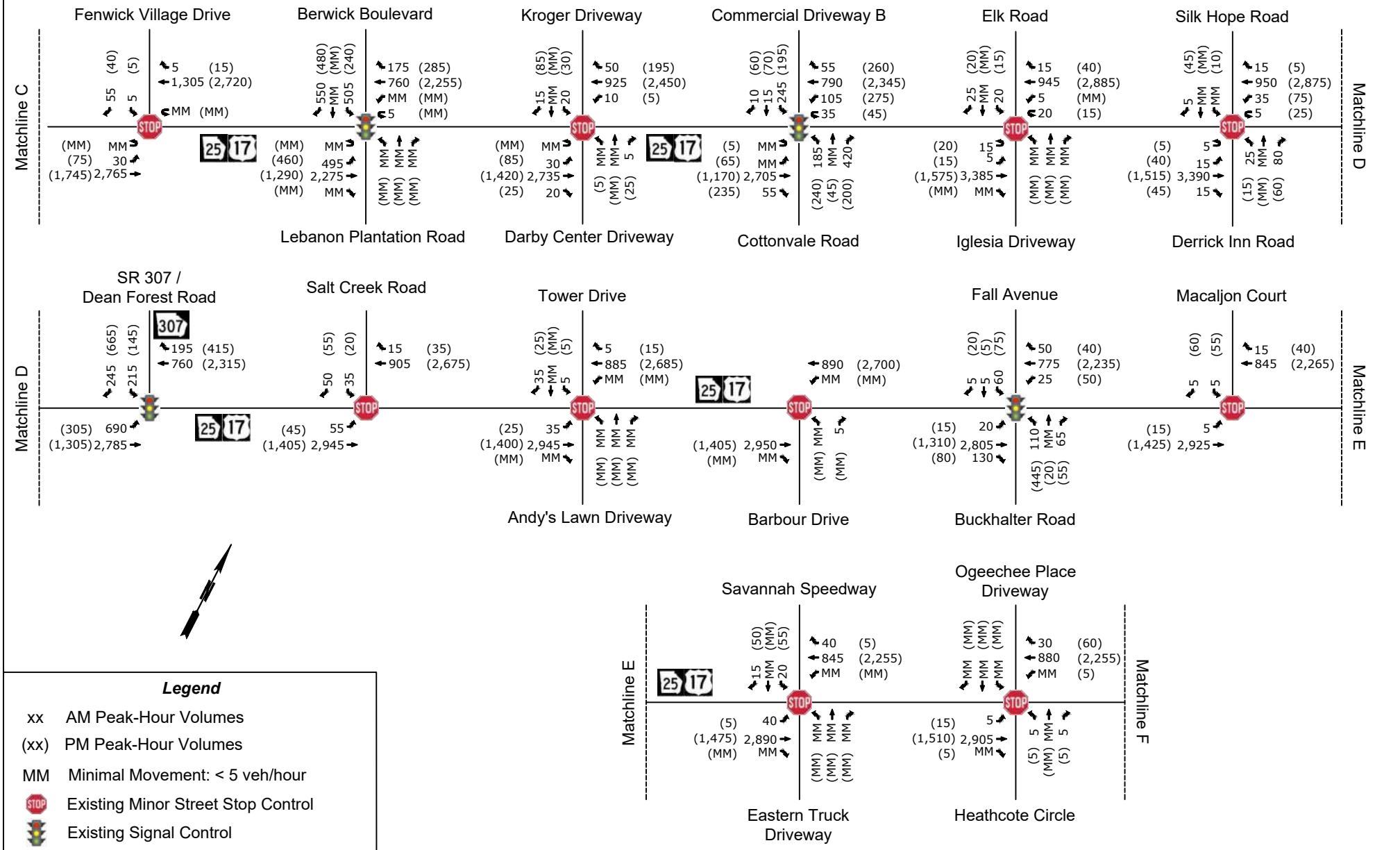
Figure ES-12 – 2030 Base Year Peak Hour Volumes
Intersections 31-40



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Figure ES-13 – 2050 Design Year Peak Hour Volumes
Intersections 1-16



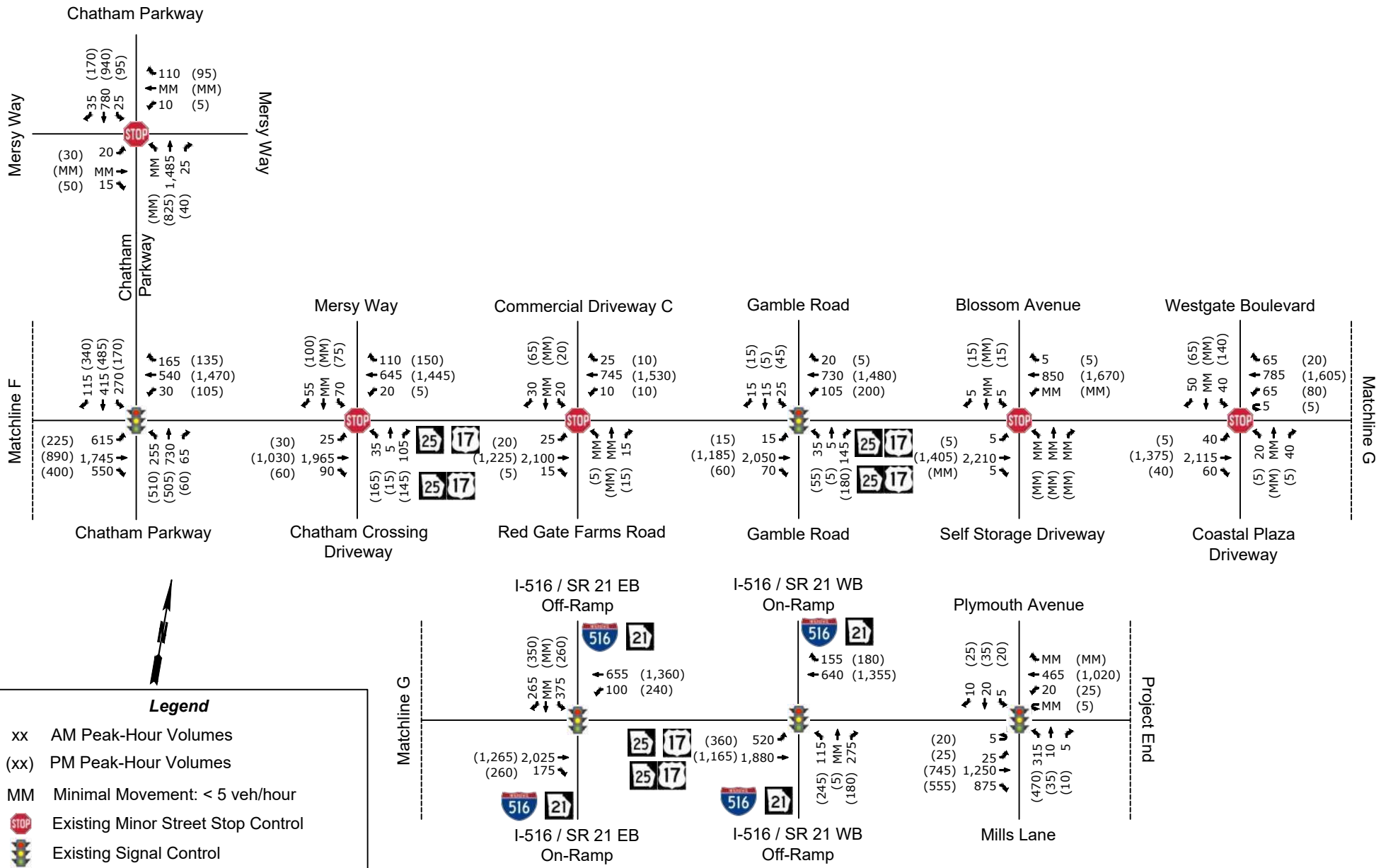
Legend

- xx AM Peak-Hour Volumes
- (xx) PM Peak-Hour Volumes
- MM Minimal Movement: < 5 veh/hour
- Existing Minor Street Stop Control
- Existing Signal Control

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Figure ES-14 – 2050 Design Year Peak Hour Volumes
Intersections 17-30



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Figure ES-15 – 2050 Design Year Peak Hour Volumes
Intersections 31-40

Project Background

SR 25/US 17 is a critically important principal arterial that runs north-to-south through the state of Georgia from the Florida state line to the interchange with I-516/SR 21 in Chatham County. Locally, the SR 25/US 17/Ogeechee Road ("SR 25/US 17") corridor serves as a key alternate to I-95 and I-16, provides access to freight routes such as SR 307/Dean Forest Road and to Georgia Ports Authority (GPA) facilities, connects the City of Richmond Hill and Bryan County to Chatham County, and functions as a Georgia State Bicycle Route 95 and vital component of the East Coast Greenway (ECG). The 10.7-mile-long study corridor from the Ogeechee River to I-516/SR 21 includes a diverse mix of commercial, residential, and recreational facilities, and portions of the route are utilized by the Savannah-Chatham County Public School System (SCCPSS) and Chatham Area Transit (CAT). Prioritizing the safe and efficient movement of all modes along this multi-functional route is key to the long-term success of the surrounding area.

The primary goals and objectives of the SR 25/US 17 Corridor Study are:

- Identify and prioritize short term (0-5 years) and long term (5+ years) improvement projects needed for the SR 25/US 17 corridor to operate at an acceptable level of service
- Prioritize recommended improvements to facilitate planning and programming of projects through the Coastal Region Metropolitan Planning Organization's (CORE MPO's) Metropolitan Transportation Plan (MTP) process
- Justify the future programming of projects in the CORE MPO's Transportation Improvement Program (TIP) and Moving Forward Together 2050 MTP

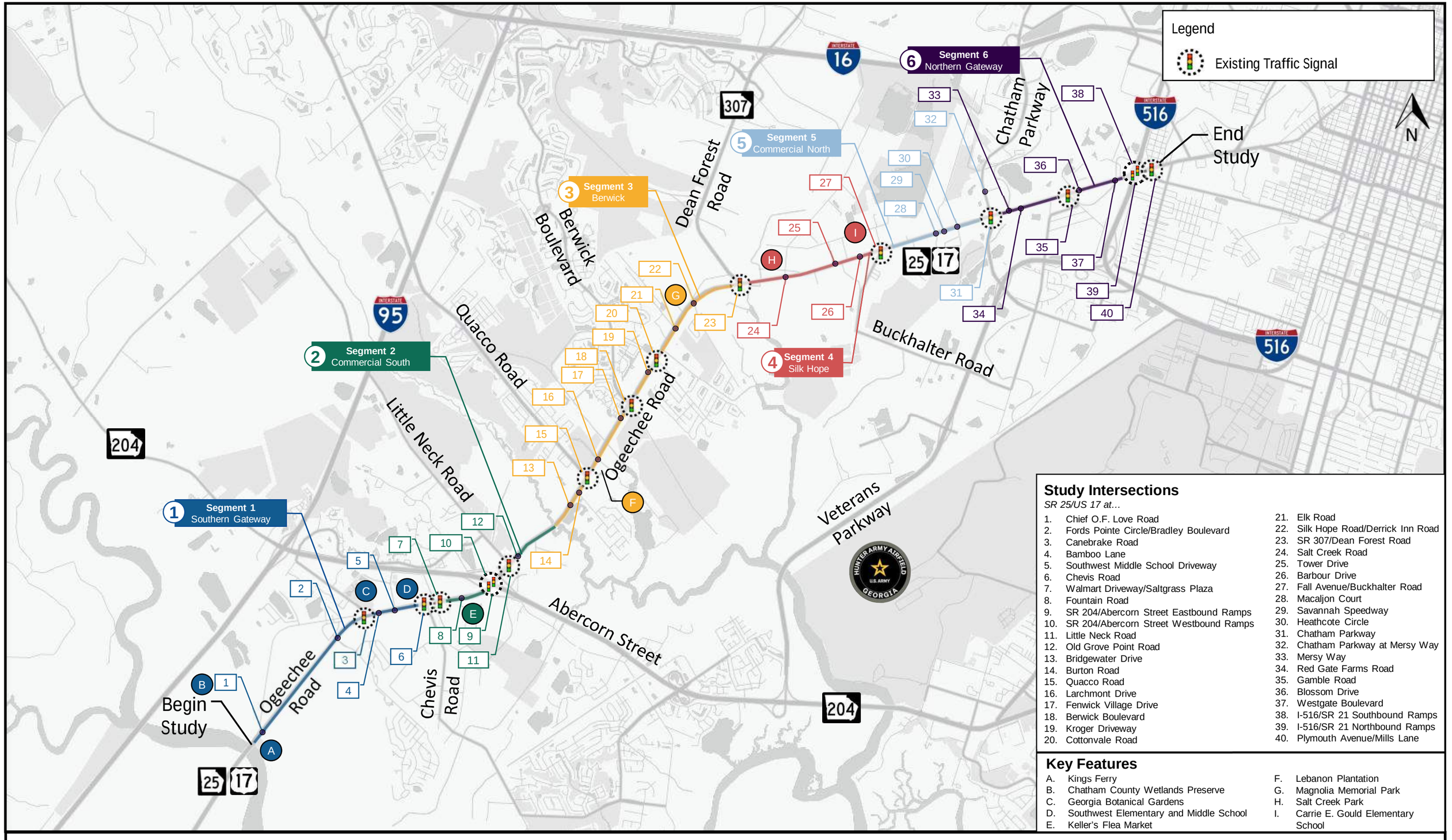
To align with these goals and objectives and to support the CORE MPO MTP process, this study focuses on several key performance measures used to inform transportation investment decisions over short- (i.e., Opening Year, or 2030) and long-term (i.e., Design Year, or 2050) horizons. This technical memorandum provides detailed information on the methodology utilized to develop Annual Average Daily Traffic (AADT) volumes and Design Hourly Volumes (DHVs) for the short- and long-term horizon years, including the data and assumptions used to develop these projections.

Study Area, Roadway Projects, and Other Studies

Study Area and Existing Conditions

The project study area is illustrated in **Figure 1** and includes the length of SR 25/US 17 from the Chatham County/Bryan County line to Plymouth Avenue/Mills Lane east of I-516/SR 21. Throughout the entirety of the 10.7-mile-long study corridor, SR 25/US 17 is classified as a principal arterial by the Georgia Department of Transportation (GDOT). The existing conditions along the corridor are documented in the *SR 25/US 17 Corridor Study Existing Conditions Report* ("the ECR"), dated June 2024. Based on the findings of the ECR and field visits conducted in January 2024, the following observations are noteworthy with respect to the subject traffic forecast:

- The study corridor generally operates with minimal disruptions at the southern end near the Chatham County/Bryan County line.
- Bottlenecks and congestion between Chevis Road and the SR 204/Abercorn Street ramps, Quacco Road and Cottonvale Road, and Chatham Parkway and the I-516/SR 21 ramps contribute to significant delays along the corridor.
- Long peak hour delays are experienced near the intersection of SR 25/US 17 with the SR 204/ Abercorn Street ramps, where northbound queues frequently exceed one mile in length during the AM peak period.
- Long peak hour delays are experienced near the intersection of SR 25/US 17 with Cottonvale Road, where northbound queues frequently exceed one mile in length during the AM peak period.
- Recurring congestion occurs at the Fall Avenue/Buckhalter Road intersection in the northbound and southbound direction during both peak periods.
- Long peak hour delays are experienced near the intersection of SR 25/US 17 with Chatham Parkway including the following:
    - Northbound queues exceed 0.5 miles in length during the AM peak hour
    - Westbound queues exceed one mile in length during the PM peak hour
    - Southbound queues exceed one mile in length during the PM peak hour
- Intersection improvements at SR 25/US 17 and Canebrake Road are planned to accommodate adjacent development. These improvements include constructing a westbound leg to provide access to the future Alta Bradley multifamily development and redesigning the existing traffic signal.
- Intersection improvements at SR 25/US 17 and Little Neck Road under design are expected to enhance the operational performance of the intersection. These improvements include widening along Little Neck Road and constructing additional auxiliary lanes on the eastbound approach to provide two right-turn lanes, a shared left-through lane, and a left-turn lane.
- Intersection improvements along SR 25/US 17 at the I-516/SR 21 ramp termini are currently under construction as part of PI Nos. S015891, S015994, S015995. These improvements include increased left-turn storage along SR 25/US 17 and are expected to mitigate queueing along SR 25/US 17 between the ramp termini.



Study Intersections

SR 25/US 17 at…

1. Chief O.F. Love Road
2. Fords Pointe Circle/Bradley Boulevard
3. Canebrake Road
4. Bamboo Lane
5. Southwest Middle School Driveway
6. Chevis Road
7. Walmart Driveway/Saltgrass Plaza
8. Fountain Road
9. SR 204/Abercorn Street Eastbound Ramps
10. SR 204/Abercorn Street Westbound Ramps
11. Little Neck Road
12. Old Grove Point Road
13. Bridgewater Drive
14. Burton Road
15. Quacco Road
16. Larchmont Drive
17. Fenwick Village Drive
18. Berwick Boulevard
19. Kroger Driveway
20. Cottonvale Road
21. Elk Road
22. Silk Hope Road/Derrick Inn Road
23. SR 307/Dean Forest Road
24. Salt Creek Road
25. Tower Drive
26. Barbour Drive
27. Fall Avenue/Buckhalter Road
28. Macaljon Court
29. Savannah Speedway
30. Heathcote Circle
31. Chatham Parkway
32. Chatham Parkway at Mersy Way
33. Mersy Way
34. Red Gate Farms Road
35. Gamble Road
36. Blossom Drive
37. Westgate Boulevard
38. I-516/SR 21 Southbound Ramps
39. I-516/SR 21 Northbound Ramps
40. Plymouth Avenue/Mills Lane

Key Features

A. Kings Ferry
B. Chatham County Wetlands Preserve
C. Georgia Botanical Gardens
D. Southwest Elementary and Middle School
E. Keller's Flea Market
F. Lebanon Plantation
G. Magnolia Memorial Park
H. Salt Creek Park
I. Carrie E. Gould Elementary School

SR 25/US 17 Corridor Study – Existing Conditions/Needs Assessment

Figure 1 – Corridor Context Areas and Study Intersections

SR 25/US 17 CORRIDOR STUDY

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Roadway Projects and Other Studies

The roadway projects along and adjacent to the SR 25/US 17 corridor that could impact future travel patterns in the area were identified by reviewing projects on GDOT's GeoPI database and the engineering projects listed on the Chatham County Department of Engineering ("the County") website. Other planning and traffic studies were obtained through coordination with GDOT, the County, or the Chatham County – Savannah Metropolitan Planning Commission ("the MPC"). These roadway projects and studies include:

- **Roadway Projects**
  - *PI No. 0017975 – CR 76/Chevis Road from CR 73/Wild Heron Road to SR 25/US 17* – This project consists of a 2.3-mile-long study corridor with a southern terminus at Wild Heron Road and northern terminus at SR 25/US 17. The proposed project would provide pedestrian and bicycle improvements, widen existing travel lanes, and construct roundabouts along the corridor.
  - *PI No. 0017976 – Garrard Avenue Improvements* – This project proposes a multimodal enhancement of a 1.2-mile-long section of CR 777/Garrard Avenue and CR 585/Lane Avenue beginning at the intersection at CR 781/Chatham Parkway and CR 597/Louis Mills Boulevard (southern terminus) and ending at CR 589/Gamble Road (northern terminus). The improvements include a 10-foot-wide shared-use path on the east side of the corridor and a 5-foot-wide sidewalk along the west side. Two medianettes with mid-block crossings are proposed to connect the shared-use path and sidewalk. Additionally, the existing two-way stop control at the intersection with Chatham Parkway/Louis Mills Boulevard will be converted to a single-lane roundabout.
  - *PI No. S015908 – R-CUT along SR 25/US 17 at Burton Road* – This project will install a Reduced Conflict U-Turn (R-CUT) at the intersection of SR 25/US 17 at Burton Road and replace the existing minor street stop control.
  - *PI No. S016013 – R-CUT along SR 25/US 17 at Derrick Inn Road* – This project will install an R-CUT at the intersection of SR 25/US 17 at Derrick Inn Road/Silk Hope Road and replace the existing minor street stop control.
  - *PI No. S016014 – PHB along SR 25/US 17 NE of Derrick Inn Road* – This project will install a Pedestrian Hybrid Beacon (PHB) for a controlled pedestrian crossing across SR 25/US 17 approximately 375 feet north of Derrick Inn Road.
  - *PI Nos. S015891, S015994, S015995 – I-516/SR 25 Ramp Termini Improvements* – These projects will enhance the operational performance of the I-516/SR 25 interchange. The modifications include pedestrian improvements, such as constructing additional crosswalks at both ramp termini as part of PI Nos. S015994 and S015995. Additionally, the northbound and southbound left-turn storage along SR 25/US 17 between the ramp termini will be extended as part of PI No. S015891.
  - *PI No. 0020089 – SR 25/US 17 @ SR 204/Abercorn Street WB Ramp* – This project will extend the SR 25/US 17 southbound left-turn storage at the intersection with the SR 204/ Abercorn Street eastbound ramps. Additionally, this project will extend the westbound left- and right-turn storage on the SR 204/Abercorn Street Off-Ramp.

- *PI No. 521855 – SR 26/US 80 from I-516/SR 21 to CS 188/Ogeechee Road* – This project will widen SR 26/US 80/Ogeechee Road from east of I-516/SR 21/Lynes Parkway to east of the Springfield Canal and the SR 26/US 80/Ogeechee Road intersection with US 80/Victory Drive. Approximately 1,400 feet of US 80/Victory Drive will also be reconstructed to tie the proposed improvements on SR 26/US 80/Ogeechee Road. The total length of the project is 1.65 miles. SR 26/US 80/Ogeechee Road will be widened to provide one 12-foot-wide and one 11-foot-wide lane in each direction, with four-foot-wide bicycle lanes and a 16-foot-wide raised median. The existing bridge over the CSX railroad will be replaced.
- *Little Neck Road Rehabilitation* – This reconstruction project will widen a 0.4-mile-long segment of Little Neck Road to a four lane, median-divided facility between SR 25/US 17 and Al Henderson Boulevard. Pedestrian improvements, which include a 10-foot-wide shared-use path along the north side of the roadway and a 5-foot-wide sidewalk along the south side of the roadway, will also be constructed as part of this project.
- *Quacco Road Improvement Project* – This improvement project will widen a 0.4-mile-long segment of Quacco Road to a four lane, median-divided facility between SR 25/US 17 and Winding Way. Additionally, this project will include improvements to multiple intersections, drainage features, pedestrian facilities, and turn lanes at various locations along a 2.6-mile-long segment of Quacco Road between I-95 and SR 25/US 17. A 10-foot-wide shared-use path will be constructed along the north side of the roadway and a 5-foot-wide sidewalk will be constructed along the south side of the roadway.

- **Additional Planning Documents and Traffic Studies**
  - *Alta Bradley Traffic Impact Analysis* (Thomas & Hutton, 2022)
  - *Pointe Grand – Ogeechee Transportation Analysis* (Lumin8, 2023)
  - *PI No. 0019010 – SR 204/Abercorn Street Existing No-Build and Operational Safety Analysis* (VHB, 2024)
  - *Hopeton Landing Traffic Impact and Access Study* (EPC, LLC, 2021)
  - *Keller Mixed-Use Traffic Impact Study* (A&R Engineering Inc., 2024)
  - *Olympus Berwick Trip Generation Summary* (Kimley-Horn, 2022)
  - *Waterford Subdivision Traffic Impact Study* (NV5 Engineers and Consultants, Inc., 2023)
  - *Lebanon Plantation – Residential Development* (Thomas & Hutton, 2022)
  - *SR 25/US 17 at Derrick Inn Road Traffic Engineering Study* (Atkins, 2022)
  - *PI No. 0017906 – SR 307/Dean Forest Road Corridor Study* (Kimley-Horn, 2022)
  - *SAIA Savannah Development* (City of Garden City, 2024)
  - *Highway 17 Laydown Yard Site Plan* (Ball Maritime Group, LLC, 2022)
  - *Southlake Savannah Tract Traffic Impact Analysis* (Bihl Engineering, 2023)
  - *Savannah – Preston Dr Site Plan* (KSH Engineering, 2024)
  - *Coastal Empire Transportation Study* (GDOT, 2023)

- *Garden City 2040 Comprehensive Plan* (MPC, 2020)
- *2045 Metropolitan Transportation Plan* (CORE MPO, 2019)
- *Non-Motorized Transportation Plan* (CORE MPO, 2020)

Select sheets from the planning documents and traffic studies listed above are provided in **Attachment A**.

Existing Traffic Data Collection

Existing Traffic Counts

To determine existing traffic conditions along the corridor, bi-directional counts were collected at 105 locations and peak hour TMCs were collected at 36 of the 40 study intersections. A count location map is provided in **Attachment B**, and raw traffic count data is provided in **Attachment C**. The TMCs for the remaining four intersections were obtained from previously completed studies. Additional bi-directional counts collected as part of other traffic studies listed previously were referenced to supplement data where necessary. The four intersections with previously collected data are:

- SR 25/US 17 at the SR 204/Abercorn Street EB/WB ramps (November 2023)
- SR 25/US 17 at Little Neck Road (May 2023)
- SR 25/US 17 at Berwick Boulevard (May 2023)

Based on the guidelines set forth in the GDOT DTFM, 48-hour bi-directional counts were collected across two days along the corridor: Wednesday, January 24, 2024, and Thursday, January 25, 2024. The TMCs were collected on Wednesday, January 24, 2024, from 6:00 to 9:00 AM and from 3:30 to 6:30 PM. The raw traffic counts were used to develop the 2024 Existing Year AADT estimates and establish the distribution of traffic volumes and vehicle classes over a typical day along the corridor. Additional 48-hour classification counts as part of traffic studies conducted over the last two years were compiled and adjusted to the 2024 Existing Year using historic growth rates and by applying the most recent available GDOT traffic factors.

The overall peak hours for the study corridor were identified by summing all approach volumes along SR 25/US 17 during each rolling hour from 6:00 AM to 6:00 PM. The morning peak hour was determined to occur from 7:15 to 8:15 AM, and the evening peak hour was determined to occur from 4:15 to 5:15 PM. These periods were analyzed throughout the forecasting process.

Design Hourly Volume Factors

The 48-hour classification counts collected throughout the corridor and counts from associated traffic studies were used to calculate the K and D factors for the peak periods. The K and D factors for the study are summarized in **Table 1**, and detailed calculations are included in **Attachment D**.

Table 1 – Peak Hour K-Factor and D-Factor

Location	Project Count ID	AM		PM	
		K	D	K	D
SR 25/US 17 south of Chief O.F. Love Road	1	7.6%	67.1%	8.6%	62.7%
Chief O.F. Love Road east of SR 25/US 17	2	2.1%	63.6%	7.5%	55.0%
Chief O.F. Love Road west of SR 25/US 17	3	2.0%	50.0%	9.3%	55.4%
SR 25/US 17 north of Chief O.F. Love Road	4	7.6%	67.1%	8.6%	62.6%
Fords Pointe Circle/Bradley Boulevard west of SR 25/US 17	5	4.7%	55.6%	9.3%	76.6%
Fords Pointe Circle/Bradley Boulevard east of SR 25/US 17	6	6.9%	75.8%	8.3%	62.1%
SR 25/US 17 north of Fords Pointe Circle/Bradley Boulevard	7	7.5%	69.6%	8.5%	63.7%
Canebrake Road west of SR 25/US 17	8	6.7%	51.4%	8.3%	52.2%
SR 25/US 17 north of Canebrake Road	9	7.4%	69.6%	8.4%	62.9%
Bamboo Lane east of SR 25/US 17	10	3.7%	69.2%	8.7%	53.3%

Location	Project Count ID	AM		PM	
		K	D	K	D
SR 25/US 17 north of Bamboo Lane	11	7.4%	69.3%	8.4%	62.5%
Coastal Granite Driveway east of SR 25/US 17	12	7.6%	60.0%	3.7%	90.9%
Southwest Middle School Driveway east of SR 25/US 17	13	9.6%	56.9%	6.5%	56.4%
Southwest Middle School Driveway west of SR 25/US 17	14	14.7%	68.7%	4.6%	58.3%
SR 25/US 17 north of Southwest Middle School Driveway	15	7.4%	67.9%	8.3%	62.5%
Chevis Road west of SR 25/US 17	16	15.8%	58.9%	8.6%	72.7%
Chevis Road east of SR 25/US 17	17	14.4%	80.9%	8.3%	57.8%
SR 25/US 17 north of Chevis Road	18	6.7%	58.5%	8.1%	61.4%
Walmart Driveway/Saltgrass Plaza Driveway west of SR 25/US 17	19	3.1%	61.6%	7.7%	54.6%
Walmart Driveway/Saltgrass Plaza Driveway east of SR 25/US 17	20	3.2%	53.5%	7.7%	55.2%
SR 25/US 17 north of Walmart Driveway/Saltgrass Plaza Driveway	21	6.5%	56.9%	7.9%	60.4%
Fountain Road west of SR 25/US 17	22	6.4%	62.4%	5.8%	65.3%
Fountain Road east of SR 25/US 17	23	2.9%	66.7%	9.1%	51.1%
SR 25/US 17 north of Fountain Road	24	0.3%	63.3%	0.4%	60.7%
Dollar Tree Driveway east of SR 25/US 17	25	0.2%	100.0%	6.8%	54.9%
SR 204/Abercorn Street EB On-Ramp east of SR 25/US 17	-	0.6%	100.0%	6.9%	100.0%
SR 204/Abercorn Street WB Off-Ramp east of SR 25/US 17	-	4.4%	100.0%	8.2%	100.0%
Little Neck Road west of SR 25/US 17	-	6.6%	59.8%	7.8%	63.7%
Grove Point Road east of SR 25/US 17	26	4.4%	52.2%	7.9%	63.4%
SR 25/US 17 north of Grove Point Road	27	7.2%	53.8%	7.8%	53.3%
Bridgewater Drive west of SR 25/US 17	28	6.3%	76.2%	8.2%	65.8%
SR 25/US 17 north of Bridgewater Drive	29	7.2%	55.0%	7.7%	54.3%
Burton Road east of SR 25/US 17	30	7.1%	79.5%	8.1%	64.2%
Burton Road west of SR 25/US 17	31	5.7%	68.6%	7.4%	52.7%
SR 25/US 17 north of Burton Road	32	7.2%	57.2%	7.7%	54.9%
Quacco Road west of SR 25/US 17	33	7.3%	68.4%	7.9%	58.3%
SR 25/US 17 north of Quacco Road	34	7.4%	66.9%	8.0%	59.6%
Larchmont Drive west of SR 25/US 17	35	6.0%	69.5%	8.0%	60.7%
SR 25/US 17 north of Larchmont Drive	36	7.4%	67.7%	8.0%	60.0%
Olympus Fenwick Driveway west of SR 25/US 17	37	6.4%	63.3%	8.0%	65.1%
SR 25/US 17 north of Olympus Fenwick Driveway	38	7.4%	68.3%	7.9%	60.7%
SR 25/US 17 south of Kroger Driveway	39	8.1%	74.4%	7.7%	67.1%
Kroger Driveway east of SR 25/US 17	40	4.8%	72.2%	8.0%	61.1%
Kroger Driveway west of SR 25/US 17	41	2.5%	66.5%	8.6%	69.6%
SR 25/US 17 south of Cottonvale Road	42	8.1%	73.5%	7.7%	68.5%
Cottonvale Road west of SR 25/US 17	43	5.0%	79.7%	9.8%	55.1%
Cottonvale Road east of SR 25/US 17	44	6.0%	75.3%	8.2%	57.4%
SR 25/US 17 south of Elk Road	45	8.2%	75.8%	8.0%	67.7%
Elk Road west of SR 25/US 17	46	5.9%	66.0%	6.1%	54.1%
SR 25/US 17 south of Derrick Inn Road/Silk Hope Road	47	8.1%	76.0%	7.9%	67.9%
Derrick Inn Road/Silk Hope Road east of SR 25/US 17	48	6.6%	69.5%	8.3%	59.9%
Derrick Inn Road/Silk Hope Road west of SR 25/US 17	49	4.7%	83.1%	10.5%	56.8%
SR 25/US 17 south of SR 307/Dean Forest Road	50	8.2%	76.5%	8.0%	68.1%

Location	Project Count ID	AM		PM	
		K	D	K	D
SR 307/Dean Forest Road west of SR 25/US 17	51	7.1%	63.6%	8.0%	57.3%
SR 25/US 17 south of Salt Creek Road	52	8.3%	74.7%	8.2%	67.3%
Salt Creek Road west of SR 25/US 17	53	6.5%	52.4%	7.4%	52.7%
SR 25/US 17 south of Tower Drive	54	8.4%	74.6%	8.4%	68.3%
Tower Drive west of SR 25/US 17	55	5.4%	52.1%	6.4%	56.5%
Tower Drive east of SR 25/US 17	56	3.9%	80.0%	2.3%	100.0%
Old Buckhalter Road west of SR 25/US 17	57	5.1%	50.0%	4.0%	72.8%
SR 25/US 17 south of Barbour Drive	58	8.2%	74.4%	8.4%	68.4%
Barbour Drive east of SR 25/US 17	59	4.9%	70.0%	2.9%	66.7%
SR 25/US 17 south of Buckhalter Road/Fall Avenue	60	8.1%	74.5%	8.6%	68.4%
Buckhalter Road/Fall Avenue east of SR 25/US 17	61	8.0%	66.3%	14.2%	82.3%
Buckhalter Road/Fall Avenue west of SR 25/US 17	62	7.5%	53.2%	9.1%	61.2%
Ogeechee Road east of SR 25/US 17	63	4.4%	66.4%	4.5%	57.1%
Ridge Road east of SR 25/US 17	64	1.7%	71.4%	5.0%	61.9%
SR 25/US 17 south of Macaljon Court	65	7.9%	74.3%	8.4%	66.1%
Macaljon Court west of SR 25/US 17	66	1.8%	59.1%	11.3%	66.9%
SR 25/US 17 south of Savannah Speedway	67	7.9%	74.2%	8.2%	65.8%
Savannah Speedway west of SR 25/US 17	68	8.1%	66.3%	7.7%	81.8%
SR 25/US 17 south of Heathcote Circle	69	7.9%	73.8%	8.2%	64.9%
Heathcote Circle east of SR 25/US 17	70	5.3%	69.0%	4.6%	52.0%
Bojangles Driveway east of SR 25/US 17	71	5.0%	59.3%	3.4%	50.9%
Dunkin Donuts Driveway east of SR 25/US 17	72	5.5%	84.9%	2.7%	57.2%
Enmarket Gas Station west of SR 25/US 17	73	4.0%	51.4%	3.6%	62.2%
SR 25/US 17 south of Chatham Parkway	74	7.9%	70.9%	7.5%	62.7%
Chatham Parkway west of SR 25/US 17	75	8.4%	61.3%	6.8%	54.0%
Chatham Parkway east of SR 25/US 17	76	8.7%	50.7%	8.0%	51.7%
SR 25/US 17 north of Chatham Parkway	77	7.4%	69.5%	7.6%	63.0%
Mersy Way south of Chatham Parkway	78	6.7%	57.8%	15.8%	86.1%
Chatham Parkway west of Mersy Way	79	8.0%	61.4%	7.5%	56.8%
Mersy Way north of Chatham Parkway	80	3.8%	68.9%	8.1%	63.3%
Mersy Way east of SR 25/US 17	81	5.7%	55.5%	5.5%	66.1%
Mersy Way west of SR 25/US 17	82	3.8%	85.6%	9.3%	60.0%
SR 25/US 17 north of Mersy Way	83	7.2%	67.5%	7.8%	60.5%
Red Gate Farms Road east of SR 25/US 17	84	8.2%	52.6%	11.2%	72.8%
Red Gate Farms Road west of SR 25/US 17	85	7.0%	53.4%	6.6%	68.1%
SR 25/US 17 north of Red Gate Farms Road	86	7.2%	66.2%	7.9%	60.2%
Frontage Road west of SR 25/US 17	87	4.4%	74.4%	4.1%	63.9%
Gamble Road west of SR 25/US 17	88	6.4%	52.5%	8.1%	72.2%
Gamble Road east of SR 25/US 17	89	5.6%	50.7%	8.2%	56.3%
SR 25/US 17 north of Gamble Road	90	7.2%	66.4%	8.2%	59.3%
Blossom Avenue west of SR 25/US 17	91	6.1%	57.1%	8.4%	51.7%
SR 25/US 17 north of Blossom Avenue	92	7.2%	65.8%	8.1%	59.2%
SR 25/US 17 south of Westgate Boulevard	93	7.2%	64.7%	8.3%	58.9%
Westgate Boulevard west of SR 25/US 17	94	7.6%	58.3%	6.7%	83.8%
Westgate Boulevard east of SR 25/US 17	95	4.7%	60.4%	7.8%	62.0%

Location	Project Count ID	AM		PM	
		K	D	K	D
SR 25/US 17 north of Westgate Boulevard	96	7.1%	63.4%	8.2%	58.0%
I-516/SR 21 SB Off-Ramp west of SR 25/US 17	97	6.8%	100.0%	10.1%	100.0%
I-516/SR 21 SB On-Ramp east of SR 25/US 17	98	4.6%	100.0%	9.1%	100.0%
SR 25/US 17 north of I-516/SR 21 SB ramps	99	7.4%	71.8%	8.0%	51.6%
I-516/SR 21 NB Off-Ramp east of SR 25/US 17	100	7.7%	100.0%	7.8%	100.0%
I-516/SR 21 NB On-Ramp west of SR 25/US 17	101	7.8%	100.0%	6.4%	100.0%
SR 25/US 17 north of I-516/SR 21 NB ramps	102	7.4%	69.7%	8.1%	50.3%
Mills Lane/Plymouth Avenue west of SR 25/US 17	103	4.4%	53.2%	9.4%	52.8%
Mills Lane/Plymouth Avenue east of SR 25/US 17	104	7.9%	70.0%	8.3%	56.1%
SR 25/US 17 north of Mills Lane/Plymouth Avenue	105	6.9%	68.7%	8.2%	54.1%

As described in the ECR, the corridor is divided into six segments. Segment-wide K and D factors were calculated for each of the segments by averaging the K and D factors for the count stations located along SR 25/US 17 within each contextual segment. For the side streets, approach-specific K and D factors were utilized. The segment-wide K and D factors are shown in **Table 2**.

Table 2 – Segment K-Factor and D-Factor

Location(s)	K (AM/PM)	D (AM/PM)
Segment 1 SR 25/US 17 from Ogeechee River to Chevis Road	7.5%/8.5%	68.4%/62.8%
Segment 2 SR 25/US 17 from Chevis Road to Little Ogeechee River	6.8%/7.9%	56.4%/58.4%
Segment 3 SR 25/US 17 from Little Ogeechee River to SR 307/Dean Forest Road	7.7%/7.8%	66.7%/61.5%
Segment 4 SR 25/US 17 from SR 307/Dean Forest Road to Buckhalter Road/Fall Avenue	8.3%/8.3%	75.0%/68.0%
Segment 5 SR 25/US 17 from Buckhalter Road/Fall Avenue to Chatham Parkway	8.0%/8.3%	74.2%/66.3%
Segment 6 SR 25/US 17 from Chatham Parkway to Plymouth Avenue/Mills Lane	7.3%/8.0%	67.8%/57.9%

2024 Existing Traffic Volume Estimates

The raw 48-hour bi-directional daily count data was adjusted by applying monthly and daily 2022 GDOT Traffic Factors (the most recent available GDOT traffic factors) from GDOT's Road & Traffic Data website to develop 2024 Existing Year AADT volumes. The seasonal factors used for this project are shown in **Table 3**.

Table 3 – Applied 2022 GDOT Factors

Roadway Classification	GDOT Factor Group	Day of the Week			Month of Year											
		Tue	Wed	Thu	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Small Urban Collector	04	0.93	0.93	0.93	1.10	1.00	0.97	0.96	0.96	1.02	1.04	0.98	0.98	0.95	1.02	1.05
Local	04	0.93	0.93	0.93	1.10	1.00	0.97	0.96	0.96	1.02	1.04	0.98	0.98	0.95	1.02	1.05
Interstate	06	1.01	0.98	0.95	1.13	1.03	0.98	0.97	0.97	0.97	0.99	1.02	1.00	0.97	0.98	1.03
Major Arterial	07	0.93	0.91	0.91	1.07	0.98	0.97	0.96	0.97	1.01	1.05	0.98	0.99	0.97	1.01	1.05
Minor Arterial	07	0.93	0.91	0.91	1.07	0.98	0.97	0.96	0.97	1.01	1.05	0.98	0.99	0.97	1.01	1.05

The factored and balanced 2024 Existing Year traffic volumes with the applied AM and PM K and D factors are provided in **Figure 2** through **Figure 7**. These factors were also applied to the bi-directional data from other studies utilized to supplement traffic volumes along the corridor, as the referenced data was from 2022 or later.

2024 Existing Truck Percentages

The 48-hour classification counts collected along the corridor were used to calculate daily and peak hour truck percentages. In accordance with the GDOT DTFM, truck percentages are rounded to the nearest half-percent. **Table 4** summarizes the existing truck percentages for all 48-hour classification counts, and detailed calculations are provided in **Attachment E**. Since the majority of future developments along the corridor will be residential and commercial with few industrial developments, truck percentages are expected to decrease in the future.

Table 4 – Existing Truck Percentages

Project Location	Project Count ID	2024 Existing Truck Percentages								
		Daily			AM Peak Hour			PM Peak Hour		
		Total	S.U.	COMB.	Total	S.U.	COMB.	Total	S.U.	COMB.
SR 25/US 17 south of Chief O.F. Love Road	1	4.0%	3.0%	1.0%	4.5%	4.0%	0.5%	1.5%	1.5%	0.0%
Chief O.F. Love Road east of SR 25/US 17	2	1.5%	1.5%	0.0%	18.0%	18.0%	0.0%	0.0%	0.0%	0.0%
Chief O.F. Love Road west of SR 25/US 17	3	3.5%	1.5%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
SR 25/US 17 north of Chief O.F. Love Road	4	4.0%	3.0%	1.0%	4.5%	4.0%	0.5%	1.5%	1.5%	0.0%
Fords Pointe Circle/ Bradley Boulevard west of SR 25/US 17	5	2.0%	2.0%	0.0%	3.5%	3.5%	0.0%	3.5%	3.5%	0.0%
Fords Pointe Circle/ Bradley Boulevard east of SR 25/US 17	6	2.0%	2.0%	0.0%	3.5%	3.0%	0.5%	1.5%	1.5%	0.0%
SR 25/US 17 north of Fords Pointe Circle/Bradley Boulevard	7	3.5%	3.0%	0.5%	4.0%	3.5%	0.5%	2.0%	1.5%	0.5%
Canebrake Road west of SR 25/US 17	8	3.5%	3.0%	0.5%	5.5%	4.5%	1.0%	3.0%	3.0%	0.0%
SR 25/US 17 north of Canebrake Road	9	3.5%	3.0%	0.5%	4.0%	3.5%	0.5%	2.0%	1.5%	0.5%
Bamboo Lane east of SR 25/US 17	10	4.5%	4.0%	0.5%	12.5%	11.0%	1.5%	6.5%	6.5%	0.0%
SR 25/US 17 north of Bamboo Lane	11	3.5%	3.0%	0.5%	4.0%	3.5%	0.5%	2.0%	1.5%	0.5%
Coastal Granite Driveway east of SR 25/US 17	12	4.5%	4.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Southwest Middle School Driveway east of SR 25/US 17	13	4.0%	3.5%	0.5%	0.0%	0.0%	0.0%	2.0%	2.0%	0.0%
Southwest Middle School Driveway west of SR 25/US 17	14	2.5%	2.5%	0.0%	2.0%	2.0%	0.0%	5.5%	5.5%	0.0%
SR 25/US 17 north of Southwest Middle School Driveway	15	3.5%	3.0%	0.5%	4.0%	3.5%	0.5%	2.0%	1.5%	0.5%
Chevis Road west of SR 25/US 17	16	7.5%	7.5%	0.0%	6.5%	6.5%	0.0%	8.0%	8.0%	0.0%
Chevis Road east of SR 25/US 17	17	3.0%	2.5%	0.5%	2.5%	2.5%	0.0%	2.5%	2.5%	0.0%
SR 25/US 17 north of Chevis Road	18	4.0%	3.0%	1.0%	5.5%	4.5%	1.0%	2.0%	2.0%	0.0%
Walmart Driveway/Saltgrass Plaza Driveway west of SR 25/US 17	19	1.5%	1.5%	0.0%	4.5%	3.5%	1.0%	1.0%	1.0%	0.0%
Walmart Driveway/Saltgrass Plaza Driveway east of SR 25/US 17	20	1.5%	1.5%	0.0%	3.0%	3.0%	0.0%	1.5%	1.5%	0.0%
SR 25/US 17 north of Walmart Driveway/	21	3.5%	3.0%	0.5%	5.5%	4.5%	1.0%	2.0%	2.0%	0.0%

Project Location	Project Count ID	2024 Existing Truck Percentages								
		Daily			AM Peak Hour			PM Peak Hour		
		Total	S.U.	COMB.	Total	S.U.	COMB.	Total	S.U.	COMB.
Saltgrass Plaza Driveway										
Fountain Road west of SR 25/US 17	22	4.0%	3.5%	0.5%	16.5%	16.5%	0.0%	2.0%	2.0%	0.0%
Fountain Road east of SR 25/US 17	23	5.0%	4.5%	0.5%	6.5%	6.5%	0.0%	2.5%	2.5%	0.0%
SR 25/US 17 north of Fountain Road	24	3.5%	3.0%	0.5%	5.0%	4.0%	1.0%	2.0%	2.0%	0.0%
Dollar Tree Driveway east of SR 25/US 17	25	0.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.5%	0.5%	0.0%
SR 204/Abercorn Street EB On-Ramp east of SR 25/US 17	-	10.5%	8.0%	2.5%	37.5%	31.5%	6.0%	7.5%	5.5%	2.0%
SR 204/Abercorn Street WB Off-Ramp east of SR 25/US 17	-	9.5%	7.0%	2.5%	11.0%	9.5%	1.5%	10.5%	7.0%	3.5%
Little Neck Road west of SR 25/US 17	-	5.0%	4.0%	1.5%	5.5%	4.5%	1.0%	3.0%	2.0%	1.0%
Grove Point Road east of SR 25/US 17	26	6.0%	6.0%	0.0%	8.5%	8.5%	0.0%	16.0%	16.0%	0.0%
SR 25/US 17 north of Grove Point Road	27	5.0%	4.0%	1.0%	6.0%	5.0%	1.0%	3.0%	2.5%	0.5%
Bridgewater Drive west of SR 25/US 17	28	2.5%	2.5%	0.0%	0.5%	0.5%	0.0%	5.5%	5.0%	0.5%
SR 25/US 17 north of Bridgewater Drive	29	5.0%	4.0%	1.0%	6.0%	5.0%	1.0%	3.0%	2.5%	0.5%
Burton Road east of SR 25/US 17	30	3.5%	3.5%	0.0%	6.0%	6.0%	0.0%	5.5%	5.5%	0.0%
Burton Road west of SR 25/US 17	31	2.0%	2.0%	0.0%	3.0%	2.5%	0.5%	2.0%	2.0%	0.0%
SR 25/US 17 north of Burton Road	32	5.0%	4.0%	1.0%	6.0%	5.0%	1.0%	3.0%	2.5%	0.5%
Quacco Road west of SR 25/US 17	33	2.5%	2.0%	0.5%	2.0%	2.0%	0.0%	2.0%	2.0%	0.0%
SR 25/US 17 north of Quacco Road	34	5.0%	4.0%	1.0%	5.5%	4.5%	1.0%	3.5%	2.5%	1.0%
Larchmont Drive west of SR 25/US 17	35	1.5%	1.5%	0.0%	2.0%	1.5%	0.5%	2.0%	2.0%	0.0%
SR 25/US 17 north of Larchmont Drive	36	5.0%	4.0%	1.0%	5.5%	4.5%	1.0%	3.5%	3.0%	0.5%
Olympus Fenwick Driveway west of SR 25/US 17	37	1.5%	1.5%	0.0%	0.0%	0.0%	0.0%	1.0%	0.5%	0.5%
SR 25/US 17 north of Olympus Fenwick Driveway	38	5.0%	4.0%	1.0%	5.5%	4.5%	1.0%	3.5%	3.0%	0.5%
SR 25/US 17 south of Kroger Driveway	39	5.0%	4.0%	1.0%	5.0%	4.0%	1.0%	3.5%	3.0%	0.5%
Kroger Driveway east of SR 25/US 17	40	2.0%	2.0%	0.0%	2.0%	2.0%	0.0%	0.0%	0.0%	0.0%
Kroger Driveway west of SR 25/US 17	41	1.5%	1.0%	0.5%	0.5%	0.5%	0.0%	0.5%	0.0%	0.5%
SR 25/US 17 south of Cottonvale Road	42	5.0%	4.0%	1.0%	5.0%	4.0%	1.0%	3.5%	3.0%	0.5%
Cottonvale Road west of SR 25/US 17	43	1.5%	1.5%	0.0%	3.0%	3.0%	0.0%	0.5%	0.5%	0.0%
Cottonvale Road east of SR 25/US 17	44	2.0%	2.0%	0.0%	1.5%	1.5%	0.0%	2.0%	2.0%	0.0%
SR 25/US 17 south of Elk Road	45	4.5%	3.5%	1.0%	4.5%	3.5%	1.0%	3.0%	2.5%	0.5%
Elk Road west of SR 25/US 17	46	4.0%	4.0%	0.0%	4.5%	4.5%	0.0%	2.5%	2.5%	0.0%
SR 25/US 17 south of Derrick Inn Road/Silk Hope Road	47	4.5%	3.5%	1.0%	4.5%	3.5%	1.0%	3.0%	2.5%	0.5%
Derrick Inn Road/Silk Hope Road east of SR 25/US 17	48	11.5%	6.0%	5.5%	7.5%	2.5%	5.0%	11.0%	4.5%	6.5%
Derrick Inn Road/Silk Hope Road west of SR 25/US 17	49	16.0%	13.5%	2.5%	7.5%	6.0%	1.5%	12.0%	12.0%	0.0%
SR 25/US 17 south of SR 307/Dean Forest Road	50	5.0%	4.0%	1.0%	4.5%	3.5%	1.0%	3.5%	2.5%	1.0%
SR 307/Dean Forest Road west of SR 25/US 17	51	9.0%	6.5%	2.5%	9.5%	7.0%	2.5%	5.5%	3.5%	2.0%
SR 25/US 17 south of Salt Creek Road	52	5.0%	4.0%	1.0%	4.5%	3.5%	1.0%	3.5%	3.0%	0.5%

Project Location	Project Count ID	2024 Existing Truck Percentages								
		Daily			AM Peak Hour			PM Peak Hour		
		Total	S.U.	COMB.	Total	S.U.	COMB.	Total	S.U.	COMB.
Salt Creek Road west of SR 25/US 17	53	3.5%	3.0%	0.5%	0.0%	0.0%	0.0%	2.0%	2.0%	0.0%
SR 25/US 17 south of Tower Drive	54	5.0%	4.0%	1.0%	5.0%	4.0%	1.0%	3.5%	3.0%	0.5%
Tower Drive west of SR 25/US 17	55	1.5%	1.5%	0.0%	1.0%	1.0%	0.0%	2.5%	2.5%	0.0%
Tower Drive east of SR 25/US 17	56	8.0%	4.5%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Old Buckhalter Road west of SR 25/US 17	57	2.0%	2.0%	0.0%	1.0%	1.0%	0.0%	3.5%	3.5%	0.0%
SR 25/US 17 south of Barbour Drive	58	5.0%	4.0%	1.0%	5.0%	4.0%	1.0%	3.5%	2.5%	1.0%
Barbour Drive east of SR 25/US 17	59	6.0%	6.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
SR 25/US 17 south of Buckhalter Road/Fall Avenue	60	5.0%	4.0%	1.0%	5.0%	4.0%	1.0%	3.5%	2.5%	1.0%
Buckhalter Road/Fall Avenue east of SR 25/US 17	61	3.0%	2.5%	0.5%	1.5%	1.5%	0.0%	1.5%	1.5%	0.0%
Buckhalter Road/Fall Avenue west of SR 25/US 17	62	5.0%	5.0%	0.0%	2.0%	2.0%	0.0%	8.5%	8.5%	0.0%
Ogeechee Road east of SR 25/US 17	63	6.5%	6.5%	0.0%	7.0%	6.5%	0.5%	6.0%	6.0%	0.0%
Ridge Road east of SR 25/US 17	64	14.0%	14.0%	0.0%	0.0%	0.0%	0.0%	9.5%	9.5%	0.0%
SR 25/US 17 south of Macaljon Court	65	5.0%	4.0%	1.0%	5.0%	4.5%	0.5%	3.5%	3.0%	0.5%
Macaljon Court west of SR 25/US 17	66	5.0%	4.0%	1.0%	13.5%	13.5%	0.0%	4.0%	3.0%	1.0%
SR 25/US 17 south of Savannah Speedway	67	5.0%	4.0%	1.0%	5.0%	4.0%	1.0%	3.5%	3.0%	0.5%
Savannah Speedway west of SR 25/US 17	68	27.5%	20.0%	7.5%	31.5%	23.5%	8.0%	15.5%	12.5%	3.0%
SR 25/US 17 south of Heathcote Circle	69	5.0%	4.5%	0.5%	5.0%	4.0%	1.0%	3.5%	3.0%	0.5%
Heathcote Circle east of SR 25/US 17	70	6.0%	5.5%	0.5%	0.0%	0.0%	0.0%	19.0%	19.0%	0.0%
Bojangles Driveway east of SR 25/US 17	71	2.0%	2.0%	0.0%	3.0%	3.0%	0.0%	0.5%	0.5%	0.0%
Dunkin Donuts Driveway east of SR 25/US 17	72	1.0%	1.0%	0.0%	1.0%	1.0%	0.0%	1.5%	1.5%	0.0%
Enmarket Gas Station west of SR 25/US 17	73	1.5%	1.5%	0.0%	1.0%	1.0%	0.0%	2.0%	2.0%	0.0%
SR 25/US 17 south of Chatham Parkway	74	5.0%	4.5%	0.5%	5.0%	4.0%	1.0%	3.0%	2.5%	0.5%
Chatham Parkway west of SR 25/US 17	75	6.0%	5.0%	1.0%	5.0%	4.0%	1.0%	3.5%	2.5%	1.0%
Chatham Parkway east of SR 25/US 17	76	4.0%	3.5%	0.5%	3.0%	2.5%	0.5%	1.5%	1.5%	0.0%
SR 25/US 17 north of Chatham Parkway	77	7.0%	6.0%	1.0%	8.0%	6.5%	1.5%	4.0%	3.5%	0.5%
Mersy Way south of Chatham Parkway	78	2.0%	2.0%	0.0%	7.5%	6.5%	1.0%	0.5%	0.5%	0.0%
Chatham Parkway west of Mersy Way	79	5.5%	4.5%	1.0%	4.5%	3.5%	1.0%	3.5%	3.0%	0.5%
Mersy Way north of Chatham Parkway	80	2.0%	2.0%	0.0%	3.0%	2.5%	0.5%	1.5%	1.5%	0.0%
Mersy Way east of SR 25/US 17	81	8.0%	7.5%	0.5%	12.0%	11.5%	0.5%	7.0%	6.5%	0.5%
Mersy Way west of SR 25/US 17	82	2.0%	2.0%	0.0%	3.0%	2.5%	0.5%	1.5%	1.5%	0.0%
SR 25/US 17 north of Mersy Way	83	7.0%	6.0%	1.0%	8.0%	6.5%	1.5%	4.5%	4.0%	0.5%
Red Gate Farms Road east of SR 25/US 17	84	9.0%	8.0%	1.0%	1.5%	1.5%	0.0%	4.0%	4.0%	0.0%
Red Gate Farms Road west of SR 25/US 17	85	43.0%	34.5%	8.5%	58.0%	46.5%	11.5%	28.0%	25.0%	3.0%
SR 25/US 17 north of Red Gate Farms Road	86	7.0%	6.0%	1.0%	7.5%	6.5%	1.0%	4.0%	3.5%	0.5%

Project Location	Project Count ID	2024 Existing Truck Percentages								
		Daily			AM Peak Hour			PM Peak Hour		
		Total	S.U.	COMB.	Total	S.U.	COMB.	Total	S.U.	COMB.
Frontage Road west of SR 25/US 17	87	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Gamble Road west of SR 25/US 17	88	20.0%	19.5%	0.5%	6.0%	5.0%	1.0%	16.5%	16.5%	0.0%
Gamble Road east of SR 25/US 17	89	21.5%	18.5%	3.0%	18.0%	14.5%	3.5%	24.0%	22.0%	2.0%
SR 25/US 17 north of Gamble Road	90	8.0%	6.5%	1.5%	7.5%	6.5%	1.0%	5.5%	5.0%	0.5%
Blossom Avenue west of SR 25/US 17	91	9.0%	9.0%	0.0%	5.0%	5.0%	0.0%	10.0%	10.0%	0.0%
SR 25/US 17 north of Blossom Avenue	92	8.0%	6.5%	1.5%	7.5%	6.5%	1.0%	5.5%	5.0%	0.5%
SR 25/US 17 south of Westgate Boulevard	93	7.5%	6.5%	1.0%	8.0%	6.5%	1.5%	5.5%	5.0%	0.5%
Westgate Boulevard west of SR 25/US 17	94	15.0%	10.5%	4.5%	17.0%	14.0%	3.0%	7.5%	6.0%	1.5%
Westgate Boulevard east of SR 25/US 17	95	3.5%	2.5%	1.0%	2.0%	1.0%	1.0%	2.0%	1.0%	1.0%
SR 25/US 17 north of Westgate Boulevard	96	7.5%	6.5%	1.0%	8.0%	6.5%	1.5%	5.5%	5.0%	0.5%
I-516/SR 21 SB ramps west of SR 25/US 17	97	9.0%	6.0%	3.0%	9.0%	6.0%	3.0%	7.5%	6.0%	1.5%
I-516/SR 21 SB ramps east of SR 25/US 17	98	5.5%	4.5%	1.0%	4.0%	4.0%	0.0%	2.0%	1.5%	0.5%
SR 25/US 17 north of I-516/SR 21 SB ramps	99	7.0%	5.5%	1.5%	6.5%	5.5%	1.0%	5.0%	4.5%	0.5%
I-516/SR 21 NB ramps east of SR 25/US 17	100	4.5%	4.0%	0.5%	3.0%	2.5%	0.5%	4.0%	3.5%	0.5%
I-516/SR 21 NB ramps west of SR 25/US 17	101	12.0%	9.0%	3.0%	12.5%	8.5%	4.0%	7.5%	6.0%	1.5%
SR 25/US 17 north of I-516/SR 21 NB ramps	102	6.0%	5.0%	1.0%	5.5%	4.5%	1.0%	4.0%	3.5%	0.5%
Mills Lane/Plymouth Avenue north of SR 25/US 17	103	4.5%	4.5%	0.0%	8.5%	8.5%	0.0%	4.0%	4.0%	0.0%
Mills Lane/Plymouth Avenue east of SR 25/US 17	104	5.0%	4.0%	1.0%	5.5%	5.0%	0.5%	3.0%	2.5%	0.5%
SR 25/US 17 north of Mills Lane/Plymouth Avenue	105	6.5%	5.0%	1.5%	5.5%	4.5%	1.0%	5.0%	4.5%	0.5%

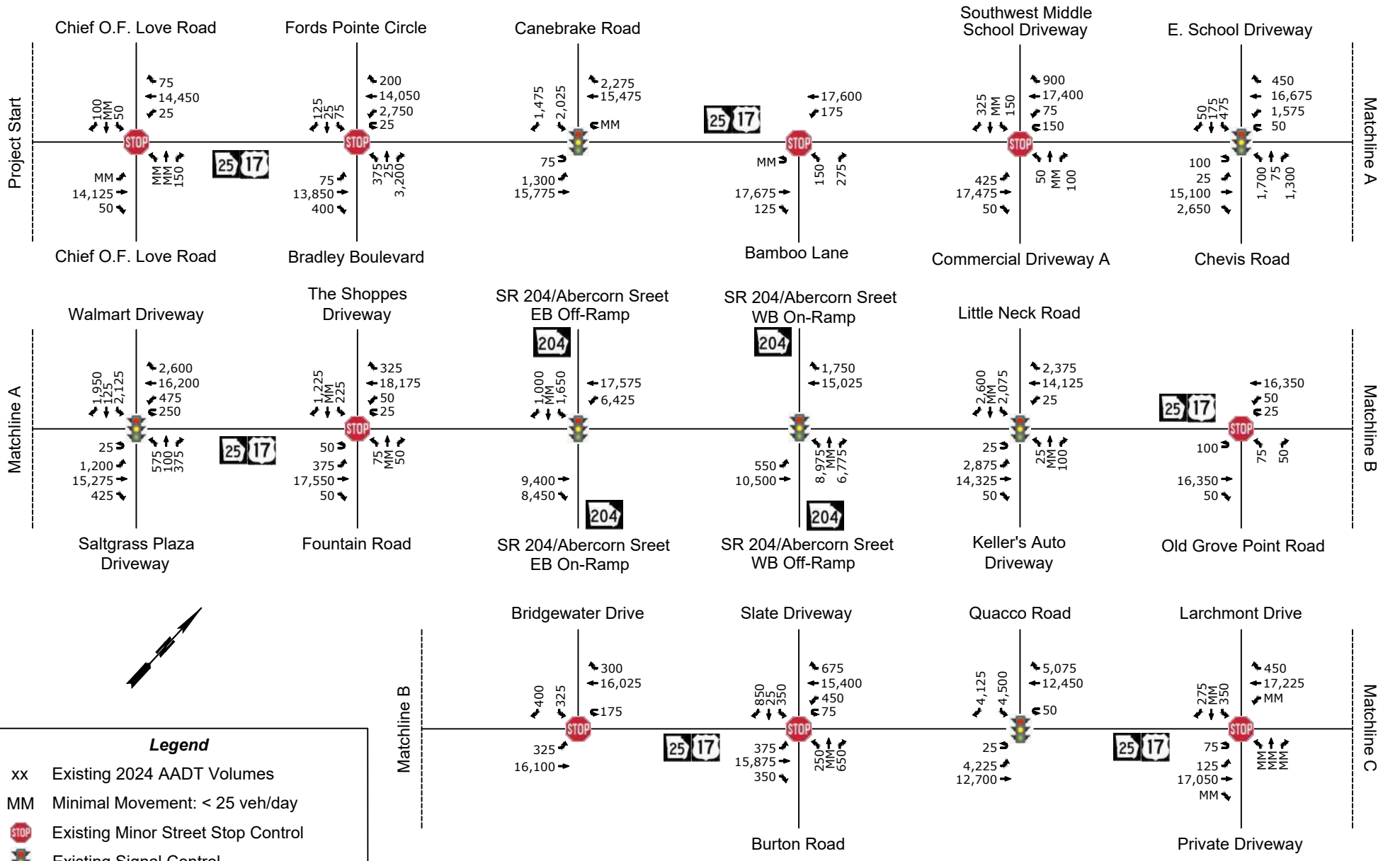
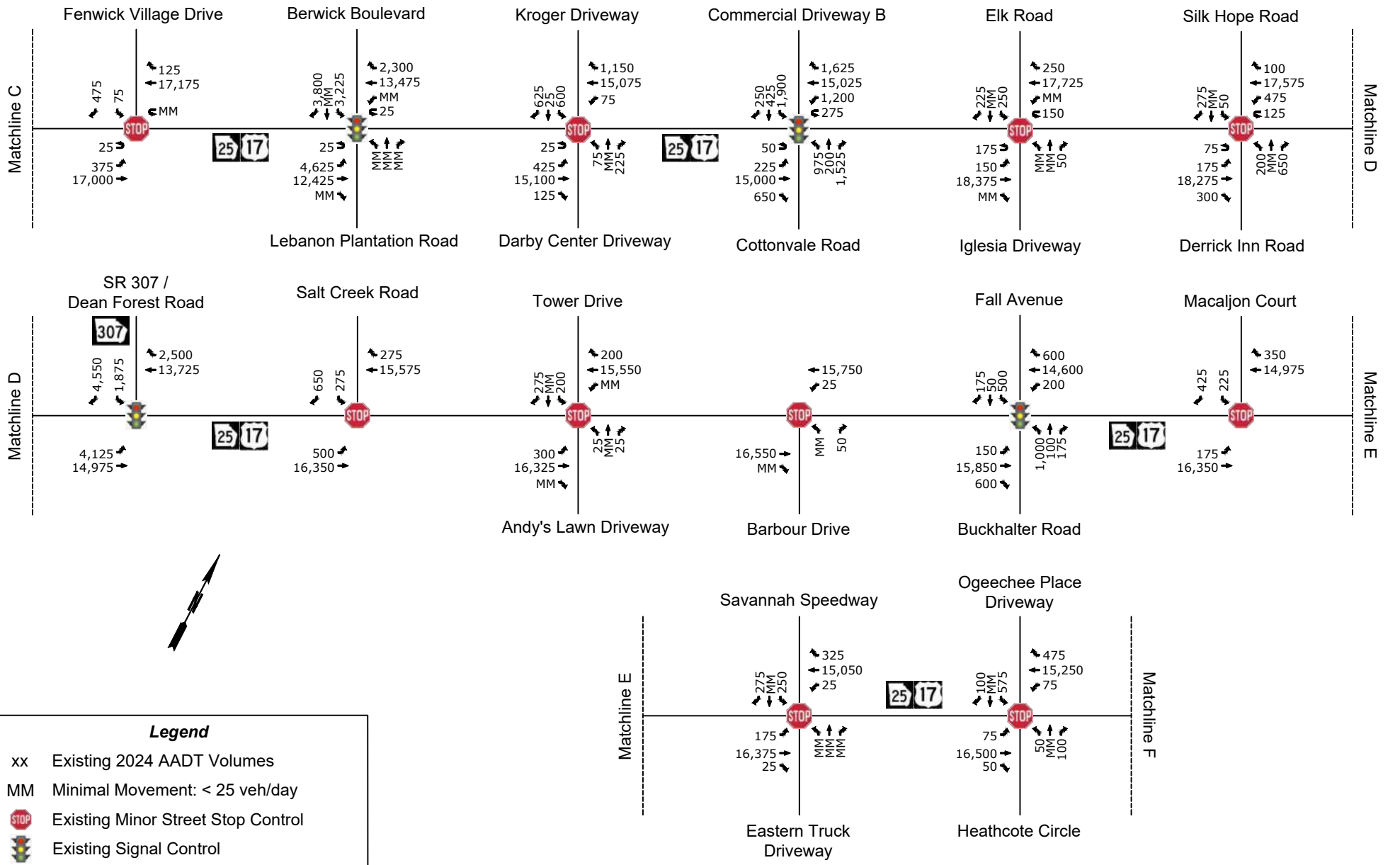


Figure 2 – 2024 Existing Year AADT Volumes
Intersections 1-16



Legend

xx	Existing 2024 AADT Volumes
MM	Minimal Movement: < 25 veh/day
STOP	Existing Minor Street Stop Control
	Existing Signal Control

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Figure 3 – 2024 Existing Year AADT Volumes
Intersections 17-30

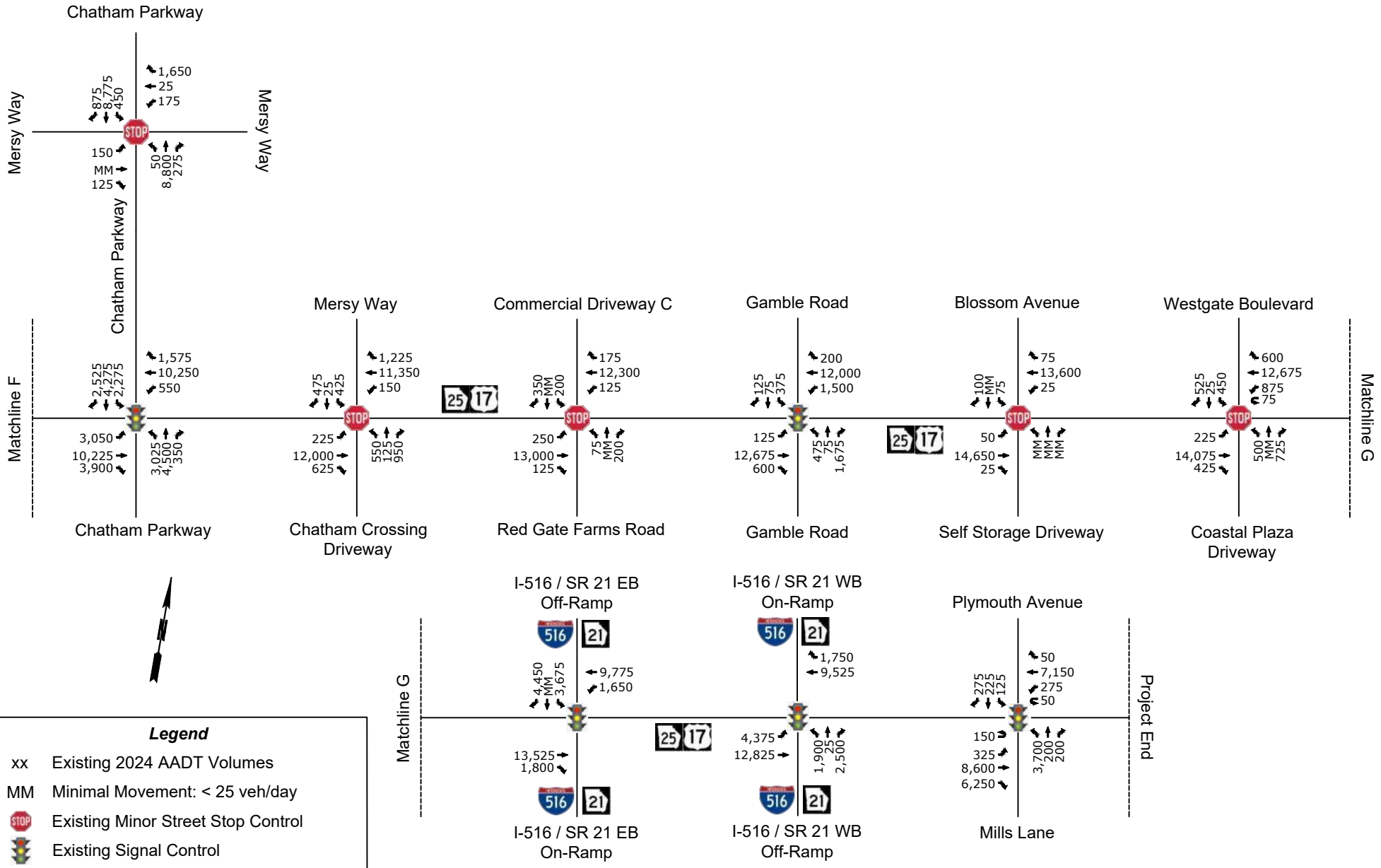
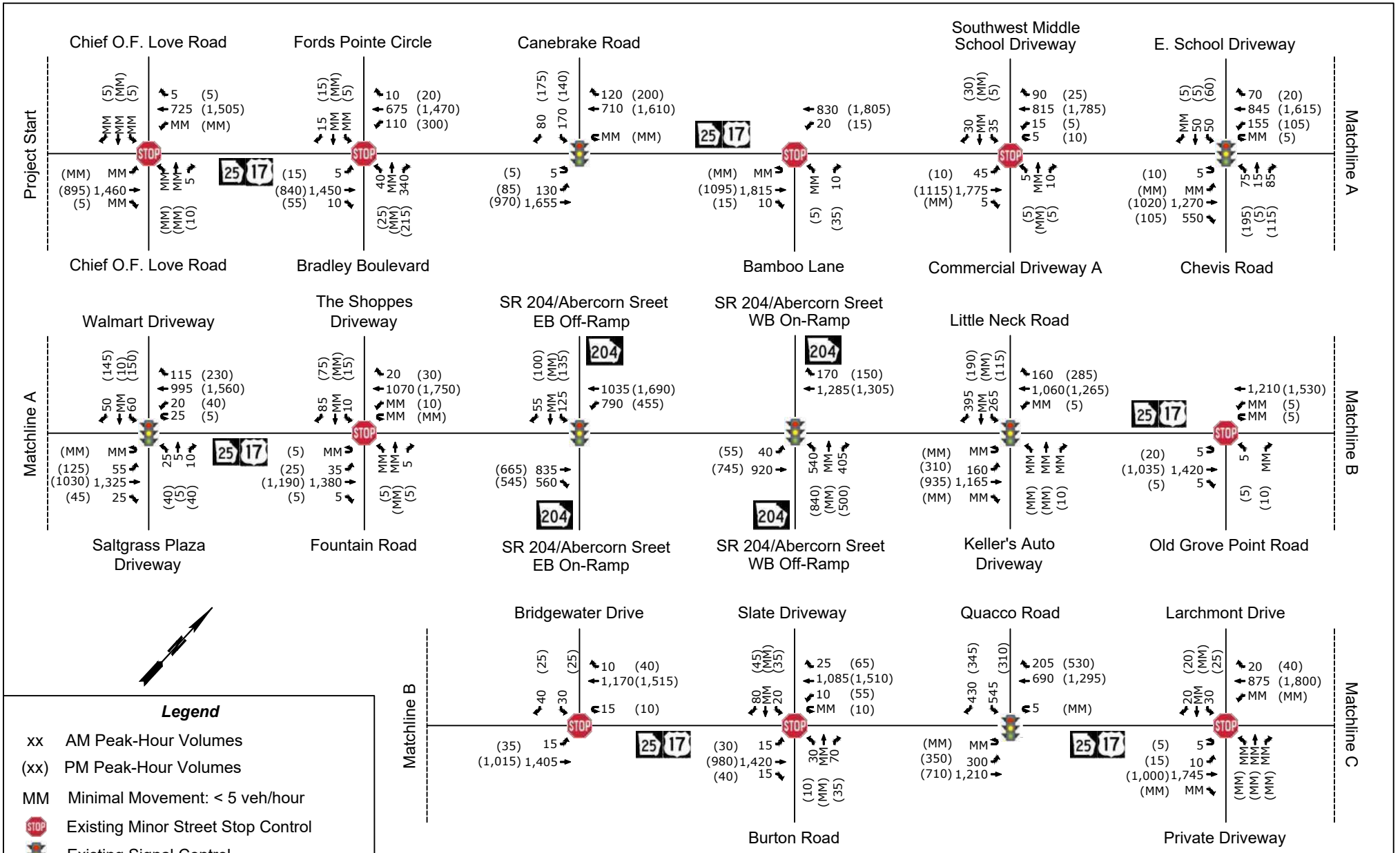


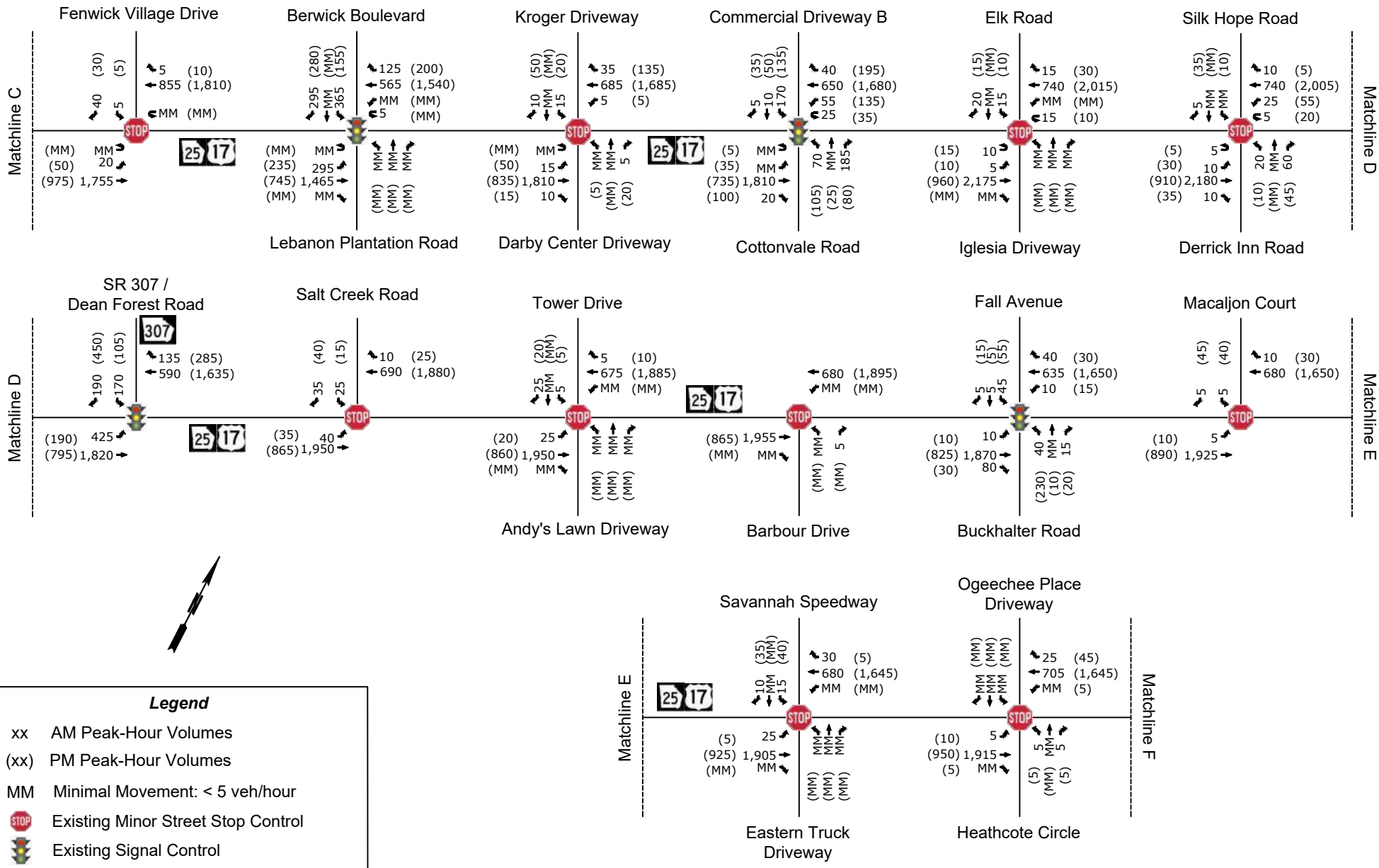
Figure 4 – 2024 Existing Year AADT Volumes
Intersections 31-40



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Figure 5 – 2024 Existing Year Peak Hour Volumes
Intersections 1-16



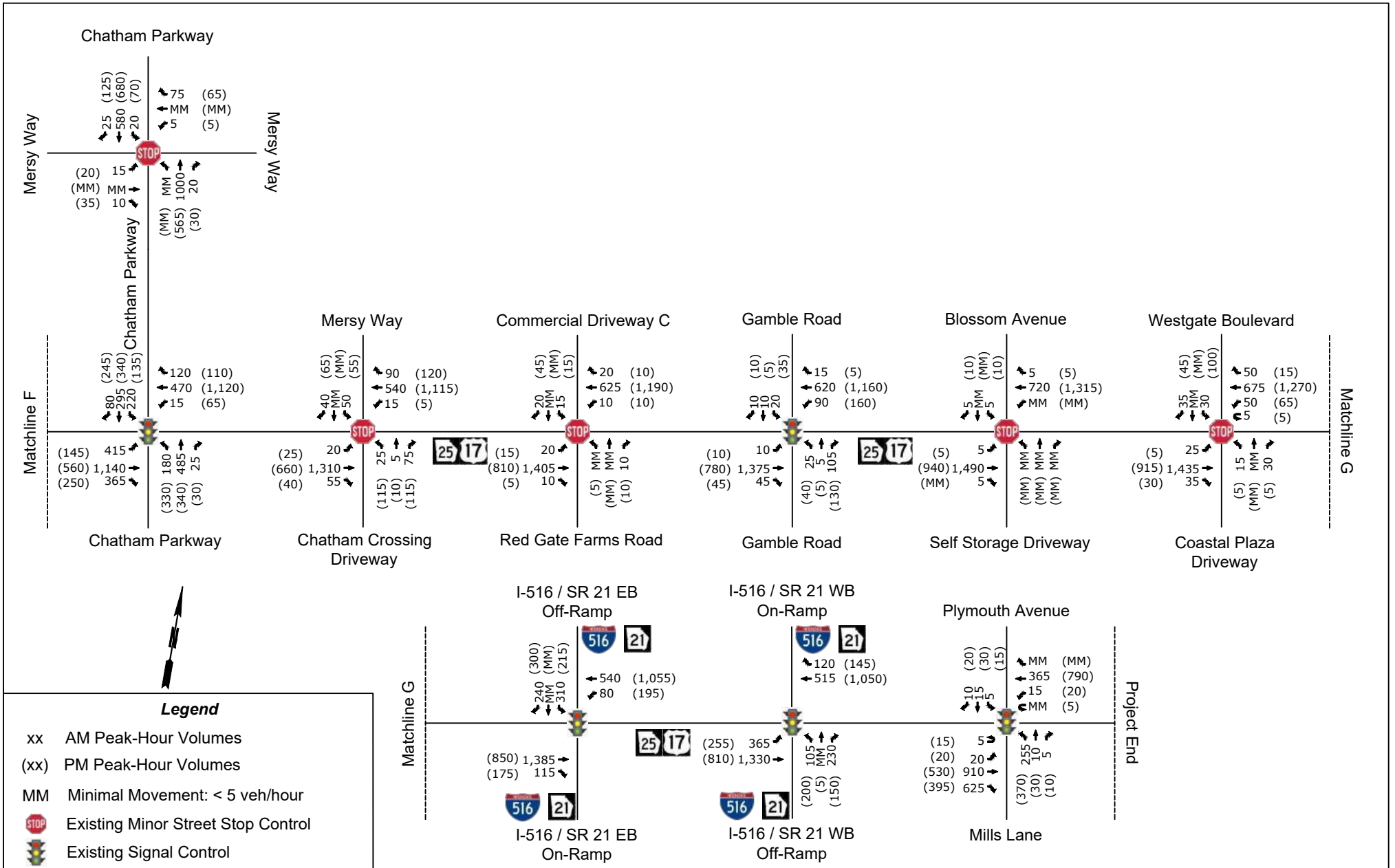
Legend

- xx AM Peak-Hour Volumes
- (xx) PM Peak-Hour Volumes
- MM Minimal Movement: < 5 veh/hour
- Existing Minor Street Stop Control
- Existing Signal Control

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Figure 6 – 2024 Existing Year Peak Hour Volumes
Intersections 17-30



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Figure 7 – 2024 Existing Year Peak Hour Volumes
Intersections 31-40

Future Traffic Volume Development

The future traffic volumes for the SR 25/US 17 corridor were approximated for the short- (i.e., Opening Year, or 2030) and long-term (i.e., Design Year, or 2050) horizon years. Separate baseline background growth rates were calculated for the period from the Existing Year to the Opening Year (i.e., 2024 through 2030) and the Opening Year through the Design Year (i.e., 2030 through 2050). Background growth rates were determined for the corridor segments based on CORE MPO Travel Demand Model (TDM) outputs, historic AADT data from the GDOT Traffic Analysis and Data Application (TADA) website, and population projections from the Georgia Governor's Office of Planning and Budget (OPB).

The trip generation rates and equations published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition* along with recently completed Traffic Impact Analyses (TIAs) and other planning studies were then utilized in estimating the trip generation potential of each known development as appropriate. Each of these steps are discussed in greater detail in the following subsections.

Baseline Corridor Growth Rate Determination

GDOT TADA Historic AADT

Historic AADT data was obtained from GDOT's TADA for the ten-year period from 2014 through 2024 at 23 count stations along the SR 25/US 17 corridor. These count stations include:

- Seven count stations along SR 25/US 17
- Four count stations on the SR 204/Abercorn Street ramps
- Four count stations on the I-516/SR 21 ramps
- Eight count stations on the intersecting side streets along the corridor

Only data from years with actual counts (i.e., not estimated counts) were considered in calculating growth rates. Data between March 2020 and July 2022 was excluded from the growth rate calculations due to COVID-19 travel impacts consistent with GDOT policy. To ensure consistency with the historical data used for calculating the growth rate, traffic volumes for 2015, 2020, and 2024 were interpolated and utilized to calculate the growth rate. The growth rates calculated using GDOT historic AADT data are shown in **Table 5**.

Table 5 – GDOT Historic AADT Data

Location (TADA ID)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Short-Term Growth (%)	Long-Term Growth (%)
SR 25/US 17													
SR 25/US 17 south of Bradley Boulevard (051-0192)	20,925	24,100[2]	22,650	25,675	25,400[2]	23,200[2]	23,250	24,800[2]	26,425[1]	26,700[2]	-	1.6%	1.7%
SR 25/US 17 south of SR 204/Abercorn Street (051-0194)	28,800[2]	34,825	33,600[2]	30,825	35,500	35,400[2]	32,000[2]	34,300[2]	35,100[2]	37,750	-	1.5%	1.5%
SR 25/US 17 south of Burton Road (051-0196)	25,450	29,700[2]	27,775	29,950	29,600[2]	30,475	27,600[2]	36,325[1]	34,400[2]	34,600[2]	34,275	2.6%	2.8%
SR 25/US 17 north of Larchmont Drive (051-0198)	25,700[2]	31,225	31,100[2]	29,425	31,100	31,200[2]	28,075[1]	31,600[2]	32,300[2]	35,025	-	1.7%	1.8%
SR 25/US 17 north of Tower Drive (051-0201)	25,250	25,300[B]	26,700	27,000[B]	26,225	25,650	23,200[B]	31,150[A]	29,500[B]	29,700[B]	-	0.2%	0.2%

Location (TADA ID)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Short-Term Growth (%)	Long-Term Growth (%)
SR 25/US 17 north of Gamble Road (051-0203)	22,100[B]	21,800	22,200[B]	22,925	24,600	24,600[B]	18,225[A]	20,500[B]	21,000[B]	29,050	-	3.4%	3.7%
SR 25/US 17 north of Mills Lane (051-0205)	18,700[B]	20,775	20,100[B]	19,275	18,275	18,200[B]	15,875[A]	17,900[B]	18,300[B]	18,025	-	-1.7%	-1.6%
SR 204/Abercorn Street Ramps													
SR 204/Abercorn Street EB Off-Ramp west of SR 25/US 17 (051-r021)	-	-	-	2,800[B]	2,525	2,520[B]	2,270[B]	2,440[B]	2,490[B]	2,650	3,100	2.7%	2.8%
SR 204/Abercorn Street EB On-Ramp east of SR 25/US 17 (051-r022)	-	-	-	15,100[B]	14,200	14,200[B]	12,800[B]	13,800[B]	14,100[B]	14,575	14,225	0.2%	0.2%
SR 204/Abercorn Street WB Off-Ramp east of SR 25/US 17 (051-r023)	11,925	14,600[B]	15,000[B]	10,700	13,875	13,800[B]	12,500[B]	13,625[A]	13,900[B]	15,850	15,900	3.3%	3.6%
SR 204/Abercorn Street EB On-Ramp west of SR 25/US 17 (051-r024)	2,450	2,800[B]	2,940[B]	2,625	2,575	2,200[B]	1,960[B]	2,975[A]	2,890[B]	2,850	3,100	2.0%	2.2%
I-516/SR 21 Ramps													
I-516/SR 21 EB Off-Ramp west of SR 25/US 17 (051-r601)	5,290[B]	5,875	6,000[B]	6,625	6,575	6,600[B]	5,980[B]	6,425[A]	6,650[B]	7,450	-	2.5%	2.7%
I-516/SR 21 EB On-Ramp east of SR 25/US 17 (051-r602)	2,660[B]	3,000	3,080[B]	2,875	2,800	2,820[B]	2,550[B]	3,150[A]	3,260[B]	3,225	3,150	1.2%	1.2%
I-516/SR 21 WB Off-Ramp east of SR 25/US 17 (051-r001)	3,560[B]	3,675	3,770[B]	4,100	3,550	3,560[B]	3,220[B]	3,575[A]	3,690[B]	3,700	3,800	-0.2%	-0.1%
I-516/SR 21 WB On-Ramp west of SR 25/US 17 (051-r002)	4,310[B]	4,625	4,740[B]	5,925	5,100	5,120[B]	4,640[B]	4,950[A]	5,110[B]	5,950	5,725	1.8%	1.8%
Side Streets													
Canebrake Road west of SR 25/US 17 (051-0396)	3,490[B]	3,625	3,680[B]	3,750[B]	4,425	4,490[B]	4,170[B]	4,430[B]	4,975[A]	5,160[B]	5,825	4.7%	5.4%
Chevis Road east of SR 25/US 17 (051-1085)	3,300[B]	2,850	2,910[B]	2,970[B]	3,075	3,140[B]	2,910[B]	3,650[A]	3,510[B]	3,610[B]	4,225	4.1%	4.7%
Little Neck Road west of SR 25/US 17 (051-0447)	6,080[B]	6,280[B]	6,460[B]	6,600	6,550[B]	6,600[B]	5,970[B]	6,390[B]	6,530[B]	6,580[B]	9,025	4.2%	4.8%
Quacco Road west of SR 25/US 17 (051-0389)	10,100[B]	10,400[B]	11,275	12,375	12,200[B]	12,700	11,500[B]	12,300[B]	15,550[A]	15,700[B]	17,400	4.9%	5.7%
Dean Forest Road west of SR 25/US 17 (051-0355)	8,800	10,300[B]	10,650	10,900[B]	12,100	12,625	10,800[B]	11,600[B]	13,875[A]	14,200[B]	-	5.2%	6.1%
Chatham Parkway west of SR 25/US 17 (051-1059)	17,300[B]	18,475	18,600[B]	19,200[B]	18,125	17,300[B]	16,400[B]	20,600[A]	18,100[B]	18,500[B]	19,050	0.4%	0.4%
Chatham Parkway east of SR 25/US 17 (051-1060)	15,550	16,900[B]	17,600[B]	17,400	16,600[B]	17,100[B]	16,200[B]	17,400[B]	14,250[A]	14,000[B]	15,375	-0.4%	-0.4%
Mills Lane east of SR 25/US 17 (051-0249)	8,860[B]	9,150[B]	10,050	10,100[B]	10,000[B]	9,625	8,690[B]	9,310[B]	9,510[B]	8,450	-	-2.6%	-2.4%

[A] Actual count traffic data excluded from growth rate calculations due to effects of COVID-19
[B] Estimated count shown for informational purposes but not considered in growth rate calculations

The growth rates calculated for individual segments of the SR 25/US 17 corridor, SR 204/Abercorn Street ramps, I-516/SR 21 ramps, and side streets are summarized in **Table 6**. No individual TADA count stations are located in Segment 5; therefore, Segments 4 and 5 were combined. Historical data from the

TADA count stations was used to interpolate volumes for 2024, 2020, and 2015. These volumes were then utilized to calculate a growth rate for each station. Further, the growth rate for each station was used to compute a weighted average growth rate for the six contextual segments, SR 204/Abercorn Street ramps, I-516/SR 21 ramps, and side streets.

Table 6 – GDOT Historic AADT Summary

Location	Weighted Average Growth Rate	
	Short-Term Growth (%/Year)	Long-Term Growth (%/Year)
Segment 1 SR 25/US 17 from Ogeechee River to Chevis Road	1.5%	1.6%
Segment 2 SR 25/US 17 from Chevis Road to Little Ogeechee River	1.9%	2.0%
Segment 3 SR 25/US 17 from Little Ogeechee River to SR 307/Dean Forest Road	1.6%	1.7%
Segment 4 SR 25/US 17 from SR 307/Dean Forest Road to Buckhalter Road/Fall Avenue	1.8%	2.0%
Segment 5 SR 25/US 17 from Buckhalter Road/Fall Avenue to Chatham Parkway	1.8%	2.0%
Segment 6 Chatham Parkway to Plymouth Avenue/Mills Lane	1.1%	1.2%
SR 204/Abercorn Street Ramps	1.9%	2.1%
I-516/SR 21 Ramps	1.6%	1.7%
Side Streets	2.4%	2.9%

The data shown in **Table 5** and **Table 6** indicates that the historical growth rates are notably higher from Chevis Road to Chatham Parkway (i.e., Segment 2 to Segment 5) and on the side streets, while lower growth was observed on Segment 1 and Segment 6.

Georgia Governor's OPB Population Projections

Population projections from the Georgia Governor's OPB for Chatham County and Bryan County were reviewed for the short-term period between 2024 and 2030 and the long-term period between 2030 and 2050. The growth rates estimated using the population projections are summarized below in **Table 7**.

Table 7 – Georgia Governor's OPB Population Projections

Year	Chatham County		Bryan County	
	Population	Growth Rate (Incremental %/Year)	Population	Growth Rate (Incremental %/Year)
2024	307,912	-	50,859	-
2030	330,372	1.2%	57,437	2.0%
2050	364,993	0.7%	81,071	1.7%

Based on the OPB data, the population of Chatham County and Bryan County are expected to increase at a rate of approximately 1.2% and 2.0%, respectively, from 2024 to 2030. From 2030 to 2050, population growth is anticipated to slow to 0.7% for Chatham County and 1.7% for Bryan County.

CORE MPO Travel Demand Model Outputs

The latest version of the CORE MPO TDM was obtained and reviewed for estimating future changes in population and employment within the study area and the surrounding region. Before processing model outputs, the model's network and socioeconomic inputs were reviewed for consistency with existing and committed roadway projects and known major developments. Based on this review, it was determined that the TDM does not capture significant short-term development expected adjacent to SR 25/US 17, particularly along Little Neck Road. More specifically, the forthcoming Hopeton Landing and Keller Mixed-Use developments, which are expected to generate approximately 36,000 net new daily trips at full buildout, are not captured in the TDM.

Considering the items noted above, trips associated with known developments adjacent to the study corridor were added to the network as discussed in greater detail in later subsections. Further, SR 25/ US 17 was divided into six segments, and a weighted average annual growth rate was calculated for each segment. Separate weighted average annual growth rates were calculated for the side streets and the interchange ramps located along the study corridor. **Table 8** summarizes the growth rates calculated using the CORE MPO's 2020 model and 2050 Existing + Committed (E+C) model, both of which include existing network projects as well as committed network projects that were funded or programmed at the time of the model build.

Table 8 – CORE MPO Travel Demand Model Outputs Summary

Link Description	2020	2050 (E+C)	Annual Growth (%)
Segment 1 – Ogeechee River to Chevis Road			
SR 25/US 17 north of Chief O.F. Love Road	31,952	48,508	1.4%
SR 25/US 17 south of Canebrake Road	36,302	54,973	1.4%
SR 25/US 17 south of Chevis Road	32,872	50,113	1.4%
		Weighted Average	**1.4%**
Segment 2 – Chevis Road to Little Ogeechee River			
SR 25/US 17 north of Chevis Road	34,458	54,757	1.6%
SR 25/US 17 north of Fountain Road	35,547	56,658	1.6%
SR 25/US 17 north of SR 204/Abercorn Street EB ramps	33,117	47,030	1.2%
SR 25/US 17 north of SR 204/Abercorn Street WB ramps	28,729	39,274	1.0%
SR 25/US 17 north of Little Neck Road	26,045	37,360	1.2%
SR 25/US 17 south of Burton Road	25,668	37,134	1.2%
		Weighted Average	**1.3%**
Segment 3 – Little Ogeechee River to SR 307/Dean Forest Road			
SR 25/US 17 north of Burton Road	25,347	37,088	1.3%
SR 25/US 17 north of Quacco Road	22,237	29,945	1.0%
SR 25/US 17 north of Larchmont Drive	22,445	33,841	1.4%
SR 25/US 17 north of Berwick Boulevard	25,116	33,697	1.0%
SR 25/US 17 south of Silk Hope Road/Derrick Inn Road	28,608	38,537	1.0%
SR 25/US 17 south of SR 307/Dean Forest Road	32,433	46,351	1.2%
		Weighted Average	**1.1%**

Link Description	2020	2050 (E+C)	Annual Growth (%)
Segment 4 – SR 307/Dean Forest Road to Buckhalter Road/Fall Avenue			
SR 25/US 17 north of SR 307/Dean Forest Road	28,051	41,215	1.3%
SR 25/US 17 north of Salt Creek Road	28,656	42,225	1.3%
SR 25/US 17 south of Buckhalter Road/Fall Avenue	26,976	40,097	1.3%
		Weighted Average	**1.3%**
Segment 5 – Buckhalter Road to Chatham Parkway			
SR 25/US 17 north of Buckhalter Road/Fall Avenue	26,391	33,623	0.8%
SR 25/US 17 south of Chatham Parkway	29,271	37,902	0.9%
		Weighted Average	**0.8%**
Segment 6 – Chatham Parkway to Plymouth Avenue/Mills Lane			
SR 25/US 17 north of Chatham Parkway	15,321	24,327	1.6%
SR 25/US 17 north of Red Gate Farms Road	15,755	25,107	1.6%
SR 25/US 17 south of Gamble Road	14,693	24,524	1.7%
SR 25/US 17 north of Gamble Road	16,707	27,965	1.7%
SR 25/US 17 south of I-516/SR 21 EB ramps	17,614	29,368	1.7%
SR 25/US 17 south of I-516/SR 21 WB ramps	17,329	29,135	1.7%
SR 25/US 17 north of I-516/SR 21 WB ramps	16,632	30,889	2.1%
SR 25/US 17 west of Plymouth Avenue/Mills Lane	8,578	20,545	3.0%
		Weighted Average	**1.8%**
SR 204/Abercorn Street Ramps			
SR 204/Abercorn Street EB Off-Ramp west of SR 25/US 17	2,857	4682	1.7%
SR 204/Abercorn Street EB On-Ramp east of SR 25/US 17	11,601	16,640	1.2%
SE 204/Abercorn Street WB On-Ramp west of SR 25/US 17	2,673	3,359	0.8%
SR 204/Abercorn Street WB Off-Ramp east of SR 25/US 17	9,209	12,282	1.0%
		Weighted Average	**1.1%**
I-516/SR 21 Ramps			
I-516/SR 21 EB Off-Ramp west of SR 25/US 17	5,875	7,966	1.0%
I-516/SR 21 EB On-Ramp east SR 25/US 17	3,536	3,600	0.1%
I-516/SR 21 WB On-Ramp west of SR 25/US 17	5,363	6,674	0.7%
I-516/SR 21 WB Off-Ramp east of SR 25/US 17	3,462	5,067	1.3%
		Weighted Average	**0.8%**
Side Streets			
Canebrake Road west of SR 25/US 17	3,910	5,842	1.3%
Chevis Road east of SR 25/US 17	6,042	10,405	1.8%
Little Neck Road west of SR 25/US 17	8,174	14,204	1.9%
Quacco Road west of SR 25/US 17	8,633	20,254	2.9%
Berwick Boulevard west of SR 25/US 17	2,691	5,350	2.3%
SR 307/Dean Forest Road west of SR 25/US 17	7,655	10,899	1.2%
Buckhalter Road east of SR 25/US 17	1,929	7,236	4.5%

Link Description	2020	2050 (E+C)	Annual Growth (%)
Chatham Parkway west of SR 25/US 17	19,257	26,152	1.0%
Chatham Parkway east of SR 25/US 17	20,088	24,656	0.7%
Garrard Avenue east of SR 25/US 17	3,357	4,807	1.2%
Mills Lane east of SR 25/US 17	8,703	11,932	1.1%
		Weighted Average	**1.5%**

Selected Baseline Growth Rates

Growth rates were selected for the study corridor based on data obtained from GDOT's TADA web page, OPB population estimates, and CORE MPO TDM outputs. In the annual growth rate calculations, the CORE MPO TDM outputs and OPB population projections were weighted more heavily than GDOT count station data, as these sources are better suited for evaluating long-term, regional trends. When selecting growth rates for the period from 2024 to 2030, GDOT historic data was weighted at 20%, while the CORE MPO TDM outputs and OPB population projections were weighted at 40% each. When selecting growth rates for the period from 2030 to 2050, GDOT historic data was excluded from consideration, and CORE MPO TDM outputs and OPB population projections were weighted at 50% each. Forecasted traffic volumes were compared with 2050 CORE MPO TDM outputs for reasonableness. The selected project growth rates are summarized below in **Table 9**.

Table 9 – Selected Project Growth Rates

Segments	2024-2030	2030-2050
Segment 1 SR 25/US 17 from Ogeechee River to Chevis Road	1.3%	1.0%
Segment 2 SR 25/US 17 from Chevis Road to Little Ogeechee River	1.4%	0.5%
Segment 3 SR 25/US 17 from Little Ogeechee River to SR 307/Dean Forest Road	1.3%	0.9%
Segment 4 SR 25/US 17 from SR 307/Dean Forest Road to Buckhalter Road/Fall Avenue	1.4%	1.0%
Segment 5 SR 25/US 17 from Buckhalter Road to Chatham Parkway	1.2%	0.7%
Segment 6 SR 25/US 17 from Chatham Parkway to Plymouth Avenue/Mills Lane	1.4%	1.3%
SR 204/Abercorn Street Ramps	1.3%	0.5%
I-516/SR 21 Ramps	1.1%	0.7%
Side Streets	1.6%	1.1%

Known Adjacent Development and Additional Studies

Based on coordination with the Chatham County Department of Engineering and the Chatham County Metropolitan Planning Commission (MPC), multiple developments are expected to be constructed and operational along the study corridor by 2030. Notably, the Hopeton Landing and Keller Mixed-Use developments along Little Neck Road west of SR 25/US 17 are expected to generate approximately 36,000 net new daily trips at full build-out. Based on updated development information provided on October 8, 2024, the Keller Mixed-Use development will be developed in two phases such that approximately 50% of this development will operational by 2030.

Given that construction has not started, 50% of both developments have been assumed to be completed by 2030 with the remaining 50% assumed to be completed by 2050. This assumption accounts for

uncertainty surrounding the exact developmental timeframe since the development assumptions in the *Hopeton Landing Traffic Impact and Access Study* (EPC, LLC, 2021) and the *Keller Mixed-Use Traffic Impact Study* (A & R Engineering Inc., 2024) ("the Keller Study") were not phased. Additionally, the Keller Study recommends converting the existing minor street stop-controlled intersection at Grove Point Road to a right-in/right-out configuration and installing a traffic signal on SR 25/US 17 located approximately 400 feet north of Grove Point Road at a new site access for the development. As noted in the Keller Study, these improvements are contingent upon GDOT acceptance and, in the case of the traffic signal, meeting signal warrants described in the *Manual on Uniform Traffic Control Devices* (MUTCD).

All other known developments were assumed to be fully operational by 2030, and **Table 10** summarizes the developments expected to impact the study corridor. Select sheets from related traffic or planning studies are provided in **Attachment A**. Where trip generation estimates were not provided by a supporting study, the ITE *Trip Generation Manual, 11th Edition* was used to estimate the peak hour trip-making characteristics of the developments listed in **Table 10**.

Based upon a review of the CORE MPO TDM socioeconomic inputs, it was determined that the developments listed in **Table 10** are not captured in the model. Therefore, the known developments' trips were distributed and assigned to the surrounding roadway network based on existing travel patterns, surrounding land uses, CORE MPO TDM outputs, and engineering judgment. Detailed trip generation calculations are provided in **Attachment F** for applicable developments.

Table 10 – Summary of Known Developments

Development Name	Description/Land Use(s)	Source	Horizon
Bradley Boulevard (East of Study Area)			
Alta Bradley Development	246 apartment units and 9 acres of commercial property	*Traffic Impact Analysis* (Thomas & Hutton, 2022)	Short-Term (2030)
Canebrake Road (East of Study Area)			
Pointe Grand Savannah	348 apartment units, 63 Townhomes and 25,000 square feet of Fire Station building	*Traffic Impact Analysis* (Lumin8, 2023)	Short-Term (2030)
Little Neck Road (East of Study Area)			
Hopeton Landing Development	478 acres used for a mix of residential, commercial and institutional uses	*Traffic Impact and Access Study* (EPC, LLC, 2021)	Short-Term (2030)/ Long-Term (2050)
Keller Mixed-Use Development	Total of 240,000 square feet used for 534, multifamily housing and 308 units of senior living, and their amenities	*Traffic Study* (A & R Engineering Inc., 2024)	Short-Term (2030)/ Long-Term (2050)
Berwick Boulevard (West of Study Area)			
Waterford Subdivision Residential Development	188 acres used for 171 single family detached and 112 single family attached townhomes	*Traffic Impact Study* (NV5 Engineers and Consultants, Inc., 2023)	Short-Term (2030)
Cottonvale Road (East of Study Area)			
Lebanon Plantation Development	237 acres used for 290 single family residences with amenities	*Rezoning Application* (Thomas & Hutton, 2022)	Short-Term (2030)
Cottonvale Road (West of Study Area)			
Olympus Berwick	13 acres used for 180 multifamily residential units	*Trip Generation Summary* (Kimley-Horn, 2022)	Short-Term (2030)
Salt Creek Road (East of Study Area)			
Highway 17 Laydown Yard Development	9 acres of light industrial space	*Site Plan* (Ball Maritime Group, LLC, 2022)	Short-Term (2030)

Development Name	Description/Land Use(s)	Source	Horizon
SAIA Savannah Development	107,000 square feet of Warehousing Space	*Rezoning Application* (City of Garden City, 2024)	Short-Term (2030)
Buckhalter Road (East of Study Area)			
Southlake Savannah Development	26 duplex units 645 townhomes, 240 apartments	*Traffic Impact Analysis* (Bihl Engineering, 2023)	Short-Term (2030)
Chatham Parkway (West of Study Area)			
Savannah-Preston Drive Development	28 acres used for 312 multifamily residential units	*Site Plan (*KSH Engineering, 2024)	Short-Term (2030)

2030 Opening Year and 2050 Design Year Traffic Volume Forecasts

The 2030 Opening Year and 2050 Design Year traffic volume forecasts were developed as follows:

- The balanced and factored 2024 Existing Year AADT volumes were adjusted using the chosen baseline growth rates.
- Existing K and D factors were applied to calculate baseline future DHVs.
- The 2030 Opening Year and 2050 Design Year daily, AM peak hour, and PM peak hour traffic volumes were balanced as appropriate.
- Daily, AM peak hour, and PM peak hour trips associated with known developments were assigned to the balanced study network.

The balanced 2030 Opening Year and 2050 Design Year traffic volumes are provided in **Figure 8** through **Figure 16**. Future year AM and PM peak K and D factors are provided in **Attachment D**.

Long-Term Horizon Comparison at SR 204/Abercorn Street Interchange

The 2050 Design Year traffic volumes for the SR 204/Abercorn Street ramps detailed in the *SR 204/ Abercorn Street Existing No-Build and Operational Safety Analysis* (VHB, 2024) ("the SR 204 Study") were reviewed following a coordination meeting with the study teams and the County on August 14th, 2024. The selected growth rates described in **Table 9** reflect slightly different growth rates than in the SR 204 Study, which proposed a 1% growth rate within its entire study area. The different selected growth rates are partially attributable to different CORE MPO TDM outputs used to determine the respective studies' growth rates. More specifically, the SR 204 Study referenced the 2045 TDM as the 2050 TDM had not been published at the time the SR 204 Study was prepared. Potential other sources for the different growth rates may include:

- The SR 204 Study did not differentiate between short- and long-term growth rates
- The SR 25/US 17 Study did not consider GDOT historic data in long-term growth rate calculations, whereas the SR 204 Study utilized a different methodology that considered this data
- The SR 204 Study did not determine separate growth rates for the SR 204 interchange ramps and SR 204 mainline

Based on these different growth rates and the development assumptions along Little Neck Road described herein, the 2050 Design Year traffic volumes at the SR 25/US 17 at SR 204/Abercorn Street interchange differ between this study and the SR 204 Study. Notably, these differences are most pronounced on the SR 204/Abercorn Street westbound On-Ramp and eastbound Off-Ramp as shown in **Table 11** on the following page.

Table 11 – SR 204/Abercorn Street Interchange Volume Comparison

Location	SR 25/US 17 Study			SR 204 Study			Percent Difference		
	2050 AADT	2050 AM DHV	2050 PM DHV	2050 AADT	2050 AM DHV	2050 PM DHV	2050 AADT	2050 AM DHV	2050 PM DHV
SR 204/Abercorn Street WB Off-Ramp	21825	1345	2010	20750	1010	2195	5.0%	28.5%	8.8%
SR 204/Abercorn Street EB On-Ramp	21375	2130	1740	20750	1635	1330	3.0%	26.3%	26.7%
SR 204/Abercorn Street WB On-Ramp	6725	545	615	3125	255	305	73.1%	72.5%	67.4%
SR 204/Abercorn Street EB Off-Ramp	6875	560	850	3125	230	395	75.0%	83.5%	73.1%
NB SR 25/US 17 at SR 204/ Abercorn Street EB Ramps	22925	1840	1730	24100	1860	1800	-5.0%	-1.1%	-4.0%
SB SR 25/US 17 at SR 204/ Abercorn Street EB Ramps	33725	3185	3410	31500	2125	3030	6.8%	39.9%	11.8%
NB SR 25/US 17 at SR 204/ Abercorn Street WB Ramps	18525	1510	1610	13875	1220	1225	28.7%	21.2%	27.2%
SB SR 25/US 17 at SR 204/ Abercorn Street WB Ramps	29300	2920	2885	21275	1775	1930	31.7%	48.8%	39.7%
						Weighted Average	**18.5%**	**34.5%**	**25.1%**

The forecasted differences on the westbound On-Ramp and eastbound Off-Ramp are primarily attributable to the influence of the future developments along Little Neck Road as more trips will originate from north of the interchange. Similarly, through volumes along SR 25/US 17 at the SR 204/ Abercorn Street westbound ramps are anticipated to be higher than indicated in the SR 204 Study. Forecasted northbound volumes along SR 25/US 17 at the SR 204/Abercorn Street eastbound ramps are slightly lower than in the SR 204 Study, and these differences may be attributable to different volume balancing techniques used between the two studies.

In summary, there are notable differences in a majority of the 2050 Design Year traffic volumes between the two studies, and the SR 25/US 17 2050 Design Year traffic volumes reported herein are typically higher than in the SR 204 Study. These differences may be attributable to incremental (i.e., short- and long-term) growth rates used in the SR 25/US 17 Study, the influence of 2050 CORE MPO TDM model outputs, and regional development considerations.

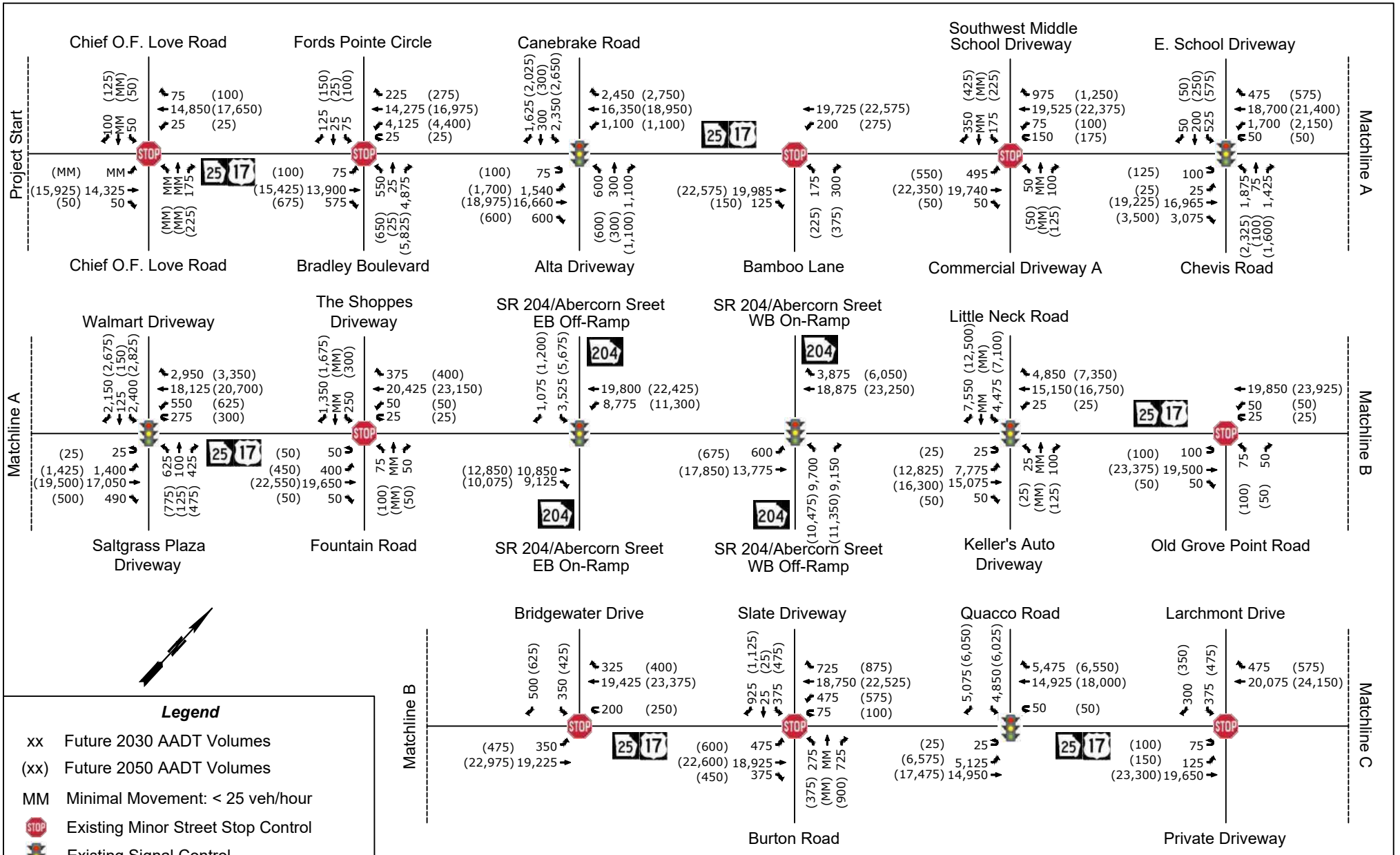


Figure 8 – 2030 Base Year & 2050 Design Year AADT Volumes
Intersections 1-16

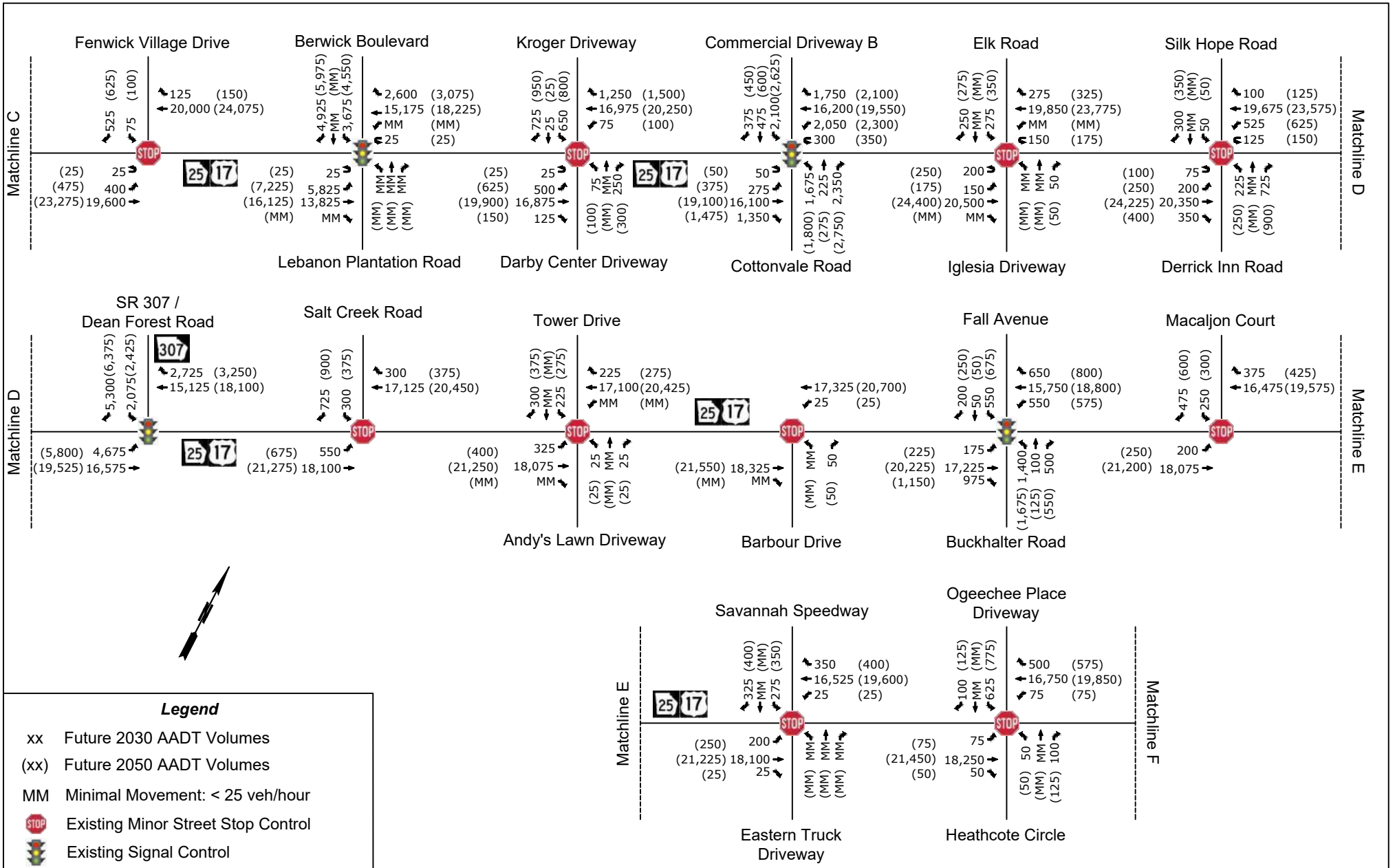


Figure 9 – 2030 Base Year & 2050 Design Year AADT Volumes
Intersections 17-30

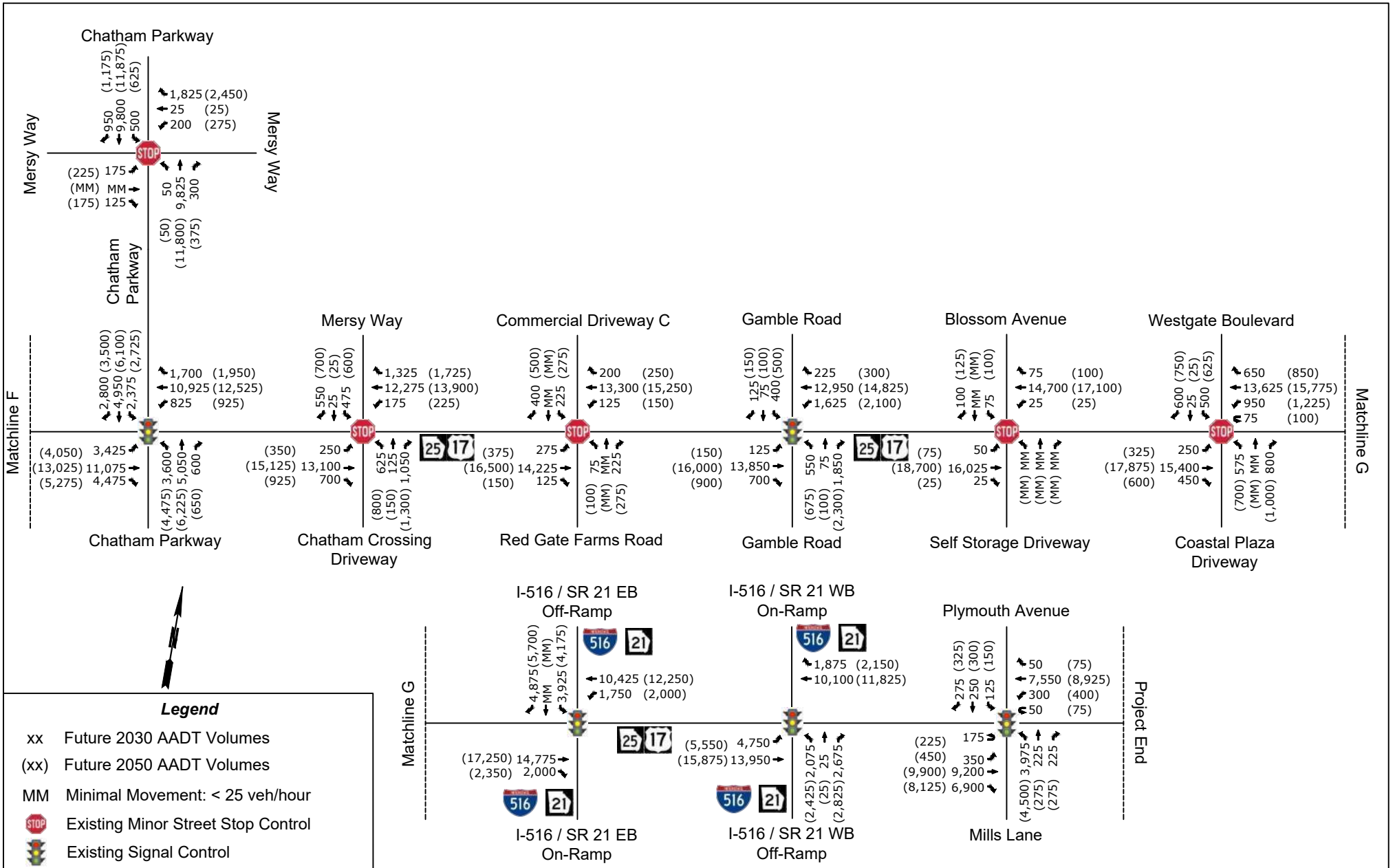


Figure 10 – 2030 Base Year & 2050 Design Year AADT Volumes
Intersections 31-40

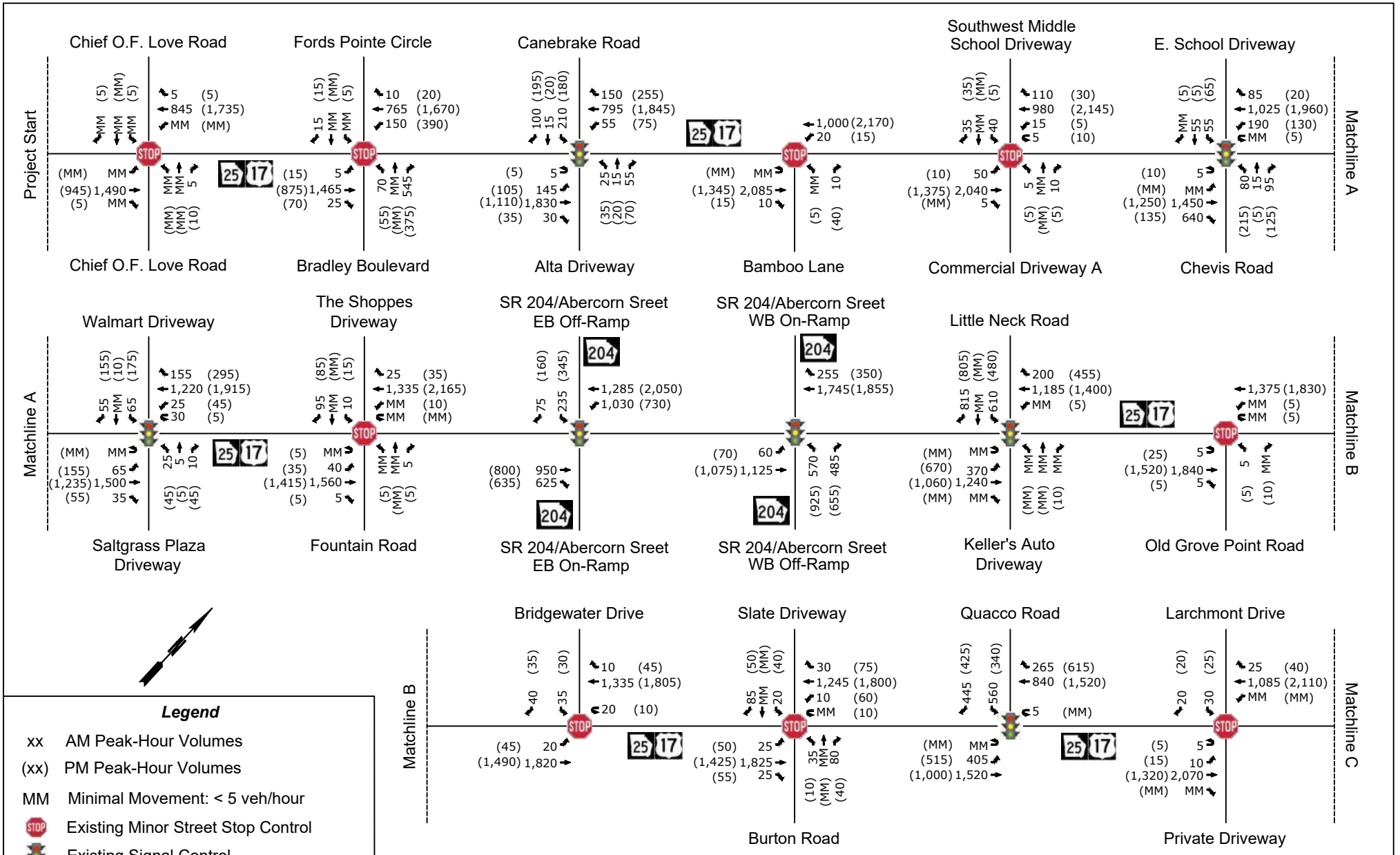
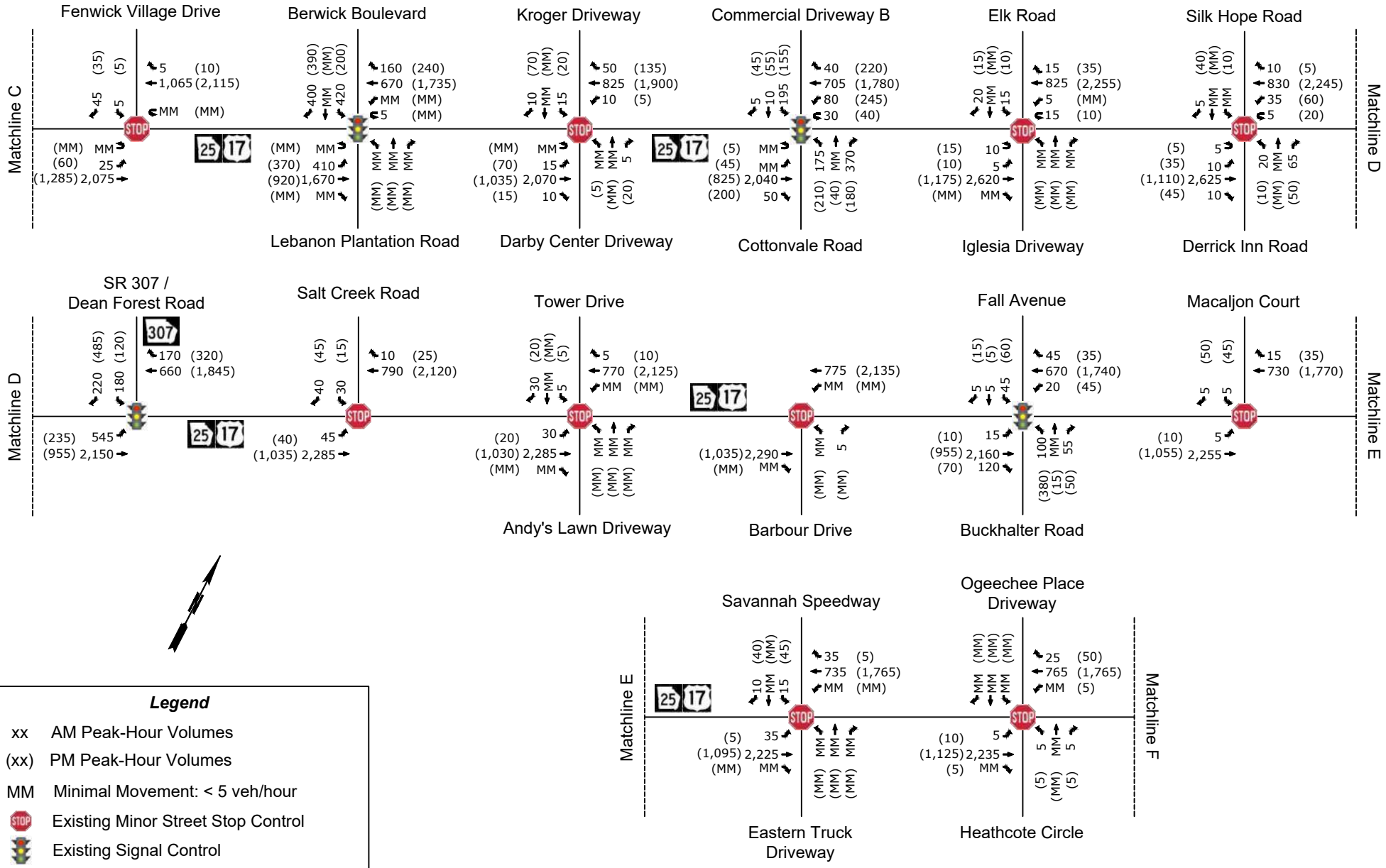


Figure 11 – 2030 Base Year Peak Hour Volumes
Intersections 1-16



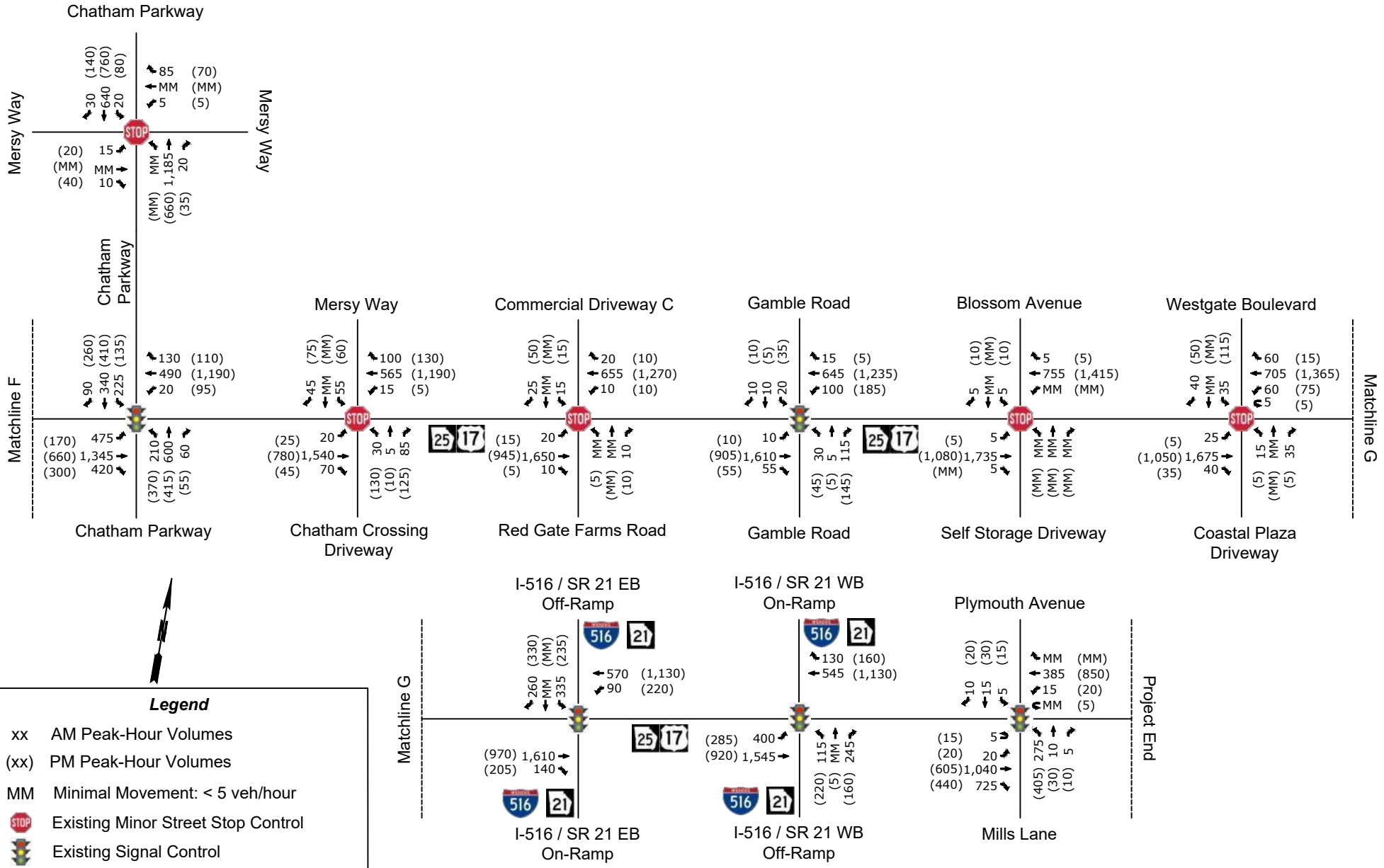
Legend

xx	AM Peak-Hour Volumes
(xx)	PM Peak-Hour Volumes
MM	Minimal Movement: < 5 veh/hour
	Existing Minor Street Stop Control
	Existing Signal Control

Kimley»Horn

SR 25/US 17 CORRIDOR STUDY

Figure 12 – 2030 Base Year Peak Hour Volumes
Intersections 17-30



Kimley»Horn

SR 25/US 17 CORRIDOR STUDY

Figure 13 – 2030 Base Year Peak Hour Volumes
Intersections 31-40

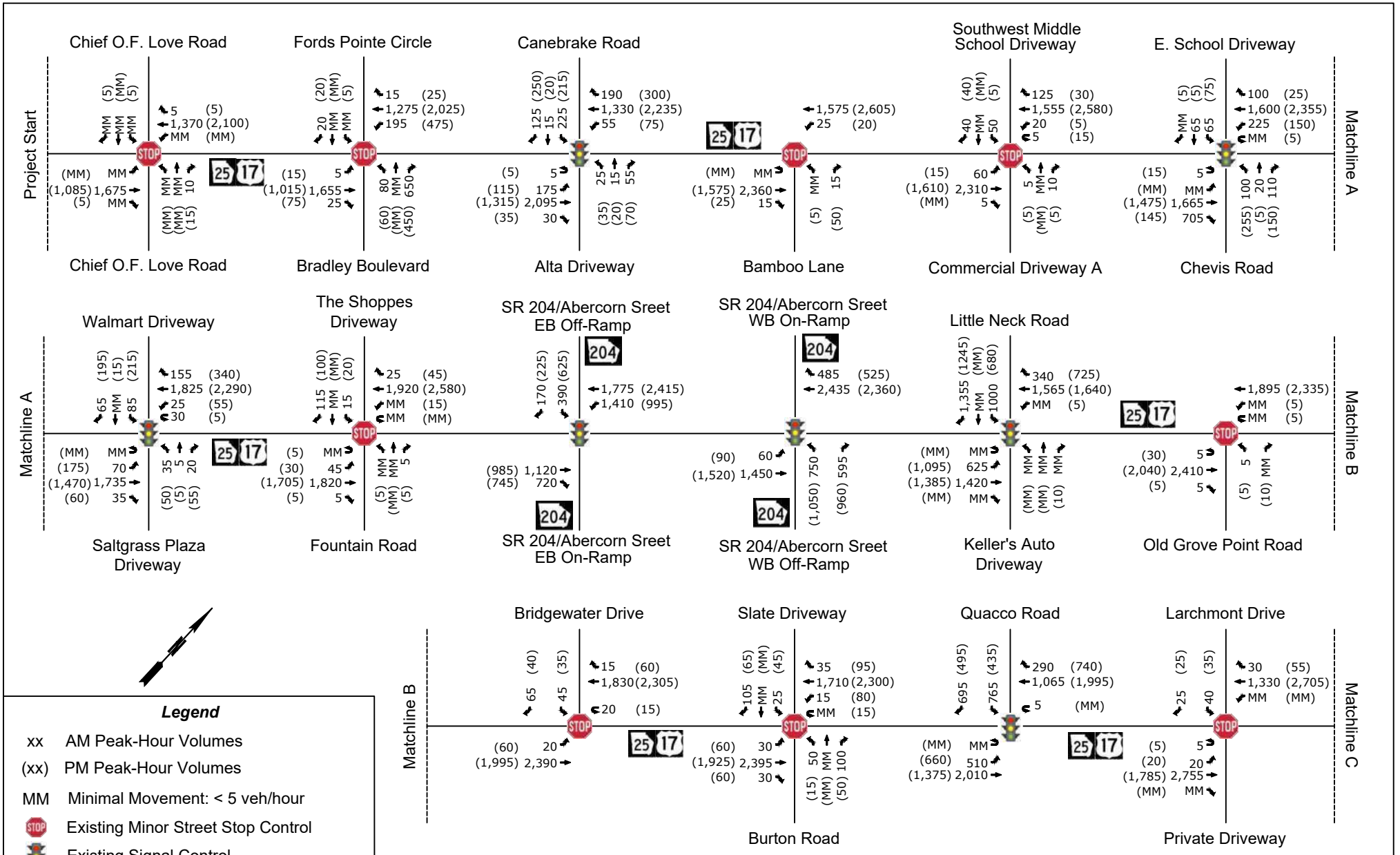
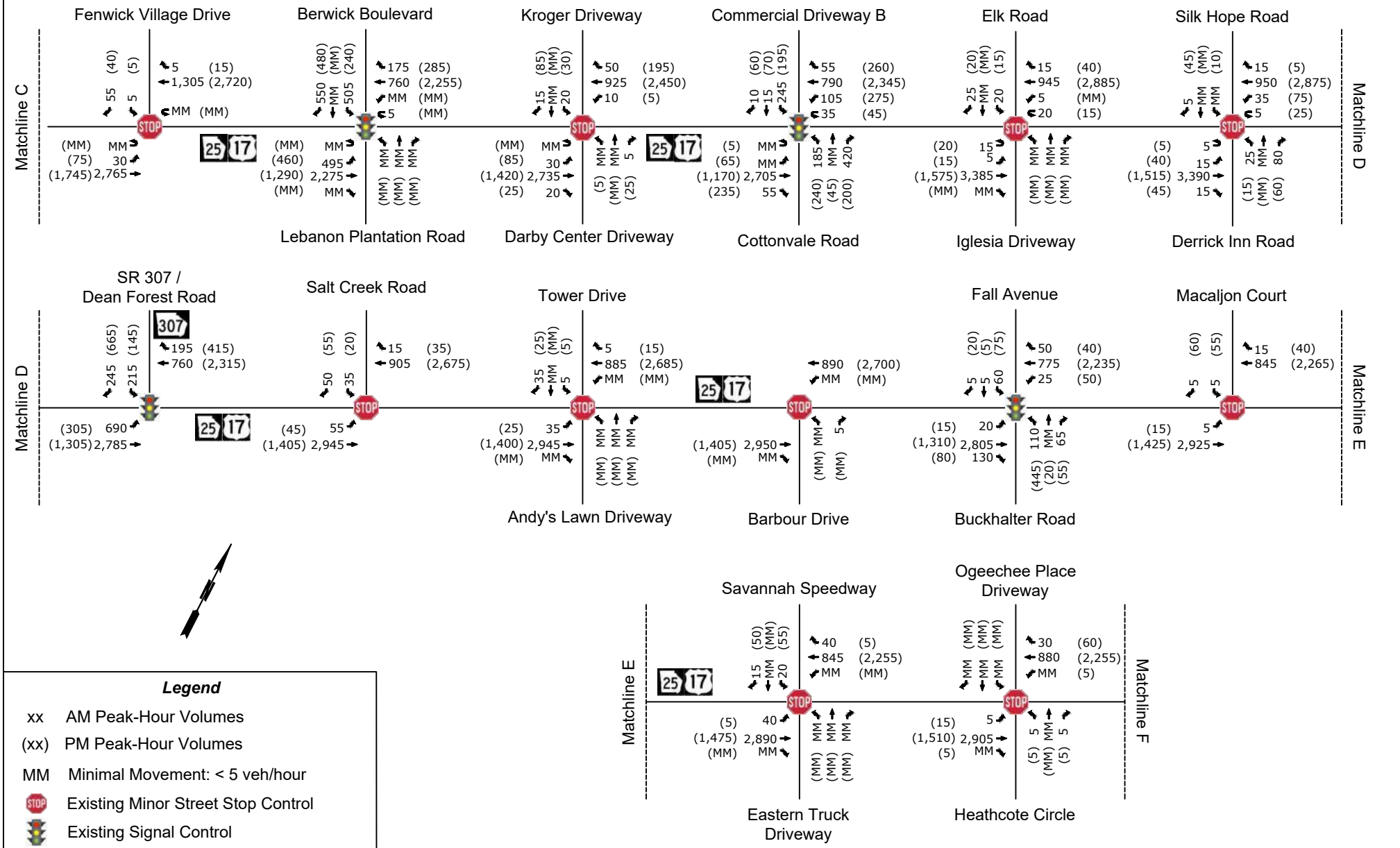


Figure 14 – 2050 Design Year Peak Hour Volumes
Intersections 1-16



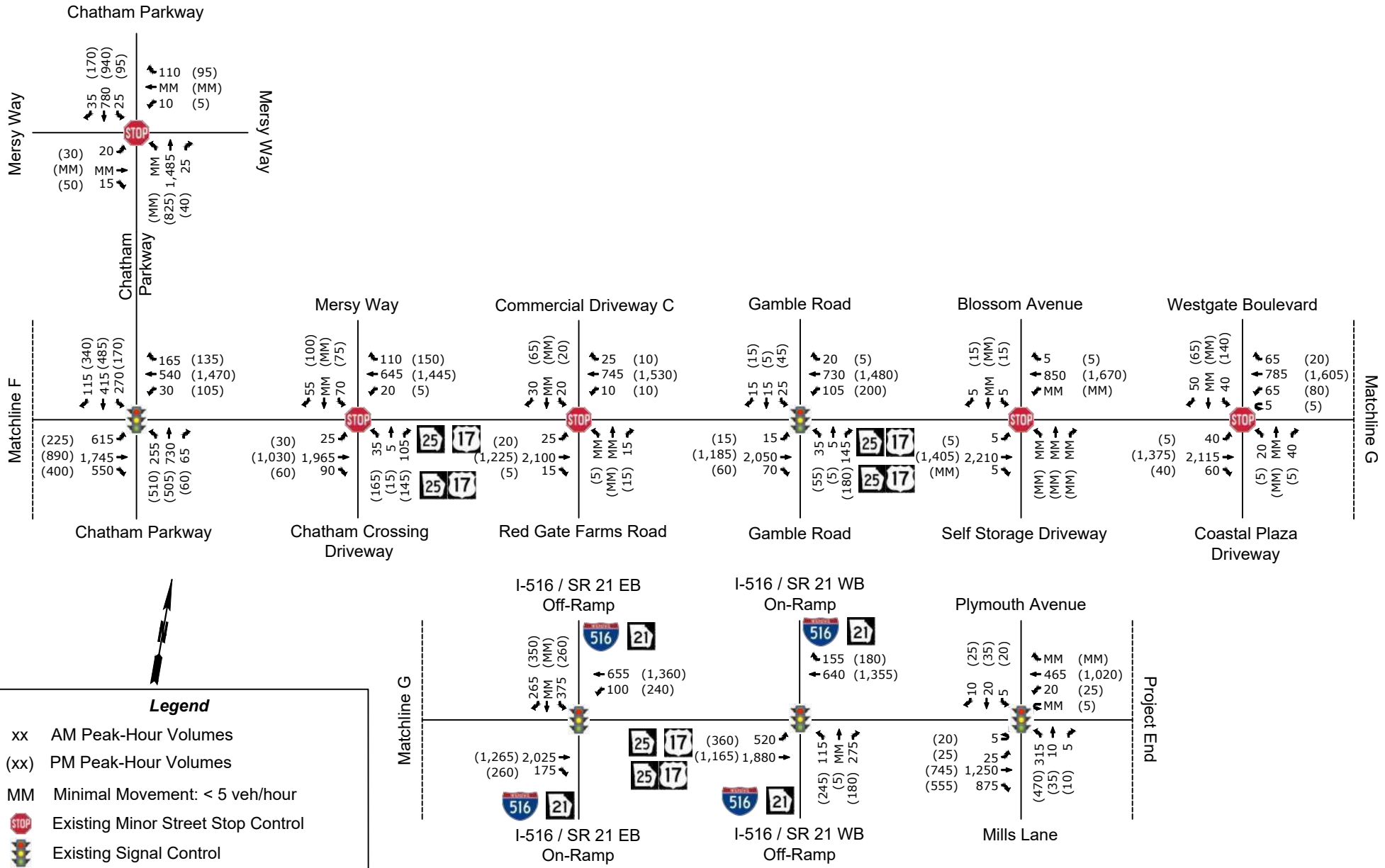
Legend

- xx AM Peak-Hour Volumes
- (xx) PM Peak-Hour Volumes
- MM Minimal Movement: < 5 veh/hour
- Existing Minor Street Stop Control
- Existing Signal Control

Kimley»Horn

SR 25/US 17 CORRIDOR STUDY

Figure 15 – 2050 Design Year Peak Hour Volumes
Intersections 17-30



Kimley»Horn

SR 25/US 17 CORRIDOR STUDY

Figure 16 – 2050 Design Year Peak Hour Volumes
Intersections 31-40

APPENDIX B
CAPACITY ANALYSIS REPORTS

EXISTING (2024)
AM PEAK HOUR

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	1460	0	0	725	5
Future Volume (vph)	0	0	0	0	0	0	0	1460	0	0	725	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	250		350	250		350
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			150			125		
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
Flt Protected												
Satd. Flow (prot)	0	1900	0	0	1900	0	1900	3505	1900	1900	3374	1615
Flt Permitted												
Satd. Flow (perm)	0	1900	0	0	1900	0	1900	3505	1900	1900	3374	1615
Link Speed (mph)		30			25			55			55	
Link Distance (ft)		1583			819			854			5845	
Travel Time (s)		36.0			22.3			10.6			72.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	7%	0%
Adj. Flow (vph)	0	0	0	0	0	0	0	1537	0	0	763	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	1537	0	0	763	5
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			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		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		

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	1460	0	0	725	5
Future Vol, veh/h	0	0	0	0	0	0	0	1460	0	0	725	5
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	-	-	-	-	-	-	250	-	350	250	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	0	7	0
Mvmt Flow	0	0	0	0	0	0	0	1537	0	0	763	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1532	2300	382	1919	2300	769	763	0	0	1537	0	0
Stage 1	763	763	-	1537	1537	-	-	-	-	-	-	-
Stage 2	769	1537	-	382	763	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	81	39	622	42	39	348	859	-	-	438	-	-
Stage 1	367	416	-	124	179	-	-	-	-	-	-	-
Stage 2	364	179	-	618	416	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	81	39	622	42	39	348	859	-	-	438	-	-
Mov Cap-2 Maneuver	81	39	-	42	39	-	-	-	-	-	-	-
Stage 1	367	416	-	124	179	-	-	-	-	-	-	-
Stage 2	364	179	-	618	416	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	859	-	-	-	-	438	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	-	-	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	15	40	0	340	5	1450	10	110	675	10
Future Volume (vph)	0	0	15	40	0	340	5	1450	10	110	675	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		400	350		200	325		275
Storage Lanes	0		0	0		1	1		1	1		1
Taper Length (ft)	25			25			100			125		
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		0.865				0.850			0.850			0.850
Flt Protected					0.950		0.950			0.950		
Satd. Flow (prot)	0	1644	0	0	1805	1615	1805	3505	1615	1687	3343	1615
Flt Permitted					0.950		0.950			0.950		
Satd. Flow (perm)	0	1644	0	0	1805	1615	1805	3505	1615	1687	3343	1615
Link Speed (mph)		25			25			55			45	
Link Distance (ft)		701			814			5845			1908	
Travel Time (s)		19.1			22.2			72.5			28.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	100%	0%	0%	0%	0%	0%	3%	0%	7%	8%	0%
Adj. Flow (vph)	0	0	16	43	0	362	5	1543	11	117	718	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	0	43	362	5	1543	11	117	718	11
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			12			20			20	
Link Offset(ft)		0			10			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	74.5%	ICU Level of Service	D
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	26

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	15	40	0	340	5	1450	10	110	675	10
Future Vol, veh/h	0	0	15	40	0	340	5	1450	10	110	675	10
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	-	-	Yield	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	400	350	-	200	325	-	275
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	100	0	0	0	0	0	3	0	7	8	0
Mvmt Flow	0	0	16	43	0	362	5	1543	11	117	718	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1734	2505	359	2146	2516	772	729	0	0	1543	0	0
Stage 1	952	952	-	1553	1553	-	-	-	-	-	-	-
Stage 2	782	1553	-	593	963	-	-	-	-	-	-	-
Critical Hdwy	7.5	8.5	6.9	7.5	6.5	6.9	4.1	-	-	4.24	-	-
Critical Hdwy Stg 1	6.5	7.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	7.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	5	3.3	3.5	4	3.3	2.2	-	-	2.27	-	-
Pot Cap-1 Maneuver	57	7	643	~ 28	29	~ 347	884	-	-	403	-	-
Stage 1	283	179	-	121	176	-	-	-	-	-	-	-
Stage 2	358	69	-	464	337	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	5	643	~ 21	20	~ 347	884	-	-	403	-	-
Mov Cap-2 Maneuver	-	5	-	~ 21	20	-	-	-	-	-	-	-
Stage 1	281	127	-	120	175	-	-	-	-	-	-	-
Stage 2	-	69	-	321	239	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v		176.3	0	2.4
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	884	-	-	-	21	347	403	-	-
HCM Lane V/C Ratio	0.006	-	-	-	2.026	1.042	0.29	-	-
HCM Control Delay (s/veh)	9.1	-	-	-	$ 865.2	95.3	17.5	-	-
HCM Lane LOS	A	-	-	-	F	F	C	-	-
HCM 95th %tile Q (veh)	0	-	-	-	5.6	12.6	1.2	-	-

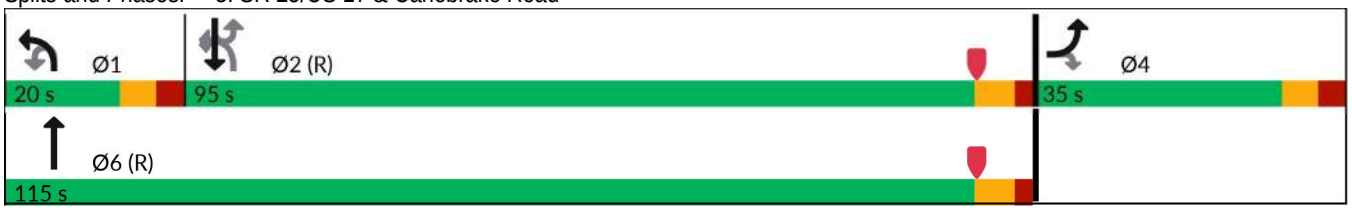
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	170	80	5	130	1655	0	710	120
Future Volume (vph)	170	80	5	130	1655	0	710	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	225		300		250		150
Storage Lanes	1	1		1		1		1
Taper Length (ft)	25			100		100		
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt		0.850						0.850
Flt Protected	0.950			0.950				
Satd. Flow (prot)	1752	1429	0	1738	3539	1900	3374	1553
Flt Permitted	0.950			0.334				
Satd. Flow (perm)	1752	1429	0	611	3539	1900	3374	1553
Right Turn on Red		Yes						Yes
Satd. Flow (RTOR)		84						126
Link Speed (mph)	35				45		45	
Link Distance (ft)	1184				1908		740	
Travel Time (s)	23.1				28.9		11.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	13%	0%	4%	2%	0%	7%	4%
Adj. Flow (vph)	179	84	5	137	1742	0	747	126
Shared Lane Traffic (%)								
Lane Group Flow (vph)	179	84	0	142	1742	0	747	126
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	12				20		20	
Link Offset(ft)	0				0		0	
Crosswalk Width(ft)	25				25		60	
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)	15	9	9	15		9		9
Number of Detectors	1	0	1	1	1	1	1	0
Detector Template			Left					
Leading Detector (ft)	30	0	20	40	336	40	336	0
Trailing Detector (ft)	0	0	0	0	330	0	330	0
Detector 1 Position(ft)	0	0	0	0	330	0	330	0
Detector 1 Size(ft)	30	20	20	40	6	40	6	20
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
Turn Type	Prot	Perm	custom	D.P+P	NA	Perm	NA	Perm
Protected Phases	4			1	6		2	
Permitted Phases		4	1	2		2		2
Detector Phase	4	4	1	1	6	2	2	2
Switch Phase								
Minimum Initial (s)	8.0	8.0	6.0	6.0	15.0	15.0	15.0	15.0
Minimum Split (s)	15.1	15.1	13.0	13.0	21.5	21.5	21.5	21.5

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Total Split (s)	35.0	35.0	20.0	20.0	115.0	95.0	95.0	95.0
Total Split (%)	23.3%	23.3%	13.3%	13.3%	76.7%	63.3%	63.3%	63.3%
Maximum Green (s)	27.9	27.9	13.0	13.0	108.5	88.5	88.5	88.5
Yellow Time (s)	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5
All-Red Time (s)	3.1	3.1	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.1	-2.1		-2.0	-1.5	-1.5	-1.5	-1.5
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?			Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	5.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	24.1	24.1		110.9	115.9		99.2	99.2
Actuated g/C Ratio	0.16	0.16		0.74	0.77		0.66	0.66
v/c Ratio	0.64	0.28		0.26	0.64		0.33	0.12
Control Delay (s/veh)	68.7	12.2		6.1	9.5		16.5	6.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	68.7	12.2		6.1	9.5		16.5	6.9
LOS	E	B		A	A		B	A
Approach Delay (s/veh)	50.6				9.2		15.1	
Approach LOS	D				A		B	
Queue Length 50th (ft)	166	0		31	356		125	0
Queue Length 95th (ft)	240	48		58	493		388	83
Internal Link Dist (ft)	1104				1828		660	
Turn Bay Length (ft)		225		300				150
Base Capacity (vph)	350	353		577	2733		2230	1069
Starvation Cap Reductn	0	0		0	0		0	0
Spillback Cap Reductn	0	0		0	0		0	0
Storage Cap Reductn	0	0		0	0		0	0
Reduced v/c Ratio	0.51	0.24		0.25	0.64		0.33	0.12

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 33 (22%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 14.5		Intersection LOS: B	
Intersection Capacity Utilization 80.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: SR 25/US 17 & Canebrake Road





Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (veh/h)	170	80	5	130	1655	0	710	120
Future Volume (veh/h)	170	80	5	130	1655	0	710	120
Initial Q (Qb), veh	0	0		0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00				1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00
Work Zone On Approach	No				No		No	
Adj Sat Flow, veh/h/ln	1856	1707		1841	1870		1796	1841
Adj Flow Rate, veh/h	179	0		137	1742		747	126
Peak Hour Factor	0.95	0.95		0.95	0.95		0.95	0.95
Percent Heavy Veh, %	3	13		4	2		7	4
Cap, veh/h	231			541	2852		2444	1117
Arrive On Green	0.13	0.00		0.05	0.80		0.72	0.72
Sat Flow, veh/h	1767	1447		1753	3647		3503	1560
Grp Volume(v), veh/h	179	0		137	1742		747	126
Grp Sat Flow(s),veh/h/ln	1767	1447		1753	1777		1706	1560
Q Serve(g_s), s	14.7	0.0		2.9	28.5		11.9	3.7
Cycle Q Clear(g_c), s	14.7	0.0		2.9	28.5		11.9	3.7
Prop In Lane	1.00	1.00		1.00				1.00
Lane Grp Cap(c), veh/h	231			541	2852		2444	1117
V/C Ratio(X)	0.77			0.25	0.61		0.31	0.11
Avail Cap(c_a), veh/h	353			623	2852		2444	1117
HCM Platoon Ratio	1.00	1.00		1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	63.1	0.0		4.8	5.7		7.7	6.6
Incr Delay (d2), s/veh	11.3	0.0		0.3	1.0		0.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	0.0		0.9	8.4		4.1	1.2
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh	74.4	0.0		5.2	6.7		8.1	6.8
LnGrp LOS	E			A	A		A	A
Approach Vol, veh/h	179				1879		873	
Approach Delay, s/veh	74.4				6.6		7.9	
Approach LOS	E				A		A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	13.0	112.4	24.6	125.4
Change Period (Y+Rc), s	7.0	6.5	7.1	6.5
Max Green Setting (Gmax), s	13.0	88.5	27.9	108.5
Max Q Clear Time (g_c+I1), s	4.9	13.9	16.7	30.5
Green Ext Time (p_c), s	0.3	27.9	0.8	73.8

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	11.1
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

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



Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	0	10	0	1815	10	20	830
Future Volume (vph)	0	10	0	1815	10	20	830
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	275		225	300	
Storage Lanes	1	1	1		1	1	
Taper Length (ft)	25		75			100	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850			0.850		
Flt Protected						0.950	
Satd. Flow (prot)	1900	1154	1900	3539	1615	1805	3374
Flt Permitted						0.950	
Satd. Flow (perm)	1900	1154	1900	3539	1615	1805	3374
Link Speed (mph)	30			45			45
Link Distance (ft)	633			740			1445
Travel Time (s)	14.4			11.2			21.9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	40%	0%	2%	0%	0%	7%
Adj. Flow (vph)	0	11	0	1931	11	21	883
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	11	0	1931	11	21	883
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	Left	Left
Median Width(ft)	12			20			20
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		9	15	
Sign Control	Stop			Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	60.2%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	0	10	0	1815	10	20	830
Future Vol, veh/h	0	10	0	1815	10	20	830
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	Yield	-	None
Storage Length	0	0	275	-	225	300	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	0	40	0	2	0	0	7
Mvmt Flow	0	11	0	1931	11	21	883

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	2415	966	883	0	0	1931	0
Stage 1	1931	-	-	-	-	-	-
Stage 2	484	-	-	-	-	-	-
Critical Hdwy	6.8	7.7	6.4	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.7	2.5	-	-	2.2	-
Pot Cap-1 Maneuver	28	194	401	-	-	309	-
Stage 1	102	-	-	-	-	-	-
Stage 2	591	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	26	194	401	-	-	309	-
Mov Cap-2 Maneuver	26	-	-	-	-	-	-
Stage 1	102	-	-	-	-	-	-
Stage 2	551	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	24.6	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	401	-	-	-	194	309	-
HCM Lane V/C Ratio	-	-	-	-	0.055	0.069	-
HCM Control Delay (s/veh)	0	-	-	0	24.6	17.5	-
HCM Lane LOS	A	-	-	A	C	C	-
HCM 95th %tile Q (veh)	0	-	-	-	0.2	0.2	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	35	0	30	5	0	10	45	1775	5	5	15	815
Future Volume (vph)	35	0	30	5	0	10	45	1775	5	5	15	815
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		100	300		150		350	
Storage Lanes	0		0	0		1	1		1		1	
Taper Length (ft)	25			25			100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt		0.938				0.850			0.850			
Flt Protected		0.974			0.950		0.950				0.950	
Satd. Flow (prot)	0	1712	0	0	1805	1615	1770	3539	1615	0	1805	3374
Flt Permitted		0.974			0.950		0.950				0.950	
Satd. Flow (perm)	0	1712	0	0	1805	1615	1770	3539	1615	0	1805	3374
Link Speed (mph)		30			30			35				35
Link Distance (ft)		920			795			1445				1015
Travel Time (s)		20.9			18.1			28.1				19.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	3%	0%	0%	0%	2%	2%	0%	0%	0%	7%
Adj. Flow (vph)	38	0	32	5	0	11	48	1909	5	5	16	876
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	70	0	0	5	11	48	1909	5	0	21	876
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			20				20
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	9	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.2%		ICU Level of Service C	
Analysis Period (min) 15			



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	90
Future Volume (vph)	90
Ideal Flow (vphpl)	1900
Storage Length (ft)	400
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	0.93
Heavy Vehicles (%)	2%
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
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	8.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	35	0	30	5	0	10	45	1775	5	5	15	815	90
Future Vol, veh/h	35	0	30	5	0	10	45	1775	5	5	15	815	90
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	-	-	Yield	-	-	Yield	-	-	-	Yield
Storage Length	-	-	-	-	-	100	300	-	150	-	350	-	400
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	3	0	0	0	2	2	0	0	0	7	2
Mvmt Flow	38	0	32	5	0	11	48	1909	5	5	16	876	97

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	1969	2923	438	2485	2923	955	876	0	0	1909	1909	0	0
Stage 1	918	918	-	2005	2005	-	-	-	-	-	-	-	-
Stage 2	1051	2005	-	480	918	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.96	7.5	6.5	6.9	4.14	-	-	6.4	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.33	3.5	4	3.3	2.22	-	-	2.5	2.2	-	-
Pot Cap-1 Maneuver	38	16	564	15	16	263	766	-	-	87	315	-	-
Stage 1	296	353	-	63	105	-	-	-	-	-	-	-	-
Stage 2	246	105	-	541	353	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	~ 32	13	564	12	13	263	766	-	-	187	187	-	-
Mov Cap-2 Maneuver	~ 32	13	-	12	13	-	-	-	-	-	-	-	-
Stage 1	277	311	-	59	98	-	-	-	-	-	-	-	-
Stage 2	221	98	-	450	311	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 312.5	165	0.2	0.6
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	766	-	-	57	12	263	187	-	-
HCM Lane V/C Ratio	0.063	-	-	1.226	0.448	0.041	0.115	-	-
HCM Control Delay (s/veh)	10	-	-	$ 312.5	$ 456.3	19.3	26.8	-	-
HCM Lane LOS	B	-	-	F	F	C	D	-	-
HCM 95th %tile Q (veh)	0.2	-	-	6	1.1	0.1	0.4	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	50	50	0	75	15	85	5	0	1270	550	155	845
Future Volume (vph)	50	50	0	75	15	85	5	0	1270	550	155	845
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		250		300		200	300	
Storage Lanes	0		0	0		1		1		1	1	
Taper Length (ft)	25			25				100			125	
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		
Flt Protected		0.976			0.960			0.950			0.950	
Satd. Flow (prot)	0	1725	0	0	1809	1553	0	1805	3505	1615	1687	3374
Flt Permitted		0.687			0.634			0.308			0.135	
Satd. Flow (perm)	0	1214	0	0	1195	1553	0	585	3505	1615	240	3374
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)						93				444		
Link Speed (mph)		30			40				45			45
Link Distance (ft)		883			1109				1015			837
Travel Time (s)		20.1			18.9				15.4			12.7
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	11%	4%	0%	1%	0%	4%	0%	0%	3%	0%	7%	7%
Adj. Flow (vph)	55	55	0	82	16	93	5	0	1396	604	170	929
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	110	0	0	98	93	0	5	1396	604	170	929
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				20			20
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			25				16			20
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	2	1	1	1	2	1	1	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100		20	100	20	20	20	100	20	20	100
Trailing Detector (ft)	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
Detector 1 Size(ft)	20	6		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
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
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
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
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	Perm	custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4			8			1	6		5	2



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	70
Future Volume (vph)	70
Ideal Flow (vphpl)	1900
Storage Length (ft)	200
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1568
Flt Permitted	
Satd. Flow (perm)	1568
Right Turn on Red	Yes
Satd. Flow (RTOR)	81
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.91
Heavy Vehicles (%)	3%
Adj. Flow (vph)	77
Shared Lane Traffic (%)	
Lane Group Flow (vph)	77
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	

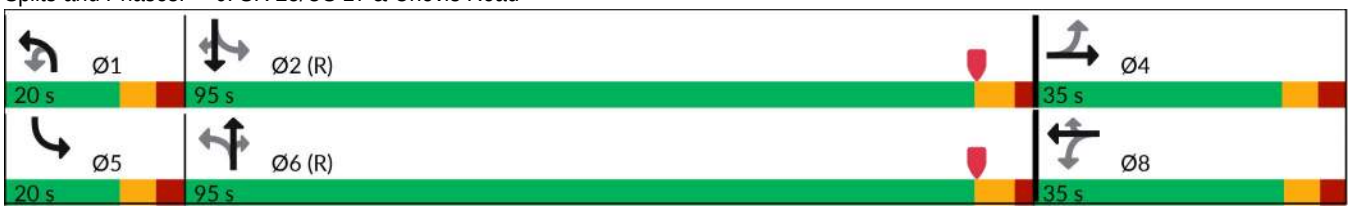


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Permitted Phases	4			8		8	1	6		6	2	
Detector Phase	4	4		8	8	8	1	1	6	6	5	2
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	6.0	6.0	15.0	15.0	6.0	15.0
Minimum Split (s)	15.1	15.1		15.0	15.0	15.0	13.0	13.0	21.5	21.5	13.0	21.5
Total Split (s)	35.0	35.0		35.0	35.0	35.0	20.0	20.0	95.0	95.0	20.0	95.0
Total Split (%)	23.3%	23.3%		23.3%	23.3%	23.3%	13.3%	13.3%	63.3%	63.3%	13.3%	63.3%
Maximum Green (s)	27.9	27.9		28.0	28.0	28.0	13.0	13.0	88.5	88.5	13.0	88.5
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5
All-Red Time (s)	3.1	3.1		3.0	3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0
Lost Time Adjust (s)		-2.1			-2.0	-2.0		-2.0	-1.5	-1.5	-2.0	-1.5
Total Lost Time (s)		5.0			5.0	5.0		5.0	5.0	5.0	5.0	5.0
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0	5.0	5.0	4.0	5.0
Recall Mode	None	None		None	None	None	None	None	C-Min	C-Min	None	C-Min
Act Effct Green (s)		19.2			19.2	19.2		111.7	103.1	103.1	120.8	118.0
Actuated g/C Ratio		0.13			0.13	0.13		0.74	0.69	0.69	0.81	0.79
v/c Ratio		0.71			0.64	0.33		0.01	0.58	0.48	0.54	0.35
Control Delay (s/veh)		85.8			80.0	13.1		3.8	10.1	2.1	25.0	1.7
Queue Delay		0.0			0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		85.8			80.0	13.1		3.8	10.1	2.1	25.0	1.7
LOS		F			E	B		A	B	A	C	A
Approach Delay (s/veh)		85.8			47.4				7.7			5.0
Approach LOS		F			D				A			A
Queue Length 50th (ft)		105			93	0		1	192	15	34	7
Queue Length 95th (ft)		168			151	52		m2	368	33	122	52
Internal Link Dist (ft)		803			1029				935			757
Turn Bay Length (ft)						250		300		200	300	
Base Capacity (vph)		242			239	385		582	2409	1248	344	2654
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
Reduced v/c Ratio		0.45			0.41	0.24		0.01	0.58	0.48	0.49	0.35

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 63 (42%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay (s/veh): 11.4		Intersection LOS: B	
Intersection Capacity Utilization 68.3%		ICU Level of Service C	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SR 25/US 17 & Chevis Road





Lane Group	SBR
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	15.0
Minimum Split (s)	21.5
Total Split (s)	95.0
Total Split (%)	63.3%
Maximum Green (s)	88.5
Yellow Time (s)	4.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	-1.5
Total Lost Time (s)	5.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	5.0
Recall Mode	C-Min
Act Effct Green (s)	118.0
Actuated g/C Ratio	0.79
v/c Ratio	0.06
Control Delay (s/veh)	0.1
Queue Delay	0.0
Total Delay (s/veh)	0.1
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	200
Base Capacity (vph)	1250
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.06

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	50	50	0	75	15	85	5	0	1270	550	155	845
Future Volume (veh/h)	50	50	0	75	15	85	5	0	1270	550	155	845
Initial Q (Qb), veh	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	
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
Work Zone On Approach		No			No				No			No
Adj Sat Flow, veh/h/ln	1737	1841	1900	1885	1900	1841		1900	1856	1900	1796	1796
Adj Flow Rate, veh/h	55	55	0	82	16	0		0	1396	604	170	929
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91		0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	11	4	0	1	0	4		0	3	0	7	7
Cap, veh/h	116	98		158	22			504	2611	1192	258	2823
Arrive On Green	0.09	0.11	0.00	0.09	0.11	0.00		0.00	0.74	0.74	0.11	1.00
Sat Flow, veh/h	756	922	0	1077	210	1560		1810	3526	1610	1711	3413
Grp Volume(v), veh/h	110	0	0	98	0	0		0	1396	604	170	929
Grp Sat Flow(s),veh/h/ln	1678	0	0	1287	0	1560		1810	1763	1610	1711	1706
Q Serve(g_s), s	0.0	0.0	0.0	2.1	0.0	0.0		0.0	25.5	23.4	3.3	0.0
Cycle Q Clear(g_c), s	9.4	0.0	0.0	11.5	0.0	0.0		0.0	25.5	23.4	3.3	0.0
Prop In Lane	0.50		0.00	0.84		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	191	0		163	0			504	2611	1192	258	2823
V/C Ratio(X)	0.58	0.00		0.60	0.00			0.00	0.53	0.51	0.66	0.33
Avail Cap(c_a), veh/h	338	0		298	0			684	2611	1192	338	2823
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00		0.00	1.00	1.00	0.92	0.92
Uniform Delay (d), s/veh	64.6	0.0	0.0	66.1	0.0	0.0		0.0	8.4	8.1	13.4	0.0
Incr Delay (d2), s/veh	2.7	0.0	0.0	3.5	0.0	0.0		0.0	0.8	1.5	3.8	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
%ile BackOfQ(50%),veh/ln	4.3	0.0	0.0	3.9	0.0	0.0		0.0	8.7	7.5	3.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.3	0.0	0.0	69.7	0.0	0.0		0.0	9.2	9.6	17.2	0.3
LnGrp LOS	E			E					A	A	B	A
Approach Vol, veh/h		110			98				2000			1099
Approach Delay, s/veh		67.3			69.7				9.3			2.9
Approach LOS		E			E				A			A

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	129.1		20.9	13.0	116.1		20.9				
Change Period (Y+Rc), s	7.0	6.5		7.1	7.0	6.5		* 7.1				
Max Green Setting (Gmax), s	13.0	88.5		27.9	13.0	88.5		* 28				
Max Q Clear Time (g_c+I1), s	0.0	2.0		11.4	5.3	27.5		13.5				
Green Ext Time (p_c), s	0.0	17.1		0.4	0.4	42.7		0.3				

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	10.9
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	70
Future Volume (veh/h)	70
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1856
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.91
Percent Heavy Veh, %	3
Cap, veh/h	
Arrive On Green	0.00
Sat Flow, veh/h	1572
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1572
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	2.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	60	0	50	25	5	10	55	1325	25	25	20	995
Future Volume (vph)	60	0	50	25	5	10	55	1325	25	25	20	995
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		125	25		75	300		650		250	
Storage Lanes	1		1	1		0	1		1		1	
Taper Length (ft)	50			50			125				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt			0.850		0.897				0.850			
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1687	1900	1615	1656	1704	0	1687	3505	1615	0	1664	3374
Flt Permitted	0.747			0.757			0.950				0.144	
Satd. Flow (perm)	1326	1900	1615	1320	1704	0	1687	3505	1615	0	252	3374
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			230		11				87			
Link Speed (mph)		25			25			45				45
Link Distance (ft)		848			774			837				964
Travel Time (s)		23.1			21.1			12.7				14.6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	0%	0%	9%	0%	0%	7%	3%	0%	8%	9%	7%
Adj. Flow (vph)	63	0	53	26	5	11	58	1395	26	26	21	1047
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	0	53	26	16	0	58	1395	26	0	47	1047
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)		12			14			20				20
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			25				45
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	9	15	
Number of Detectors	1	1	0	1	1		1	1	0	1	1	1
Detector Template										Left		
Leading Detector (ft)	40	40	0	40	40		40	336	0	20	40	336
Trailing Detector (ft)	0	0	0	0	0		0	330	0	0	0	330
Detector 1 Position(ft)	0	0	0	0	0		0	330	0	0	0	330
Detector 1 Size(ft)	40	40	20	40	40		40	6	20	20	40	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
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
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
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
Turn Type	Perm		Perm	Perm	NA		Prot	NA	Perm	custom	Prot	NA
Protected Phases		4			8		1	6			5	2
Permitted Phases	4		4	8					6	5		
Detector Phase	4	4	4	8	8		1	6	6	5	5	2
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0		8.0	15.0	15.0	8.0	8.0	15.0
Minimum Split (s)	15.5	15.5	15.5	15.5	15.5		15.5	21.5	21.5	15.5	15.5	21.5

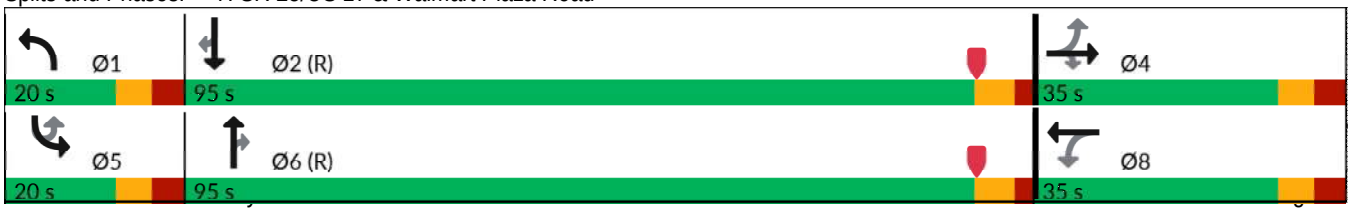


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	115
Future Volume (vph)	115
Ideal Flow (vphpl)	1900
Storage Length (ft)	200
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1553
Flt Permitted	
Satd. Flow (perm)	1553
Right Turn on Red	Yes
Satd. Flow (RTOR)	119
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Heavy Vehicles (%)	4%
Adj. Flow (vph)	121
Shared Lane Traffic (%)	
Lane Group Flow (vph)	121
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	0
Detector Template	
Leading Detector (ft)	0
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
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	15.0
Minimum Split (s)	21.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Total Split (s)	35.0	35.0	35.0	35.0	35.0		20.0	95.0	95.0	20.0	20.0	95.0
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		13.3%	63.3%	63.3%	13.3%	13.3%	63.3%
Maximum Green (s)	27.5	27.5	27.5	27.5	27.5		12.5	88.5	88.5	12.5	12.5	88.5
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.5	4.5	4.0	4.0	4.5
All-Red Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	2.0	2.0	3.5	3.5	2.0
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5		-2.5	-1.5	-1.5		-2.5	-1.5
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0
Lead/Lag							Lead	Lag	Lag	Lead	Lead	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	5.0	5.0	3.0	3.0	5.0
Recall Mode	None	None	None	None	None		None	C-Min	C-Min	None	None	C-Min
Act Effct Green (s)	15.2		15.2	15.2	15.2		13.4	92.0	92.0		27.8	109.5
Actuated g/C Ratio	0.10		0.10	0.10	0.10		0.09	0.61	0.61		0.19	0.73
v/c Ratio	0.47		0.14	0.20	0.09		0.39	0.65	0.03		1.02	0.43
Control Delay (s/veh)	74.1		0.8	63.4	33.5		72.3	10.9	0.0		208.9	6.4
Queue Delay	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	74.1		0.8	63.4	33.5		72.3	11.0	0.0		208.9	6.4
LOS	E		A	E	C		E	B	A		F	A
Approach Delay (s/veh)		40.6			52.0			13.2				13.7
Approach LOS		D			D			B				B
Queue Length 50th (ft)	59		0	24	5		55	218	0		49	86
Queue Length 95th (ft)	107		0	54	28		m105	98	m0		#140	399
Internal Link Dist (ft)		768			694			757				884
Turn Bay Length (ft)	275		125	25			300		650		250	
Base Capacity (vph)	265		507	264	349		173	2177	1035		46	2463
Starvation Cap Reductn	0		0	0	0		0	53	0		0	0
Spillback Cap Reductn	0		0	0	0		0	0	0		0	0
Storage Cap Reductn	0		0	0	0		0	0	0		0	0
Reduced v/c Ratio	0.24		0.10	0.10	0.05		0.34	0.66	0.03		1.02	0.43

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 70 (47%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay (s/veh): 15.1		Intersection LOS: B	
Intersection Capacity Utilization 64.0%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 7: SR 25/US 17 & Walmart Plaza Road





Lane Group	SBR
Total Split (s)	95.0
Total Split (%)	63.3%
Maximum Green (s)	88.5
Yellow Time (s)	4.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	-1.5
Total Lost Time (s)	5.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	5.0
Recall Mode	C-Min
Act Effct Green (s)	109.5
Actuated g/C Ratio	0.73
v/c Ratio	0.10
Control Delay (s/veh)	0.9
Queue Delay	0.0
Total Delay (s/veh)	0.9
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	2
Queue Length 95th (ft)	10
Internal Link Dist (ft)	
Turn Bay Length (ft)	200
Base Capacity (vph)	1166
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.10

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	60	0	50	25	5	10	55	1325	25	25	20	995
Future Volume (veh/h)	60	0	50	25	5	10	55	1325	25	25	20	995
Initial Q (Qb), veh	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	
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
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1796	1900	1900	1767	1900	1900	1796	1856	1900		1767	1796
Adj Flow Rate, veh/h	63	0	0	26	5	0	58	1395	0		21	1047
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95
Percent Heavy Veh, %	7	0	0	9	0	0	7	3	0		9	7
Cap, veh/h	149	147		151	147		112	2732			80	2585
Arrive On Green	0.08	0.00	0.00	0.08	0.08	0.00	0.13	1.00	0.00		0.10	1.00
Sat Flow, veh/h	1355	1900	1610	1339	1900	0	1711	3526	1610		1682	3413
Grp Volume(v), veh/h	63	0	0	26	5	0	58	1395	0		21	1047
Grp Sat Flow(s),veh/h/ln	1355	1900	1610	1339	1900	0	1711	1763	1610		1682	1706
Q Serve(g_s), s	6.8	0.0	0.0	2.7	0.4	0.0	4.7	0.0	0.0		1.7	0.0
Cycle Q Clear(g_c), s	7.1	0.0	0.0	2.7	0.4	0.0	4.7	0.0	0.0		1.7	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00		1.00	
Lane Grp Cap(c), veh/h	149	147		151	147		112	2732			80	2585
V/C Ratio(X)	0.42	0.00		0.17	0.03		0.52	0.51			0.26	0.40
Avail Cap(c_a), veh/h	316	380		316	380		171	2732			168	2585
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00		2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	0.80	0.80	0.00		1.00	1.00
Uniform Delay (d), s/veh	67.3	0.0	0.0	65.1	64.0	0.0	63.0	0.0	0.0		65.4	0.0
Incr Delay (d2), s/veh	1.9	0.0	0.0	0.5	0.1	0.0	3.0	0.5	0.0		1.7	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
%ile BackOfQ(50%),veh/ln	2.4	0.0	0.0	1.0	0.2	0.0	2.1	0.2	0.0		0.8	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	69.2	0.0	0.0	65.7	64.1	0.0	66.0	0.5	0.0		67.1	0.5
LnGrp LOS	E			E	E		E	A			E	A
Approach Vol, veh/h		63			31			1453				1068
Approach Delay, s/veh		69.2			65.4			3.2				1.8
Approach LOS		E			E			A				A

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.8	118.6		16.6	12.2	121.2		16.6				
Change Period (Y+Rc), s	7.5	6.5		7.5	7.5	6.5		7.5				
Max Green Setting (Gmax), s	12.5	88.5		27.5	12.5	88.5		27.5				
Max Q Clear Time (g_c+I1), s	6.7	2.0		9.1	3.7	2.0		4.7				
Green Ext Time (p_c), s	0.0	53.2		0.1	0.0	71.8		0.1				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			4.9									
HCM 6th LOS			A									

Notes

User approved ignoring U-Turning movement.

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



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	115
Future Volume (veh/h)	115
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1841
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.95
Percent Heavy Veh, %	4
Cap, veh/h	
Arrive On Green	0.00
Sat Flow, veh/h	1560
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1560
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	2.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	85	0	0	5	35	1380	5	0	1070	20
Future Volume (vph)	10	0	85	0	0	5	35	1380	5	0	1070	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		75	500		100	275		150
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			125			100		
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		0.950					0.950					
Satd. Flow (prot)	0	1612	1482	0	1900	1615	1480	3505	1292	1900	3374	1615
Flt Permitted		0.950					0.950					
Satd. Flow (perm)	0	1612	1482	0	1900	1615	1480	3505	1292	1900	3374	1615
Link Speed (mph)		25			30			45			45	
Link Distance (ft)		691			1032			964			1323	
Travel Time (s)		18.8			23.5			14.6			20.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	12%	0%	9%	0%	0%	0%	22%	3%	25%	0%	7%	0%
Adj. Flow (vph)	11	0	90	0	0	5	37	1468	5	0	1138	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	90	0	0	5	37	1468	5	0	1138	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			20			20	
Link Offset(ft)		15			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	85	0	0	5	35	1380	5	0	1070	20
Future Vol, veh/h	10	0	85	0	0	5	35	1380	5	0	1070	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	-	-	50	-	-	75	500	-	100	275	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	12	0	9	0	0	0	22	3	25	0	7	0
Mvmt Flow	11	0	90	0	0	5	37	1468	5	0	1138	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1946	2685	569	2111	2701	734	1159	0	0	1473	0	0
Stage 1	1138	1138	-	1542	1542	-	-	-	-	-	-	-
Stage 2	808	1547	-	569	1159	-	-	-	-	-	-	-
Critical Hdwy	7.74	6.5	7.08	7.5	6.5	6.9	4.54	-	-	4.1	-	-
Critical Hdwy Stg 1	6.74	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.62	4	3.39	3.5	4	3.3	2.42	-	-	2.2	-	-
Pot Cap-1 Maneuver	35	22	448	30	22	367	497	-	-	464	-	-
Stage 1	198	279	-	123	178	-	-	-	-	-	-	-
Stage 2	320	177	-	479	272	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	33	20	448	23	20	367	497	-	-	464	-	-
Mov Cap-2 Maneuver	33	20	-	23	20	-	-	-	-	-	-	-
Stage 1	183	279	-	114	165	-	-	-	-	-	-	-
Stage 2	292	164	-	382	272	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	30.3	15	0.3	0
HCM LOS	D	C		

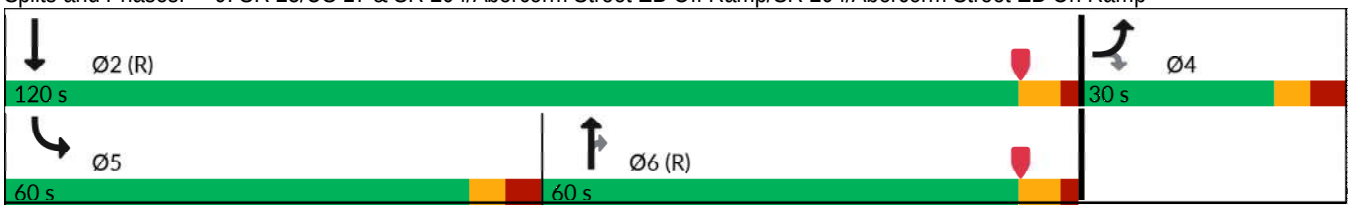
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	497	-	-	33	448	-	367	464	-	-
HCM Lane V/C Ratio	0.075	-	-	0.322	0.202	-	0.014	-	-	-
HCM Control Delay (s/veh)	12.8	-	-	159.3	15.1	0	15	0	-	-
HCM Lane LOS	B	-	-	F	C	A	C	A	-	-
HCM 95th %tile Q (veh)	0.2	-	-	1	0.7	-	0	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	0	55	0	0	0	0	835	560	790	1035	0
Future Volume (vph)	125	0	55	0	0	0	0	835	560	790	1035	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		75	0		0	0		675	180		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	100			25			25			100		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3183	0	1468	0	0	0	0	3505	1568	3367	3471	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	3183	0	1468	0	0	0	0	3505	1568	3367	3471	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			84						361			
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1603			976			1323			972	
Travel Time (s)		24.3			14.8			20.0			14.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	10%	0%	10%	0%	0%	0%	0%	3%	3%	4%	4%	0%
Adj. Flow (vph)	132	0	58	0	0	0	0	879	589	832	1089	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	132	0	58	0	0	0	0	879	589	832	1089	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)		24			24			35			44	
Link Offset(ft)		0			25			0			0	
Crosswalk Width(ft)		16			16			16			40	
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		0					1	0	1	1	
Detector Template												
Leading Detector (ft)	40		0					336	0	40	336	
Trailing Detector (ft)	0		0					330	0	0	330	
Detector 1 Position(ft)	0		0					330	0	0	330	
Detector 1 Size(ft)	40		20					6	20	40	6	
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	
Turn Type	Prot		Perm					NA	Perm	Prot	NA	
Protected Phases	4							6		5	2	
Permitted Phases			4						6			
Detector Phase	4		4					6	6	5	2	
Switch Phase												
Minimum Initial (s)	8.0		8.0					15.0	15.0	6.0	15.0	
Minimum Split (s)	16.0		16.0					21.5	21.5	14.0	21.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	30.0		30.0					60.0	60.0	60.0	120.0	
Total Split (%)	20.0%		20.0%					40.0%	40.0%	40.0%	80.0%	
Maximum Green (s)	22.0		22.0					53.5	53.5	52.0	113.5	
Yellow Time (s)	4.0		4.0					4.5	4.5	4.0	4.5	
All-Red Time (s)	4.0		4.0					2.0	2.0	4.0	2.0	
Lost Time Adjust (s)	-3.0		-3.0					-1.5	-1.5	-3.0	-1.5	
Total Lost Time (s)	5.0		5.0					5.0	5.0	5.0	5.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					5.0	5.0	3.0	5.0	
Recall Mode	None		None					C-Min	C-Min	None	C-Min	
Act Effct Green (s)	14.6		14.6					74.1	74.1	46.4	125.4	
Actuated g/C Ratio	0.10		0.10					0.49	0.49	0.31	0.84	
v/c Ratio	0.43		0.27					0.51	0.62	0.80	0.38	
Control Delay (s/veh)	67.6		7.5					21.9	9.9	50.0	5.5	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	67.6		7.5					21.9	9.9	50.0	5.5	
LOS	E		A					C	A	D	A	
Approach Delay (s/veh)		49.2						17.1			24.8	
Approach LOS		D						B			C	
Queue Length 50th (ft)	63		0					146	68	345	209	
Queue Length 95th (ft)	97		21					m253	m186	466	303	
Internal Link Dist (ft)		1523			896			1243			892	
Turn Bay Length (ft)	400		75						675	180		
Base Capacity (vph)	530		314					1730	956	1234	2902	
Starvation Cap Reductn	0		0					0	0	0	0	
Spillback Cap Reductn	0		0					0	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.25		0.18					0.51	0.62	0.67	0.38	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 55 (37%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay (s/veh): 22.9		Intersection LOS: C	
Intersection Capacity Utilization 76.4%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 9: SR 25/US 17 & SR 204/Abercorm Street EB Off Ramp/SR 204/Abercorm Street EB On Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	0	55	0	0	0	0	835	560	790	1035	0
Future Volume (veh/h)	125	0	55	0	0	0	0	835	560	790	1035	0
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1752	0	1752				0	1856	1856	1841	1841	0
Adj Flow Rate, veh/h	132	0	0				0	879	0	832	1089	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	0	10				0	3	3	4	4	0
Cap, veh/h	242	0					0	1899		975	3003	0
Arrive On Green	0.07	0.00	0.00				0.00	1.00	0.00	0.29	0.86	0.00
Sat Flow, veh/h	3237	0	1485				0	3618	1572	3401	3589	0
Grp Volume(v), veh/h	132	0	0				0	879	0	832	1089	0
Grp Sat Flow(s),veh/h/ln	1618	0	1485				0	1763	1572	1700	1749	0
Q Serve(g_s), s	5.9	0.0	0.0				0.0	0.0	0.0	34.7	9.6	0.0
Cycle Q Clear(g_c), s	5.9	0.0	0.0				0.0	0.0	0.0	34.7	9.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	242	0					0	1899		975	3003	0
V/C Ratio(X)	0.55	0.00					0.00	0.46		0.85	0.36	0.00
Avail Cap(c_a), veh/h	539	0					0	1899		1247	3003	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.66	0.66	0.00
Uniform Delay (d), s/veh	66.9	0.0	0.0				0.0	0.0	0.0	50.5	2.2	0.0
Incr Delay (d2), s/veh	1.9	0.0	0.0				0.0	0.8	0.0	3.2	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0				0.0	0.2	0.0	14.9	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	68.8	0.0	0.0				0.0	0.8	0.0	53.8	2.4	0.0
LnGrp LOS	E							A		D	A	
Approach Vol, veh/h		132						879			1921	
Approach Delay, s/veh		68.8						0.8			24.7	
Approach LOS		E						A			C	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		133.8		16.2	48.0	85.8						
Change Period (Y+Rc), s		6.5		8.0	8.0	6.5						
Max Green Setting (Gmax), s		113.5		22.0	52.0	53.5						
Max Q Clear Time (g_c+I1), s		11.6		7.9	36.7	2.0						
Green Ext Time (p_c), s		61.7		0.4	3.3	31.5						

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			19.5									
HCM 6th LOS			B									

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	540	0	405	40	920	0	0	1285	170
Future Volume (vph)	0	0	0	540	0	405	40	920	0	0	1285	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	450		375	175		0	0		550
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			225			150			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	3183	0	1468	1752	3505	0	0	3471	1553
Flt Permitted				0.950			0.108					
Satd. Flow (perm)	0	0	0	3183	0	1468	199	3505	0	0	3471	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						163						187
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1151			1527			972			766	
Travel Time (s)		17.4			23.1			14.7			11.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	10%	0%	10%	3%	3%	0%	0%	4%	4%
Adj. Flow (vph)	0	0	0	593	0	445	44	1011	0	0	1412	187
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	593	0	445	44	1011	0	0	1412	187
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)		24			24			32			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			45			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		1	1	2			2	1
Detector Template				Left		Right	Left	Thru			Thru	Right
Leading Detector (ft)				20		20	20	100			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		20	20	6			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				Prot		Perm	pm+pt	NA			NA	Perm
Protected Phases				8			1	6			2	

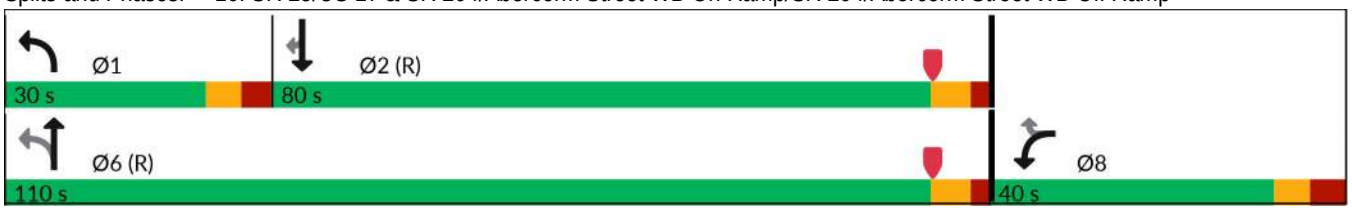


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases						8	6					2
Detector Phase				8		8	1	6			2	2
Switch Phase												
Minimum Initial (s)				15.0		15.0	6.0	15.0			15.0	15.0
Minimum Split (s)				23.0		23.0	13.5	21.5			21.5	21.5
Total Split (s)				40.0		40.0	30.0	110.0			80.0	80.0
Total Split (%)				26.7%		26.7%	20.0%	73.3%			53.3%	53.3%
Maximum Green (s)				32.0		32.0	22.5	103.5			73.5	73.5
Yellow Time (s)				4.0		4.0	4.0	4.5			4.5	4.5
All-Red Time (s)				4.0		4.0	3.5	2.0			2.0	2.0
Lost Time Adjust (s)				-3.0		-3.0	-2.5	-1.5			-1.5	-1.5
Total Lost Time (s)				5.0		5.0	5.0	5.0			5.0	5.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	5.0			5.0	5.0
Recall Mode				None		None	None	C-Min			C-Min	C-Min
Act Effct Green (s)				36.0		36.0	104.0	104.0			92.4	92.4
Actuated g/C Ratio				0.24		0.24	0.69	0.69			0.62	0.62
v/c Ratio				0.78		0.93	0.19	0.42			0.66	0.18
Control Delay (s/veh)				61.4		63.0	6.3	11.7			13.6	2.2
Queue Delay				0.0		0.0	0.0	0.0			0.2	0.0
Total Delay (s/veh)				61.4		63.0	6.3	11.7			13.7	2.2
LOS				E		E	A	B			B	A
Approach Delay (s/veh)					62.1			11.5			12.4	
Approach LOS					E			B			B	
Queue Length 50th (ft)				284		297	19	341			355	1
Queue Length 95th (ft)				356		#522	m1	6			325	m23
Internal Link Dist (ft)		1071			1447			892			686	
Turn Bay Length (ft)				450		375	175					550
Base Capacity (vph)				771		479	397	2461			2139	1028
Starvation Cap Reductn				0		0	0	0			141	0
Spillback Cap Reductn				0		0	0	0			0	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.77		0.93	0.11	0.41			0.71	0.18

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 115 (77%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay (s/veh): 26.1		Intersection LOS: C	
Intersection Capacity Utilization 76.4%		ICU Level of Service D	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: SR 25/US 17 & SR 204/Abercorn Street WB On Ramp/SR 204/Abercorn Street WB Off Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	540	0	405	40	920	0	0	1285	170
Future Volume (veh/h)	0	0	0	540	0	405	40	920	0	0	1285	170
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1752	0	1752	1856	1856	0	0	1841	1841
Adj Flow Rate, veh/h				593	0	0	44	1011	0	0	1412	187
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %				10	0	10	3	3	0	0	4	4
Cap, veh/h				696	0		339	2532	0	0	2220	990
Arrive On Green				0.22	0.00	0.00	0.07	0.96	0.00	0.00	1.00	1.00
Sat Flow, veh/h				3237	0	1485	1767	3618	0	0	3589	1560
Grp Volume(v), veh/h				593	0	0	44	1011	0	0	1412	187
Grp Sat Flow(s),veh/h/ln				1618	0	1485	1767	1763	0	0	1749	1560
Q Serve(g_s), s				26.4	0.0	0.0	1.1	3.1	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				26.4	0.0	0.0	1.1	3.1	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				696	0		339	2532	0	0	2220	990
V/C Ratio(X)				0.85	0.00		0.13	0.40	0.00	0.00	0.64	0.19
Avail Cap(c_a), veh/h				755	0		545	2532	0	0	2220	990
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	0.00	0.86	0.86	0.00	0.00	0.76	0.76
Uniform Delay (d), s/veh				56.6	0.0	0.0	6.6	1.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				8.7	0.0	0.0	0.1	0.4	0.0	0.0	1.1	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
%ile BackOfQ(50%),veh/ln				11.4	0.0	0.0	0.4	0.8	0.0	0.0	0.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				65.3	0.0	0.0	6.7	1.4	0.0	0.0	1.1	0.3
LnGrp LOS				E			A	A			A	A
Approach Vol, veh/h					593			1055			1599	
Approach Delay, s/veh					65.3			1.6			1.0	
Approach LOS					E			A			A	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	12.5	100.2				112.7		37.3				
Change Period (Y+Rc), s	7.5	6.5				6.5		8.0				
Max Green Setting (Gmax), s	22.5	73.5				103.5		32.0				
Max Q Clear Time (g_c+I1), s	3.1	2.0				5.1		28.4				
Green Ext Time (p_c), s	0.1	37.7				19.8		0.8				

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		12.9
HCM 6th LOS		B

Notes

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



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	265	395	160	1165	0	1060	160
Future Volume (vph)	265	395	160	1165	0	1060	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	500		125		225
Storage Lanes	1	1	1		1		1
Taper Length (ft)	25		100		150		
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	1.00
Frt		0.850					0.850
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1641	1495	1719	3406	1900	3471	1509
Flt Permitted	0.950		0.175				
Satd. Flow (perm)	1641	1495	317	3406	1900	3471	1509
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)		256					147
Link Speed (mph)	45			45		45	
Link Distance (ft)	1448			766		635	
Travel Time (s)	21.9			11.6		9.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	10%	8%	5%	6%	0%	4%	7%
Adj. Flow (vph)	279	416	168	1226	0	1116	168
Shared Lane Traffic (%)							
Lane Group Flow (vph)	279	416	168	1226	0	1116	168
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	12			40		40	
Link Offset(ft)	0			0		0	
Crosswalk Width(ft)	16			35		35	
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
Number of Detectors	1	1	1	2	1	2	1
Detector Template	Left	Right	Left	Thru	Left	Thru	Right
Leading Detector (ft)	20	20	20	100	20	100	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	20	6	20	6	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	Prot	Perm	pm+pt	NA	Perm	NA	Perm
Protected Phases	8		5	2		6	

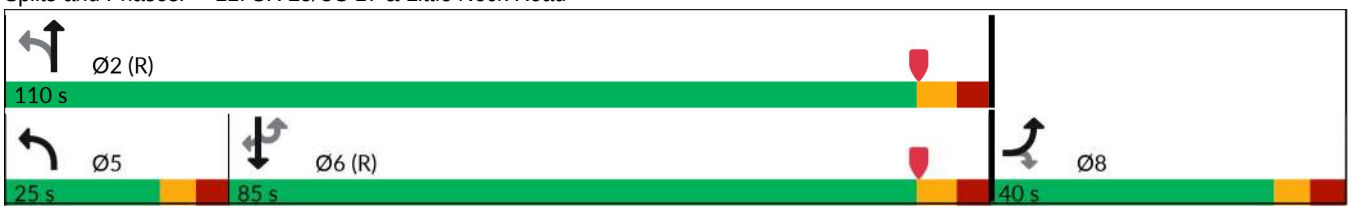


Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Permitted Phases		8	2		6		6
Detector Phase	8	8	5	2	6	6	6
Switch Phase							
Minimum Initial (s)	8.0	8.0	8.0	15.0	15.0	15.0	15.0
Minimum Split (s)	16.0	16.0	15.5	23.0	23.0	23.0	23.0
Total Split (s)	40.0	40.0	25.0	110.0	85.0	85.0	85.0
Total Split (%)	26.7%	26.7%	16.7%	73.3%	56.7%	56.7%	56.7%
Maximum Green (s)	32.0	32.0	17.5	102.0	77.0	77.0	77.0
Yellow Time (s)	4.0	4.0	4.0	4.5	4.5	4.5	4.5
All-Red Time (s)	4.0	4.0	3.5	3.5	3.5	3.5	3.5
Lost Time Adjust (s)	-3.0	-3.0	-2.5	-3.0	-3.0	-3.0	-3.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag	Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	4.0	5.0	5.0	5.0	5.0
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)	32.1	32.1	107.9	107.9		89.1	89.1
Actuated g/C Ratio	0.21	0.21	0.72	0.72		0.59	0.59
v/c Ratio	0.79	0.80	0.47	0.50		0.54	0.18
Control Delay (s/veh)	72.4	32.8	9.8	3.8		17.0	4.1
Queue Delay	0.0	0.1	0.0	0.1		0.0	0.0
Total Delay (s/veh)	72.4	32.8	9.8	3.9		17.0	4.1
LOS	E	C	A	A		B	A
Approach Delay (s/veh)	48.7			4.6		15.3	
Approach LOS	D			A		B	
Queue Length 50th (ft)	258	155	20	35		220	3
Queue Length 95th (ft)	366	293	m47	m181		397	51
Internal Link Dist (ft)	1368			686		555	
Turn Bay Length (ft)			500				225
Base Capacity (vph)	389	550	414	2463		2062	956
Starvation Cap Reductn	0	0	0	277		0	0
Spillback Cap Reductn	0	2	0	0		33	0
Storage Cap Reductn	0	0	0	0		0	0
Reduced v/c Ratio	0.72	0.76	0.41	0.56		0.55	0.18

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 117 (78%), Referenced to phase 2:NBTL and 6:SBTU, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay (s/veh): 17.8		Intersection LOS: B	
Intersection Capacity Utilization 71.9%		ICU Level of Service C	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: SR 25/US 17 & Little Neck Road





Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	265	395	160	1165	0	1060	160
Future Volume (veh/h)	265	395	160	1165	0	1060	160
Initial Q (Qb), veh	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Adj Sat Flow, veh/h/ln	1752	1781	1826	1811		1841	1796
Adj Flow Rate, veh/h	279	0	168	1226		1116	0
Peak Hour Factor	0.95	0.95	0.95	0.95		0.95	0.95
Percent Heavy Veh, %	10	8	5	6		4	7
Cap, veh/h	329		395	2533		2213	
Arrive On Green	0.20	0.00	0.14	1.00		0.63	0.00
Sat Flow, veh/h	1668	1510	1739	3532		3589	1522
Grp Volume(v), veh/h	279	0	168	1226		1116	0
Grp Sat Flow(s),veh/h/ln	1668	1510	1739	1721		1749	1522
Q Serve(g_s), s	24.2	0.0	4.8	0.0		25.8	0.0
Cycle Q Clear(g_c), s	24.2	0.0	4.8	0.0		25.8	0.0
Prop In Lane	1.00	1.00	1.00				1.00
Lane Grp Cap(c), veh/h	329		395	2533		2213	
V/C Ratio(X)	0.85		0.43	0.48		0.50	
Avail Cap(c_a), veh/h	389		505	2533		2213	
HCM Platoon Ratio	1.00	1.00	2.00	2.00		1.00	1.00
Upstream Filter(I)	1.00	0.00	0.79	0.79		1.00	0.00
Uniform Delay (d), s/veh	58.0	0.0	9.8	0.0		14.9	0.0
Incr Delay (d2), s/veh	14.1	0.0	0.8	0.5		0.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	11.3	0.0	1.5	0.2		9.9	0.0
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	72.1	0.0	10.7	0.5		15.7	0.0
LnGrp LOS	E		B	A		B	
Approach Vol, veh/h	279			1394		1116	
Approach Delay, s/veh	72.1			1.7		15.7	
Approach LOS	E			A		B	

Timer - Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		115.4			15.5	99.9		34.6
Change Period (Y+Rc), s		8.0			7.5	8.0		8.0
Max Green Setting (Gmax), s		102.0			17.5	77.0		32.0
Max Q Clear Time (g_c+I1), s		2.0			6.8	27.8		26.2
Green Ext Time (p_c), s		28.6			0.5	20.1		0.4

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	14.4
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

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



Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	5	0	5	1420	5	0	1210
Future Volume (vph)	5	0	5	1420	5	0	1210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150		0	125	
Storage Lanes	1	0	1		0	1	
Taper Length (ft)	25		150			150	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.95
Frt							
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1805	0	1357	3439	0	1900	3406
Flt Permitted	0.950		0.950				
Satd. Flow (perm)	1805	0	1357	3439	0	1900	3406
Link Speed (mph)	30			45			45
Link Distance (ft)	1197			635			2297
Travel Time (s)	27.2			9.6			34.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	33%	5%	0%	0%	6%
Adj. Flow (vph)	5	0	5	1511	5	0	1287
Shared Lane Traffic (%)							
Lane Group Flow (vph)	5	0	5	1516	0	0	1287
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	Left	Left
Median Width(ft)	12			40			40
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		9	15	
Sign Control	Stop			Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	49.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	5	0	5	1420	5	0	1210
Future Vol, veh/h	5	0	5	1420	5	0	1210
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	-	150	-	-	125	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	33	5	0	0	6
Mvmt Flow	5	0	5	1511	5	0	1287

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	2168	758	1287	0	0	1516	0
Stage 1	1524	-	-	-	-	-	-
Stage 2	644	-	-	-	-	-	-
Critical Hdwy	6.8	6.9	7.06	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.83	-	-	2.2	-
Pot Cap-1 Maneuver	41	354	162	-	-	446	-
Stage 1	169	-	-	-	-	-	-
Stage 2	490	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	40	354	162	-	-	446	-
Mov Cap-2 Maneuver	40	-	-	-	-	-	-
Stage 1	164	-	-	-	-	-	-
Stage 2	490	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	108.3	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	162	-	-	40	446	-
HCM Lane V/C Ratio	0.033	-	-	0.133	-	-
HCM Control Delay (s/veh)	28	-	-	108.3	0	-
HCM Lane LOS	D	-	-	F	A	-
HCM 95th %tile Q (veh)	0.1	-	-	0.4	0	-



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	30	40	15	1405	15	1170	10
Future Volume (vph)	30	40	15	1405	15	1170	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	100	175		100		200
Storage Lanes	1	1	1		1		1
Taper Length (ft)	25		150		150		
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	1.00
Frt		0.850					0.850
Flt Protected	0.950		0.950		0.950		
Satd. Flow (prot)	1805	1583	1805	3438	1805	3406	1615
Flt Permitted	0.950		0.950		0.950		
Satd. Flow (perm)	1805	1583	1805	3438	1805	3406	1615
Link Speed (mph)	25			45		45	
Link Distance (ft)	1168			1309		778	
Travel Time (s)	31.9			19.8		11.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	0%	5%	0%	6%	0%
Adj. Flow (vph)	32	43	16	1511	16	1258	11
Shared Lane Traffic (%)							
Lane Group Flow (vph)	32	43	16	1511	16	1258	11
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	24			22		22	
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	48.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	30	40	15	1405	15	1170	10
Future Vol, veh/h	30	40	15	1405	15	1170	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	-	Yield
Storage Length	0	100	175	-	100	-	200
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93
Heavy Vehicles, %	0	2	0	5	0	6	0
Mvmt Flow	32	43	16	1511	16	1258	11

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	2078	629	1258	0	1511	-	0
Stage 1	1290	-	-	-	-	-	-
Stage 2	788	-	-	-	-	-	-
Critical Hdwy	6.8	6.94	4.1	-	6.4	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.32	2.2	-	2.5	-	-
Pot Cap-1 Maneuver	47	425	560	-	158	-	-
Stage 1	226	-	-	-	-	-	-
Stage 2	414	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	41	425	560	-	158	-	-
Mov Cap-2 Maneuver	41	-	-	-	-	-	-
Stage 1	219	-	-	-	-	-	-
Stage 2	372	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	105.8	0.1	0.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBU	SBT	SBR
Capacity (veh/h)	560	-	41	425	158	-	-
HCM Lane V/C Ratio	0.029	-	0.787	0.101	0.102	-	-
HCM Control Delay (s/veh)	11.6	-	227.6	14.4	30.4	-	-
HCM Lane LOS	B	-	F	B	D	-	-
HCM 95th %tile Q (veh)	0.1	-	3	0.3	0.3	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	0	80	30	0	70	15	1420	15	10	1085	25
Future Volume (vph)	20	0	80	30	0	70	15	1420	15	10	1085	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	250		175	150		225
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	25			25			100			100		
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		0.906				0.850			0.850
Flt Protected		0.950			0.985		0.950			0.950		
Satd. Flow (prot)	0	1805	1583	0	1638	0	1805	3438	1335	1805	3406	1524
Flt Permitted		0.950			0.985		0.950			0.950		
Satd. Flow (perm)	0	1805	1583	0	1638	0	1805	3438	1335	1805	3406	1524
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		951			1550			778			844	
Travel Time (s)		25.9			42.3			11.8			12.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	2%	0%	0%	5%	0%	5%	21%	0%	6%	6%
Adj. Flow (vph)	21	0	85	32	0	74	16	1511	16	11	1154	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	85	0	106	0	16	1511	16	11	1154	27
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			0			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.6%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	19.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	0	80	30	0	70	15	1420	15	10	1085	25
Future Vol, veh/h	20	0	80	30	0	70	15	1420	15	10	1085	25
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	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	0	-	-	-	250	-	175	150	-	225
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	2	0	0	5	0	5	21	0	6	6
Mvmt Flow	21	0	85	32	0	74	16	1511	16	11	1154	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1964	2735	577	2142	2719	756	1154	0	0	1527	0	0
Stage 1	1176	1176	-	1543	1543	-	-	-	-	-	-	-
Stage 2	788	1559	-	599	1176	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.94	7.5	6.5	7	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.32	3.5	4	3.35	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	39	21	460	~ 28	21	344	613	-	-	442	-	-
Stage 1	207	267	-	122	178	-	-	-	-	-	-	-
Stage 2	355	175	-	460	267	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	29	20	460	~ 22	20	344	613	-	-	442	-	-
Mov Cap-2 Maneuver	29	20	-	~ 22	20	-	-	-	-	-	-	-
Stage 1	202	260	-	119	173	-	-	-	-	-	-	-
Stage 2	271	170	-	366	260	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	67.7	$ 463.8	0.1	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	613	-	-	29	460	64	442	-	-
HCM Lane V/C Ratio	0.026	-	-	0.734	0.185	1.662	0.024	-	-
HCM Control Delay (s/veh)	11	-	-	280.3	14.6	$ 463.8	13.3	-	-
HCM Lane LOS	B	-	-	F	B	F	B	-	-
HCM 95th %tile Q (veh)	0.1	-	-	2.4	0.7	9.5	0.1	-	-

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

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR	Ø3
Lane Configurations								
Traffic Volume (vph)	545	430	300	1210	5	690	205	
Future Volume (vph)	545	430	300	1210	5	690	205	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	250	0	300		75		300	
Storage Lanes	1	1	2		1		1	
Taper Length (ft)	100		175		175			
Lane Util. Factor	0.97	1.00	0.97	0.95	1.00	0.95	1.00	
Frt		0.850					0.850	
Flt Protected	0.950		0.950		0.950			
Satd. Flow (prot)	3467	1583	3400	3438	1805	3312	1553	
Flt Permitted	0.950		0.950		0.950			
Satd. Flow (perm)	3467	1583	3400	3438	1805	3312	1553	
Right Turn on Red		Yes					Yes	
Satd. Flow (RTOR)		392					223	
Link Speed (mph)	40			45		45		
Link Distance (ft)	1368			844		1076		
Travel Time (s)	23.3			12.8		16.3		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	1%	2%	3%	5%	0%	9%	4%	
Adj. Flow (vph)	592	467	326	1315	5	750	223	
Shared Lane Traffic (%)								
Lane Group Flow (vph)	592	467	326	1315	5	750	223	
Enter Blocked Intersection	No	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right	
Median Width(ft)	32			32		32		
Link Offset(ft)	0			0		0		
Crosswalk Width(ft)	25			16		30		
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	
Number of Detectors	1	0	1	1	1	1	0	
Detector Template								
Leading Detector (ft)	40	0	40	336	40	336	0	
Trailing Detector (ft)	0	0	0	330	0	330	0	
Detector 1 Position(ft)	0	0	0	330	0	330	0	
Detector 1 Size(ft)	40	20	40	6	40	6	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	
Turn Type	Prot	Perm	Prot	NA	Prot	NA	Perm	
Protected Phases	4		1	6	5	2		3
Permitted Phases		4					2	
Detector Phase	4	4	1	6	5	2	2	
Switch Phase								
Minimum Initial (s)	8.0	8.0	6.0	15.0	6.0	15.0	15.0	1.0
Minimum Split (s)	14.9	14.9	12.4	21.3	12.0	21.3	21.3	5.0

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR	Ø3
Total Split (s)	55.0	55.0	35.0	75.0	15.0	55.0	55.0	5.0
Total Split (%)	36.7%	36.7%	23.3%	50.0%	10.0%	36.7%	36.7%	3%
Maximum Green (s)	48.1	48.1	28.6	68.7	9.0	48.7	48.7	1.0
Yellow Time (s)	3.9	3.9	3.4	4.3	3.0	4.3	4.3	3.0
All-Red Time (s)	3.0	3.0	3.0	2.0	3.0	2.0	2.0	1.0
Lost Time Adjust (s)	-1.9	-1.9	-1.4	-1.3	-1.0	-1.3	-1.3	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	5.0	3.0	5.0	5.0	0.2
Recall Mode	None	None	None	C-Min	None	C-Min	C-Min	None
Act Effct Green (s)	35.0	35.0	21.0	102.4	7.3	79.0	79.0	
Actuated g/C Ratio	0.23	0.23	0.14	0.68	0.05	0.53	0.53	
v/c Ratio	0.73	0.70	0.68	0.56	0.06	0.43	0.24	
Control Delay (s/veh)	58.4	14.7	73.9	10.5	72.4	26.5	8.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	58.4	14.7	73.9	10.5	72.4	26.5	8.4	
LOS	E	B	E	B	E	C	A	
Approach Delay (s/veh)	39.1			23.0		22.6		
Approach LOS	D			C		C		
Queue Length 50th (ft)	279	60	152	153	6	242	34	
Queue Length 95th (ft)	323	179	181	640	m13	406	100	
Internal Link Dist (ft)	1288			764		996		
Turn Bay Length (ft)	250		300		75		300	
Base Capacity (vph)	1155	789	680	2346	120	1743	923	
Starvation Cap Reductn	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.51	0.59	0.48	0.56	0.04	0.43	0.24	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 64 (43%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 27.6		Intersection LOS: C	
Intersection Capacity Utilization 66.5%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 15: SR 25/US 17 & Quacco Road



HCM 6th Edition methodology does not support exclusive ped or hold phases.

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	30	20	5	10	1745	0	875	20
Future Volume (vph)	30	20	5	10	1745	0	875	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0		150		100		250
Storage Lanes	1	1		1		1		1
Taper Length (ft)	125			125		175		
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt		0.850						0.850
Flt Protected	0.950			0.950				
Satd. Flow (prot)	1805	1615	0	1678	3471	1900	3343	1538
Flt Permitted	0.950			0.950				
Satd. Flow (perm)	1805	1615	0	1678	3471	1900	3343	1538
Link Speed (mph)	25				45		45	
Link Distance (ft)	1147				1076		2138	
Travel Time (s)	31.3				16.3		32.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	11%	4%	0%	8%	5%
Adj. Flow (vph)	32	22	5	11	1876	0	941	22
Shared Lane Traffic (%)								
Lane Group Flow (vph)	32	22	0	16	1876	0	941	22
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	12				22		22	
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)	15	9	9	15		9		9
Sign Control	Stop				Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.2%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	30	20	5	10	1745	0	875	20
Future Vol, veh/h	30	20	5	10	1745	0	875	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	-	Yield
Storage Length	150	0	-	150	-	100	-	250
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	11	4	0	8	5
Mvmt Flow	32	22	5	11	1876	0	941	22

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	1911	471	941	941	0	1876	-	0
Stage 1	941	-	-	-	-	-	-	-
Stage 2	970	-	-	-	-	-	-	-
Critical Hdwy	6.8	6.9	6.4	4.32	-	6.4	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.5	2.31	-	2.5	-	-
Pot Cap-1 Maneuver	61	545	368	671	-	92	-	-
Stage 1	345	-	-	-	-	-	-	-
Stage 2	333	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	59	545	517	517	-	92	-	-
Mov Cap-2 Maneuver	59	-	-	-	-	-	-	-
Stage 1	334	-	-	-	-	-	-	-
Stage 2	333	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	78.8	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBU	SBT	SBR
Capacity (veh/h)	517	-	59	545	92	-	-
HCM Lane V/C Ratio	0.031	-	0.547	0.039	-	-	-
HCM Control Delay (s/veh)	12.2	-	123.4	11.9	0	-	-
HCM Lane LOS	B	-	F	B	A	-	-
HCM 95th %tile Q (veh)	0.1	-	2.2	0.1	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	5	40	20	1755	0	855	5
Future Volume (vph)	5	40	20	1755	0	855	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	175		100		225
Storage Lanes	1	0	1		1		1
Taper Length (ft)	25		150		175		
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	1.00
Frt	0.879						0.850
Flt Protected	0.995		0.950				
Satd. Flow (prot)	1662	0	1805	3471	1900	3312	1615
Flt Permitted	0.995		0.950				
Satd. Flow (perm)	1662	0	1805	3471	1900	3312	1615
Link Speed (mph)	25			45		45	
Link Distance (ft)	865			2138		1003	
Travel Time (s)	23.6			32.4		15.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	4%	0%	9%	0%
Adj. Flow (vph)	5	42	21	1847	0	900	5
Shared Lane Traffic (%)							
Lane Group Flow (vph)	47	0	21	1847	0	900	5
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	12			22		22	
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 58.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	5	40	20	1755	0	855	5
Future Vol, veh/h	5	40	20	1755	0	855	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	-	Yield
Storage Length	0	-	175	-	100	-	225
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	4	0	9	0
Mvmt Flow	5	42	21	1847	0	900	5

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	1866	450	900	0	1847	-	0
Stage 1	900	-	-	-	-	-	-
Stage 2	966	-	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	6.4	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	2.5	-	-
Pot Cap-1 Maneuver	66	562	763	-	96	-	-
Stage 1	362	-	-	-	-	-	-
Stage 2	335	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	64	562	763	-	96	-	-
Mov Cap-2 Maneuver	64	-	-	-	-	-	-
Stage 1	352	-	-	-	-	-	-
Stage 2	335	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.8	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	763	-	576	96	-	-
HCM Lane V/C Ratio	0.028	-	0.082	-	-	-
HCM Control Delay (s/veh)	9.9	-	11.8	0	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q (veh)	0.1	-	0.3	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	365	0	295	0	0	0	295	1465	0	5	0	565
Future Volume (vph)	365	0	295	0	0	0	295	1465	0	5	0	565
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	0		0	300		0		100	
Storage Lanes	1		1	0		0	1		0		1	
Taper Length (ft)	50			25			75				150	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95
Frt			0.850									
Flt Protected	0.950	0.950					0.950				0.950	
Satd. Flow (prot)	1681	1681	1583	0	1900	0	1770	3471	0	0	1770	3312
Flt Permitted	0.950	0.950					0.375				0.104	
Satd. Flow (perm)	1681	1681	1583	0	1900	0	699	3471	0	0	194	3312
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			328									
Link Speed (mph)		35			25			45				45
Link Distance (ft)		1433			1055			1003				1476
Travel Time (s)		27.9			28.8			15.2				22.4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	0%	2%	0%	0%	0%	2%	4%	0%	2%	0%	9%
Adj. Flow (vph)	406	0	328	0	0	0	328	1628	0	6	0	628
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	203	203	328	0	0	0	328	1628	0	0	6	628
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)		12			0			22				22
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	9	15	
Number of Detectors	1	1	0	1	1		1	1		1	1	1
Detector Template				Left						Left		
Leading Detector (ft)	40	40	0	20	20		40	336		20	40	336
Trailing Detector (ft)	0	0	0	0	0		0	330		0	0	330
Detector 1 Position(ft)	0	0	0	0	0		0	330		0	0	330
Detector 1 Size(ft)	40	40	20	20	20		40	6		20	40	6
Detector 1 Type	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
Detector 1 Queue (s)	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
Turn Type	Split	NA	Perm				D.P+P	NA		custom	D.P+P	NA
Protected Phases	7	7			8		1	6			5	2
Permitted Phases			7	8			2			5	6	
Detector Phase	7	7	7	8	8		1	6		5	5	2
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	6.0	6.0		6.0	15.0		6.0	6.0	15.0
Minimum Split (s)	14.2	14.2	14.2	12.2	12.2		12.2	21.5		12.2	12.2	21.5

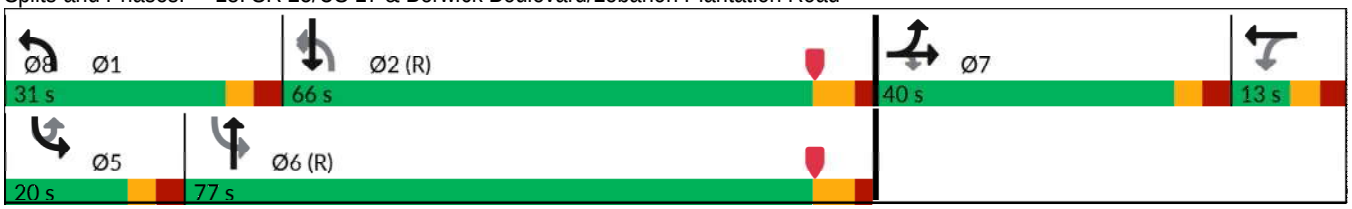


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	125
Future Volume (vph)	125
Ideal Flow (vphpl)	1900
Storage Length (ft)	400
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	159
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.90
Heavy Vehicles (%)	2%
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	0
Detector Template	
Leading Detector (ft)	0
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
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	15.0
Minimum Split (s)	21.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Total Split (s)	40.0	40.0	40.0	13.0	13.0		31.0	77.0		20.0	20.0	66.0
Total Split (%)	26.7%	26.7%	26.7%	8.7%	8.7%		20.7%	51.3%		13.3%	13.3%	44.0%
Maximum Green (s)	33.8	33.8	33.8	6.8	6.8		24.8	70.5		13.8	13.8	59.5
Yellow Time (s)	3.2	3.2	3.2	3.2	3.2		3.2	4.5		3.2	3.2	4.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	2.0		3.0	3.0	2.0
Lost Time Adjust (s)	-1.2	-1.2	-1.2		-1.2		-1.2	-1.5			-1.2	-1.5
Total Lost Time (s)	5.0	5.0	5.0		5.0		5.0	5.0			5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	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	5.0		3.0	3.0	5.0
Recall Mode	None	None	None	None	None		None	C-Min		None	None	C-Min
Act Effct Green (s)	25.2	25.2	25.2				109.8	112.3			113.8	90.4
Actuated g/C Ratio	0.17	0.17	0.17				0.73	0.75			0.76	0.60
v/c Ratio	0.72	0.72	0.61				0.50	0.63			0.03	0.31
Control Delay (s/veh)	72.8	72.8	10.0				6.8	8.8			7.6	14.5
Queue Delay	0.0	0.0	0.0				0.0	0.0			0.0	0.0
Total Delay (s/veh)	72.8	72.8	10.0				6.8	8.8			7.6	14.5
LOS	E	E	A				A	A			A	B
Approach Delay (s/veh)		44.7						8.4				12.3
Approach LOS		D						A				B
Queue Length 50th (ft)	200	200	0				85	329			1	119
Queue Length 95th (ft)	277	277	85				112	376			m7	182
Internal Link Dist (ft)		1353			975			923				1396
Turn Bay Length (ft)	300						300				100	
Base Capacity (vph)	392	392	620				718	2599			306	1995
Starvation Cap Reductn	0	0	0				0	0			0	0
Spillback Cap Reductn	0	0	0				0	0			0	0
Storage Cap Reductn	0	0	0				0	0			0	0
Reduced v/c Ratio	0.52	0.52	0.53				0.46	0.63			0.02	0.31

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 104 (69%), Referenced to phase 2:NBSB and 6:NBSB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay (s/veh): 17.0		Intersection LOS: B	
Intersection Capacity Utilization 68.1%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 18: SR 25/US 17 & Berwick Boulevard/Lebanon Plantation Road





Lane Group	SBR
Total Split (s)	66.0
Total Split (%)	44.0%
Maximum Green (s)	59.5
Yellow Time (s)	4.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	-1.5
Total Lost Time (s)	5.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	5.0
Recall Mode	C-Min
Act Effct Green (s)	90.4
Actuated g/C Ratio	0.60
v/c Ratio	0.14
Control Delay (s/veh)	2.7
Queue Delay	0.0
Total Delay (s/veh)	2.7
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	28
Internal Link Dist (ft)	
Turn Bay Length (ft)	400
Base Capacity (vph)	1016
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.14

Intersection Summary

HCM 6th Edition methodology expects strict NEMA phasing.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	0	10	0	0	5	15	1810	10	5	685	35
Future Volume (vph)	15	0	10	0	0	5	15	1810	10	5	685	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	0		0	150		250	150		300
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	25			25			150			150		
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		0.865				0.850			0.850
Flt Protected		0.950					0.950			0.950		
Satd. Flow (prot)	0	1805	1615	0	1644	0	1805	3505	1615	1556	3312	1615
Flt Permitted		0.950					0.950			0.950		
Satd. Flow (perm)	0	1805	1615	0	1644	0	1805	3505	1615	1556	3312	1615
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		711			409			1476			1006	
Travel Time (s)		19.4			11.2			22.4			15.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	0%	16%	9%	0%
Adj. Flow (vph)	16	0	11	0	0	5	16	1905	11	5	721	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	11	0	5	0	16	1905	11	5	721	37
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			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.2%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	0	10	0	0	5	15	1810	10	5	685	35
Future Vol, veh/h	15	0	10	0	0	5	15	1810	10	5	685	35
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	-	-	None	-	-	Yield	-	-	Yield
Storage Length	-	-	200	-	-	-	150	-	250	150	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	16	9	0
Mvmt Flow	16	0	11	0	0	5	16	1905	11	5	721	37

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1716	2668	361	2308	2668	953	721	0	0	1905	0	0
Stage 1	731	731	-	1937	1937	-	-	-	-	-	-	-
Stage 2	985	1937	-	371	731	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.42	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.36	-	-
Pot Cap-1 Maneuver	59	23	641	21	23	263	890	-	-	258	-	-
Stage 1	384	430	-	69	114	-	-	-	-	-	-	-
Stage 2	270	114	-	627	430	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	56	22	641	20	22	263	890	-	-	258	-	-
Mov Cap-2 Maneuver	56	22	-	20	22	-	-	-	-	-	-	-
Stage 1	377	422	-	68	112	-	-	-	-	-	-	-
Stage 2	260	112	-	605	422	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	60	19	0.1	0.1
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	890	-	-	56	641	263	258	-	-
HCM Lane V/C Ratio	0.018	-	-	0.282	0.016	0.02	0.02	-	-
HCM Control Delay (s/veh)	9.1	-	-	92.8	10.7	19	19.2	-	-
HCM Lane LOS	A	-	-	F	B	C	C	-	-
HCM 95th %tile Q (veh)	0.1	-	-	1	0.1	0.1	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	170	10	5	70	0	185	0	1810	20	25	55	650
Future Volume (vph)	170	10	5	70	0	185	0	1810	20	25	55	650
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		175	75		0	100		175		175	
Storage Lanes	1		1	1		0	1		1		1	
Taper Length (ft)	50			50			150				175	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt			0.850		0.850				0.850			
Flt Protected	0.950			0.950							0.950	
Satd. Flow (prot)	1770	1900	1615	1752	1615	0	1900	3505	1553	0	1754	3312
Flt Permitted	0.276			0.750							0.043	
Satd. Flow (perm)	514	1900	1615	1383	1615	0	1900	3505	1553	0	79	3312
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			115		159				121			
Link Speed (mph)		25			25			45				45
Link Distance (ft)		388			1293			1006				1780
Travel Time (s)		10.6			35.3			15.2				27.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	0%	0%	3%	0%	0%	0%	3%	4%	5%	2%	9%
Adj. Flow (vph)	179	11	5	74	0	195	0	1905	21	26	58	684
Shared Lane Traffic (%)												
Lane Group Flow (vph)	179	11	5	74	195	0	0	1905	21	0	84	684
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)		12			12			22				22
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	9	15	
Number of Detectors	1	1	0	1	1		1	1	0	1	1	1
Detector Template										Left		
Leading Detector (ft)	40	40	0	40	40		40	336	0	20	40	336
Trailing Detector (ft)	0	0	0	0	0		0	330	0	0	0	330
Detector 1 Position(ft)	0	0	0	0	0		0	330	0	0	0	330
Detector 1 Size(ft)	40	40	20	40	40		40	6	20	20	40	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
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
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
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
Turn Type	D.P+P	NA	Perm	Perm	NA		D.P+P	NA	Perm	custom	D.P+P	NA
Protected Phases	7	4			8		1	6			5	2
Permitted Phases	8		4	8			2		6	5	6	
Detector Phase	7	4	4	8	8		1	6	6	5	5	2
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	8.0	8.0		6.0	15.0	15.0	6.0	6.0	15.0
Minimum Split (s)	12.0	15.3	15.3	15.3	15.3		12.1	21.4	21.4	12.3	12.3	21.4



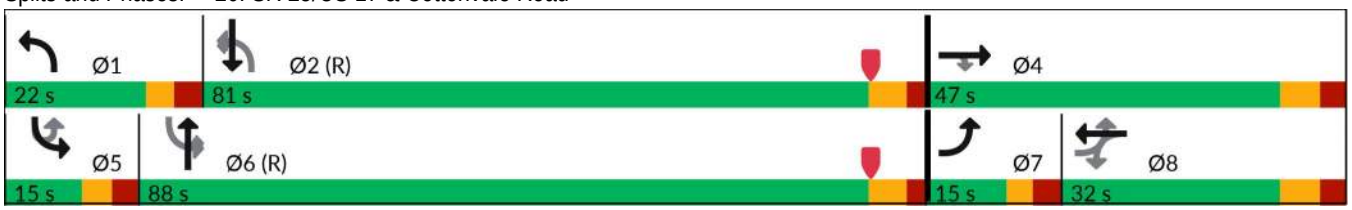
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	40
Future Volume (vph)	40
Ideal Flow (vphpl)	1900
Storage Length (ft)	225
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Right Turn on Red	Yes
Satd. Flow (RTOR)	165
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Heavy Vehicles (%)	0%
Adj. Flow (vph)	42
Shared Lane Traffic (%)	
Lane Group Flow (vph)	42
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	0
Detector Template	
Leading Detector (ft)	0
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
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	15.0
Minimum Split (s)	21.4



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Total Split (s)	15.0	47.0	47.0	32.0	32.0		22.0	88.0	88.0	15.0	15.0	81.0
Total Split (%)	10.0%	31.3%	31.3%	21.3%	21.3%		14.7%	58.7%	58.7%	10.0%	10.0%	54.0%
Maximum Green (s)	9.0	39.7	39.7	24.7	24.7		15.9	81.6	81.6	8.7	8.7	74.6
Yellow Time (s)	3.0	4.3	4.3	4.3	4.3		3.1	4.3	4.3	3.3	3.3	4.3
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	2.1	2.1	3.0	3.0	2.1
Lost Time Adjust (s)	-1.0	-1.3	-1.3	-1.3	-1.3		-1.1	-1.4	-1.4		-1.3	-1.4
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0		5.0	5.0	5.0		5.0	5.0
Lead/Lag	Lead			Lag	Lag		Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	5.0	5.0	3.0	3.0	5.0
Recall Mode	None	None	None	None	None		None	C-Min	C-Min	None	None	C-Min
Act Effct Green (s)	26.4	30.4	30.4	14.7	14.7			93.4	93.4		103.6	108.6
Actuated g/C Ratio	0.18	0.20	0.20	0.10	0.10			0.62	0.62		0.69	0.72
v/c Ratio	1.00	0.03	0.01	0.55	0.65			0.87	0.02		0.50	0.29
Control Delay (s/veh)	121.9	46.2	0.0	78.4	24.9			34.0	0.1		55.9	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	0.0
Total Delay (s/veh)	121.9	46.2	0.0	78.4	24.9			34.0	0.1		55.9	4.3
LOS	F	D	A	E	C			C	A		E	A
Approach Delay (s/veh)		114.5			39.6			33.6				9.4
Approach LOS		F			D			C				A
Queue Length 50th (ft)	~165	9	0	70	33			971	0		34	43
Queue Length 95th (ft)	#253	26	0	122	114			#1114	m0		m101	m78
Internal Link Dist (ft)		308			1213			926				1700
Turn Bay Length (ft)	175		175	75					175		175	
Base Capacity (vph)	179	519	525	239	411			2183	1013		180	2398
Starvation Cap Reductn	0	0	0	0	0			0	0		0	0
Spillback Cap Reductn	0	0	0	0	0			0	0		0	0
Storage Cap Reductn	0	0	0	0	0			0	0		0	0
Reduced v/c Ratio	1.00	0.02	0.01	0.31	0.47			0.87	0.02		0.47	0.29

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 124 (83%), Referenced to phase 2:NBSB and 6:NBSB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay (s/veh): 32.9		Intersection LOS: C	
Intersection Capacity Utilization 93.4%		ICU Level of Service F	
Analysis Period (min) 15			
~ 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.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 20: SR 25/US 17 & Cottonvale Road





Lane Group	SBR
Total Split (s)	81.0
Total Split (%)	54.0%
Maximum Green (s)	74.6
Yellow Time (s)	4.3
All-Red Time (s)	2.1
Lost Time Adjust (s)	-1.4
Total Lost Time (s)	5.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	5.0
Recall Mode	C-Min
Act Effct Green (s)	108.6
Actuated g/C Ratio	0.72
v/c Ratio	0.03
Control Delay (s/veh)	0.1
Queue Delay	0.0
Total Delay (s/veh)	0.1
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	m0
Internal Link Dist (ft)	
Turn Bay Length (ft)	225
Base Capacity (vph)	1215
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.03

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	170	10	5	70	0	185	0	1810	20	25	55	650
Future Volume (veh/h)	170	10	5	70	0	185	0	1810	20	25	55	650
Initial Q (Qb), veh	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	
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
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1870	1900	1900	1856	1900	1900	1900	1856	1841		1870	1767
Adj Flow Rate, veh/h	179	11	0	74	0	195	0	1905	21		58	684
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95
Percent Heavy Veh, %	2	0	0	3	0	0	0	3	4		2	9
Cap, veh/h	194	462		248	0	231	511	2120	938		272	2294
Arrive On Green	0.07	0.24	0.00	0.14	0.00	0.13	0.00	1.00	1.00		0.05	0.68
Sat Flow, veh/h	1781	1900	1610	1392	0	1610	1810	3526	1560		1781	3357
Grp Volume(v), veh/h	179	11	0	74	0	195	0	1905	21		58	684
Grp Sat Flow(s),veh/h/ln	1781	1900	1610	1392	0	1610	1810	1763	1560		1781	1678
Q Serve(g_s), s	10.0	0.7	0.0	7.2	0.0	17.7	0.0	0.0	0.0		1.8	12.2
Cycle Q Clear(g_c), s	10.0	0.7	0.0	7.2	0.0	17.7	0.0	0.0	0.0		1.8	12.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00		1.00	
Lane Grp Cap(c), veh/h	194	462		248	0	231	511	2120	938		272	2294
V/C Ratio(X)	0.92	0.02		0.30	0.00	0.84	0.00	0.90	0.02		0.21	0.30
Avail Cap(c_a), veh/h	194	519		289	0	279	715	2120	938		304	2294
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00		1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	57.4	43.2	0.0	58.1	0.0	63.3	0.0	0.0	0.0		9.5	9.4
Incr Delay (d2), s/veh	43.1	0.0	0.0	0.7	0.0	17.9	0.0	6.6	0.0		0.4	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
%ile BackOfQ(50%),veh/ln	4.4	0.3	0.0	2.6	0.0	8.5	0.0	1.9	0.0		0.7	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	100.5	43.2	0.0	58.8	0.0	81.1	0.0	6.6	0.0		9.9	9.8
LnGrp LOS	F	D		E		F		A	A		A	A
Approach Vol, veh/h		190			269			1926				742
Approach Delay, s/veh		97.2			75.0			6.5				9.8
Approach LOS		F			E			A				A

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	107.5		42.5	12.3	95.2	15.0	27.5				
Change Period (Y+Rc), s	6.1	6.4		7.3	6.3	6.4	6.0	7.3				
Max Green Setting (Gmax), s	15.9	74.6		39.7	8.7	81.6	9.0	24.7				
Max Q Clear Time (g_c+I1), s	0.0	14.2		2.7	3.8	3.0	12.0	19.7				
Green Ext Time (p_c), s	0.0	25.7		0.0	0.0	76.2	0.0	0.5				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			18.7									
HCM 6th LOS			B									

Notes

User approved ignoring U-Turning movement.

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



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	40
Future Volume (veh/h)	40
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.95
Percent Heavy Veh, %	0
Cap, veh/h	
Arrive On Green	0.00
Sat Flow, veh/h	1610
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1610
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	



Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	15	20	10	5	2175	15	740	10
Future Volume (vph)	15	20	10	5	2175	15	740	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		125		100		150
Storage Lanes	1	0		1		1		1
Taper Length (ft)	25			150		150		
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt	0.923							0.850
Flt Protected	0.979			0.950		0.950		
Satd. Flow (prot)	1681	0	0	1674	3505	1805	3312	1324
Flt Permitted	0.979			0.950		0.950		
Satd. Flow (perm)	1681	0	0	1674	3505	1805	3312	1324
Link Speed (mph)	30				45		45	
Link Distance (ft)	1221				1780		1647	
Travel Time (s)	27.8				27.0		25.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	0%	0%	25%	3%	0%	9%	22%
Adj. Flow (vph)	16	21	11	5	2289	16	779	11
Shared Lane Traffic (%)								
Lane Group Flow (vph)	37	0	0	16	2289	16	779	11
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	12				22		22	
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)	15	9	9	15		9		9
Sign Control	Stop				Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	15	20	10	5	2175	15	740	10
Future Vol, veh/h	15	20	10	5	2175	15	740	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	Yield
Storage Length	0	-	-	125	-	100	-	150
Veh in Median Storage, #	1	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	0	0	25	3	0	9	22
Mvmt Flow	16	21	11	5	2289	16	779	11

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	1988	390	779	779	0	2289	-	0
Stage 1	811	-	-	-	-	-	-	-
Stage 2	1177	-	-	-	-	-	-	-
Critical Hdwy	6.9	6.9	6.4	4.6	-	6.4	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.55	3.3	2.5	2.45	-	2.5	-	-
Pot Cap-1 Maneuver	51	614	467	700	-	49	-	-
Stage 1	390	-	-	-	-	-	-	-
Stage 2	249	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	33	614	513	513	-	49	-	-
Mov Cap-2 Maneuver	111	-	-	-	-	-	-	-
Stage 1	378	-	-	-	-	-	-	-
Stage 2	168	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	25.9	0.1	2.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	513	-	209	49	-	-
HCM Lane V/C Ratio	0.031	-	0.176	0.322	-	-
HCM Control Delay (s/veh)	12.2	-	25.9	110.1	-	-
HCM Lane LOS	B	-	D	F	-	-
HCM 95th %tile Q (veh)	0.1	-	0.6	1.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	0	0	5	20	0	60	5	10	2180	10	5	25
Future Volume (vph)	0	0	5	20	0	60	5	10	2180	10	5	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		100		175		225		150
Storage Lanes	0		0	0		1		1		1		1
Taper Length (ft)	25			25				175				150
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt		0.865				0.850				0.850		
Flt Protected					0.950			0.950				0.950
Satd. Flow (prot)	0	1370	0	0	1583	1495	0	1657	3505	1524	0	1570
Flt Permitted					0.950			0.950				0.950
Satd. Flow (perm)	0	1370	0	0	1583	1495	0	1657	3505	1524	0	1570
Link Speed (mph)		25			30				45			
Link Distance (ft)		1105			1087				1647			
Travel Time (s)		30.1			24.7				25.0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	20%	14%	0%	8%	0%	13%	3%	6%	25%	13%
Adj. Flow (vph)	0	0	5	21	0	63	5	11	2295	11	5	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	0	21	63	0	16	2295	11	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				22			
Link Offset(ft)		-25			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
Sign Control		Stop			Stop				Free			

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 77.3%		ICU Level of Service D	
Analysis Period (min) 15			



Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	740	10
Future Volume (vph)	740	10
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3312	1615
Flt Permitted		
Satd. Flow (perm)	3312	1615
Link Speed (mph)	45	
Link Distance (ft)	2478	
Travel Time (s)	37.5	
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	9%	0%
Adj. Flow (vph)	779	11
Shared Lane Traffic (%)		
Lane Group Flow (vph)	779	11
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Free	

Intersection Summary

Intersection	
Int Delay, s/veh	19.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	0	0	5	20	0	60	5	10	2180	10	5	25	740	10
Future Vol, veh/h	0	0	5	20	0	60	5	10	2180	10	5	25	740	10
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	-	-	Yield	-	-	-	Yield	-	-	-	Yield
Storage Length	-	-	-	-	-	100	-	175	-	225	-	150	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	20	14	0	8	0	13	3	6	25	13	9	0
Mvmt Flow	0	0	5	21	0	63	5	11	2295	11	5	26	779	11

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	2021	3168	390	2779	3168	1148	779	779	0	0	2295	2295	0	0
Stage 1	841	841	-	2327	2327	-	-	-	-	-	-	-	-	-
Stage 2	1180	2327	-	452	841	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7.3	7.78	6.5	7.06	6.4	4.36	-	-	6.9	4.36	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.78	5.5	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.78	5.5	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.5	3.64	4	3.38	2.5	2.33	-	-	2.75	2.33	-	-
Pot Cap-1 Maneuver	35	11	560	~ 7	11	183	467	766	-	-	34	184	-	-
Stage 1	330	383	-	32	72	-	-	-	-	-	-	-	-	-
Stage 2	205	72	-	526	383	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	16	7	560	~ 5	7	183	629	629	-	-	85	85	-	-
Mov Cap-2 Maneuver	16	7	-	~ 5	7	-	-	-	-	-	-	-	-	-
Stage 1	322	239	-	31	70	-	-	-	-	-	-	-	-	-
Stage 2	131	70	-	325	239	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.5	$ 731.2	0.1	2.7
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	629	-	-	560	5	183	85	-	-
HCM Lane V/C Ratio	0.025	-	-	0.009	4.211	0.345	0.372	-	-
HCM Control Delay (s/veh)	10.9	-	-	11.4	$ 2820.7	34.7	70.6	-	-
HCM Lane LOS	B	-	-	B	F	D	F	-	-
HCM 95th %tile Q (veh)	0.1	-	-	0	4	1.4	1.5	-	-

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

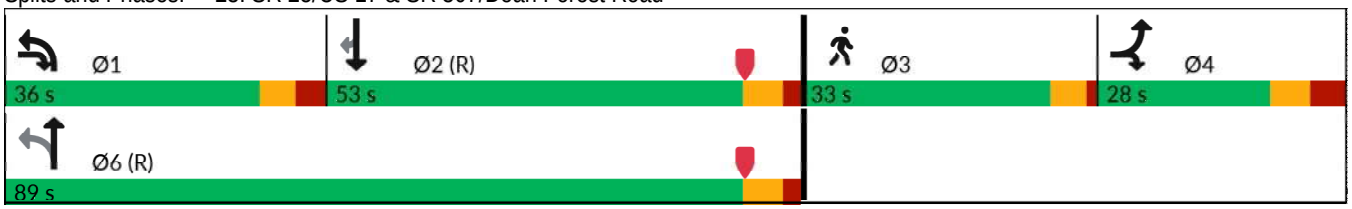


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	170	190	425	1820	590	135	
Future Volume (vph)	170	190	425	1820	590	135	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	275	175			225	
Storage Lanes	2	1	1			1	
Taper Length (ft)	25		50				
Lane Util. Factor	0.97	0.91	1.00	0.95	0.95	1.00	
Frt	0.954	0.850				0.850	
Flt Protected	0.967		0.950				
Satd. Flow (prot)	3048	1278	1719	3539	3374	1417	
Flt Permitted	0.967		0.340				
Satd. Flow (perm)	3048	1278	615	3539	3374	1417	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)	42	122				145	
Link Speed (mph)	35			45	45		
Link Distance (ft)	2461			2478	2465		
Travel Time (s)	47.9			37.5	37.3		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	
Heavy Vehicles (%)	10%	15%	5%	2%	7%	14%	
Adj. Flow (vph)	183	204	457	1957	634	145	
Shared Lane Traffic (%)		40%					
Lane Group Flow (vph)	265	122	457	1957	634	145	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	40			12	16		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	30			25	25		
Two way Left Turn Lane					Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1	0	1	1	1	0	
Detector Template							
Leading Detector (ft)	40	0	40	336	336	0	
Trailing Detector (ft)	0	0	0	330	330	0	
Detector 1 Position(ft)	0	0	0	330	330	0	
Detector 1 Size(ft)	40	20	40	6	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	
Turn Type	Prot	pt+ov	pm+pt	NA	NA	Perm	
Protected Phases	4	4 1	1	6	2		3
Permitted Phases			6			2	
Detector Phase	4	4 1	1	6	2	2	
Switch Phase							
Minimum Initial (s)	8.0		8.0	12.0	12.0	12.0	5.0
Minimum Split (s)	16.5		15.5	18.5	18.5	18.5	10.0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Total Split (s)	28.0		36.0	89.0	53.0	53.0	33.0
Total Split (%)	18.7%		24.0%	59.3%	35.3%	35.3%	22%
Maximum Green (s)	19.5		28.5	82.5	46.5	46.5	28.0
Yellow Time (s)	4.5		4.0	4.5	4.5	4.5	4.0
All-Red Time (s)	4.0		3.5	2.0	2.0	2.0	1.0
Lost Time Adjust (s)	-3.5		-2.5	-1.5	-1.5	-1.5	
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0	
Lead/Lag	Lag		Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	4.0		3.0	5.0	5.0	5.0	3.0
Recall Mode	None		None	C-Min	C-Min	C-Min	None
Act Effct Green (s)	21.0	53.7	119.0	119.0	82.8	82.8	
Actuated g/C Ratio	0.14	0.36	0.79	0.79	0.55	0.55	
v/c Ratio	0.57	0.23	0.64	0.70	0.34	0.17	
Control Delay (s/veh)	55.1	5.1	16.5	10.0	20.2	5.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	55.1	5.1	16.5	10.0	20.2	5.8	
LOS	E	A	B	B	C	A	
Approach Delay (s/veh)	39.3			11.2	17.5		
Approach LOS	D			B	B		
Queue Length 50th (ft)	106	0	164	341	182	3	
Queue Length 95th (ft)	148	41	m276	m525	273	54	
Internal Link Dist (ft)	2381			2398	2385		
Turn Bay Length (ft)		275	175			225	
Base Capacity (vph)	517	518	730	2808	1862	847	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.51	0.24	0.63	0.70	0.34	0.17	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 30 (20%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 15.6		Intersection LOS: B	
Intersection Capacity Utilization 65.5%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 23: SR 25/US 17 & SR 307/Dean Forest Road



HCM 6th Edition methodology does not support exclusive ped or hold phases.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	25	35	40	1950	690	10
Future Volume (vph)	25	35	40	1950	690	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			225
Storage Lanes	1	0	1			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	0.921					0.850
Flt Protected	0.980		0.950			
Satd. Flow (prot)	1715	0	1805	3505	3312	1615
Flt Permitted	0.980		0.950			
Satd. Flow (perm)	1715	0	1805	3505	3312	1615
Link Speed (mph)	25			45	45	
Link Distance (ft)	1440			2465	2561	
Travel Time (s)	39.3			37.3	38.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	3%	9%	0%
Adj. Flow (vph)	26	37	42	2053	726	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	63	0	42	2053	726	11
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.1%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	35	40	1950	690	10
Future Vol, veh/h	25	35	40	1950	690	10
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	-	-	225
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	3	9	0
Mvmt Flow	26	37	42	2053	726	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1837	363	737	0	-	0
Stage 1	726	-	-	-	-	-
Stage 2	1111	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	69	640	878	-	-	-
Stage 1	445	-	-	-	-	-
Stage 2	281	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	66	640	878	-	-	-
Mov Cap-2 Maneuver	183	-	-	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	281	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	19.3	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	878	-	314	-	-
HCM Lane V/C Ratio	0.048	-	0.201	-	-
HCM Control Delay (s/veh)	9.3	-	19.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q (veh)	0.2	-	0.7	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	25	0	0	0	25	1950	0	0	675	5
Future Volume (vph)	5	0	25	0	0	0	25	1950	0	0	675	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
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	0.95
Frt		0.887									0.999	
Flt Protected		0.992					0.950					
Satd. Flow (prot)	0	1605	0	0	1900	0	1805	3505	0	1900	3311	0
Flt Permitted		0.992					0.950					
Satd. Flow (perm)	0	1605	0	0	1900	0	1805	3505	0	1900	3311	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		1154			381			2561			1145	
Travel Time (s)		31.5			10.4			38.8			17.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	5%	0%	0%	0%	0%	3%	0%	0%	9%	0%
Adj. Flow (vph)	5	0	26	0	0	0	26	2053	0	0	711	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	0	0	0	0	26	2053	0	0	716	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.9%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	25	0	0	0	25	1950	0	0	675	5
Future Vol, veh/h	5	0	25	0	0	0	25	1950	0	0	675	5
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	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	5	0	0	0	0	3	0	0	9	0
Mvmt Flow	5	0	26	0	0	0	26	2053	0	0	711	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1793	2819	358	2461	2821	1027	716	0	0	2053	0	0
Stage 1	714	714	-	2105	2105	-	-	-	-	-	-	-
Stage 2	1079	2105	-	356	716	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.35	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	52	18	630	16	18	235	894	-	-	277	-	-
Stage 1	393	438	-	54	93	-	-	-	-	-	-	-
Stage 2	237	93	-	640	437	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	51	17	630	15	17	235	894	-	-	277	-	-
Mov Cap-2 Maneuver	51	17	-	15	17	-	-	-	-	-	-	-
Stage 1	382	438	-	52	90	-	-	-	-	-	-	-
Stage 2	230	90	-	613	437	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	24.3	0	0.1	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	894	-	-	218	-	277	-	-
HCM Lane V/C Ratio	0.029	-	-	0.145	-	-	-	-
HCM Control Delay (s/veh)	9.1	-	-	24.3	0	0	-	-
HCM Lane LOS	A	-	-	C	A	A	-	-
HCM 95th %tile Q (veh)	0.1	-	-	0.5	-	0	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	5	1955	0	0	680
Future Volume (vph)	0	5	1955	0	0	680
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1644	0	3505	0	1900	3312
Flt Permitted						
Satd. Flow (perm)	1644	0	3505	0	1900	3312
Link Speed (mph)	25		45			45
Link Distance (ft)	866		1145			1404
Travel Time (s)	23.6		17.3			21.3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	3%	0%	0%	9%
Adj. Flow (vph)	0	5	2058	0	0	716
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	2058	0	0	716
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	64.0%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	1955	0	0	680
Future Vol, veh/h	0	5	1955	0	0	680
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	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	0	9
Mvmt Flow	0	5	2058	0	0	716

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2416	1029	0	0	2058	0
Stage 1	2058	-	-	-	-	-
Stage 2	358	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	28	234	-	-	276	-
Stage 1	86	-	-	-	-	-
Stage 2	684	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	28	234	-	-	276	-
Mov Cap-2 Maneuver	74	-	-	-	-	-
Stage 1	86	-	-	-	-	-
Stage 2	684	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	20.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	234	276	-
HCM Lane V/C Ratio	-	-	0.022	-	-
HCM Control Delay (s/veh)	-	-	20.7	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q (veh)	-	-	0.1	0	-

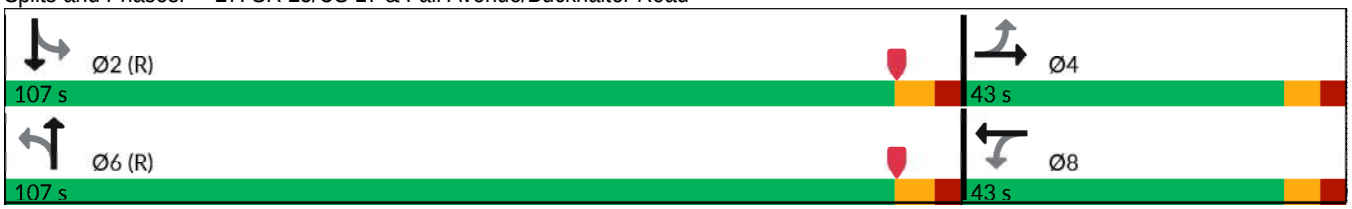


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	5	5	40	0	15	10	1870	80	10	635	40
Future Volume (vph)	45	5	5	40	0	15	10	1870	80	10	635	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
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	0.95
Frt		0.988			0.963			0.994			0.991	
Flt Protected		0.960			0.965		0.950			0.950		
Satd. Flow (prot)	0	1773	0	0	1766	0	1805	3487	0	1687	3295	0
Flt Permitted		0.753			0.791		0.379			0.076		
Satd. Flow (perm)	0	1391	0	0	1447	0	720	3487	0	135	3295	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			33			6			9	
Link Speed (mph)		25			40			45			45	
Link Distance (ft)		1154			1877			1404			2006	
Travel Time (s)		31.5			32.0			21.3			30.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	3%	1%	7%	9%	2%
Adj. Flow (vph)	47	5	5	42	0	16	11	1968	84	11	668	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	0	0	58	0	11	2052	0	11	710	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	1		1	1		1	1		1	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	40		20	40		40	336		40	336	
Trailing Detector (ft)	0	0		0	0		0	330		0	330	
Detector 1 Position(ft)	0	0		0	0		0	330		0	330	
Detector 1 Size(ft)	20	40		20	40		40	6		40	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	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6	6		2	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		18.0	18.0		18.0	18.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		25.5	25.5		25.5	25.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	43.0	43.0		43.0	43.0		107.0	107.0		107.0	107.0	
Total Split (%)	28.7%	28.7%		28.7%	28.7%		71.3%	71.3%		71.3%	71.3%	
Maximum Green (s)	36.0	36.0		36.0	36.0		99.5	99.5		99.5	99.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.5	4.5		4.5	4.5	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		-2.0			-2.0		-2.5	-2.5		-2.5	-2.5	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)		14.3			14.3		129.7	129.7		129.7	129.7	
Actuated g/C Ratio		0.10			0.10		0.86	0.86		0.86	0.86	
v/c Ratio		0.43			0.35		0.02	0.68		0.09	0.25	
Control Delay (s/veh)		69.2			36.8		1.2	4.0		4.6	2.6	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		69.2			36.8		1.2	4.0		4.6	2.6	
LOS		E			D		A	A		A	A	
Approach Delay (s/veh)		69.2			36.8			4.0			2.7	
Approach LOS		E			D			A			A	
Queue Length 50th (ft)		51			23		0	33		2	58	
Queue Length 95th (ft)		97			68		m2	571		7	93	
Internal Link Dist (ft)		1074			1797			1324			1926	
Turn Bay Length (ft)							150			150		
Base Capacity (vph)		354			391		622	3016		116	2850	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.16			0.15		0.02	0.68		0.09	0.25	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 78 (52%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay (s/veh): 5.6		Intersection LOS: A	
Intersection Capacity Utilization 69.2%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 27: SR 25/US 17 & Fall Avenue/Buckhalter Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	5	5	40	0	15	10	1870	80	10	635	40
Future Volume (veh/h)	45	5	5	40	0	15	10	1870	80	10	635	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1900	1900	1900	1900	1856	1885	1796	1767	1870
Adj Flow Rate, veh/h	47	5	5	42	0	16	11	1968	84	11	668	42
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	0	0	0	0	0	3	1	7	9	2
Cap, veh/h	131	11	9	118	4	31	672	2988	127	183	2781	175
Arrive On Green	0.05	0.07	0.05	0.05	0.00	0.05	0.87	0.87	0.85	0.87	0.87	0.85
Sat Flow, veh/h	1318	169	143	1157	55	462	751	3446	146	196	3207	201
Grp Volume(v), veh/h	57	0	0	58	0	0	11	1000	1052	11	349	361
Grp Sat Flow(s),veh/h/ln	1631	0	0	1674	0	0	751	1763	1829	196	1678	1730
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	0.0	0.4	26.1	27.2	2.8	5.2	5.3
Cycle Q Clear(g_c), s	4.8	0.0	0.0	4.7	0.0	0.0	5.7	26.1	27.2	30.0	5.2	5.3
Prop In Lane	0.82		0.09	0.72		0.28	1.00		0.08	1.00		0.12
Lane Grp Cap(c), veh/h	130	0	0	130	0	0	672	1529	1586	183	1455	1500
V/C Ratio(X)	0.44	0.00	0.00	0.45	0.00	0.00	0.02	0.65	0.66	0.06	0.24	0.24
Avail Cap(c_a), veh/h	405	0	0	406	0	0	672	1529	1586	183	1455	1500
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.5	0.0	0.0	68.6	0.0	0.0	2.2	3.1	3.2	7.8	1.7	1.7
Incr Delay (d2), s/veh	3.3	0.0	0.0	3.4	0.0	0.0	0.0	2.2	2.2	0.6	0.4	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	2.3	0.0	0.0	2.3	0.0	0.0	0.0	5.5	6.0	0.1	1.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	71.8	0.0	0.0	72.0	0.0	0.0	2.2	5.3	5.4	8.5	2.1	2.1
LnGrp LOS	E			E			A	A	A	A	A	A
Approach Vol, veh/h		57			58			2063			721	
Approach Delay, s/veh		71.8			72.0			5.3			2.2	
Approach LOS		E			E			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		135.1		14.9		135.1		14.9				
Change Period (Y+Rc), s		7.5		7.0		7.5		7.0				
Max Green Setting (Gmax), s		99.5		36.0		99.5		36.0				
Max Q Clear Time (g_c+I1), s		32.0		6.8		29.2		6.7				
Green Ext Time (p_c), s		28.5		0.2		69.6		0.2				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			7.2									
HCM 6th LOS			A									



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	5	1925	680	10
Future Volume (vph)	5	5	5	1925	680	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	50	150			150
Storage Lanes	1	1	1			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1504	1077	1504	3505	3312	1615
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1504	1077	1504	3505	3312	1615
Link Speed (mph)	30			45	45	
Link Distance (ft)	1128			2006	1284	
Travel Time (s)	25.6			30.4	19.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	20%	50%	20%	3%	9%	0%
Adj. Flow (vph)	5	5	5	2026	716	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	5	5	2026	716	11
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	5	1925	680	10
Future Vol, veh/h	5	5	5	1925	680	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	50	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	20	50	20	3	9	0
Mvmt Flow	5	5	5	2026	716	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1739	358	716	0	-	0
Stage 1	716	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Critical Hdwy	7.2	7.9	4.5	-	-	-
Critical Hdwy Stg 1	6.2	-	-	-	-	-
Critical Hdwy Stg 2	6.2	-	-	-	-	-
Follow-up Hdwy	3.7	3.8	2.4	-	-	-
Pot Cap-1 Maneuver	64	519	771	-	-	-
Stage 1	401	-	-	-	-	-
Stage 2	270	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	64	519	771	-	-	-
Mov Cap-2 Maneuver	175	-	-	-	-	-
Stage 1	399	-	-	-	-	-
Stage 2	270	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	19.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	771	-	175	519	-	-
HCM Lane V/C Ratio	0.007	-	0.03	0.01	-	-
HCM Control Delay (s/veh)	9.7	-	26.2	12	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q (veh)	0	-	0.1	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	10	25	1905	680	30
Future Volume (vph)	15	10	25	1905	680	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			150
Storage Lanes	1	0	1			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	0.945					0.850
Flt Protected	0.971		0.950			
Satd. Flow (prot)	1088	0	1556	3505	3374	1380
Flt Permitted	0.971		0.950			
Satd. Flow (perm)	1088	0	1556	3505	3374	1380
Link Speed (mph)	30			45	45	
Link Distance (ft)	1102			1284	794	
Travel Time (s)	25.0			19.5	12.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	50%	75%	16%	3%	7%	17%
Adj. Flow (vph)	16	11	26	2005	716	32
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	26	2005	716	32
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.7%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	10	25	1905	680	30
Future Vol, veh/h	15	10	25	1905	680	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	50	75	16	3	7	17
Mvmt Flow	16	11	26	2005	716	32

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1771	358	716	0	-	0
Stage 1	716	-	-	-	-	-
Stage 2	1055	-	-	-	-	-
Critical Hdwy	7.8	8.4	4.42	-	-	-
Critical Hdwy Stg 1	6.8	-	-	-	-	-
Critical Hdwy Stg 2	6.8	-	-	-	-	-
Follow-up Hdwy	4	4.05	2.36	-	-	-
Pot Cap-1 Maneuver	44	468	794	-	-	-
Stage 1	337	-	-	-	-	-
Stage 2	208	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	43	468	794	-	-	-
Mov Cap-2 Maneuver	134	-	-	-	-	-
Stage 1	326	-	-	-	-	-
Stage 2	208	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	27.2	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	794	-	188	-	-
HCM Lane V/C Ratio	0.033	-	0.14	-	-
HCM Control Delay (s/veh)	9.7	-	27.2	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q (veh)	0.1	-	0.5	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	5	0	5	5	1915	0	0	705	25
Future Volume (vph)	0	0	0	5	0	5	5	1915	0	0	705	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	150		125
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			100			100		
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					0.932							0.850
Flt Protected					0.976		0.950					
Satd. Flow (prot)	0	1900	0	0	1728	0	1805	3505	0	1900	3343	1615
Flt Permitted					0.976		0.950					
Satd. Flow (perm)	0	1900	0	0	1728	0	1805	3505	0	1900	3343	1615
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		862			878			794			1827	
Travel Time (s)		23.5			23.9			12.0			27.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	3%	0%	0%	8%	0%
Adj. Flow (vph)	0	0	0	5	0	5	5	2016	0	0	742	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	10	0	5	2016	0	0	742	26
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								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.9%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	5	0	5	5	1915	0	0	705	25
Future Vol, veh/h	0	0	0	5	0	5	5	1915	0	0	705	25
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	-	-	-	-	-	-	150	-	-	150	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	0	0	0	0	0	0	3	0	0	8	0
Mvmt Flow	0	0	0	5	0	5	5	2016	0	0	742	26

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1760	2768	371	2397	2794	1008	768	0	0	2016	0	0
Stage 1	742	742	-	2026	2026	-	-	-	-	-	-	-
Stage 2	1018	2026	-	371	768	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	54	20	632	18	19	242	855	-	-	287	-	-
Stage 1	376	425	-	61	102	-	-	-	-	-	-	-
Stage 2	256	102	-	627	414	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	53	20	632	18	19	242	855	-	-	287	-	-
Mov Cap-2 Maneuver	53	20	-	18	19	-	-	-	-	-	-	-
Stage 1	374	425	-	61	101	-	-	-	-	-	-	-
Stage 2	249	101	-	627	414	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	152.7	0	0
HCM LOS	A	F		

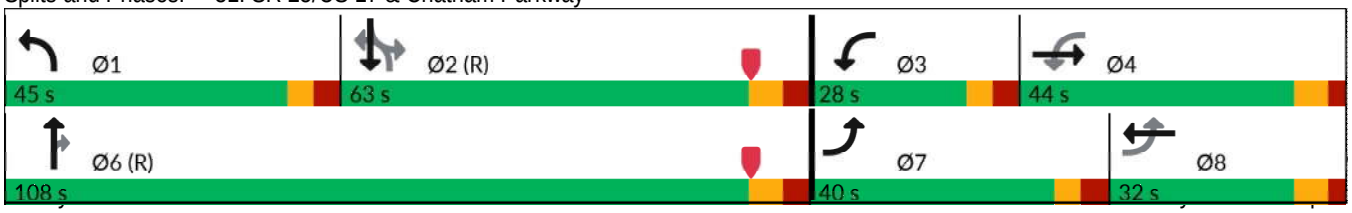
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	855	-	-	-	34	287	-	-
HCM Lane V/C Ratio	0.006	-	-	-	0.31	-	-	-
HCM Control Delay (s/veh)	9.2	-	-	0	152.7	0	-	-
HCM Lane LOS	A	-	-	A	F	A	-	-
HCM 95th %tile Q (veh)	0	-	-	-	1	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	295	80	180	485	25	415	1140	365	15	470	120
Future Volume (vph)	220	295	80	180	485	25	415	1140	365	15	470	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	100		0	150		225	150		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	100			75			100			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.968			0.993				0.850		0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1597	3342	0	1752	3474	0	1752	3438	1599	1337	3120	0
Flt Permitted	0.184			0.365			0.242			0.235		
Satd. Flow (perm)	309	3342	0	673	3474	0	446	3438	1599	331	3120	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			2				284		18	
Link Speed (mph)		45			35			45			45	
Link Distance (ft)		548			1720			1827			458	
Travel Time (s)		8.3			33.5			27.7			6.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	13%	5%	3%	3%	3%	7%	3%	5%	1%	35%	11%	17%
Adj. Flow (vph)	232	311	84	189	511	26	437	1200	384	16	495	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	232	395	0	189	537	0	437	1200	384	16	621	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)		20			20			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		30			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	1		1	1		1	1	0	1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	336	0	40	336	
Trailing Detector (ft)	0	0		0	0		0	330	0	0	330	
Detector 1 Position(ft)	0	0		0	0		0	330	0	0	330	
Detector 1 Size(ft)	40	40		40	40		40	6	0	40	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	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA	Perm	Perm	NA	
Protected Phases	7	4		3	8		1	6			2	
Permitted Phases	8			4			2		6	2		
Detector Phase	7	4		3	8		1	6	6	2	2	
Switch Phase												
Minimum Initial (s)	8.0	10.0		8.0	10.0		8.0	18.0	18.0	18.0	18.0	
Minimum Split (s)	15.0	17.0		15.0	17.0		15.0	26.0	26.0	26.0	26.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	40.0	44.0		28.0	32.0		45.0	108.0	108.0	63.0	63.0	
Total Split (%)	22.2%	24.4%		15.6%	17.8%		25.0%	60.0%	60.0%	35.0%	35.0%	
Maximum Green (s)	33.0	37.0		21.0	25.0		38.0	100.0	100.0	55.0	55.0	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	3.5	2.5		3.5	2.5		3.5	3.5	3.5	3.5	3.5	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0		-2.0	-3.0	-3.0	-3.0	-3.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0	5.0	5.0	5.0	
Recall Mode	None	None		None	None		None	C-Min	C-Min	C-Min	C-Min	
Act Effct Green (s)	63.8	43.2		63.8	36.6		96.2	101.2	101.2	55.2	55.2	
Actuated g/C Ratio	0.35	0.24		0.35	0.20		0.53	0.56	0.56	0.31	0.31	
v/c Ratio	0.76	0.48		0.52	0.76		0.82	0.62	0.38	0.16	0.64	
Control Delay (s/veh)	58.1	58.4		43.4	74.7		42.4	28.9	6.7	54.1	57.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	58.1	58.4		43.4	74.7		42.4	28.9	6.7	54.1	57.0	
LOS	E	E		D	E		D	C	A	D	E	
Approach Delay (s/veh)		58.3			66.5			27.6			56.9	
Approach LOS		E			E			C			E	
Queue Length 50th (ft)	196	202		153	314		313	497	55	14	336	
Queue Length 95th (ft)	284	266		215	#440		#506	594	128	40	408	
Internal Link Dist (ft)		468			1640			1747			378	
Turn Bay Length (ft)	150			100			150		225	150		
Base Capacity (vph)	370	815		390	707		544	1993	1046	110	1050	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.63	0.48		0.48	0.76		0.80	0.60	0.37	0.15	0.59	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 89 (49%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 44.1		Intersection LOS: D	
Intersection Capacity Utilization 89.6%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 31: SR 25/US 17 & Chatham Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	295	80	180	485	25	415	1140	365	15	470	120
Future Volume (veh/h)	220	295	80	180	485	25	415	1140	365	15	470	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1826	1856	1856	1856	1796	1856	1826	1885	1381	1737	1648
Adj Flow Rate, veh/h	232	311	84	189	511	0	437	1200	384	16	495	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	13	5	3	3	3	7	3	5	1	35	11	17
Cap, veh/h	277	501	133	306	529		562	2164	997	141	1127	285
Arrive On Green	0.14	0.18	0.17	0.11	0.15	0.00	0.16	0.62	0.62	0.43	0.43	0.42
Sat Flow, veh/h	1626	2710	720	1767	3618	0	1767	3469	1598	238	2608	660
Grp Volume(v), veh/h	232	197	198	189	511	0	437	1200	384	16	312	309
Grp Sat Flow(s),veh/h/ln	1626	1735	1696	1767	1763	0	1767	1735	1598	238	1650	1618
Q Serve(g_s), s	21.2	18.8	19.4	15.2	25.9	0.0	24.2	35.8	21.4	7.4	23.8	24.3
Cycle Q Clear(g_c), s	21.2	18.8	19.4	15.2	25.9	0.0	24.2	35.8	21.4	8.8	23.8	24.3
Prop In Lane	1.00		0.42	1.00		0.00	1.00		1.00	1.00		0.41
Lane Grp Cap(c), veh/h	277	321	313	306	529		562	2164	997	141	713	699
V/C Ratio(X)	0.84	0.62	0.63	0.62	0.97		0.78	0.55	0.39	0.11	0.44	0.44
Avail Cap(c_a), veh/h	361	376	368	341	529		665	2164	997	141	713	699
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	67.5	68.1	51.7	76.0	0.0	23.7	19.5	16.8	31.9	35.8	36.3
Incr Delay (d2), s/veh	12.6	2.3	2.7	2.8	30.6	0.0	4.9	1.0	1.1	1.6	1.9	2.0
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	9.6	8.5	8.6	7.1	14.0	0.0	10.6	14.3	8.2	0.5	9.9	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.1	69.7	70.8	54.5	106.7	0.0	28.6	20.5	17.9	33.5	37.7	38.4
LnGrp LOS	E	E	E	D	F		C	C	B	C	D	D
Approach Vol, veh/h		627			700			2021			637	
Approach Delay, s/veh		69.1			92.6			21.8			37.9	
Approach LOS		E			F			C			D	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	34.5	82.8	24.4	38.3		117.3	30.7	32.0				
Change Period (Y+Rc), s	7.0	8.0	7.0	7.0		8.0	7.0	7.0				
Max Green Setting (Gmax), s	38.0	55.0	21.0	37.0		100.0	33.0	25.0				
Max Q Clear Time (g_c+I1), s	26.2	26.3	17.2	21.4		37.8	23.2	27.9				
Green Ext Time (p_c), s	1.3	15.8	0.2	1.2		44.4	0.5	0.0				

Intersection Summary			
HCM 6th Ctrl Delay, s/veh		44.2	
HCM 6th LOS		D	

Notes

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	580	25	0	1000	20	0	0	10	5	0	75
Future Volume (vph)	20	580	25	0	1000	20	0	0	10	5	0	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		125	0		100	0		0	0		50
Storage Lanes	1		1	0		1	0		1	1		1
Taper Length (ft)	100			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.865			0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1719	3374	1553	0	3471	1524	0	0	1315	1805	0	1553
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1719	3374	1553	0	3471	1524	0	0	1315	1805	0	1553
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1209			548			511			465	
Travel Time (s)		18.3			8.3			11.6			10.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	7%	4%	0%	4%	6%	7%	0%	25%	0%	0%	4%
Adj. Flow (vph)	21	611	26	0	1053	21	0	0	11	5	0	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	611	26	0	1053	21	0	0	11	5	0	79
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	580	25	0	1000	20	0	0	10	5	0	75
Future Vol, veh/h	20	580	25	0	1000	20	0	0	10	5	0	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	Yield	-	-	None
Storage Length	150	-	125	-	-	100	-	-	0	0	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	7	4	0	4	6	7	0	25	0	0	4
Mvmt Flow	21	611	26	0	1053	21	0	0	11	5	0	79

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1074	0	0	-	-	0	-	-	306	1401	-	527
Stage 1	-	-	-	-	-	-	-	-	-	1053	-	-
Stage 2	-	-	-	-	-	-	-	-	-	348	-	-
Critical Hdwy	4.2	-	-	-	-	-	-	-	7.4	7.5	-	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.5	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.5	-	-
Follow-up Hdwy	2.25	-	-	-	-	-	-	-	3.55	3.5	-	3.34
Pot Cap-1 Maneuver	627	-	-	0	-	-	0	0	626	102	0	491
Stage 1	-	-	-	0	-	-	0	0	-	245	0	-
Stage 2	-	-	-	0	-	-	0	0	-	647	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	627	-	-	-	-	-	-	-	626	98	-	491
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	98	-	-
Stage 1	-	-	-	-	-	-	-	-	-	237	-	-
Stage 2	-	-	-	-	-	-	-	-	-	615	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.4	0	10.8	15.6
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	626	627	-	-	-	-	98	491
HCM Lane V/C Ratio	0.017	0.034	-	-	-	-	0.054	0.161
HCM Control Delay (s/veh)	10.8	10.9	-	-	-	-	43.8	13.7
HCM Lane LOS	B	B	-	-	-	-	E	B
HCM 95th %tile Q (veh)	0.1	0.1	-	-	-	-	0.2	0.6



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	0	40	25	5	75	20	1310	55	15	540	90
Future Volume (vph)	50	0	40	25	5	75	20	1310	55	15	540	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		175	150		125
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			100			100		
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		0.940			0.903				0.850			0.850
Flt Protected		0.973			0.988		0.950			0.950		
Satd. Flow (prot)	0	1623	0	0	1496	0	1805	3406	1482	1530	3195	1583
Flt Permitted		0.973			0.988		0.950			0.950		
Satd. Flow (perm)	0	1623	0	0	1496	0	1805	3406	1482	1530	3195	1583
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		558			382			458			1131	
Travel Time (s)		12.7			8.7			6.9			17.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	16%	22%	20%	10%	0%	6%	9%	18%	13%	2%
Adj. Flow (vph)	54	0	43	27	5	81	22	1409	59	16	581	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	97	0	0	113	0	22	1409	59	16	581	97
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			-10			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	13.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	0	40	25	5	75	20	1310	55	15	540	90
Future Vol, veh/h	50	0	40	25	5	75	20	1310	55	15	540	90
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	-	-	None
Storage Length	-	-	-	-	-	-	100	-	175	150	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	16	22	20	10	0	6	9	18	13	2
Mvmt Flow	54	0	43	27	5	81	22	1409	59	16	581	97

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1364	2066	291	1776	2163	705	678	0	0	1409	0	0
Stage 1	613	613	-	1453	1453	-	-	-	-	-	-	-
Stage 2	751	1453	-	323	710	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7.22	7.94	6.9	7.1	4.1	-	-	4.46	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.94	5.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.94	5.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.46	3.72	4.2	3.4	2.2	-	-	2.38	-	-
Pot Cap-1 Maneuver	108	55	665	42	37	361	923	-	-	406	-	-
Stage 1	451	486	-	114	164	-	-	-	-	-	-	-
Stage 2	373	197	-	611	394	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	71	52	665	37	35	361	923	-	-	406	-	-
Mov Cap-2 Maneuver	71	52	-	37	35	-	-	-	-	-	-	-
Stage 1	440	467	-	111	160	-	-	-	-	-	-	-
Stage 2	273	192	-	549	379	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	108.6	199.1	0.1	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	923	-	-	118	102	406	-	-
HCM Lane V/C Ratio	0.023	-	-	0.82	1.107	0.04	-	-
HCM Control Delay (s/veh)	9	-	-	108.6	199.1	14.2	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q (veh)	0.1	-	-	4.8	7.2	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	0	20	0	0	10	20	1405	10	10	625	20
Future Volume (vph)	15	0	20	0	0	10	20	1405	10	10	625	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
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	0.95
Frt		0.922			0.865			0.999			0.995	
Flt Protected		0.979					0.950			0.950		
Satd. Flow (prot)	0	972	0	0	1644	0	1128	3436	0	1805	3217	0
Flt Permitted		0.979					0.950			0.950		
Satd. Flow (perm)	0	972	0	0	1644	0	1128	3436	0	1805	3217	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		941			754			1131			2483	
Travel Time (s)		21.4			17.1			17.1			37.6	
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
Heavy Vehicles (%)	77%	0%	76%	0%	0%	0%	60%	5%	0%	0%	10%	63%
Adj. Flow (vph)	16	0	22	0	0	11	22	1527	11	11	679	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	0	11	0	22	1538	0	11	701	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	0	20	0	0	10	20	1405	10	10	625	20
Future Vol, veh/h	15	0	20	0	0	10	20	1405	10	10	625	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	-	-	-	-	-	-	150	-	-	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, %	77	0	76	0	0	0	60	5	0	0	10	63
Mvmt Flow	16	0	22	0	0	11	22	1527	11	11	679	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1520	2294	351	1939	2300	769	701	0	0	1538	0	0
Stage 1	712	712	-	1577	1577	-	-	-	-	-	-	-
Stage 2	808	1582	-	362	723	-	-	-	-	-	-	-
Critical Hdwy	9.04	6.5	8.42	7.5	6.5	6.9	5.3	-	-	4.1	-	-
Critical Hdwy Stg 1	8.04	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	8.04	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.27	4	4.06	3.5	4	3.3	2.8	-	-	2.2	-	-
Pot Cap-1 Maneuver	40	40	472	40	39	348	594	-	-	438	-	-
Stage 1	255	439	-	117	171	-	-	-	-	-	-	-
Stage 2	216	171	-	635	434	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	37	38	472	36	37	348	594	-	-	438	-	-
Mov Cap-2 Maneuver	37	38	-	36	37	-	-	-	-	-	-	-
Stage 1	246	428	-	113	165	-	-	-	-	-	-	-
Stage 2	202	165	-	591	423	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	88.9	15.7	0.2	0.2
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	594	-	-	78	348	438	-	-
HCM Lane V/C Ratio	0.037	-	-	0.488	0.031	0.025	-	-
HCM Control Delay (s/veh)	11.3	-	-	88.9	15.7	13.4	-	-
HCM Lane LOS	B	-	-	F	C	B	-	-
HCM 95th %tile Q (veh)	0.1	-	-	2	0.1	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	10	10	25	5	105	10	1375	45	90	620	15
Future Volume (vph)	20	10	10	25	5	105	10	1375	45	90	620	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	150		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
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	0.95
Frt		0.965				0.850		0.995			0.996	
Flt Protected		0.976			0.960		0.950			0.950		
Satd. Flow (prot)	0	1696	0	0	1392	1442	1641	3404	0	1492	3276	0
Flt Permitted		0.829			0.730		0.397			0.106		
Satd. Flow (perm)	0	1441	0	0	1059	1442	686	3404	0	166	3276	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				167		4			5	
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		369			1049			2483			559	
Travel Time (s)		8.4			28.6			37.6			8.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	0%	12%	37%	0%	12%	10%	5%	22%	21%	10%	0%
Adj. Flow (vph)	21	11	11	26	5	111	11	1447	47	95	653	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	43	0	0	31	111	11	1494	0	95	669	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	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	Perm	Perm	NA		D.P+P	NA	
Protected Phases		4			8			6		5	2	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6			6		
Detector Phase	4	4		8	8	8	6	6		5	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		8.0	15.0	
Minimum Split (s)	17.5	17.5		17.5	17.5	17.5	22.5	22.5		15.0	22.5	
Total Split (s)	30.0	30.0		30.0	30.0	30.0	30.0	30.0		15.0	45.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%	40.0%	40.0%	40.0%		20.0%	60.0%	
Maximum Green (s)	22.5	22.5		22.5	22.5	22.5	22.5	22.5		8.0	37.5	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	5.0	5.0		4.0	5.0	
All-Red Time (s)	3.5	3.5		3.5	3.5	3.5	2.5	2.5		3.0	2.5	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.5			7.5	7.5	7.5	7.5		7.0	7.5	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	5.0	5.0		4.0	5.0	
Recall Mode	None	None		None	None	None	C-Min	C-Min		None	C-Min	
Act Effct Green (s)		10.3			10.3	10.3	42.0	42.0		48.1	54.7	
Actuated g/C Ratio		0.14			0.14	0.14	0.56	0.56		0.64	0.73	
v/c Ratio		0.21			0.21	0.32	0.03	0.78		0.37	0.28	
Control Delay (s/veh)		25.6			32.5	4.4	12.8	22.8		12.0	4.9	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		25.6			32.5	4.4	12.8	22.8		12.0	4.9	
LOS		C			C	A	B	C		B	A	
Approach Delay (s/veh)		25.6			10.5			22.7			5.8	
Approach LOS		C			B			C			A	
Queue Length 50th (ft)		13			13	0	3	331		20	141	
Queue Length 95th (ft)		41			37	17	13	#545		38	40	
Internal Link Dist (ft)		289			969			2403			479	
Turn Bay Length (ft)						200	150			150		
Base Capacity (vph)		440			317	549	384	1907		260	2390	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.10			0.10	0.20	0.03	0.78		0.37	0.28	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 68 (91%), Referenced to phase 2:SBT and 6:NBSB, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 16.8		Intersection LOS: B	
Intersection Capacity Utilization 74.9%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 35: SR 25/US 17 & Gamble Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	10	10	25	5	105	10	1375	45	90	620	15
Future Volume (veh/h)	20	10	10	25	5	105	10	1375	45	90	620	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1900	1722	1352	1900	1722	1752	1826	1574	1589	1752	1900
Adj Flow Rate, veh/h	21	11	11	26	5	0	11	1447	47	95	653	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	0	12	37	0	12	10	5	22	21	10	0
Cap, veh/h	132	67	44	216	34		463	1749	57	280	2308	57
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.00	0.51	0.51	0.51	0.09	0.70	0.70
Sat Flow, veh/h	580	638	419	1221	328	1459	719	3429	111	1513	3320	81
Grp Volume(v), veh/h	43	0	0	31	0	0	11	731	763	95	327	342
Grp Sat Flow(s),veh/h/ln	1636	0	0	1549	0	1459	719	1735	1806	1513	1664	1737
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.6	26.8	26.9	2.0	5.6	5.6
Cycle Q Clear(g_c), s	1.6	0.0	0.0	1.1	0.0	0.0	0.6	26.8	26.9	2.0	5.6	5.6
Prop In Lane	0.49		0.26	0.84		1.00	1.00		0.06	1.00		0.05
Lane Grp Cap(c), veh/h	243	0	0	251	0		463	885	921	280	1157	1208
V/C Ratio(X)	0.18	0.00	0.00	0.12	0.00		0.02	0.83	0.83	0.34	0.28	0.28
Avail Cap(c_a), veh/h	551	0	0	538	0		463	885	921	303	1157	1208
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	0.0	0.0	30.6	0.0	0.0	9.1	15.6	15.6	13.4	4.3	4.3
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.3	0.0	0.0	0.1	8.7	8.5	1.0	0.6	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.5	0.0	0.0	0.1	10.5	11.0	0.6	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.3	0.0	0.0	30.9	0.0	0.0	9.2	24.3	24.1	14.4	4.9	4.9
LnGrp LOS	C			C			A	C	C	B	A	A
Approach Vol, veh/h		43			31			1505			764	
Approach Delay, s/veh		31.3			30.9			24.1			6.1	
Approach LOS		C			C			C			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		59.6		15.4	13.9	45.7		15.4				
Change Period (Y+Rc), s		7.5		7.5	7.0	7.5		7.5				
Max Green Setting (Gmax), s		37.5		22.5	8.0	22.5		22.5				
Max Q Clear Time (g_c+I1), s		7.6		3.6	4.0	28.9		3.1				
Green Ext Time (p_c), s		8.1		0.2	0.1	0.0		0.1				

Intersection Summary		
HCM 6th Ctrl Delay, s/veh	18.4	
HCM 6th LOS	B	

Notes

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	5	0	0	0	5	1490	5	0	720	5
Future Volume (vph)	5	0	5	0	0	0	5	1490	5	0	720	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
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	0.95
Frt		0.932									0.999	
Flt Protected		0.976					0.950					
Satd. Flow (prot)	0	1728	0	0	1900	0	1805	3406	0	1900	3251	0
Flt Permitted		0.976					0.950					
Satd. Flow (perm)	0	1728	0	0	1900	0	1805	3406	0	1900	3251	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		840			519			559			2261	
Travel Time (s)		19.1			11.8			8.5			34.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	11%	0%
Adj. Flow (vph)	5	0	5	0	0	0	5	1568	5	0	758	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	0	0	5	1573	0	0	763	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	5	0	0	0	5	1490	5	0	720	5
Future Vol, veh/h	5	0	5	0	0	0	5	1490	5	0	720	5
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	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	6	0	0	11	0
Mvmt Flow	5	0	5	0	0	0	5	1568	5	0	758	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1555	2344	382	1960	2344	787	763	0	0	1573	0	0
Stage 1	761	761	-	1581	1581	-	-	-	-	-	-	-
Stage 2	794	1583	-	379	763	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	78	37	622	39	37	339	859	-	-	425	-	-
Stage 1	368	417	-	116	171	-	-	-	-	-	-	-
Stage 2	352	170	-	620	416	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	78	37	622	38	37	339	859	-	-	425	-	-
Mov Cap-2 Maneuver	78	37	-	38	37	-	-	-	-	-	-	-
Stage 1	366	417	-	115	170	-	-	-	-	-	-	-
Stage 2	350	169	-	615	416	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	33	0	0	0
HCM LOS	D	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	859	-	-	139	-	425	-	-
HCM Lane V/C Ratio	0.006	-	-	0.076	-	-	-	-
HCM Control Delay (s/veh)	9.2	-	-	33	0	0	-	-
HCM Lane LOS	A	-	-	D	A	A	-	-
HCM 95th %tile Q (veh)	0	-	-	0.2	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	30	0	35	15	0	30	25	1435	35	5	50	675
Future Volume (vph)	30	0	35	15	0	30	25	1435	35	5	50	675
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		100		200	
Storage Lanes	0		0	0		0	1		1		1	
Taper Length (ft)	25			25			50				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt		0.928			0.910				0.850			
Flt Protected		0.977			0.984		0.950				0.950	
Satd. Flow (prot)	0	1394	0	0	1668	0	1752	3406	1615	0	1805	3282
Flt Permitted		0.977			0.984		0.950				0.950	
Satd. Flow (perm)	0	1394	0	0	1668	0	1752	3406	1615	0	1805	3282
Link Speed (mph)		30			25			45				45
Link Distance (ft)		605			773			2261				494
Travel Time (s)		13.8			21.1			34.3				7.5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	30%	0%	18%	0%	0%	3%	3%	6%	0%	0%	0%	10%
Adj. Flow (vph)	32	0	37	16	0	32	26	1511	37	5	53	711
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	69	0	0	48	0	26	1511	37	0	58	711
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			20				25
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	9	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.1%		ICU Level of Service B	
Analysis Period (min) 15			



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	50
Future Volume (vph)	50
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)	1442
Flt Permitted	
Satd. Flow (perm)	1442
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Heavy Vehicles (%)	12%
Adj. Flow (vph)	53
Shared Lane Traffic (%)	
Lane Group Flow (vph)	53
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
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	30	0	35	15	0	30	25	1435	35	5	50	675	50
Future Vol, veh/h	30	0	35	15	0	30	25	1435	35	5	50	675	50
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	-	-	-	-	-	-	100	-	100	-	200	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	30	0	18	0	0	3	3	6	0	0	0	10	12
Mvmt Flow	32	0	37	16	0	32	26	1511	37	5	53	711	53

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	1635	2427	356	2035	2390	756	711	0	0	1511	1548	0	0
Stage 1	827	827	-	1563	1563	-	-	-	-	-	-	-	-
Stage 2	808	1600	-	472	827	-	-	-	-	-	-	-	-
Critical Hdwy	8.1	6.5	7.26	7.5	6.5	6.96	4.16	-	-	6.4	4.1	-	-
Critical Hdwy Stg 1	7.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.48	3.5	4	3.33	2.23	-	-	2.5	2.2	-	-
Pot Cap-1 Maneuver	50	33	596	34	34	348	878	-	-	158	434	-	-
Stage 1	278	389	-	119	174	-	-	-	-	-	-	-	-
Stage 2	286	167	-	547	389	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	39	27	596	27	28	348	878	-	-	367	367	-	-
Mov Cap-2 Maneuver	39	27	-	27	28	-	-	-	-	-	-	-	-
Stage 1	270	328	-	115	169	-	-	-	-	-	-	-	-
Stage 2	252	162	-	432	328	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	157.1	128.4	0.2	1.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	878	-	-	79	70	367	-	-
HCM Lane V/C Ratio	0.03	-	-	0.866	0.677	0.158	-	-
HCM Control Delay (s/veh)	9.2	-	-	157.1	128.4	16.6	-	-
HCM Lane LOS	A	-	-	F	F	C	-	-
HCM 95th %tile Q (veh)	0.1	-	-	4.4	3	0.6	-	-



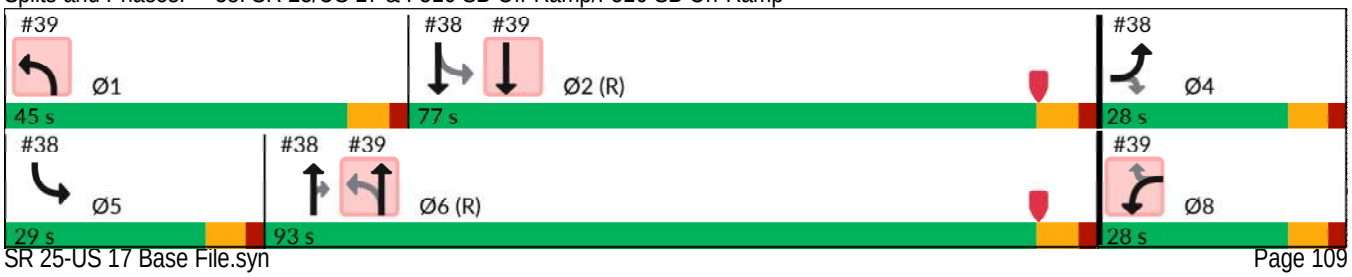
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	310	0	240	0	0	0	0	1385	115	80	540	0
Future Volume (vph)	310	0	240	0	0	0	0	1385	115	80	540	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	0		0	0		0	100		0
Storage Lanes	2		0	0		0	0		1	1		0
Taper Length (ft)	225			25			25			50		
Lane Util. Factor	0.97	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			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3400	0	1392	0	0	0	0	3406	1538	1787	3406	0
Flt Permitted	0.950									0.133		
Satd. Flow (perm)	3400	0	1392	0	0	0	0	3406	1538	250	3406	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			253						101			
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		900			769			494			497	
Travel Time (s)		13.6			11.7			7.5			7.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	0%	16%	0%	0%	0%	0%	6%	5%	1%	6%	0%
Adj. Flow (vph)	326	0	253	0	0	0	0	1458	121	84	568	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	326	0	253	0	0	0	0	1458	121	84	568	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)		24			24			40			40	
Link Offset(ft)		0			70			0			0	
Crosswalk Width(ft)		16			16			16			80	
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		0					1	0	1	1	
Detector Template												
Leading Detector (ft)	40		0					336	0	40	276	
Trailing Detector (ft)	0		0					330	0	0	270	
Detector 1 Position(ft)	0		0					330	0	0	270	
Detector 1 Size(ft)	40		20					6	20	40	6	
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	
Turn Type	Prot		Perm					NA	Perm	pm+pt	NA	
Protected Phases	4							6		5	2	
Permitted Phases			4						6	2		
Detector Phase	4		4					6	6	5	2	
Switch Phase												
Minimum Initial (s)	10.0		10.0					10.0	10.0	10.0	10.0	
Minimum Split (s)	16.5		16.5					16.5	16.5	16.5	16.5	

Lane Group	Ø1	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	1	8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	16.5	16.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	28.0		28.0					93.0	93.0	29.0	77.0	
Total Split (%)	18.7%		18.7%					62.0%	62.0%	19.3%	51.3%	
Maximum Green (s)	21.5		21.5					86.5	86.5	22.5	70.5	
Yellow Time (s)	4.5		4.5					4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0		2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-1.5		-1.5					-1.5	-1.5	-1.5	-1.5	
Total Lost Time (s)	5.0		5.0					5.0	5.0	5.0	5.0	
Lead/Lag								Lag	Lag	Lead	Lag	
Lead-Lag Optimize?								Yes	Yes	Yes	Yes	
Vehicle Extension (s)	5.0		5.0					5.0	5.0	2.0	5.0	
Recall Mode	None		None					C-Min	C-Min	None	C-Min	
Act Effct Green (s)	21.8		21.8					101.7	101.7	107.6	96.1	
Actuated g/C Ratio	0.15		0.15					0.68	0.68	0.72	0.64	
v/c Ratio	0.66		0.61					0.63	0.11	0.28	0.26	
Control Delay (s/veh)	67.4		12.9					10.4	1.3	9.0	8.9	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	67.4		12.9					10.4	1.3	9.0	8.9	
LOS	E		B					B	A	A	A	
Approach Delay (s/veh)		43.6						9.7			9.0	
Approach LOS		D						A			A	
Queue Length 50th (ft)	156		0					401	13	17	63	
Queue Length 95th (ft)	210		86					447	m14	28	76	
Internal Link Dist (ft)		820			689			414			417	
Turn Bay Length (ft)	200		200							100		
Base Capacity (vph)	521		427					2310	1075	440	2181	
Starvation Cap Reductn	0		0					0	0	0	0	
Spillback Cap Reductn	0		0					26	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.63		0.59					0.64	0.11	0.19	0.26	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 124 (83%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay (s/veh): 16.5		Intersection LOS: B	
Intersection Capacity Utilization 68.0%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 38: SR 25/US 17 & I-516 SB Off-Ramp/I-516 SB On-Ramp



Lane Group	Ø1	Ø8
Total Split (s)	45.0	28.0
Total Split (%)	30%	19%
Maximum Green (s)	38.5	21.5
Yellow Time (s)	4.5	4.5
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	2.0	5.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.



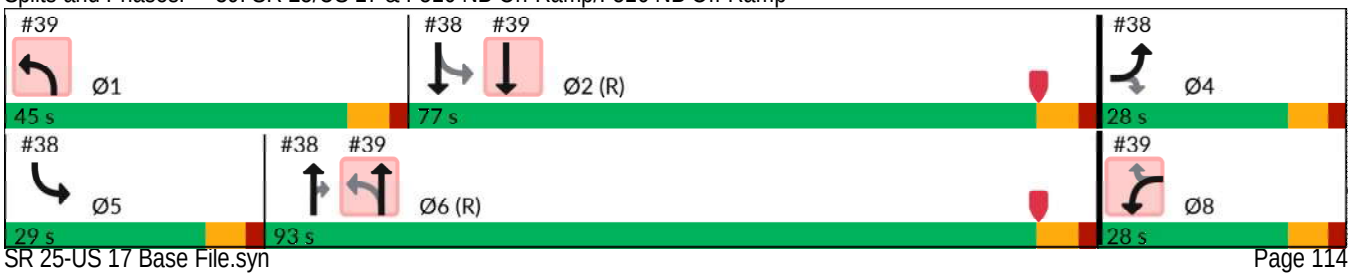
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	105	0	230	365	1330	0	0	515	120
Future Volume (vph)	0	0	0	105	0	230	365	1330	0	0	515	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	250		250	100		0	0		0
Storage Lanes	0		0	2		0	1		0	0		0
Taper Length (ft)	25			225			50			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.972	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	3183	0	1599	1626	3471	0	0	3300	0
Flt Permitted				0.950			0.346					
Satd. Flow (perm)	0	0	0	3183	0	1599	592	3471	0	0	3300	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						242					26	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		692			1022			497			616	
Travel Time (s)		10.5			15.5			7.5			9.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	10%	0%	1%	11%	4%	0%	0%	5%	12%
Adj. Flow (vph)	0	0	0	111	0	242	384	1400	0	0	542	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	111	0	242	384	1400	0	0	668	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)		24			24			40			40	
Link Offset(ft)		50			0			0			0	
Crosswalk Width(ft)		16			16			75			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		0	1	1			1	
Detector Template												
Leading Detector (ft)				40		0	40	256			336	
Trailing Detector (ft)				0		0	0	250			330	
Detector 1 Position(ft)				0		0	0	250			330	
Detector 1 Size(ft)				40		20	40	6			6	
Detector 1 Type				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	
Detector 1 Queue (s)				0.0		0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0		0.0	0.0	0.0			0.0	
Turn Type				Prot		Perm	pm+pt	NA			NA	
Protected Phases				8			1	6			2	
Permitted Phases						8	6					
Detector Phase				8		8	1	6			2	
Switch Phase												
Minimum Initial (s)				10.0		10.0	10.0	10.0			10.0	
Minimum Split (s)				16.5		16.5	16.5	16.5			16.5	

Lane Group	Ø4	Ø5
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	4	5
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	16.5	16.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)				28.0		28.0	45.0	93.0			77.0	
Total Split (%)				18.7%		18.7%	30.0%	62.0%			51.3%	
Maximum Green (s)				21.5		21.5	38.5	86.5			70.5	
Yellow Time (s)				4.5		4.5	4.5	4.5			4.5	
All-Red Time (s)				2.0		2.0	2.0	2.0			2.0	
Lost Time Adjust (s)				-1.5		-1.5	-1.5	-1.5			-1.5	
Total Lost Time (s)				5.0		5.0	5.0	5.0			5.0	
Lead/Lag							Lead	Lag			Lag	
Lead-Lag Optimize?							Yes	Yes			Yes	
Vehicle Extension (s)				5.0		5.0	2.0	5.0			5.0	
Recall Mode				None		None	None	C-Min			C-Min	
Act Effct Green (s)				21.8		21.8	116.7	101.7			96.1	
Actuated g/C Ratio				0.15		0.15	0.78	0.68			0.64	
v/c Ratio				0.24		0.55	0.66	0.59			0.31	
Control Delay (s/veh)				57.8		11.4	12.9	9.1			7.4	
Queue Delay				0.0		0.3	0.0	0.4			0.0	
Total Delay (s/veh)				57.8		11.8	12.9	9.5			7.4	
LOS				E		B	B	A			A	
Approach Delay (s/veh)					26.2			10.2			7.4	
Approach LOS					C			B			A	
Queue Length 50th (ft)				50		0	84	145			80	
Queue Length 95th (ft)				80		81	159	242			m163	
Internal Link Dist (ft)		612			942			417			536	
Turn Bay Length (ft)				250		250	100					
Base Capacity (vph)				488		450	742	2353			2122	
Starvation Cap Reductn				0		0	0	357			0	
Spillback Cap Reductn				0		29	0	431			0	
Storage Cap Reductn				0		0	0	0			0	
Reduced v/c Ratio				0.23		0.57	0.52	0.73			0.31	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 124 (83%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay (s/veh): 11.6		Intersection LOS: B	
Intersection Capacity Utilization 68.0%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 39: SR 25/US 17 & I-516 NB On-Ramp/I-516 NB Off-Ramp



Lane Group	Ø4	Ø5
Total Split (s)	28.0	29.0
Total Split (%)	19%	19%
Maximum Green (s)	21.5	22.5
Yellow Time (s)	4.5	4.5
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Vehicle Extension (s)	5.0	2.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	5	15	10	255	10	5	5	20	910	625	15	365
Future Volume (vph)	5	15	10	255	10	5	5	20	910	625	15	365
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		100		0	100	
Storage Lanes	0		0	0		0		1		1	1	
Taper Length (ft)	25			25				100			50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95
Frt		0.954			0.998					0.850		
Flt Protected		0.992			0.955			0.950			0.950	
Satd. Flow (prot)	0	1564	0	0	1637	0	0	1805	1827	1568	1687	3471
Flt Permitted		0.943			0.715			0.522			0.147	
Satd. Flow (perm)	0	1487	0	0	1226	0	0	992	1827	1568	261	3471
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		11			1					503		
Link Speed (mph)		25			45				45			45
Link Distance (ft)		895			696				616			875
Travel Time (s)		24.4			10.5				9.3			13.3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	33%	12%	11%	11%	0%	14%	0%	0%	4%	3%	7%	4%
Adj. Flow (vph)	5	16	11	268	11	5	5	21	958	658	16	384
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	0	0	284	0	0	26	958	658	16	384
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				40			40
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	1		1	1		1	1	1	0	1	1
Detector Template	Left			Left			Left					
Leading Detector (ft)	20	40		20	40		20	40	336	0	40	336
Trailing Detector (ft)	0	0		0	0		0	0	330	0	0	330
Detector 1 Position(ft)	0	0		0	0		0	0	330	0	0	330
Detector 1 Size(ft)	20	40		20	40		20	40	6	20	40	6
Detector 1 Type	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
Detector 1 Queue (s)	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
Turn Type	Perm	NA		Perm	NA		Perm	Perm	NA	Perm	Perm	NA
Protected Phases		4			8				2			6
Permitted Phases	4			8			2	2		2	6	
Detector Phase	4	4		8	8		2	2	2	2	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		15.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	15.8	15.8		42.8	42.8		22.1	22.1	22.1	22.1	21.1	21.1



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	400
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	0.95
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Heavy Vehicles (%)	0%
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
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	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	



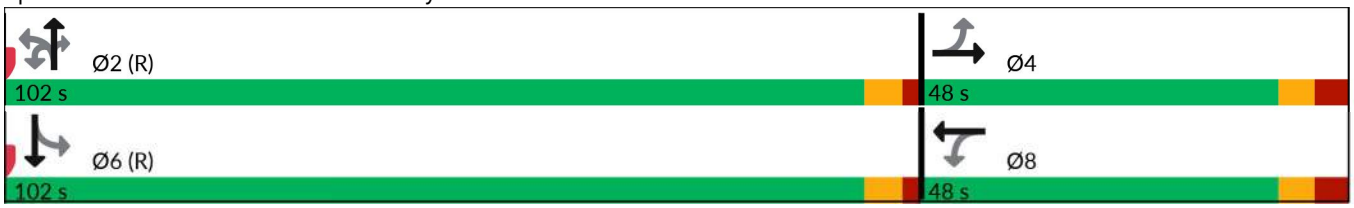
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Total Split (s)	48.0	48.0		48.0	48.0		102.0	102.0	102.0	102.0	102.0	102.0
Total Split (%)	32.0%	32.0%		32.0%	32.0%		68.0%	68.0%	68.0%	68.0%	68.0%	68.0%
Maximum Green (s)	40.2	40.2		40.2	40.2		95.9	95.9	95.9	95.9	95.9	95.9
Yellow Time (s)	4.0	4.0		4.0	4.0		4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	3.8	3.8		3.8	3.8		1.8	1.8	1.8	1.8	1.8	1.8
Lost Time Adjust (s)		0.0			0.0			0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.8			7.8			6.1	6.1	6.1	6.1	6.1
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)				7.0	7.0		7.0	7.0	7.0	7.0		
Flash Don't Walk (s)				28.0	28.0		9.0	9.0	9.0	9.0		
Pedestrian Calls (#/hr)				0	0		0	0	0	0		
Act Effct Green (s)		37.4			37.4			98.7	98.7	98.7	98.7	98.7
Actuated g/C Ratio		0.25			0.25			0.66	0.66	0.66	0.66	0.66
v/c Ratio		0.08			0.93			0.04	0.80	0.55	0.09	0.17
Control Delay (s/veh)		30.8			90.2			8.1	30.8	11.2	12.0	10.5
Queue Delay		0.0			0.0			0.0	5.4	0.7	0.0	0.0
Total Delay (s/veh)		30.8			90.2			8.1	36.1	12.0	12.0	10.5
LOS		C			F			A	D	B	B	B
Approach Delay (s/veh)		30.8			90.2				26.0			10.5
Approach LOS		C			F				C			B
Queue Length 50th (ft)		15			265			11	973	285	6	75
Queue Length 95th (ft)		44			#433			m17	1098	384	17	100
Internal Link Dist (ft)		815			616				536			795
Turn Bay Length (ft)								100			100	
Base Capacity (vph)		406			329			653	1202	1203	171	2284
Starvation Cap Reductn		0			0			0	188	250	0	0
Spillback Cap Reductn		0			0			0	0	0	0	0
Storage Cap Reductn		0			0			0	0	0	0	0
Reduced v/c Ratio		0.08			0.86			0.04	0.94	0.69	0.09	0.17

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 65 (43%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay (s/veh): 31.2		Intersection LOS: C	
Intersection Capacity Utilization 81.1%		ICU Level of Service D	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 40: SR 25/US 17 & Plymouth Avenue/Mills Lane





Lane Group	SBR
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Don't Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	5	15	10	255	10	5	5	20	910	625	15	365
Future Volume (veh/h)	5	15	10	255	10	5	5	20	910	625	15	365
Initial Q (Qb), veh	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	
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
Work Zone On Approach		No			No				No			No
Adj Sat Flow, veh/h/ln	1411	1722	1737	1737	1900	1693		1900	1841	1856	1796	1841
Adj Flow Rate, veh/h	5	16	11	268	11	0		21	958	0	16	384
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	33	12	11	11	0	14		0	4	3	7	4
Cap, veh/h	65	189	118	334	12			722	1291		443	2452
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.00		1.00	1.00	0.00	0.70	0.70
Sat Flow, veh/h	178	915	573	1393	57	0		1015	1841	1572	563	3589
Grp Volume(v), veh/h	32	0	0	279	0	0		21	958	0	16	384
Grp Sat Flow(s),veh/h/ln	1667	0	0	1450	0	0		1015	1841	1572	563	1749
Q Serve(g_s), s	0.0	0.0	0.0	25.9	0.0	0.0		0.2	0.0	0.0	1.3	5.5
Cycle Q Clear(g_c), s	2.4	0.0	0.0	28.3	0.0	0.0		5.7	0.0	0.0	1.3	5.5
Prop In Lane	0.16		0.34	0.96		0.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	371	0	0	346	0			722	1291		443	2452
V/C Ratio(X)	0.09	0.00	0.00	0.81	0.00			0.03	0.74		0.04	0.16
Avail Cap(c_a), veh/h	467	0	0	434	0			722	1291		443	2452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00		0.78	0.78	0.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	0.0	0.0	58.2	0.0	0.0		0.1	0.0	0.0	6.9	7.5
Incr Delay (d2), s/veh	0.1	0.0	0.0	8.7	0.0	0.0		0.1	3.1	0.0	0.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	11.0	0.0	0.0		0.0	1.1	0.0	0.2	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.3	0.0	0.0	66.8	0.0	0.0		0.2	3.1	0.0	7.0	7.7
LnGrp LOS	D			E				A	A		A	A
Approach Vol, veh/h		32			279				979			400
Approach Delay, s/veh		48.3			66.8				3.0			7.6
Approach LOS		D			E				A			A

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		111.3		38.7		111.3		38.7				
Change Period (Y+Rc), s		* 6.1		7.8		* 6.1		7.8				
Max Green Setting (Gmax), s		* 96		40.2		* 96		40.2				
Max Q Clear Time (g_c+I1), s		7.7		4.4		7.5		30.3				
Green Ext Time (p_c), s		41.1		0.1		8.9		0.6				

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		15.5
HCM 6th LOS		B

Notes

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.95
Percent Heavy Veh, %	0
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1460	725	0	0	0
Future Volume (vph)	0	1460	725	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	0
Link Speed (mph)		30	55		30	
Link Distance (ft)		413	854		136	
Travel Time (s)		9.4	10.6		3.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1587	788	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1587	788	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		20	20		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.7%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	1420	0	0	1210	0	0
Future Volume (vph)	1420	0	0	1210	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3539	0	0	3539	0	0
Flt Permitted						
Satd. Flow (perm)	3539	0	0	3539	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	2297			1309	375	
Travel Time (s)	52.2			29.8	8.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1543	0	0	1315	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1543	0	0	1315	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.6%		ICU Level of Service A	
Analysis Period (min) 15			

EXISTING (2024)
PM PEAK HOUR

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	5	0	0	10	0	895	5	0	1505	5
Future Volume (vph)	5	0	5	0	0	10	0	895	5	0	1505	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	250		350	250		350
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			150			125		
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		0.932			0.865				0.850			0.850
Flt Protected		0.976										
Satd. Flow (prot)	0	1728	0	0	1644	0	1900	3539	1615	1900	3574	1615
Flt Permitted		0.976										
Satd. Flow (perm)	0	1728	0	0	1644	0	1900	3539	1615	1900	3574	1615
Link Speed (mph)		30			25			55			55	
Link Distance (ft)		1583			819			854			5845	
Travel Time (s)		36.0			22.3			10.6			72.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	0%
Adj. Flow (vph)	5	0	5	0	0	11	0	942	5	0	1584	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	11	0	0	942	5	0	1584	5
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			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	5	0	0	10	0	895	5	0	1505	5
Future Vol, veh/h	5	0	5	0	0	10	0	895	5	0	1505	5
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	-	-	-	-	-	-	250	-	350	250	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	1	0
Mvmt Flow	5	0	5	0	0	11	0	942	5	0	1584	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2055	2526	792	1734	2526	471	1584	0	0	942	0	0
Stage 1	1584	1584	-	942	942	-	-	-	-	-	-	-
Stage 2	471	942	-	792	1584	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	33	28	336	57	28	545	421	-	-	736	-	-
Stage 1	115	170	-	287	344	-	-	-	-	-	-	-
Stage 2	548	344	-	353	170	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	32	28	336	56	28	545	421	-	-	736	-	-
Mov Cap-2 Maneuver	32	28	-	56	28	-	-	-	-	-	-	-
Stage 1	115	170	-	287	344	-	-	-	-	-	-	-
Stage 2	537	344	-	347	170	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	80.4	11.7	0	0
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	421	-	-	58	545	736	-	-
HCM Lane V/C Ratio	-	-	-	0.181	0.019	-	-	-
HCM Control Delay (s/veh)	0	-	-	80.4	11.7	0	-	-
HCM Lane LOS	A	-	-	F	B	A	-	-
HCM 95th %tile Q (veh)	0	-	-	0.6	0.1	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	15	25	0	215	15	840	55	300	1470	20
Future Volume (vph)	5	0	15	25	0	215	15	840	55	300	1470	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		400	350		200	325		275
Storage Lanes	0		0	0		1	1		1	1		1
Taper Length (ft)	25			25			100			125		
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		0.897				0.850			0.850			0.850
Flt Protected		0.988			0.950		0.950			0.950		
Satd. Flow (prot)	0	1684	0	0	1736	1568	1805	3539	1568	1752	3574	1538
Flt Permitted		0.988			0.950		0.950			0.950		
Satd. Flow (perm)	0	1684	0	0	1736	1568	1805	3539	1568	1752	3574	1538
Link Speed (mph)		25			25			55			45	
Link Distance (ft)		701			814			5845			1908	
Travel Time (s)		19.1			22.2			72.5			28.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	4%	0%	3%	0%	2%	3%	3%	1%	5%
Adj. Flow (vph)	5	0	16	26	0	226	16	884	58	316	1547	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	0	0	26	226	16	884	58	316	1547	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			12			20			20	
Link Offset(ft)		0			10			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.8%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	17.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	15	25	0	215	15	840	55	300	1470	20
Future Vol, veh/h	5	0	15	25	0	215	15	840	55	300	1470	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	-	-	Yield	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	400	350	-	200	325	-	275
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	4	0	3	0	2	3	3	1	5
Mvmt Flow	5	0	16	26	0	226	16	884	58	316	1547	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2653	3095	774	2322	3116	442	1568	0	0	884	0	0
Stage 1	2179	2179	-	916	916	-	-	-	-	-	-	-
Stage 2	474	916	-	1406	2200	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.58	6.5	6.96	4.1	-	-	4.16	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.58	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.58	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.54	4	3.33	2.2	-	-	2.23	-	-
Pot Cap-1 Maneuver	11	12	346	~ 19	12	560	426	-	-	755	-	-
Stage 1	48	86	-	289	354	-	-	-	-	-	-	-
Stage 2	545	354	-	144	84	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 4	7	346	~ 12	7	560	426	-	-	755	-	-
Mov Cap-2 Maneuver	~ 4	7	-	~ 12	7	-	-	-	-	-	-	-
Stage 1	46	50	-	278	341	-	-	-	-	-	-	-
Stage 2	313	341	-	80	49	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	$735.6	137	0.2	2.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	426	-	-	15	12	560	755	-	-
HCM Lane V/C Ratio	0.037	-	-	1.404	2.193	0.404	0.418	-	-
HCM Control Delay (s/veh)	13.8	-	-	$ 735.5	$ 1180.1	15.7	13.2	-	-
HCM Lane LOS	B	-	-	F	F	C	B	-	-
HCM 95th %tile Q (veh)	0.1	-	-	3.2	4.2	1.9	2.1	-	-

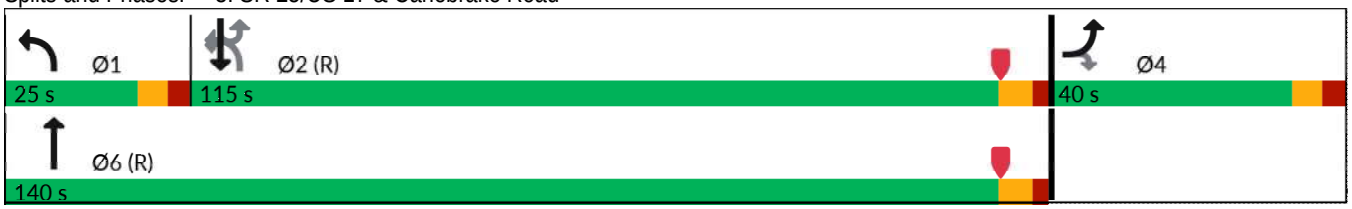
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	140	175	90	970	0	1610	205
Future Volume (vph)	140	175	90	970	0	1610	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	225	300		250		150
Storage Lanes	1	1	1		1		1
Taper Length (ft)	25		100		100		
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	1.00
Frt		0.850					0.850
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1770	1599	1736	3539	1900	3574	1568
Flt Permitted	0.950		0.092				
Satd. Flow (perm)	1770	1599	168	3539	1900	3574	1568
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)		177					87
Link Speed (mph)	35			45		45	
Link Distance (ft)	1184			1908		740	
Travel Time (s)	23.1			28.9		11.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	4%	2%	0%	1%	3%
Adj. Flow (vph)	147	184	95	1021	0	1695	216
Shared Lane Traffic (%)							
Lane Group Flow (vph)	147	184	95	1021	0	1695	216
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	12			20		20	
Link Offset(ft)	0			0		0	
Crosswalk Width(ft)	25			25		60	
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
Number of Detectors	1	0	1	1	1	1	0
Detector Template							
Leading Detector (ft)	30	0	40	336	40	336	0
Trailing Detector (ft)	0	0	0	330	0	330	0
Detector 1 Position(ft)	0	0	0	330	0	330	0
Detector 1 Size(ft)	30	20	40	6	40	6	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
Turn Type	Prot	Perm	D.P+P	NA	Perm	NA	Perm
Protected Phases	4		1	6		2	
Permitted Phases		4	2		2		2
Detector Phase	4	4	1	6	2	2	2
Switch Phase							
Minimum Initial (s)	8.0	8.0	6.0	15.0	15.0	15.0	15.0
Minimum Split (s)	15.1	15.1	13.0	21.5	21.5	21.5	21.5

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Total Split (s)	40.0	40.0	25.0	140.0	115.0	115.0	115.0
Total Split (%)	22.2%	22.2%	13.9%	77.8%	63.9%	63.9%	63.9%
Maximum Green (s)	32.9	32.9	18.0	133.5	108.5	108.5	108.5
Yellow Time (s)	4.0	4.0	4.0	4.5	4.5	4.5	4.5
All-Red Time (s)	3.1	3.1	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.1	-2.1	-2.0	-1.5	-1.5	-1.5	-1.5
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag	Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes	Yes
Vehicle Extension (s)	5.0	5.0	4.0	5.0	5.0	5.0	5.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	24.3	24.3	140.7	145.7		128.6	128.6
Actuated g/C Ratio	0.14	0.14	0.78	0.81		0.71	0.71
v/c Ratio	0.62	0.50	0.40	0.36		0.66	0.19
Control Delay (s/veh)	83.9	14.1	9.4	5.3		9.8	2.2
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	83.9	14.1	9.4	5.3		9.8	2.2
LOS	F	B	A	A		A	A
Approach Delay (s/veh)	45.1			5.7		9.0	
Approach LOS	D			A		A	
Queue Length 50th (ft)	167	7	20	147		482	10
Queue Length 95th (ft)	238	84	41	217		170	m18
Internal Link Dist (ft)	1104			1828		660	
Turn Bay Length (ft)		225	300				150
Base Capacity (vph)	344	453	309	2863		2553	1145
Starvation Cap Reductn	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0		0	0
Reduced v/c Ratio	0.43	0.41	0.31	0.36		0.66	0.19

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 163 (91%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay (s/veh): 11.4		Intersection LOS: B	
Intersection Capacity Utilization 69.8%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 3: SR 25/US 17 & Canebrake Road





Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	140	175	90	970	0	1610	205
Future Volume (veh/h)	140	175	90	970	0	1610	205
Initial Q (Qb), veh	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Adj Sat Flow, veh/h/ln	1870	1885	1841	1870		1885	1856
Adj Flow Rate, veh/h	147	0	95	1021		1695	216
Peak Hour Factor	0.95	0.95	0.95	0.95		0.95	0.95
Percent Heavy Veh, %	2	1	4	2		1	3
Cap, veh/h	191		246	2974		2740	1203
Arrive On Green	0.11	0.00	0.04	0.84		0.77	0.77
Sat Flow, veh/h	1781	1598	1753	3647		3676	1572
Grp Volume(v), veh/h	147	0	95	1021		1695	216
Grp Sat Flow(s),veh/h/ln	1781	1598	1753	1777		1791	1572
Q Serve(g_s), s	14.5	0.0	1.9	11.8		38.0	6.7
Cycle Q Clear(g_c), s	14.5	0.0	1.9	11.8		38.0	6.7
Prop In Lane	1.00	1.00	1.00				1.00
Lane Grp Cap(c), veh/h	191		246	2974		2740	1203
V/C Ratio(X)	0.77		0.39	0.34		0.62	0.18
Avail Cap(c_a), veh/h	346		363	2974		2740	1203
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	78.1	0.0	10.2	3.4		9.4	5.8
Incr Delay (d2), s/veh	12.8	0.0	1.4	0.3		1.1	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	0.0	1.2	3.4		13.6	2.1
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	90.9	0.0	11.6	3.7		10.5	6.1
LnGrp LOS	F		B	A		B	A
Approach Vol, veh/h	147			1116		1911	
Approach Delay, s/veh	90.9			4.3		10.0	
Approach LOS	F			A		A	

Timer - Assigned Phs	1	2		4		6	
Phs Duration (G+Y+Rc), s	12.9	142.7		24.3		155.7	
Change Period (Y+Rc), s	7.0	6.5		7.1		6.5	
Max Green Setting (Gmax), s	18.0	108.5		32.9		133.5	
Max Q Clear Time (g_c+I1), s	3.9	40.0		16.5		13.8	
Green Ext Time (p_c), s	0.3	64.1		0.8		60.9	

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	11.8
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

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

Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	5	35	0	1095	15	15	1805
Future Volume (vph)	5	35	0	1095	15	15	1805
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	275		225	300	
Storage Lanes	1	1	1		1	1	
Taper Length (ft)	25		75			100	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850			0.850		
Flt Protected	0.950					0.950	
Satd. Flow (prot)	1805	1568	1429	3539	1509	1492	3574
Flt Permitted	0.950					0.950	
Satd. Flow (perm)	1805	1568	1429	3539	1509	1492	3574
Link Speed (mph)	25			45			45
Link Distance (ft)	633			740			1445
Travel Time (s)	17.3			11.2			21.9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	3%	33%	2%	7%	21%	1%
Adj. Flow (vph)	5	37	0	1153	16	16	1900
Shared Lane Traffic (%)							
Lane Group Flow (vph)	5	37	0	1153	16	16	1900
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	Left	Left
Median Width(ft)	12			20			20
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		9	15	
Sign Control	Stop			Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.9%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	5	35	0	1095	15	15	1805
Future Vol, veh/h	5	35	0	1095	15	15	1805
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	Yield	-	None
Storage Length	0	0	275	-	225	300	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	0	3	33	2	7	21	1
Mvmt Flow	5	37	0	1153	16	16	1900

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	2135	577	1900	0	0	1153	0
Stage 1	1153	-	-	-	-	-	-
Stage 2	982	-	-	-	-	-	-
Critical Hdwy	6.8	6.96	7.06	-	-	4.52	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.33	2.83	-	-	2.41	-
Pot Cap-1 Maneuver	43	457	59	-	-	504	-
Stage 1	267	-	-	-	-	-	-
Stage 2	328	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	42	457	59	-	-	504	-
Mov Cap-2 Maneuver	42	-	-	-	-	-	-
Stage 1	267	-	-	-	-	-	-
Stage 2	318	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	24.7	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	59	-	-	42	457	504	-
HCM Lane V/C Ratio	-	-	-	0.125	0.081	0.031	-
HCM Control Delay (s/veh)	0	-	-	102.6	13.6	12.4	-
HCM Lane LOS	A	-	-	F	B	B	-
HCM 95th %tile Q (veh)	0	-	-	0.4	0.3	0.1	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	30	5	0	5	10	1115	0	15	1785	25
Future Volume (vph)	5	0	30	5	0	5	10	1115	0	15	1785	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		100	300		150	350		400
Storage Lanes	0		0	0		1	1		1	1		1
Taper Length (ft)	25			25			100			100		
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		0.883				0.850						0.850
Flt Protected		0.993			0.950		0.950			0.950		
Satd. Flow (prot)	0	1546	0	0	1805	1615	1805	3539	1900	1805	3574	1553
Flt Permitted		0.993			0.950		0.950			0.950		
Satd. Flow (perm)	0	1546	0	0	1805	1615	1805	3539	1900	1805	3574	1553
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		920			795			1445			1015	
Travel Time (s)		25.1			21.7			28.1			19.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	9%	0%	0%	0%	0%	2%	0%	0%	1%	4%
Adj. Flow (vph)	5	0	32	5	0	5	11	1174	0	16	1879	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	0	5	5	11	1174	0	16	1879	26
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			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.7%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	30	5	0	5	10	1115	0	15	1785	25
Future Vol, veh/h	5	0	30	5	0	5	10	1115	0	15	1785	25
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	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	100	300	-	150	350	-	400
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	9	0	0	0	0	2	0	0	1	4
Mvmt Flow	5	0	32	5	0	5	11	1174	0	16	1879	26

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2520	3107	940	2168	3107	587	1879	0	0	1174	0	0
Stage 1	1911	1911	-	1196	1196	-	-	-	-	-	-	-
Stage 2	609	1196	-	972	1911	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7.08	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.39	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	14	12	252	27	12	458	324	-	-	602	-	-
Stage 1	72	117	-	201	262	-	-	-	-	-	-	-
Stage 2	454	262	-	275	117	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	13	11	252	23	11	458	324	-	-	602	-	-
Mov Cap-2 Maneuver	13	11	-	23	11	-	-	-	-	-	-	-
Stage 1	70	114	-	194	253	-	-	-	-	-	-	-
Stage 2	434	253	-	234	114	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	105.7	108	0.1	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	324	-	-	69	23	458	602	-	-
HCM Lane V/C Ratio	0.032	-	-	0.534	0.229	0.011	0.026	-	-
HCM Control Delay (s/veh)	16.5	-	-	105.7	203	13	11.1	-	-
HCM Lane LOS	C	-	-	F	F	B	B	-	-
HCM 95th %tile Q (veh)	0.1	-	-	2.2	0.7	0	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	5	5	195	5	115	10	1020	105	110	1615	20
Future Volume (vph)	60	5	5	195	5	115	10	1020	105	110	1615	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		250	300		200	300		200
Storage Lanes	0		0	0		1	1		1	1		1
Taper Length (ft)	25			25			100			125		
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		0.991				0.850			0.850			0.850
Flt Protected		0.959			0.953		0.950			0.950		
Satd. Flow (prot)	0	1790	0	0	1811	1538	1805	3539	1599	1787	3574	1357
Flt Permitted		0.351			0.711		0.095			0.209		
Satd. Flow (perm)	0	655	0	0	1351	1538	180	3539	1599	393	3574	1357
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				121			91			67
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		883			1109			1015			837	
Travel Time (s)		20.1			18.9			15.4			12.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	0%	0%	5%	0%	2%	1%	1%	1%	19%
Adj. Flow (vph)	63	5	5	205	5	121	11	1074	111	116	1700	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	73	0	0	210	121	11	1074	111	116	1700	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			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			25			16			20	
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	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	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
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	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
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
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
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
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	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		1	6		5	2	

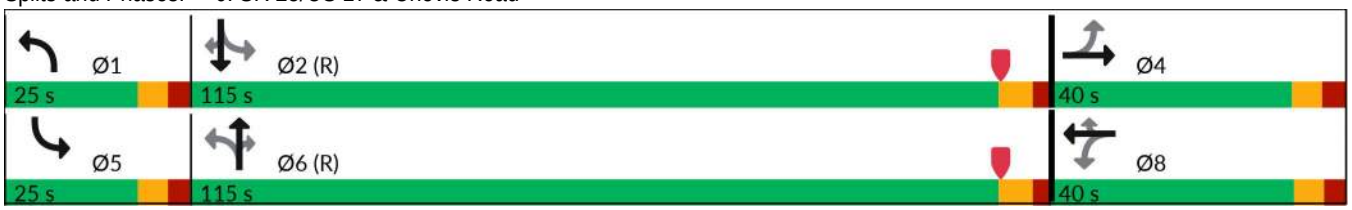


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6		6	2		2
Detector Phase	4	4		8	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	6.0	15.0	15.0	6.0	15.0	15.0
Minimum Split (s)	15.1	15.1		15.0	15.0	15.0	13.0	21.5	21.5	13.0	21.5	21.5
Total Split (s)	40.0	40.0		40.0	40.0	40.0	25.0	115.0	115.0	25.0	115.0	115.0
Total Split (%)	22.2%	22.2%		22.2%	22.2%	22.2%	13.9%	63.9%	63.9%	13.9%	63.9%	63.9%
Maximum Green (s)	32.9	32.9		33.0	33.0	33.0	18.0	108.5	108.5	18.0	108.5	108.5
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	3.1	3.1		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	2.0
Lost Time Adjust (s)		-2.1			-2.0	-2.0	-2.0	-1.5	-1.5	-2.0	-1.5	-1.5
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	5.0	5.0	4.0	5.0	5.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)		32.7			32.7	32.7	129.5	120.8	120.8	136.8	131.7	131.7
Actuated g/C Ratio		0.18			0.18	0.18	0.72	0.67	0.67	0.76	0.73	0.73
v/c Ratio		0.61			0.86	0.32	0.05	0.45	0.10	0.30	0.65	0.02
Control Delay (s/veh)		87.2			100.7	11.1	5.8	12.7	2.1	2.3	3.3	0.1
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)		87.2			100.7	11.1	5.8	12.7	2.1	2.3	3.5	0.1
LOS		F			F	B	A	B	A	A	A	A
Approach Delay (s/veh)		87.2			68.0			11.7			3.4	
Approach LOS		F			E			B			A	
Queue Length 50th (ft)		76			238	0	3	269	3	3	24	0
Queue Length 95th (ft)		142			#376	61	m8	311	24	m9	60	m0
Internal Link Dist (ft)		803			1029			935			757	
Turn Bay Length (ft)						250	300		200	300		200
Base Capacity (vph)		129			264	398	317	2374	1102	454	2614	1010
Starvation Cap Reductn		0			0	0	0	0	0	0	233	0
Spillback Cap Reductn		0			0	0	0	0	0	0	0	0
Storage Cap Reductn		0			0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.57			0.80	0.30	0.03	0.45	0.10	0.26	0.71	0.02

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 133 (74%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay (s/veh): 14.3 Intersection LOS: B
Intersection Capacity Utilization 74.0% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SR 25/US 17 & Chevis Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	5	5	195	5	115	10	1020	105	110	1615	20
Future Volume (veh/h)	60	5	5	195	5	115	10	1020	105	110	1615	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1900	1900	1900	1900	1826	1900	1870	1885	1885	1885	1618
Adj Flow Rate, veh/h	63	5	0	205	5	0	11	1074	111	116	1700	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0	0	0	0	5	0	2	1	1	1	19
Cap, veh/h	303	23		278	6		295	2527	1136	400	2615	
Arrive On Green	0.15	0.16	0.00	0.15	0.16	0.00	0.03	0.71	0.71	0.09	1.00	0.00
Sat Flow, veh/h	1642	141	0	1482	36	1547	1810	3554	1598	1795	3582	1372
Grp Volume(v), veh/h	68	0	0	210	0	0	11	1074	111	116	1700	0
Grp Sat Flow(s),veh/h/ln	1783	0	0	1518	0	1547	1810	1777	1598	1795	1791	1372
Q Serve(g_s), s	0.0	0.0	0.0	18.5	0.0	0.0	0.3	22.5	3.9	3.0	0.0	0.0
Cycle Q Clear(g_c), s	5.9	0.0	0.0	24.4	0.0	0.0	0.3	22.5	3.9	3.0	0.0	0.0
Prop In Lane	0.93		0.00	0.98		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	305	0		267	0		295	2527	1136	400	2615	
V/C Ratio(X)	0.22	0.00		0.79	0.00		0.04	0.43	0.10	0.29	0.65	
Avail Cap(c_a), veh/h	354	0		315	0		450	2527	1136	520	2615	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.69	0.69	0.00
Uniform Delay (d), s/veh	66.6	0.0	0.0	74.1	0.0	0.0	6.2	10.8	8.1	7.1	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	10.7	0.0	0.0	0.1	0.5	0.2	0.4	0.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.0	10.5	0.0	0.0	0.1	8.6	1.4	1.0	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.0	0.0	0.0	84.8	0.0	0.0	6.2	11.3	8.3	7.5	0.9	0.0
LnGrp LOS	E			F			A	B	A	A	A	
Approach Vol, veh/h		68			210			1196			1816	
Approach Delay, s/veh		67.0			84.8			11.0			1.3	
Approach LOS		E			F			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	136.4		34.0	13.0	133.0		34.0				
Change Period (Y+Rc), s	7.0	6.5		7.1	7.0	6.5		* 7.1				
Max Green Setting (Gmax), s	18.0	108.5		32.9	18.0	108.5		* 33				
Max Q Clear Time (g_c+I1), s	2.3	2.0		7.9	5.0	24.5		26.4				
Green Ext Time (p_c), s	0.0	56.2		0.3	0.3	23.8		0.5				

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	11.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

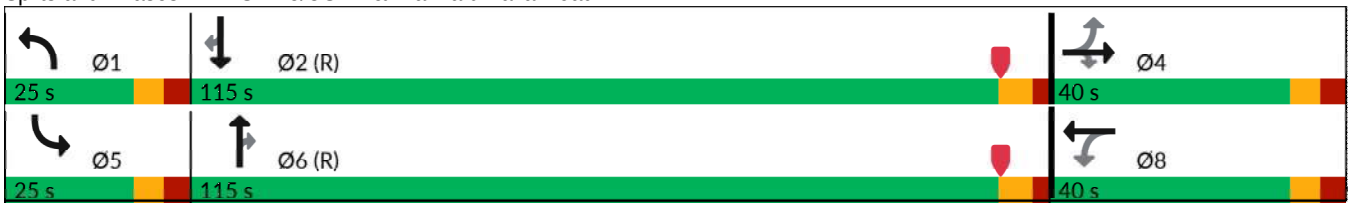
Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	10	145	40	5	40	125	1030	45	45	1560	230
Future Volume (vph)	150	10	145	40	5	40	125	1030	45	45	1560	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		125	25		75	300		650	250		200
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	50			50			125			100		
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		0.866				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1900	1615	1805	1645	0	1805	3505	1615	1805	3539	1615
Flt Permitted	0.726			0.750			0.950			0.950		
Satd. Flow (perm)	1379	1900	1615	1425	1645	0	1805	3505	1615	1805	3539	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			153		42				73			130
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		848			774			837			964	
Travel Time (s)		23.1			21.1			12.7			14.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	2%	0%
Adj. Flow (vph)	158	11	153	42	5	42	132	1084	47	47	1642	242
Shared Lane Traffic (%)												
Lane Group Flow (vph)	158	11	153	42	47	0	132	1084	47	47	1642	242
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			14			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			25			45	
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	1	0	1	1		1	1	0	1	1	0
Detector Template												
Leading Detector (ft)	40	40	0	40	40		40	336	0	40	336	0
Trailing Detector (ft)	0	0	0	0	0		0	330	0	0	330	0
Detector 1 Position(ft)	0	0	0	0	0		0	330	0	0	330	0
Detector 1 Size(ft)	40	40	20	40	40		40	6	20	40	6	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
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
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
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
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4		4	8					6			2
Detector Phase	4	4	4	8	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0		8.0	15.0	15.0	8.0	15.0	15.0
Minimum Split (s)	15.5	15.5	15.5	15.5	15.5		15.5	21.5	21.5	15.5	21.5	21.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	40.0	40.0	40.0	40.0	40.0		25.0	115.0	115.0	25.0	115.0	115.0
Total Split (%)	22.2%	22.2%	22.2%	22.2%	22.2%		13.9%	63.9%	63.9%	13.9%	63.9%	63.9%
Maximum Green (s)	32.5	32.5	32.5	32.5	32.5		17.5	108.5	108.5	17.5	108.5	108.5
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	2.0	2.0	3.5	2.0	2.0
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5		-2.5	-1.5	-1.5	-2.5	-1.5	-1.5
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag							Lead	Lag	Lag	Lead	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	5.0	5.0	3.0	5.0	5.0
Recall Mode	None	None	None	None	None		None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	27.8	27.8	27.8	27.8	27.8		19.4	127.4	127.4	12.9	117.8	117.8
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.15		0.11	0.71	0.71	0.07	0.65	0.65
v/c Ratio	0.74	0.04	0.40	0.19	0.16		0.68	0.44	0.04	0.36	0.71	0.22
Control Delay (s/veh)	92.7	61.4	11.2	66.0	19.3		92.9	11.9	0.5	102.5	20.5	4.2
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 (s/veh)	92.7	61.4	11.2	66.0	19.3		92.9	11.9	0.5	102.5	20.5	4.2
LOS	F	E	B	E	B		F	B	A	F	C	A
Approach Delay (s/veh)		52.9			41.3			20.0			20.5	
Approach LOS		D			D			B			C	
Queue Length 50th (ft)	181	11	0	44	5		159	271	3	58	664	24
Queue Length 95th (ft)	260	31	68	83	45		242	208	m1	m88	1083	97
Internal Link Dist (ft)		768			694			757			884	
Turn Bay Length (ft)	275		125	25			300		650	250		200
Base Capacity (vph)	268	369	437	277	353		209	2480	1164	200	2317	1102
Starvation Cap Reductn	0	0	0	0	0		0	197	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	0.59	0.03	0.35	0.15	0.13		0.63	0.47	0.04	0.24	0.71	0.22

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 112 (62%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay (s/veh): 23.7		Intersection LOS: C	
Intersection Capacity Utilization 77.5%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 7: SR 25/US 17 & Walmart Plaza Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	10	145	40	5	40	125	1030	45	45	1560	230
Future Volume (veh/h)	150	10	145	40	5	40	125	1030	45	45	1560	230
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1856	1900	1900	1870	1900
Adj Flow Rate, veh/h	158	11	0	42	5	0	132	1084	0	47	1642	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	3	0	0	2	0
Cap, veh/h	233	260		235	260		171	2559		98	2436	
Arrive On Green	0.14	0.14	0.00	0.14	0.14	0.00	0.19	1.00	0.00	0.07	0.91	0.00
Sat Flow, veh/h	1434	1900	1610	1426	1900	0	1810	3526	1610	1810	3554	1610
Grp Volume(v), veh/h	158	11	0	42	5	0	132	1084	0	47	1642	0
Grp Sat Flow(s),veh/h/ln	1434	1900	1610	1426	1900	0	1810	1763	1610	1810	1777	1610
Q Serve(g_s), s	19.3	0.9	0.0	4.7	0.4	0.0	12.5	0.0	0.0	4.5	19.1	0.0
Cycle Q Clear(g_c), s	19.7	0.9	0.0	4.7	0.4	0.0	12.5	0.0	0.0	4.5	19.1	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	233	260		235	260		171	2559		98	2436	
V/C Ratio(X)	0.68	0.04		0.18	0.02		0.77	0.42		0.48	0.67	
Avail Cap(c_a), veh/h	315	369		317	369		201	2559		201	2436	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.90	0.90	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	75.8	67.5	0.0	69.1	67.3	0.0	71.1	0.0	0.0	81.1	3.3	0.0
Incr Delay (d2), s/veh	3.5	0.1	0.0	0.4	0.0	0.0	13.0	0.5	0.0	3.6	1.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	0.5	0.0	1.8	0.2	0.0	5.9	0.2	0.0	2.2	3.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.3	67.5	0.0	69.5	67.3	0.0	84.1	0.5	0.0	84.7	4.9	0.0
LnGrp LOS	E	E		E	E		F	A		F	A	
Approach Vol, veh/h		169			47			1216			1689	
Approach Delay, s/veh		78.5			69.3			9.5			7.1	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.0	128.4		29.6	14.7	135.7		29.6				
Change Period (Y+Rc), s	7.5	6.5		7.5	7.5	6.5		7.5				
Max Green Setting (Gmax), s	17.5	108.5		32.5	17.5	108.5		32.5				
Max Q Clear Time (g_c+I1), s	14.5	21.1		21.7	6.5	2.0		7.7				
Green Ext Time (p_c), s	0.1	80.2		0.4	0.1	62.9		0.1				

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	12.8
HCM 6th LOS	B

Notes

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	0	75	5	0	5	30	1190	5	10	1750	30
Future Volume (vph)	15	0	75	5	0	5	30	1190	5	10	1750	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		75	500		100	275		150
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			125			100		
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		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1805	1615	0	1805	1615	1736	3539	1615	1805	3539	1615
Flt Permitted		0.950			0.950		0.950			0.950		
Satd. Flow (perm)	0	1805	1615	0	1805	1615	1736	3539	1615	1805	3539	1615
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		691			1032			964			1323	
Travel Time (s)		18.8			28.1			14.6			20.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	2%	0%	0%	2%	0%
Adj. Flow (vph)	16	0	81	5	0	5	32	1280	5	11	1882	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	81	0	5	5	32	1280	5	11	1882	32
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			20			20	
Link Offset(ft)		15			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.4%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	0	75	5	0	5	30	1190	5	10	1750	30
Future Vol, veh/h	15	0	75	5	0	5	30	1190	5	10	1750	30
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	-	-	50	-	-	75	500	-	100	275	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	4	2	0	0	2	0
Mvmt Flow	16	0	81	5	0	5	32	1280	5	11	1882	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2608	3253	941	2307	3280	640	1914	0	0	1285	0	0
Stage 1	1904	1904	-	1344	1344	-	-	-	-	-	-	-
Stage 2	704	1349	-	963	1936	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.18	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.24	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 12	9	268	21	9	423	298	-	-	547	-	-
Stage 1	73	118	-	163	222	-	-	-	-	-	-	-
Stage 2	398	221	-	278	114	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 11	8	268	13	8	423	298	-	-	547	-	-
Mov Cap-2 Maneuver	~ 11	8	-	13	8	-	-	-	-	-	-	-
Stage 1	65	116	-	146	198	-	-	-	-	-	-	-
Stage 2	351	197	-	190	112	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	172.4	213.1	0.5	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	298	-	-	11	268	13	423	547	-	-
HCM Lane V/C Ratio	0.108	-	-	1.466	0.301	0.414	0.013	0.02	-	-
HCM Control Delay (s/veh)	18.5	-	-	$ 913.6	24.1	$ 412.6	13.6	11.7	-	-
HCM Lane LOS	C	-	-	F	C	F	B	B	-	-
HCM 95th %tile Q (veh)	0.4	-	-	2.8	1.2	1	0	0.1	-	-

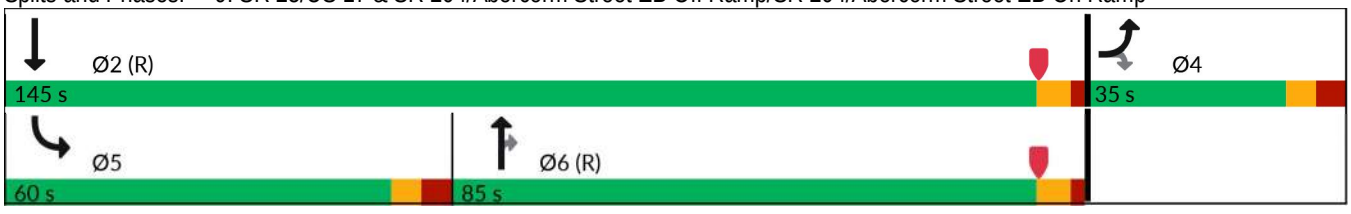
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	0	100	0	0	0	0	665	545	455	1690	0
Future Volume (vph)	135	0	100	0	0	0	0	665	545	455	1690	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		75	0		0	0		675	180		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	100			25			25			100		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3183	0	1468	0	0	0	0	3539	1583	3433	3539	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	3183	0	1468	0	0	0	0	3539	1583	3433	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			70						464			
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1603			976			1323			972	
Travel Time (s)		24.3			14.8			20.0			14.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	10%	0%	10%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Adj. Flow (vph)	142	0	105	0	0	0	0	700	574	479	1779	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	142	0	105	0	0	0	0	700	574	479	1779	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)		24			24			35			44	
Link Offset(ft)		0			25			0			0	
Crosswalk Width(ft)		16			16			16			40	
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		0					1	0	1	1	
Detector Template												
Leading Detector (ft)	40		0					336	0	40	336	
Trailing Detector (ft)	0		0					330	0	0	330	
Detector 1 Position(ft)	0		0					330	0	0	330	
Detector 1 Size(ft)	40		20					6	20	40	6	
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	
Turn Type	Prot		Perm					NA	Perm	Prot	NA	
Protected Phases	4							6		5	2	
Permitted Phases			4						6			
Detector Phase	4		4					6	6	5	2	
Switch Phase												
Minimum Initial (s)	8.0		8.0					15.0	15.0	6.0	15.0	
Minimum Split (s)	16.0		16.0					21.5	21.5	14.0	21.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	35.0		35.0					85.0	85.0	60.0	145.0	
Total Split (%)	19.4%		19.4%					47.2%	47.2%	33.3%	80.6%	
Maximum Green (s)	27.0		27.0					78.5	78.5	52.0	138.5	
Yellow Time (s)	4.0		4.0					4.5	4.5	4.0	4.5	
All-Red Time (s)	4.0		4.0					2.0	2.0	4.0	2.0	
Lost Time Adjust (s)	-3.0		-3.0					-1.5	-1.5	-3.0	-1.5	
Total Lost Time (s)	5.0		5.0					5.0	5.0	5.0	5.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					5.0	5.0	3.0	5.0	
Recall Mode	None		None					C-Min	C-Min	None	C-Min	
Act Effct Green (s)	16.4		16.4					114.9	114.9	33.7	153.6	
Actuated g/C Ratio	0.09		0.09					0.64	0.64	0.19	0.85	
v/c Ratio	0.49		0.53					0.31	0.49	0.75	0.59	
Control Delay (s/veh)	83.2		38.8					14.9	5.0	64.7	9.7	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.7	
Total Delay (s/veh)	83.2		38.8					14.9	5.0	64.7	10.4	
LOS	F		D					B	A	E	B	
Approach Delay (s/veh)		64.3						10.5			21.9	
Approach LOS		E						B			C	
Queue Length 50th (ft)	84		39					131	14	258	674	
Queue Length 95th (ft)	121		107					256	137	313	688	
Internal Link Dist (ft)		1523			896			1243			892	
Turn Bay Length (ft)	400		75						675	180		
Base Capacity (vph)	530		303					2258	1178	1048	3019	
Starvation Cap Reductn	0		0					0	0	0	780	
Spillback Cap Reductn	0		0					0	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.27		0.35					0.31	0.49	0.46	0.79	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 126 (70%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 20.8		Intersection LOS: C	
Intersection Capacity Utilization 77.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 9: SR 25/US 17 & SR 204/Abercorm Street EB Off Ramp/SR 204/Abercorm Street EB On Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	0	100	0	0	0	0	665	545	455	1690	0
Future Volume (veh/h)	135	0	100	0	0	0	0	665	545	455	1690	0
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1752	0	1752				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	142	0	0				0	700	0	479	1779	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	0	10				0	2	2	2	2	0
Cap, veh/h	235	0					0	2394		588	3098	0
Arrive On Green	0.07	0.00	0.00				0.00	1.00	0.00	0.23	1.00	0.00
Sat Flow, veh/h	3237	0	1485				0	3647	1585	3456	3647	0
Grp Volume(v), veh/h	142	0	0				0	700	0	479	1779	0
Grp Sat Flow(s),veh/h/ln	1618	0	1485				0	1777	1585	1728	1777	0
Q Serve(g_s), s	7.7	0.0	0.0				0.0	0.0	0.0	23.7	0.0	0.0
Cycle Q Clear(g_c), s	7.7	0.0	0.0				0.0	0.0	0.0	23.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	235	0					0	2394		588	3098	0
V/C Ratio(X)	0.60	0.00					0.00	0.29		0.81	0.57	0.00
Avail Cap(c_a), veh/h	539	0					0	2394		1056	3098	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	1.33	1.33	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.56	0.56	0.00
Uniform Delay (d), s/veh	80.9	0.0	0.0				0.0	0.0	0.0	66.9	0.0	0.0
Incr Delay (d2), s/veh	2.5	0.0	0.0				0.0	0.3	0.0	1.6	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	0.0				0.0	0.1	0.0	10.1	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	83.4	0.0	0.0				0.0	0.3	0.0	68.5	0.4	0.0
LnGrp LOS	F							A		E	A	
Approach Vol, veh/h		142						700			2258	
Approach Delay, s/veh		83.4						0.3			14.9	
Approach LOS		F						A			B	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		161.9		18.1	35.6	126.3						
Change Period (Y+Rc), s		6.5		8.0	8.0	6.5						
Max Green Setting (Gmax), s		138.5		27.0	52.0	78.5						
Max Q Clear Time (g_c+I1), s		2.0		9.7	25.7	2.0						
Green Ext Time (p_c), s		125.8		0.4	2.0	28.9						

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			14.7									
HCM 6th LOS			B									

Notes

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

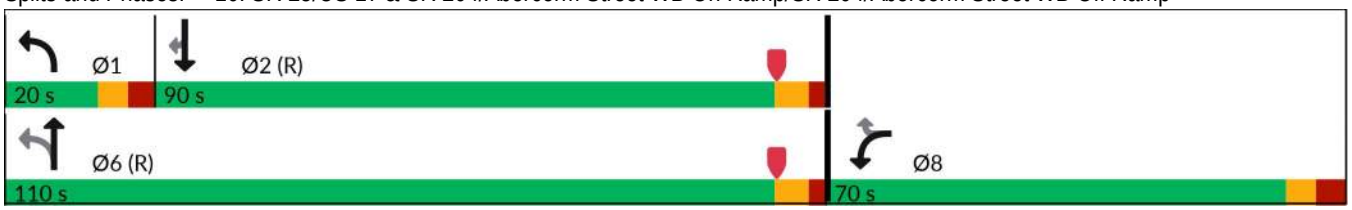
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	840	0	500	55	745	0	0	1305	150
Future Volume (vph)	0	0	0	840	0	500	55	745	0	0	1305	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	450		375	175		0	0		550
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			225			150			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	3183	0	1468	1770	3539	0	0	3539	1583
Flt Permitted				0.950			0.089					
Satd. Flow (perm)	0	0	0	3183	0	1468	166	3539	0	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						187						158
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1151			1527			972			766	
Travel Time (s)		17.4			23.1			14.7			11.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	10%	0%	10%	2%	2%	0%	0%	2%	2%
Adj. Flow (vph)	0	0	0	884	0	526	58	784	0	0	1374	158
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	884	0	526	58	784	0	0	1374	158
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)		24			24			32			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			45			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		1	1	2			2	1
Detector Template				Left		Right	Left	Thru			Thru	Right
Leading Detector (ft)				20		20	20	100			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		20	20	6			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				Prot		Perm	pm+pt	NA			NA	Perm
Protected Phases				8			1	6			2	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases						8	6					2
Detector Phase				8		8	1	6			2	2
Switch Phase												
Minimum Initial (s)				15.0		15.0	6.0	15.0			15.0	15.0
Minimum Split (s)				23.0		23.0	13.5	21.5			21.5	21.5
Total Split (s)				70.0		70.0	20.0	110.0			90.0	90.0
Total Split (%)				38.9%		38.9%	11.1%	61.1%			50.0%	50.0%
Maximum Green (s)				62.0		62.0	12.5	103.5			83.5	83.5
Yellow Time (s)				4.0		4.0	4.0	4.5			4.5	4.5
All-Red Time (s)				4.0		4.0	3.5	2.0			2.0	2.0
Lost Time Adjust (s)				-3.0		-3.0	-2.5	-1.5			-1.5	-1.5
Total Lost Time (s)				5.0		5.0	5.0	5.0			5.0	5.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	5.0			5.0	5.0
Recall Mode				None		None	None	C-Min			C-Min	C-Min
Act Effct Green (s)				59.6		59.6	110.4	110.4			97.7	97.7
Actuated g/C Ratio				0.33		0.33	0.61	0.61			0.54	0.54
v/c Ratio				0.84		0.86	0.30	0.36			0.72	0.17
Control Delay (s/veh)				63.5		50.2	26.7	28.4			18.2	1.6
Queue Delay				0.0		0.0	0.0	0.0			0.1	0.0
Total Delay (s/veh)				63.5		50.2	26.7	28.4			18.3	1.6
LOS				E		D	C	C			B	A
Approach Delay (s/veh)					58.6			28.3			16.6	
Approach LOS					E			C			B	
Queue Length 50th (ft)				496		404	38	310			786	33
Queue Length 95th (ft)				563		566	56	363			118	0
Internal Link Dist (ft)		1071			1447			892			686	
Turn Bay Length (ft)				450		375	175					550
Base Capacity (vph)				1149		649	235	2170			1920	931
Starvation Cap Reductn				0		0	0	0			69	0
Spillback Cap Reductn				0		0	0	0			0	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.77		0.81	0.25	0.36			0.74	0.17

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 153 (85%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay (s/veh): 34.8		Intersection LOS: C	
Intersection Capacity Utilization 77.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 10: SR 25/US 17 & SR 204/Abercorn Street WB On Ramp/SR 204/Abercorn Street WB Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	840	0	500	55	745	0	0	1305	150
Future Volume (veh/h)	0	0	0	840	0	500	55	745	0	0	1305	150
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1752	0	1752	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				884	0	0	58	784	0	0	1374	158
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				10	0	10	2	2	0	0	2	2
Cap, veh/h				987	0		249	2272	0	0	2012	897
Arrive On Green				0.31	0.00	0.00	0.01	0.21	0.00	0.00	0.75	0.75
Sat Flow, veh/h				3237	0	1485	1781	3647	0	0	3647	1585
Grp Volume(v), veh/h				884	0	0	58	784	0	0	1374	158
Grp Sat Flow(s),veh/h/ln				1618	0	1485	1781	1777	0	0	1777	1585
Q Serve(g_s), s				47.0	0.0	0.0	2.3	33.8	0.0	0.0	35.4	5.1
Cycle Q Clear(g_c), s				47.0	0.0	0.0	2.3	33.8	0.0	0.0	35.4	5.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				987	0		249	2272	0	0	2012	897
V/C Ratio(X)				0.90	0.00		0.23	0.35	0.00	0.00	0.68	0.18
Avail Cap(c_a), veh/h				1169	0		317	2272	0	0	2012	897
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	0.00	0.00	0.95	0.95	0.00	0.00	0.79	0.79
Uniform Delay (d), s/veh				59.8	0.0	0.0	17.9	38.9	0.0	0.0	14.0	10.3
Incr Delay (d2), s/veh				8.2	0.0	0.0	0.4	0.4	0.0	0.0	1.5	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
%ile BackOfQ(50%),veh/ln				20.1	0.0	0.0	1.0	16.3	0.0	0.0	11.2	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				68.0	0.0	0.0	18.4	39.3	0.0	0.0	15.5	10.6
LnGrp LOS				E			B	D			B	B
Approach Vol, veh/h					884			842			1532	
Approach Delay, s/veh					68.0			37.9			15.0	
Approach LOS					E			D			B	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	13.2	106.9				120.1		59.9				
Change Period (Y+Rc), s	7.5	6.5				6.5		8.0				
Max Green Setting (Gmax), s	12.5	83.5				103.5		62.0				
Max Q Clear Time (g_c+I1), s	4.8	37.4				35.8		49.0				
Green Ext Time (p_c), s	0.0	28.1				12.8		2.9				

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		35.3
HCM 6th LOS		D

Notes

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

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	115	190	310	935	0	1265	285
Future Volume (vph)	115	190	310	935	0	1265	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	500		125		225
Storage Lanes	1	1	1		1		1
Taper Length (ft)	25		100		150		
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	1.00
Frt		0.850					0.850
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1671	1615	1805	3539	1900	3539	1538
Flt Permitted	0.950		0.135				
Satd. Flow (perm)	1671	1615	256	3539	1900	3539	1538
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)		200					181
Link Speed (mph)	45			45		45	
Link Distance (ft)	1448			766		635	
Travel Time (s)	21.9			11.6		9.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	8%	0%	0%	2%	0%	2%	5%
Adj. Flow (vph)	121	200	326	984	0	1332	300
Shared Lane Traffic (%)							
Lane Group Flow (vph)	121	200	326	984	0	1332	300
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	12			40		40	
Link Offset(ft)	0			0		0	
Crosswalk Width(ft)	16			35		35	
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
Number of Detectors	1	1	1	2	1	2	1
Detector Template	Left	Right	Left	Thru	Left	Thru	Right
Leading Detector (ft)	20	20	20	100	20	100	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	20	6	20	6	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	Prot	Perm	pm+pt	NA	Perm	NA	Perm
Protected Phases	8		5	2		6	

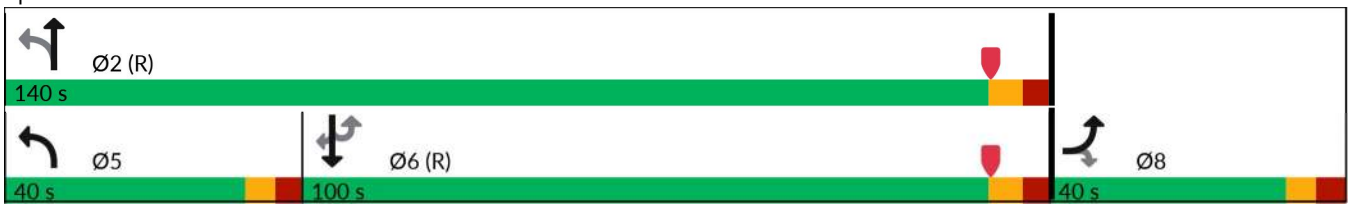


Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Permitted Phases		8	2		6		6
Detector Phase	8	8	5	2	6	6	6
Switch Phase							
Minimum Initial (s)	8.0	8.0	8.0	15.0	15.0	15.0	15.0
Minimum Split (s)	16.0	16.0	15.5	23.0	23.0	23.0	23.0
Total Split (s)	40.0	40.0	40.0	140.0	100.0	100.0	100.0
Total Split (%)	22.2%	22.2%	22.2%	77.8%	55.6%	55.6%	55.6%
Maximum Green (s)	32.0	32.0	32.5	132.0	92.0	92.0	92.0
Yellow Time (s)	4.0	4.0	4.0	4.5	4.5	4.5	4.5
All-Red Time (s)	4.0	4.0	3.5	3.5	3.5	3.5	3.5
Lost Time Adjust (s)	-3.0	-3.0	-2.5	-3.0	-3.0	-3.0	-3.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag	Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	4.0	5.0	5.0	5.0	5.0
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)	21.4	21.4	148.6	148.6		115.3	115.3
Actuated g/C Ratio	0.12	0.12	0.83	0.83		0.64	0.64
v/c Ratio	0.61	0.54	0.72	0.34		0.59	0.29
Control Delay (s/veh)	87.9	13.5	45.2	1.4		13.6	2.2
Queue Delay	0.0	0.1	0.0	0.1		0.2	0.0
Total Delay (s/veh)	87.9	13.5	45.2	1.5		13.8	2.2
LOS	F	B	D	A		B	A
Approach Delay (s/veh)	41.6			12.4		11.6	
Approach LOS	D			B		B	
Queue Length 50th (ft)	138	0	162	17		596	44
Queue Length 95th (ft)	207	80	m274	95		782	78
Internal Link Dist (ft)	1368			686		555	
Turn Bay Length (ft)			500				225
Base Capacity (vph)	324	475	521	2922		2266	1050
Starvation Cap Reductn	0	0	0	790		0	0
Spillback Cap Reductn	0	13	0	0		236	0
Storage Cap Reductn	0	0	0	0		0	0
Reduced v/c Ratio	0.37	0.43	0.63	0.46		0.66	0.29

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 153 (85%), Referenced to phase 2:NBTL and 6:SBTU, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay (s/veh): 14.9		Intersection LOS: B	
Intersection Capacity Utilization 71.3%		ICU Level of Service C	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: SR 25/US 17 & Little Neck Road





Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	115	190	310	935	0	1265	285
Future Volume (veh/h)	115	190	310	935	0	1265	285
Initial Q (Qb), veh	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Adj Sat Flow, veh/h/ln	1781	1900	1900	1870		1870	1826
Adj Flow Rate, veh/h	121	0	326	984		1332	0
Peak Hour Factor	0.95	0.95	0.95	0.95		0.95	0.95
Percent Heavy Veh, %	8	0	0	2		2	5
Cap, veh/h	167		424	3007		2631	
Arrive On Green	0.10	0.00	0.16	1.00		0.74	0.00
Sat Flow, veh/h	1697	1610	1810	3647		3647	1547
Grp Volume(v), veh/h	121	0	326	984		1332	0
Grp Sat Flow(s),veh/h/ln	1697	1610	1810	1777		1777	1547
Q Serve(g_s), s	12.5	0.0	8.0	0.0		28.0	0.0
Cycle Q Clear(g_c), s	12.5	0.0	8.0	0.0		28.0	0.0
Prop In Lane	1.00	1.00	1.00				1.00
Lane Grp Cap(c), veh/h	167		424	3007		2631	
V/C Ratio(X)	0.73		0.77	0.33		0.51	
Avail Cap(c_a), veh/h	330		635	3007		2631	
HCM Platoon Ratio	1.00	1.00	2.00	2.00		1.00	1.00
Upstream Filter(I)	1.00	0.00	0.81	0.81		1.00	0.00
Uniform Delay (d), s/veh	78.8	0.0	11.1	0.0		9.7	0.0
Incr Delay (d2), s/veh	5.9	0.0	3.6	0.2		0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	0.0	5.4	0.1		10.3	0.0
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	84.7	0.0	14.7	0.2		10.4	0.0
LnGrp LOS	F		B	A		B	
Approach Vol, veh/h	121			1310		1332	
Approach Delay, s/veh	84.7			3.8		10.4	
Approach LOS	F			A		B	

Timer - Assigned Phs	2	5	6	8
Phs Duration (G+Y+Rc), s	157.3	19.1	138.3	22.7
Change Period (Y+Rc), s	8.0	7.5	8.0	8.0
Max Green Setting (Gmax), s	132.0	32.5	92.0	32.0
Max Q Clear Time (g_c+I1), s	2.0	10.0	30.0	14.5
Green Ext Time (p_c), s	19.1	1.5	28.7	0.3

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	10.6
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

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



Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	5	10	20	1035	5	5	5	1530
Future Volume (vph)	5	10	20	1035	5	5	5	1530
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150		0		125	
Storage Lanes	1	0	1		0		1	
Taper Length (ft)	25		150				150	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95
Frt	0.907			0.999				
Flt Protected	0.985		0.950				0.950	
Satd. Flow (prot)	1491	0	1805	3499	0	0	1805	3539
Flt Permitted	0.985		0.950				0.950	
Satd. Flow (perm)	1491	0	1805	3499	0	0	1805	3539
Link Speed (mph)	25			45				45
Link Distance (ft)	1197			635				2297
Travel Time (s)	32.6			9.6				34.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	20%	11%	0%	3%	20%	0%	0%	2%
Adj. Flow (vph)	5	11	21	1089	5	5	5	1611
Shared Lane Traffic (%)								
Lane Group Flow (vph)	16	0	21	1094	0	0	10	1611
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	R NA	Left	Left
Median Width(ft)	12			40				40
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)	15	9	9		9	9	15	
Sign Control	Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Vol, veh/h	5	10	20	1035	5	5	5	1530
Future Vol, veh/h	5	10	20	1035	5	5	5	1530
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	150	-	-	-	125	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95	95
Heavy Vehicles, %	20	11	0	3	20	0	0	2
Mvmt Flow	5	11	21	1089	5	5	5	1611

Major/Minor	Minor1		Major1			Major2		
Conflicting Flow All	1960	547	1611	0	0	1095	1094	0
Stage 1	1134	-	-	-	-	-	-	-
Stage 2	826	-	-	-	-	-	-	-
Critical Hdwy	7.2	7.12	6.4	-	-	6.4	4.1	-
Critical Hdwy Stg 1	6.2	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	-	-	-	-	-	-	-
Follow-up Hdwy	3.7	3.41	2.5	-	-	2.5	2.2	-
Pot Cap-1 Maneuver	45	459	136	-	-	294	645	-
Stage 1	234	-	-	-	-	-	-	-
Stage 2	348	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	37	459	136	-	-	398	398	-
Mov Cap-2 Maneuver	37	-	-	-	-	-	-	-
Stage 1	198	-	-	-	-	-	-	-
Stage 2	338	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	49.7	0.7	0.1
HCM LOS	E		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	136	-	-	96	398	-
HCM Lane V/C Ratio	0.155	-	-	0.164	0.026	-
HCM Control Delay (s/veh)	36.3	-	-	49.7	14.3	-
HCM Lane LOS	E	-	-	E	B	-
HCM 95th %tile Q (veh)	0.5	-	-	0.6	0.1	-

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	25	25	35	1015	10	1515	40
Future Volume (vph)	25	25	35	1015	10	1515	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	100	175		100		200
Storage Lanes	1	1	1		1		1
Taper Length (ft)	25		150		150		
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	1.00
Frt		0.850					0.850
Flt Protected	0.950		0.950		0.950		
Satd. Flow (prot)	1736	1615	1805	3505	1805	3539	1583
Flt Permitted	0.950		0.950		0.950		
Satd. Flow (perm)	1736	1615	1805	3505	1805	3539	1583
Link Speed (mph)	25			45		45	
Link Distance (ft)	1168			1309		778	
Travel Time (s)	31.9			19.8		11.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	0%	0%	3%	0%	2%	2%
Adj. Flow (vph)	26	26	37	1068	11	1595	42
Shared Lane Traffic (%)							
Lane Group Flow (vph)	26	26	37	1068	11	1595	42
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	24			22		22	
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 51.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	25	25	35	1015	10	1515	40
Future Vol, veh/h	25	25	35	1015	10	1515	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	-	Yield
Storage Length	0	100	175	-	100	-	200
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	4	0	0	3	0	2	2
Mvmt Flow	26	26	37	1068	11	1595	42

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	2225	798	1595	0	1068	-	0
Stage 1	1617	-	-	-	-	-	-
Stage 2	608	-	-	-	-	-	-
Critical Hdwy	6.88	6.9	4.1	-	6.4	-	-
Critical Hdwy Stg 1	5.88	-	-	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-	-	-
Follow-up Hdwy	3.54	3.3	2.2	-	2.5	-	-
Pot Cap-1 Maneuver	36	333	416	-	305	-	-
Stage 1	145	-	-	-	-	-	-
Stage 2	500	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	32	333	416	-	305	-	-
Mov Cap-2 Maneuver	32	-	-	-	-	-	-
Stage 1	132	-	-	-	-	-	-
Stage 2	482	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	151.1	0.5	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBU	SBT	SBR
Capacity (veh/h)	416	-	32	333	305	-	-
HCM Lane V/C Ratio	0.089	-	0.822	0.079	0.035	-	-
HCM Control Delay (s/veh)	14.5	-	285.5	16.7	17.2	-	-
HCM Lane LOS	B	-	F	C	C	-	-
HCM 95th %tile Q (veh)	0.3	-	2.8	0.3	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	35	0	45	10	0	35	30	980	40	10	55	1510
Future Volume (vph)	35	0	45	10	0	35	30	980	40	10	55	1510
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	250		175		150	
Storage Lanes	0		1	0		0	1		1		1	
Taper Length (ft)	25			25			100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt			0.850		0.896				0.850			
Flt Protected		0.950			0.989		0.950				0.950	
Satd. Flow (prot)	0	1805	1553	0	1609	0	1805	3505	1524	0	1805	3539
Flt Permitted		0.950			0.989		0.950				0.950	
Satd. Flow (perm)	0	1805	1553	0	1609	0	1805	3505	1524	0	1805	3539
Link Speed (mph)		25			25			45				45
Link Distance (ft)		951			1550			778				844
Travel Time (s)		25.9			42.3			11.8				12.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	4%	0%	0%	6%	0%	3%	6%	0%	0%	2%
Adj. Flow (vph)	37	0	47	11	0	37	32	1032	42	11	58	1589
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	47	0	48	0	32	1032	42	0	69	1589
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)		12			0			22				22
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	9	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.5%		ICU Level of Service C	
Analysis Period (min) 15			



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	65
Future Volume (vph)	65
Ideal Flow (vphpl)	1900
Storage Length (ft)	225
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	0.95
Heavy Vehicles (%)	1%
Adj. Flow (vph)	68
Shared Lane Traffic (%)	
Lane Group Flow (vph)	68
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
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	14.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	35	0	45	10	0	35	30	980	40	10	55	1510	65
Future Vol, veh/h	35	0	45	10	0	35	30	980	40	10	55	1510	65
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	-	-	None	-	-	None	-	-	-	Yield
Storage Length	-	-	0	-	-	-	250	-	175	-	150	-	225
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	4	0	0	6	0	3	6	0	0	2	1
Mvmt Flow	37	0	47	11	0	37	32	1032	42	11	58	1589	68

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	2307	2865	795	2029	2823	516	1589	0	0	1032	1074	0	0
Stage 1	1727	1727	-	1096	1096	-	-	-	-	-	-	-	-
Stage 2	580	1138	-	933	1727	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.98	7.5	6.5	7.02	4.1	-	-	6.4	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.34	3.5	4	3.36	2.2	-	-	2.5	2.2	-	-
Pot Cap-1 Maneuver	~ 21	17	326	34	18	494	419	-	-	322	657	-	-
Stage 1	94	145	-	231	292	-	-	-	-	-	-	-	-
Stage 2	472	279	-	290	145	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	~ 17	14	326	25	15	494	419	-	-	555	555	-	-
Mov Cap-2 Maneuver	~ 17	14	-	25	15	-	-	-	-	-	-	-	-
Stage 1	87	127	-	213	270	-	-	-	-	-	-	-	-
Stage 2	403	258	-	217	127	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	$449.4	74.5	0.4	0.5
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	419	-	-	17	326	96	555	-	-
HCM Lane V/C Ratio	0.075	-	-	2.167	0.145	0.493	0.123	-	-
HCM Control Delay (s/veh)	14.3	-	-	$ 1004.2	17.9	74.5	12.4	-	-
HCM Lane LOS	B	-	-	F	C	F	B	-	-
HCM 95th %tile Q (veh)	0.2	-	-	5.2	0.5	2.2	0.4	-	-

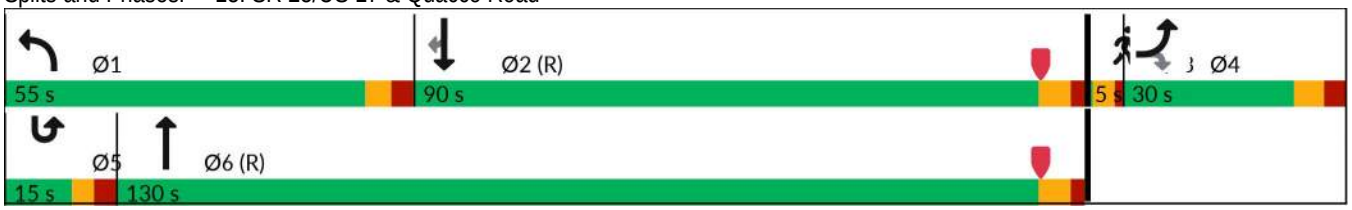
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR	Ø3
Lane Configurations								
Traffic Volume (vph)	310	345	350	710	0	1295	530	
Future Volume (vph)	310	345	350	710	0	1295	530	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	250	0	300		75		300	
Storage Lanes	1	1	2		1		1	
Taper Length (ft)	100		175		175			
Lane Util. Factor	0.97	1.00	0.97	0.95	1.00	0.95	1.00	
Frt		0.850					0.850	
Flt Protected	0.950		0.950					
Satd. Flow (prot)	3367	1583	3467	3471	1900	3539	1583	
Flt Permitted	0.950		0.950					
Satd. Flow (perm)	3367	1583	3467	3471	1900	3539	1583	
Right Turn on Red		Yes					Yes	
Satd. Flow (RTOR)		363					383	
Link Speed (mph)	45			45		45		
Link Distance (ft)	1368			844		1076		
Travel Time (s)	20.7			12.8		16.3		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Heavy Vehicles (%)	4%	2%	1%	4%	0%	2%	2%	
Adj. Flow (vph)	326	363	368	747	0	1363	558	
Shared Lane Traffic (%)								
Lane Group Flow (vph)	326	363	368	747	0	1363	558	
Enter Blocked Intersection	No	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right	
Median Width(ft)	32			32		32		
Link Offset(ft)	0			0		0		
Crosswalk Width(ft)	25			16		30		
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	
Number of Detectors	1	0	1	1	1	1	0	
Detector Template								
Leading Detector (ft)	40	0	40	336	40	336	0	
Trailing Detector (ft)	0	0	0	330	0	330	0	
Detector 1 Position(ft)	0	0	0	330	0	330	0	
Detector 1 Size(ft)	40	20	40	6	40	6	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	
Turn Type	Prot	Perm	Prot	NA	Prot	NA	Perm	
Protected Phases	4		1	6	5	2		3
Permitted Phases		4					2	
Detector Phase	4	4	1	6	5	2	2	
Switch Phase								
Minimum Initial (s)	8.0	8.0	6.0	15.0	6.0	15.0	15.0	1.0
Minimum Split (s)	14.9	14.9	12.4	21.3	12.0	21.3	21.3	5.0

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR	Ø3
Total Split (s)	30.0	30.0	55.0	130.0	15.0	90.0	90.0	5.0
Total Split (%)	16.7%	16.7%	30.6%	72.2%	8.3%	50.0%	50.0%	3%
Maximum Green (s)	23.1	23.1	48.6	123.7	9.0	83.7	83.7	1.0
Yellow Time (s)	3.9	3.9	3.4	4.3	3.0	4.3	4.3	3.0
All-Red Time (s)	3.0	3.0	3.0	2.0	3.0	2.0	2.0	1.0
Lost Time Adjust (s)	-1.9	-1.9	-1.4	-1.3	-1.0	-1.3	-1.3	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	5.0	3.0	5.0	5.0	0.2
Recall Mode	None	None	None	C-Min	None	C-Min	C-Min	None
Act Effct Green (s)	24.7	24.7	26.0	145.3		114.3	114.3	
Actuated g/C Ratio	0.14	0.14	0.14	0.81		0.64	0.64	
v/c Ratio	0.71	0.68	0.74	0.27		0.61	0.49	
Control Delay (s/veh)	82.5	12.8	87.8	2.4		11.3	3.8	
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	82.5	12.8	87.8	2.4		11.3	3.8	
LOS	F	B	F	A		B	A	
Approach Delay (s/veh)	45.8			30.6		9.1		
Approach LOS	D			C		A		
Queue Length 50th (ft)	193	0	211	62		370	58	
Queue Length 95th (ft)	242	105	260	73		683	294	
Internal Link Dist (ft)	1288			764		996		
Turn Bay Length (ft)	250		300				300	
Base Capacity (vph)	496	542	963	2801		2248	1145	
Starvation Cap Reductn	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0		0	0	
Reduced v/c Ratio	0.66	0.67	0.38	0.27		0.61	0.49	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 53 (29%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay (s/veh): 22.3		Intersection LOS: C	
Intersection Capacity Utilization 67.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 15: SR 25/US 17 & Quacco Road



HCM 6th Edition methodology does not support exclusive ped or hold phases.

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	25	20	5	15	1000	0	1800	40
Future Volume (vph)	25	20	5	15	1000	0	1800	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0		150		100		250
Storage Lanes	1	1		1		1		1
Taper Length (ft)	125			125		175		
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt		0.850						0.850
Flt Protected	0.950			0.950				
Satd. Flow (prot)	1805	1524	0	1805	3471	1900	3539	1468
Flt Permitted	0.950			0.950				
Satd. Flow (perm)	1805	1524	0	1805	3471	1900	3539	1468
Link Speed (mph)	25				45		45	
Link Distance (ft)	1147				1076		2138	
Travel Time (s)	31.3				16.3		32.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	6%	0%	0%	4%	0%	2%	10%
Adj. Flow (vph)	26	21	5	16	1053	0	1895	42
Shared Lane Traffic (%)								
Lane Group Flow (vph)	26	21	0	21	1053	0	1895	42
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	12				22		22	
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)	15	9	9	15		9		9
Sign Control	Stop				Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.8%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	25	20	5	15	1000	0	1800	40
Future Vol, veh/h	25	20	5	15	1000	0	1800	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	-	Yield
Storage Length	150	0	-	150	-	100	-	250
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	6	0	0	4	0	2	10
Mvmt Flow	26	21	5	16	1053	0	1895	42

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	2464	948	1895	1895	0	1053	-	0
Stage 1	1895	-	-	-	-	-	-	-
Stage 2	569	-	-	-	-	-	-	-
Critical Hdwy	6.8	7.02	6.4	4.1	-	6.4	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.36	2.5	2.2	-	2.5	-	-
Pot Cap-1 Maneuver	~ 26	254	89	319	-	312	-	-
Stage 1	106	-	-	-	-	-	-	-
Stage 2	535	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	~ 23	254	185	185	-	312	-	-
Mov Cap-2 Maneuver	~ 23	-	-	-	-	-	-	-
Stage 1	94	-	-	-	-	-	-	-
Stage 2	535	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	275.6	0.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBU	SBT	SBR
Capacity (veh/h)	185	-	23	254	312	-	-
HCM Lane V/C Ratio	0.114	-	1.144	0.083	-	-	-
HCM Control Delay (s/veh)	26.9	-	$ 479.7	20.5	0	-	-
HCM Lane LOS	D	-	F	C	A	-	-
HCM 95th %tile Q (veh)	0.4	-	3.4	0.3	0	-	-

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

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	5	30	50	975	0	1810	10
Future Volume (vph)	5	30	50	975	0	1810	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	175		100		225
Storage Lanes	1	0	1		1		1
Taper Length (ft)	25		150		175		
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	1.00
Frt	0.883						0.850
Flt Protected	0.993		0.950				
Satd. Flow (prot)	1666	0	1805	3471	1900	3539	1615
Flt Permitted	0.993		0.950				
Satd. Flow (perm)	1666	0	1805	3471	1900	3539	1615
Link Speed (mph)	25			45		45	
Link Distance (ft)	865			2138		1003	
Travel Time (s)	23.6			32.4		15.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	4%	0%	2%	0%
Adj. Flow (vph)	5	32	53	1026	0	1905	11
Shared Lane Traffic (%)							
Lane Group Flow (vph)	37	0	53	1026	0	1905	11
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	12			22		22	
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 60.0%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	5	30	50	975	0	1810	10
Future Vol, veh/h	5	30	50	975	0	1810	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	-	Yield
Storage Length	0	-	175	-	100	-	225
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	4	0	2	0
Mvmt Flow	5	32	53	1026	0	1905	11

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	2524	953	1905	0	1026	-	0
Stage 1	1905	-	-	-	-	-	-
Stage 2	619	-	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	6.4	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	2.5	-	-
Pot Cap-1 Maneuver	23	263	316	-	325	-	-
Stage 1	105	-	-	-	-	-	-
Stage 2	505	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	19	263	316	-	325	-	-
Mov Cap-2 Maneuver	19	-	-	-	-	-	-
Stage 1	87	-	-	-	-	-	-
Stage 2	505	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	42.1	0.9	0
HCM LOS	E		

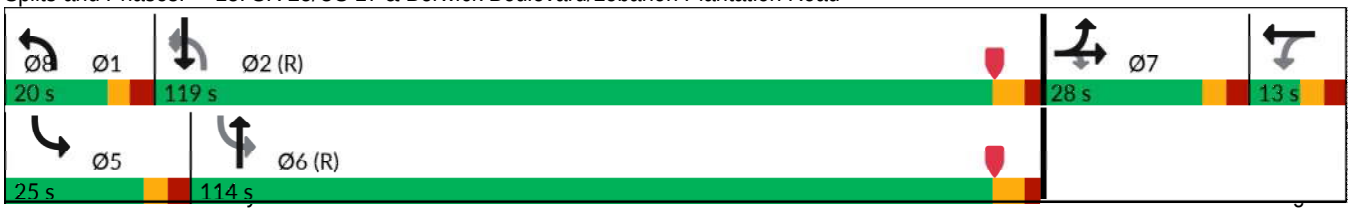
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	316	-	133	325	-	-
HCM Lane V/C Ratio	0.167	-	0.277	-	-	-
HCM Control Delay (s/veh)	18.7	-	42.1	0	-	-
HCM Lane LOS	C	-	E	A	-	-
HCM 95th %tile Q (veh)	0.6	-	1.1	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	0	280	0	0	0	235	745	0	0	1540	200
Future Volume (vph)	155	0	280	0	0	0	235	745	0	0	1540	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	0		0	300		0	100		400
Storage Lanes	1		1	0		0	1		0	1		1
Taper Length (ft)	50			25			75			150		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850									0.850
Flt Protected	0.950	0.950					0.950					
Satd. Flow (prot)	1681	1681	1583	0	1900	0	1770	3471	0	1900	3574	1583
Flt Permitted	0.950	0.950					0.062					
Satd. Flow (perm)	1681	1681	1583	0	1900	0	115	3471	0	1900	3574	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			199									222
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		1433			1055			1003			1476	
Travel Time (s)		27.9			28.8			15.2			22.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	0%	2%	0%	0%	0%	2%	4%	0%	0%	1%	2%
Adj. Flow (vph)	172	0	311	0	0	0	261	828	0	0	1711	222
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	86	86	311	0	0	0	261	828	0	0	1711	222
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			0			22			22	
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	1	0	1	1		1	1		1	1	0
Detector Template				Left								
Leading Detector (ft)	40	40	0	20	20		40	336		40	336	0
Trailing Detector (ft)	0	0	0	0	0		0	330		0	330	0
Detector 1 Position(ft)	0	0	0	0	0		0	330		0	330	0
Detector 1 Size(ft)	40	40	20	20	20		40	6		40	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Turn Type	Split	NA	Perm				D.P+P	NA		D.P+P	NA	Perm
Protected Phases	7	7			8		1	6		5	2	
Permitted Phases			7	8			2			6		2
Detector Phase	7	7	7	8	8		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	6.0	6.0		6.0	15.0		6.0	15.0	15.0
Minimum Split (s)	14.2	14.2	14.2	12.2	12.2		12.2	21.5		12.2	21.5	21.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	28.0	28.0	28.0	13.0	13.0		20.0	114.0		25.0	119.0	119.0
Total Split (%)	15.6%	15.6%	15.6%	7.2%	7.2%		11.1%	63.3%		13.9%	66.1%	66.1%
Maximum Green (s)	21.8	21.8	21.8	6.8	6.8		13.8	107.5		18.8	112.5	112.5
Yellow Time (s)	3.2	3.2	3.2	3.2	3.2		3.2	4.5		3.2	4.5	4.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	2.0		3.0	2.0	2.0
Lost Time Adjust (s)	-1.2	-1.2	-1.2		-1.2		-1.2	-1.5		-1.2	-1.5	-1.5
Total Lost Time (s)	5.0	5.0	5.0		5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	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	5.0		3.0	5.0	5.0
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	C-Min
Act Effct Green (s)	19.1	19.1	19.1				145.9	150.9			112.4	112.4
Actuated g/C Ratio	0.11	0.11	0.11				0.81	0.84			0.62	0.62
v/c Ratio	0.49	0.49	0.90				0.65	0.28			0.77	0.21
Control Delay (s/veh)	83.9	83.9	56.4				54.2	4.9			40.5	9.5
Queue Delay	0.0	0.0	0.0				0.0	0.0			0.0	0.0
Total Delay (s/veh)	83.9	83.9	56.4				54.2	4.9			40.5	9.5
LOS	F	F	E				D	A			D	A
Approach Delay (s/veh)		66.2						16.7			36.9	
Approach LOS		E						B			D	
Queue Length 50th (ft)	101	101	137				218	113			850	57
Queue Length 95th (ft)	167	167	#295				330	147			864	m123
Internal Link Dist (ft)		1353			975			923			1396	
Turn Bay Length (ft)	300						300					400
Base Capacity (vph)	214	214	375				401	2910			2263	1083
Starvation Cap Reductn	0	0	0				0	0			0	0
Spillback Cap Reductn	0	0	0				0	0			0	0
Storage Cap Reductn	0	0	0				0	0			0	0
Reduced v/c Ratio	0.40	0.40	0.83				0.65	0.28			0.76	0.20

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 150 (83%), Referenced to phase 2:NBSB and 6:NBSB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 34.7		Intersection LOS: C	
Intersection Capacity Utilization 74.8%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 18: SR 25/US 17 & Berwick Boulevard/Lebanon Plantation Road



HCM 6th Edition methodology expects strict NEMA phasing.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	0	50	5	0	20	50	835	15	5	1685	135
Future Volume (vph)	20	0	50	5	0	20	50	835	15	5	1685	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	0		0	150		250	150		300
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	25			25			150			150		
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		0.891				0.850			0.850
Flt Protected		0.950			0.990		0.950			0.950		
Satd. Flow (prot)	0	1805	1615	0	1676	0	1805	3406	1615	1805	3574	1615
Flt Permitted		0.950			0.990		0.950			0.950		
Satd. Flow (perm)	0	1805	1615	0	1676	0	1805	3406	1615	1805	3574	1615
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		711			409			1476			1006	
Travel Time (s)		19.4			11.2			22.4			15.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	1%	0%
Adj. Flow (vph)	21	0	53	5	0	21	53	879	16	5	1774	142
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	53	0	26	0	53	879	16	5	1774	142
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			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	0	50	5	0	20	50	835	15	5	1685	135
Future Vol, veh/h	20	0	50	5	0	20	50	835	15	5	1685	135
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	-	-	None	-	-	Yield	-	-	Yield
Storage Length	-	-	200	-	-	-	150	-	250	150	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	6	0	0	1	0
Mvmt Flow	21	0	53	5	0	21	53	879	16	5	1774	142

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2330	2769	887	1882	2769	440	1774	0	0	879	0	0
Stage 1	1784	1784	-	985	985	-	-	-	-	-	-	-
Stage 2	546	985	-	897	1784	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 20	20	291	44	20	570	355	-	-	777	-	-
Stage 1	86	136	-	270	329	-	-	-	-	-	-	-
Stage 2	495	329	-	305	136	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 17	17	291	32	17	570	355	-	-	777	-	-
Mov Cap-2 Maneuver	~ 17	17	-	32	17	-	-	-	-	-	-	-
Stage 1	73	135	-	230	280	-	-	-	-	-	-	-
Stage 2	406	280	-	248	135	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	191	39.3	0.9	0
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	355	-	-	17	291	131	777	-	-
HCM Lane V/C Ratio	0.148	-	-	1.238	0.181	0.201	0.007	-	-
HCM Control Delay (s/veh)	16.9	-	-	$ 618.1	20.1	39.3	9.7	-	-
HCM Lane LOS	C	-	-	F	C	E	A	-	-
HCM 95th %tile Q (veh)	0.5	-	-	3.1	0.6	0.7	0	-	-

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

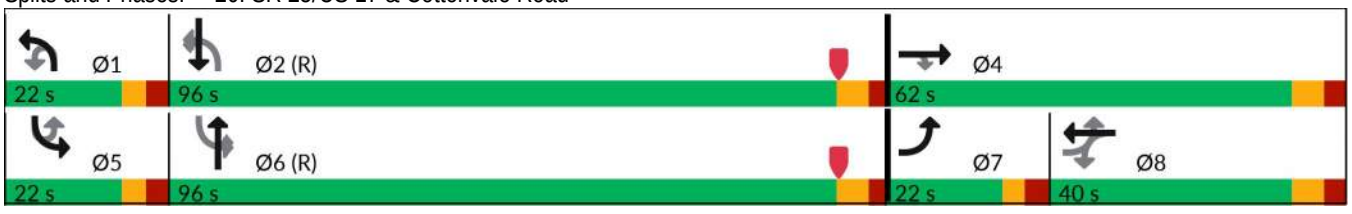
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	135	50	35	105	25	80	5	35	735	100	35	135
Future Volume (vph)	135	50	35	105	25	80	5	35	735	100	35	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		175	75		0		100		175		175
Storage Lanes	1		1	1		0		1		1		1
Taper Length (ft)	50			50				150				175
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.850		0.886					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1805	1900	1615	1770	1671	0	0	1805	3374	1599	0	1805
Flt Permitted	0.540			0.722				0.054				0.303
Satd. Flow (perm)	1026	1900	1615	1345	1671	0	0	103	3374	1599	0	576
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			59		78					101		
Link Speed (mph)		25			25				45			
Link Distance (ft)		388			1293				1006			
Travel Time (s)		10.6			35.3				15.2			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	2%	0%	1%	0%	0%	7%	1%	0%	0%
Adj. Flow (vph)	144	53	37	112	27	85	5	37	782	106	37	144
Shared Lane Traffic (%)												
Lane Group Flow (vph)	144	53	37	112	112	0	0	42	782	106	0	181
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)		12			12				22			
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	1	0	1	1		1	1	1	0	1	1
Detector Template							Left				Left	
Leading Detector (ft)	40	40	0	40	40		20	40	336	0	20	40
Trailing Detector (ft)	0	0	0	0	0		0	0	330	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	330	0	0	0
Detector 1 Size(ft)	40	40	20	40	40		20	40	6	20	20	40
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
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
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
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
Turn Type	D.P+P	NA	Perm	Perm	NA		custom	D.P+P	NA	Perm	custom	D.P+P
Protected Phases	7	4			8			1	6			5
Permitted Phases	8		4	8			1	2		6	5	6
Detector Phase	7	4	4	8	8		1	1	6	6	5	5
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	8.0	8.0		6.0	6.0	15.0	15.0	6.0	6.0
Minimum Split (s)	12.0	15.3	15.3	15.3	15.3		12.1	12.1	21.4	21.4	12.3	12.3

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1680	195
Future Volume (vph)	1680	195
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		225
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3574	1615
Flt Permitted		
Satd. Flow (perm)	3574	1615
Right Turn on Red		Yes
Satd. Flow (RTOR)		101
Link Speed (mph)	45	
Link Distance (ft)	1780	
Travel Time (s)	27.0	
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	1787	207
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1787	207
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
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	1	0
Detector Template		
Leading Detector (ft)	336	0
Trailing Detector (ft)	330	0
Detector 1 Position(ft)	330	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
Turn Type	NA	Perm
Protected Phases	2	
Permitted Phases		2
Detector Phase	2	2
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	21.4	21.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Total Split (s)	22.0	62.0	62.0	40.0	40.0		22.0	22.0	96.0	96.0	22.0	22.0
Total Split (%)	12.2%	34.4%	34.4%	22.2%	22.2%		12.2%	12.2%	53.3%	53.3%	12.2%	12.2%
Maximum Green (s)	16.0	54.7	54.7	32.7	32.7		15.9	15.9	89.6	89.6	15.7	15.7
Yellow Time (s)	3.0	4.3	4.3	4.3	4.3		3.1	3.1	4.3	4.3	3.3	3.3
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	2.1	2.1	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.3	-1.3	-1.3	-1.3			-1.1	-1.4	-1.4		-1.3
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0			5.0	5.0	5.0		5.0
Lead/Lag	Lead			Lag	Lag		Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	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	5.0	5.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	None	C-Min	C-Min	None	None
Act Effct Green (s)	38.4	42.4	42.4	21.6	21.6			122.6	108.6	108.6		121.6
Actuated g/C Ratio	0.21	0.24	0.24	0.12	0.12			0.68	0.60	0.60		0.68
v/c Ratio	0.50	0.12	0.09	0.70	0.42			0.29	0.38	0.11		0.38
Control Delay (s/veh)	61.2	52.1	3.7	97.1	28.9			18.9	25.2	9.1		6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay (s/veh)	61.2	52.1	3.7	97.1	28.9			18.9	25.2	9.1		6.5
LOS	E	D	A	F	C			B	C	A		A
Approach Delay (s/veh)		50.0			63.0				23.1			
Approach LOS		D			E				C			
Queue Length 50th (ft)	141	49	0	129	37			17	250	15		22
Queue Length 95th (ft)	199	86	13	196	100			50	390	60		43
Internal Link Dist (ft)		308			1213				926			
Turn Bay Length (ft)	175		175	75				100		175		175
Base Capacity (vph)	299	591	543	254	378			233	2035	1004		516
Starvation Cap Reductn	0	0	0	0	0			0	0	0		0
Spillback Cap Reductn	0	0	0	0	0			0	0	0		0
Storage Cap Reductn	0	0	0	0	0			0	0	0		0
Reduced v/c Ratio	0.48	0.09	0.07	0.44	0.30			0.18	0.38	0.11		0.35

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 5 (3%), Referenced to phase 2:NBSB and 6:NBSB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 22.0		Intersection LOS: C	
Intersection Capacity Utilization 83.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 20: SR 25/US 17 & Cottonvale Road





Lane Group	SBT	SBR
Total Split (s)	96.0	96.0
Total Split (%)	53.3%	53.3%
Maximum Green (s)	89.6	89.6
Yellow Time (s)	4.3	4.3
All-Red Time (s)	2.1	2.1
Lost Time Adjust (s)	-1.4	-1.4
Total Lost Time (s)	5.0	5.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	5.0	5.0
Recall Mode	C-Min	C-Min
Act Effct Green (s)	115.9	115.9
Actuated g/C Ratio	0.64	0.64
v/c Ratio	0.78	0.19
Control Delay (s/veh)	16.5	1.5
Queue Delay	0.0	0.0
Total Delay (s/veh)	16.5	1.5
LOS	B	A
Approach Delay (s/veh)	14.3	
Approach LOS	B	
Queue Length 50th (ft)	832	6
Queue Length 95th (ft)	999	13
Internal Link Dist (ft)	1700	
Turn Bay Length (ft)		225
Base Capacity (vph)	2300	1075
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.78	0.19

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	135	50	35	105	25	80	5	35	735	100	35	135
Future Volume (veh/h)	135	50	35	105	25	80	5	35	735	100	35	135
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1900	1900	1900	1870	1900	1885		1900	1796	1885		1900
Adj Flow Rate, veh/h	144	53	0	112	27	85		37	782	106		144
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		0.94	0.94	0.94		0.94
Percent Heavy Veh, %	0	0	0	2	0	1		0	7	1		0
Cap, veh/h	246	415		180	42	131		187	2207	1033		535
Arrive On Green	0.09	0.22	0.00	0.10	0.10	0.10		0.07	1.00	1.00		0.05
Sat Flow, veh/h	1810	1900	1610	1351	403	1269		1810	3413	1598		1810
Grp Volume(v), veh/h	144	53	0	112	0	112		37	782	106		144
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1351	0	1672		1810	1706	1598		1810
Q Serve(g_s), s	12.6	4.0	0.0	14.6	0.0	11.6		1.1	0.0	0.0		4.8
Cycle Q Clear(g_c), s	12.6	4.0	0.0	14.6	0.0	11.6		1.1	0.0	0.0		4.8
Prop In Lane	1.00		1.00	1.00		0.76		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	246	415		180	0	173		187	2207	1033		535
V/C Ratio(X)	0.59	0.13		0.62	0.00	0.65		0.20	0.35	0.10		0.27
Avail Cap(c_a), veh/h	259	591		295	0	316		296	2207	1033		622
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		2.00	2.00	2.00		1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	64.8	56.6	0.0	78.9	0.0	78.0		20.0	0.0	0.0		9.3
Incr Delay (d2), s/veh	3.1	0.1	0.0	3.5	0.0	4.0		0.5	0.4	0.2		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
%ile BackOfQ(50%),veh/ln	6.1	2.0	0.0	5.3	0.0	5.3		0.6	0.1	0.1		1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.9	56.7	0.0	82.4	0.0	82.1		20.5	0.4	0.2		9.5
LnGrp LOS	E	E		F		F		C	A	A		A
Approach Vol, veh/h		197			224				925			
Approach Delay, s/veh		64.9			82.2				1.2			
Approach LOS		E			F				A			

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	123.6		45.3	13.3	121.4	20.7	24.6
Change Period (Y+Rc), s	6.1	6.4		7.3	6.3	6.4	6.0	7.3
Max Green Setting (Gmax), s	15.9	89.6		54.7	15.7	89.6	16.0	32.7
Max Q Clear Time (g_c+I1), s	3.1	63.2		6.0	6.8	2.0	14.6	16.6
Green Ext Time (p_c), s	0.0	26.0		0.2	0.3	32.2	0.1	0.7

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		23.0
HCM 6th LOS		C

Notes

User approved ignoring U-Turning movement.

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



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1680	195
Future Volume (veh/h)	1680	195
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1885	1900
Adj Flow Rate, veh/h	1787	0
Peak Hour Factor	0.94	0.94
Percent Heavy Veh, %	1	0
Cap, veh/h	2359	
Arrive On Green	0.66	0.00
Sat Flow, veh/h	3582	1610
Grp Volume(v), veh/h	1787	0
Grp Sat Flow(s),veh/h/ln	1791	1610
Q Serve(g_s), s	61.2	0.0
Cycle Q Clear(g_c), s	61.2	0.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2359	
V/C Ratio(X)	0.76	
Avail Cap(c_a), veh/h	2359	
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	0.00
Uniform Delay (d), s/veh	20.9	0.0
Incr Delay (d2), s/veh	2.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.9	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	23.3	0.0
LnGrp LOS	C	
Approach Vol, veh/h	1931	
Approach Delay, s/veh	22.2	
Approach LOS	C	
Timer - Assigned Phs		



Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	10	15	15	10	960	10	2015	30
Future Volume (vph)	10	15	15	10	960	10	2015	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		125		100		150
Storage Lanes	1	0		1		1		1
Taper Length (ft)	25			150		150		
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt	0.920							0.850
Flt Protected	0.980			0.950		0.950		
Satd. Flow (prot)	1636	0	0	1805	3438	1687	3574	1553
Flt Permitted	0.980			0.950		0.950		
Satd. Flow (perm)	1636	0	0	1805	3438	1687	3574	1553
Link Speed (mph)	25				45		45	
Link Distance (ft)	1221				1780		1647	
Travel Time (s)	33.3				27.0		25.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	8%	0%	0%	5%	7%	1%	4%
Adj. Flow (vph)	11	16	16	11	1011	11	2121	32
Shared Lane Traffic (%)								
Lane Group Flow (vph)	27	0	0	27	1011	11	2121	32
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	12				22		22	
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)	15	9	9	15		9		9
Sign Control	Stop				Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.7%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	10	15	15	10	960	10	2015	30
Future Vol, veh/h	10	15	15	10	960	10	2015	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	Yield
Storage Length	0	-	-	125	-	100	-	150
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	8	0	0	5	7	1	4
Mvmt Flow	11	16	16	11	1011	11	2121	32

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	2703	1061	2121	2121	0	1011	-	0
Stage 1	2143	-	-	-	-	-	-	-
Stage 2	560	-	-	-	-	-	-	-
Critical Hdwy	6.8	7.06	6.4	4.1	-	6.54	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.38	2.5	2.2	-	2.57	-	-
Pot Cap-1 Maneuver	18	210	63	261	-	313	-	-
Stage 1	78	-	-	-	-	-	-	-
Stage 2	541	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	12	210	85	85	-	313	-	-
Mov Cap-2 Maneuver	12	-	-	-	-	-	-	-
Stage 1	54	-	-	-	-	-	-	-
Stage 2	522	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	$353.6	1.6	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	85	-	28	313	-	-
HCM Lane V/C Ratio	0.31	-	0.94	0.034	-	-
HCM Control Delay (s/veh)	64.9	-	$ 353.6	16.9	-	-
HCM Lane LOS	F	-	F	C	-	-
HCM 95th %tile Q (veh)	1.2	-	3	0.1	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	10	0	35	10	0	45	5	30	910	35	20	55
Future Volume (vph)	10	0	35	10	0	45	5	30	910	35	20	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		100		175		225		150
Storage Lanes	0		0	0		1		1		1		1
Taper Length (ft)	25			25				175				150
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt		0.896				0.850				0.850		
Flt Protected		0.989			0.950			0.950				0.950
Satd. Flow (prot)	0	1530	0	0	1805	1524	0	1688	3438	1568	0	1594
Flt Permitted		0.989			0.950			0.950				0.950
Satd. Flow (perm)	0	1530	0	0	1805	1524	0	1688	3438	1568	0	1594
Link Speed (mph)		25			30				45			
Link Distance (ft)		1105			1087				1647			
Travel Time (s)		30.1			24.7				25.0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	13%	0%	0%	6%	0%	8%	5%	3%	0%	18%
Adj. Flow (vph)	11	0	37	11	0	47	5	32	958	37	21	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	0	0	11	47	0	37	958	37	0	79
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				22			
Link Offset(ft)		-25			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
Sign Control		Stop			Stop				Free			

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	2005	5
Future Volume (vph)	2005	5
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3574	1615
Flt Permitted		
Satd. Flow (perm)	3574	1615
Link Speed (mph)	45	
Link Distance (ft)	2478	
Travel Time (s)	37.5	
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	2111	5
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2111	5
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Free	

Intersection Summary

Intersection	
Int Delay, s/veh	16.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	10	0	35	10	0	45	5	30	910	35	20	55	2005	5
Future Vol, veh/h	10	0	35	10	0	45	5	30	910	35	20	55	2005	5
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	-	-	Yield	-	-	-	Yield	-	-	-	Yield
Storage Length	-	-	-	-	-	100	-	175	-	225	-	150	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	13	0	0	6	0	8	5	3	0	18	1	0
Mvmt Flow	11	0	37	11	0	47	5	32	958	37	21	58	2111	5

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	2822	3301	1056	2246	3301	479	2111	2111	0	0	958	958	0	0
Stage 1	2269	2269	-	1032	1032	-	-	-	-	-	-	-	-	-
Stage 2	553	1032	-	1214	2269	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7.16	7.5	6.5	7.02	6.4	4.26	-	-	6.4	4.46	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.43	3.5	4	3.36	2.5	2.28	-	-	2.5	2.38	-	-
Pot Cap-1 Maneuver	~ 8	9	204	24	9	522	64	235	-	-	359	623	-	-
Stage 1	42	77	-	253	313	-	-	-	-	-	-	-	-	-
Stage 2	490	313	-	196	77	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	~ 5	6	204	14	6	522	158	158	-	-	502	502	-	-
Mov Cap-2 Maneuver	~ 5	6	-	14	6	-	-	-	-	-	-	-	-	-
Stage 1	32	65	-	194	239	-	-	-	-	-	-	-	-	-
Stage 2	341	239	-	135	65	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	$ 962.8	102.4	1.2	0.5
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	158	-	-	21	14	522	502	-	-
HCM Lane V/C Ratio	0.233	-	-	2.256	0.752	0.091	0.157	-	-
HCM Control Delay (s/veh)	34.7	-	-	$ 962.8	$ 506.5	12.6	13.5	-	-
HCM Lane LOS	D	-	-	F	F	B	B	-	-
HCM 95th %tile Q (veh)	0.9	-	-	6.2	1.8	0.3	0.6	-	-

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

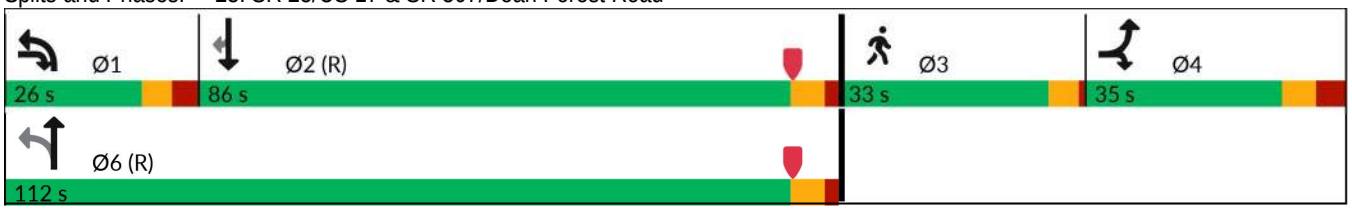


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	105	450	190	795	1635	285	
Future Volume (vph)	105	450	190	795	1635	285	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	275	175			225	
Storage Lanes	2	1	1			1	
Taper Length (ft)	25		50				
Lane Util. Factor	0.97	0.91	1.00	0.95	0.95	1.00	
Frt	0.898	0.850				0.850	
Flt Protected	0.984		0.950				
Satd. Flow (prot)	3124	1427	1656	3471	3610	1568	
Flt Permitted	0.984		0.073				
Satd. Flow (perm)	3124	1427	127	3471	3610	1568	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)	237	237				120	
Link Speed (mph)	35			45	45		
Link Distance (ft)	2461			2478	2465		
Travel Time (s)	47.9			37.5	37.3		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Heavy Vehicles (%)	7%	3%	9%	4%	0%	3%	
Adj. Flow (vph)	111	474	200	837	1721	300	
Shared Lane Traffic (%)		50%					
Lane Group Flow (vph)	348	237	200	837	1721	300	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	40			12	16		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	30			25	25		
Two way Left Turn Lane					Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1	0	1	1	1	0	
Detector Template							
Leading Detector (ft)	40	0	40	336	336	0	
Trailing Detector (ft)	0	0	0	330	330	0	
Detector 1 Position(ft)	0	0	0	330	330	0	
Detector 1 Size(ft)	40	20	40	6	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	
Turn Type	Prot	pt+ov	pm+pt	NA	NA	Perm	
Protected Phases	4	4 1	1	6	2		3
Permitted Phases			6			2	
Detector Phase	4	4 1	1	6	2	2	
Switch Phase							
Minimum Initial (s)	8.0		8.0	12.0	12.0	12.0	5.0
Minimum Split (s)	16.5		15.5	18.5	18.5	18.5	10.0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Total Split (s)	35.0		26.0	112.0	86.0	86.0	33.0
Total Split (%)	19.4%		14.4%	62.2%	47.8%	47.8%	18%
Maximum Green (s)	26.5		18.5	105.5	79.5	79.5	28.0
Yellow Time (s)	4.5		4.0	4.5	4.5	4.5	4.0
All-Red Time (s)	4.0		3.5	2.0	2.0	2.0	1.0
Lost Time Adjust (s)	-3.5		-1.5	-1.5	-1.5	-1.5	
Total Lost Time (s)	5.0		6.0	5.0	5.0	5.0	
Lead/Lag	Lag		Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	4.0		3.0	5.0	5.0	5.0	3.0
Recall Mode	None		None	C-Min	C-Min	C-Min	None
Act Effct Green (s)	17.7	45.2	151.3	152.3	121.3	121.3	
Actuated g/C Ratio	0.10	0.25	0.84	0.85	0.67	0.67	
v/c Ratio	0.67	0.44	0.63	0.29	0.71	0.27	
Control Delay (s/veh)	30.4	7.4	56.4	2.8	21.9	8.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	30.4	7.4	56.4	2.8	21.9	8.4	
LOS	C	A	E	A	C	A	
Approach Delay (s/veh)	21.1			13.1	19.9		
Approach LOS	C			B	B		
Queue Length 50th (ft)	64	0	143	78	641	76	
Queue Length 95th (ft)	118	73	247	110	895	155	
Internal Link Dist (ft)	2381			2398	2385		
Turn Bay Length (ft)		275	175			225	
Base Capacity (vph)	718	534	323	2936	2433	1096	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.48	0.44	0.62	0.29	0.71	0.27	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 95 (53%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay (s/veh): 18.2		Intersection LOS: B	
Intersection Capacity Utilization 76.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 23: SR 25/US 17 & SR 307/Dean Forest Road



HCM 6th Edition methodology does not support exclusive ped or hold phases.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	40	35	865	1880	25
Future Volume (vph)	15	40	35	865	1880	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			225
Storage Lanes	1	0	1			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	0.902					0.850
Flt Protected	0.987		0.950			
Satd. Flow (prot)	1655	0	1770	3471	3574	1615
Flt Permitted	0.987		0.950			
Satd. Flow (perm)	1655	0	1770	3471	3574	1615
Link Speed (mph)	30			45	45	
Link Distance (ft)	1440			2465	2561	
Travel Time (s)	32.7			37.3	38.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	3%	2%	4%	1%	0%
Adj. Flow (vph)	16	43	38	930	2022	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	59	0	38	930	2022	27
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.0%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	40	35	865	1880	25
Future Vol, veh/h	15	40	35	865	1880	25
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	-	-	225
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	3	2	4	1	0
Mvmt Flow	16	43	38	930	2022	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2563	1011	2049	0	-	0
Stage 1	2022	-	-	-	-	-
Stage 2	541	-	-	-	-	-
Critical Hdwy	6.8	6.96	4.14	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.33	2.22	-	-	-
Pot Cap-1 Maneuver	22	236	271	-	-	-
Stage 1	90	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	19	236	271	-	-	-
Mov Cap-2 Maneuver	65	-	-	-	-	-
Stage 1	77	-	-	-	-	-
Stage 2	553	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	49.9	0.8	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	271	-	137	-	-
HCM Lane V/C Ratio	0.139	-	0.432	-	-
HCM Control Delay (s/veh)	20.4	-	49.9	-	-
HCM Lane LOS	C	-	E	-	-
HCM 95th %tile Q (veh)	0.5	-	1.9	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	20	0	0	0	20	860	0	0	1885	10
Future Volume (vph)	5	0	20	0	0	0	20	860	0	0	1885	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
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	0.95
Frt		0.891									0.999	
Flt Protected		0.990					0.950					
Satd. Flow (prot)	0	1636	0	0	1900	0	1719	3471	0	1900	3571	0
Flt Permitted		0.990					0.950					
Satd. Flow (perm)	0	1636	0	0	1900	0	1719	3471	0	1900	3571	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		1154			381			2561			1145	
Travel Time (s)		31.5			10.4			38.8			17.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	3%	0%	0%	0%	5%	4%	0%	0%	1%	0%
Adj. Flow (vph)	5	0	21	0	0	0	21	905	0	0	1984	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	0	0	21	905	0	0	1995	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.4%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	20	0	0	0	20	860	0	0	1885	10
Future Vol, veh/h	5	0	20	0	0	0	20	860	0	0	1885	10
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	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	0	0	5	4	0	0	1	0
Mvmt Flow	5	0	21	0	0	0	21	905	0	0	1984	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2485	2937	998	1939	2942	453	1995	0	0	905	0	0
Stage 1	1990	1990	-	947	947	-	-	-	-	-	-	-
Stage 2	495	947	-	992	1995	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.96	7.5	6.5	6.9	4.2	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.33	3.5	4	3.3	2.25	-	-	2.2	-	-
Pot Cap-1 Maneuver	15	15	240	40	15	559	273	-	-	760	-	-
Stage 1	64	107	-	285	342	-	-	-	-	-	-	-
Stage 2	530	342	-	267	106	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	14	14	240	34	14	559	273	-	-	760	-	-
Mov Cap-2 Maneuver	14	14	-	34	14	-	-	-	-	-	-	-
Stage 1	59	107	-	263	316	-	-	-	-	-	-	-
Stage 2	489	316	-	244	106	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	113.7	0	0.4	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	273	-	-	57	-	760	-	-
HCM Lane V/C Ratio	0.077	-	-	0.462	-	-	-	-
HCM Control Delay (s/veh)	19.3	-	-	113.7	0	0	-	-
HCM Lane LOS	C	-	-	F	A	A	-	-
HCM 95th %tile Q (veh)	0.2	-	-	1.8	-	0	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	865	0	0	1895
Future Volume (vph)	0	0	865	0	0	1895
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	1900	0	3471	0	1900	3574
Flt Permitted						
Satd. Flow (perm)	1900	0	3471	0	1900	3574
Link Speed (mph)	25		45			45
Link Distance (ft)	866		1145			1404
Travel Time (s)	23.6		17.3			21.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	4%	0%	0%	1%
Adj. Flow (vph)	0	0	930	0	0	2038
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	930	0	0	2038
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	55.7%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	865	0	0	1895
Future Vol, veh/h	0	0	865	0	0	1895
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	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	0	0	1
Mvmt Flow	0	0	930	0	0	2038

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1949	465	0	0	930	0
Stage 1	930	-	-	-	-	-
Stage 2	1019	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	58	550	-	-	744	-
Stage 1	349	-	-	-	-	-
Stage 2	314	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	58	550	-	-	744	-
Mov Cap-2 Maneuver	177	-	-	-	-	-
Stage 1	349	-	-	-	-	-
Stage 2	314	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	744	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q (veh)	-	-	-	0	-

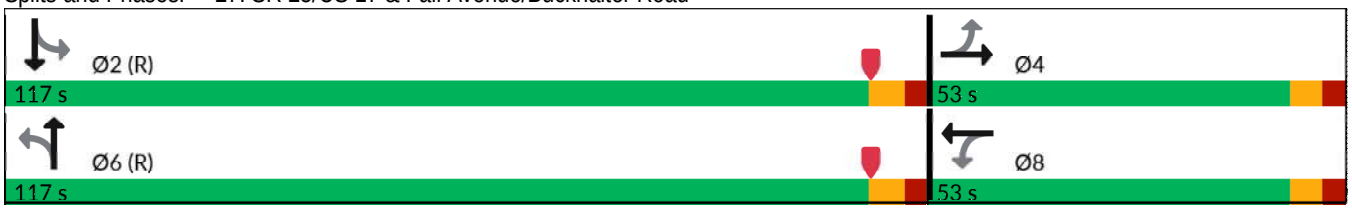


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	5	15	230	10	20	10	825	30	15	1650	30
Future Volume (vph)	55	5	15	230	10	20	10	825	30	15	1650	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
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	0.95
Frt		0.973			0.990			0.995			0.997	
Flt Protected		0.965			0.958		0.950			0.950		
Satd. Flow (prot)	0	1721	0	0	1802	0	1805	3459	0	1805	3564	0
Flt Permitted		0.773			0.706		0.076			0.281		
Satd. Flow (perm)	0	1378	0	0	1328	0	144	3459	0	534	3564	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			2			4			2	
Link Speed (mph)		25			40			45			45	
Link Distance (ft)		1154			1877			1404			2006	
Travel Time (s)		31.5			32.0			21.3			30.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	0%	0%	0%	0%	0%	0%	4%	0%	0%	1%	0%
Adj. Flow (vph)	58	5	16	242	11	21	11	868	32	16	1737	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	79	0	0	274	0	11	900	0	16	1769	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	1		1	1		1	1		1	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	40		20	40		40	336		40	336	
Trailing Detector (ft)	0	0		0	0		0	330		0	330	
Detector 1 Position(ft)	0	0		0	0		0	330		0	330	
Detector 1 Size(ft)	20	40		20	40		40	6		40	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	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6	6		2	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		18.0	18.0		18.0	18.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		25.5	25.5		25.5	25.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	53.0	53.0		53.0	53.0		117.0	117.0		117.0	117.0	
Total Split (%)	31.2%	31.2%		31.2%	31.2%		68.8%	68.8%		68.8%	68.8%	
Maximum Green (s)	46.0	46.0		46.0	46.0		109.5	109.5		109.5	109.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.5	4.5		4.5	4.5	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		-2.0			-2.0		-2.5	-2.5		-2.5	-2.5	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)		41.4			41.4		118.6	118.6		118.6	118.6	
Actuated g/C Ratio		0.24			0.24		0.70	0.70		0.70	0.70	
v/c Ratio		0.23			0.84		0.11	0.37		0.04	0.71	
Control Delay (s/veh)		46.8			82.9		13.5	11.6		8.8	14.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		46.8			82.9		13.5	11.6		8.8	14.3	
LOS		D			F		B	B		A	B	
Approach Delay (s/veh)		46.8			82.9			11.6			14.2	
Approach LOS		D			F			B			B	
Queue Length 50th (ft)		64			288		4	207		6	564	
Queue Length 95th (ft)		110			394		15	271		m5	m368	
Internal Link Dist (ft)		1074			1797			1324			1926	
Turn Bay Length (ft)							150			150		
Base Capacity (vph)		394			376		100	2413		372	2486	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.20			0.73		0.11	0.37		0.04	0.71	

Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 170			
Offset: 100 (59%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 20.5		Intersection LOS: C	
Intersection Capacity Utilization 72.2%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 27: SR 25/US 17 & Fall Avenue/Buckhalter Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	5	15	230	10	20	10	825	30	15	1650	30
Future Volume (veh/h)	55	5	15	230	10	20	10	825	30	15	1650	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1900	1900	1900	1900	1900	1900	1841	1900	1900	1885	1900
Adj Flow Rate, veh/h	58	5	16	242	11	21	11	868	32	16	1737	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	0	0	0	0	0	0	4	0	0	1	0
Cap, veh/h	298	29	74	316	13	24	172	2503	92	442	2619	48
Arrive On Green	0.20	0.21	0.20	0.20	0.21	0.20	0.73	0.73	0.71	0.73	0.73	0.71
Sat Flow, veh/h	1226	137	346	1295	59	112	274	3440	127	629	3598	66
Grp Volume(v), veh/h	79	0	0	274	0	0	11	441	459	16	863	906
Grp Sat Flow(s),veh/h/ln	1709	0	0	1466	0	0	274	1749	1818	629	1791	1873
Q Serve(g_s), s	0.0	0.0	0.0	24.7	0.0	0.0	3.8	15.6	15.7	1.6	43.0	43.4
Cycle Q Clear(g_c), s	6.4	0.0	0.0	31.1	0.0	0.0	47.2	15.6	15.7	17.3	43.0	43.4
Prop In Lane	0.73		0.20	0.88		0.08	1.00		0.07	1.00		0.04
Lane Grp Cap(c), veh/h	381	0	0	335	0	0	172	1273	1323	442	1303	1363
V/C Ratio(X)	0.21	0.00	0.00	0.82	0.00	0.00	0.06	0.35	0.35	0.04	0.66	0.66
Avail Cap(c_a), veh/h	482	0	0	435	0	0	172	1273	1323	442	1303	1363
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	0.0	0.0	65.5	0.0	0.0	24.7	8.4	8.5	11.6	12.2	12.2
Incr Delay (d2), s/veh	0.4	0.0	0.0	10.4	0.0	0.0	0.7	0.7	0.7	0.2	2.7	2.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	0.0	12.7	0.0	0.0	0.3	5.7	6.0	0.2	16.4	17.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.3	0.0	0.0	75.9	0.0	0.0	25.4	9.2	9.2	11.7	14.8	14.8
LnGrp LOS	E			E			C	A	A	B	B	B
Approach Vol, veh/h		79			274			911			1785	
Approach Delay, s/veh		56.3			75.9			9.4			14.8	
Approach LOS		E			E			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		128.7		41.3		128.7		41.3				
Change Period (Y+Rc), s		7.5		7.0		7.5		7.0				
Max Green Setting (Gmax), s		109.5		46.0		109.5		46.0				
Max Q Clear Time (g_c+I1), s		45.4		8.4		49.2		33.1				
Green Ext Time (p_c), s		62.0		0.4		35.6		1.1				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			19.7									
HCM 6th LOS			B									



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	40	45	10	890	1650	30
Future Volume (vph)	40	45	10	890	1650	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	50	150			150
Storage Lanes	1	1	1			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1703	1615	1805	3471	3574	1442
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1703	1615	1805	3471	3574	1442
Link Speed (mph)	30			45	45	
Link Distance (ft)	1128			2006	1284	
Travel Time (s)	25.6			30.4	19.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	0%	0%	4%	1%	12%
Adj. Flow (vph)	43	48	11	947	1755	32
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	48	11	947	1755	32
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	45	10	890	1650	30
Future Vol, veh/h	40	45	10	890	1650	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	50	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	0	0	4	1	12
Mvmt Flow	43	48	11	947	1755	32

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2251	878	1755	0	-	0
Stage 1	1755	-	-	-	-	-
Stage 2	496	-	-	-	-	-
Critical Hdwy	6.92	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.92	-	-	-	-	-
Critical Hdwy Stg 2	5.92	-	-	-	-	-
Follow-up Hdwy	3.56	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 33	295	361	-	-	-
Stage 1	119	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 32	295	361	-	-	-
Mov Cap-2 Maneuver	95	-	-	-	-	-
Stage 1	115	-	-	-	-	-
Stage 2	566	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	43.6	0.2	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	361	-	95	295	-	-
HCM Lane V/C Ratio	0.029	-	0.448	0.162	-	-
HCM Control Delay (s/veh)	15.3	-	70.6	19.6	-	-
HCM Lane LOS	C	-	F	C	-	-
HCM 95th %tile Q (veh)	0.1	-	1.9	0.6	-	-

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	40	35	5	925	1645	5
Future Volume (vph)	40	35	5	925	1645	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			150
Storage Lanes	1	0	1			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	0.937					0.850
Flt Protected	0.974		0.950			
Satd. Flow (prot)	1564	0	1805	3471	3574	1077
Flt Permitted	0.974		0.950			
Satd. Flow (perm)	1564	0	1805	3471	3574	1077
Link Speed (mph)	30			45	45	
Link Distance (ft)	1102			1284	794	
Travel Time (s)	25.0			19.5	12.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	16%	5%	0%	4%	1%	50%
Adj. Flow (vph)	42	37	5	974	1732	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	79	0	5	974	1732	5
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	35	5	925	1645	5
Future Vol, veh/h	40	35	5	925	1645	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	16	5	0	4	1	50
Mvmt Flow	42	37	5	974	1732	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2229	866	1732	0	-	0
Stage 1	1732	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Critical Hdwy	7.12	7	4.1	-	-	-
Critical Hdwy Stg 1	6.12	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	-	-	-
Follow-up Hdwy	3.66	3.35	2.2	-	-	-
Pot Cap-1 Maneuver	~ 30	291	369	-	-	-
Stage 1	110	-	-	-	-	-
Stage 2	538	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 30	291	369	-	-	-
Mov Cap-2 Maneuver	89	-	-	-	-	-
Stage 1	108	-	-	-	-	-
Stage 2	538	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	66.4	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	369	-	132	-	-
HCM Lane V/C Ratio	0.014	-	0.598	-	-
HCM Control Delay (s/veh)	14.9	-	66.4	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q (veh)	0	-	3.1	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	5	0	5	10	950	5	5	1645	45
Future Volume (vph)	0	0	0	5	0	5	10	950	5	5	1645	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	150		125
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			100			100		
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					0.932			0.999				0.850
Flt Protected					0.976		0.950			0.950		
Satd. Flow (prot)	0	1900	0	0	1235	0	1530	3464	0	1805	3574	1615
Flt Permitted					0.976		0.950			0.950		
Satd. Flow (perm)	0	1900	0	0	1235	0	1530	3464	0	1805	3574	1615
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		862			878			794			1827	
Travel Time (s)		23.5			23.9			12.0			27.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	0%	18%	66%	0%	14%	18%	4%	25%	0%	1%	0%
Adj. Flow (vph)	0	0	0	5	0	5	11	1000	5	5	1732	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	10	0	11	1005	0	5	1732	47
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								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	5	0	5	10	950	5	5	1645	45
Future Vol, veh/h	0	0	0	5	0	5	10	950	5	5	1645	45
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	-	-	-	-	-	-	150	-	-	150	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	6	0	18	66	0	14	18	4	25	0	1	0
Mvmt Flow	0	0	0	5	0	5	11	1000	5	5	1732	47

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2264	2769	866	1901	2814	503	1779	0	0	1005	0	0
Stage 1	1742	1742	-	1025	1025	-	-	-	-	-	-	-
Stage 2	522	1027	-	876	1789	-	-	-	-	-	-	-
Critical Hdwy	7.62	6.5	7.26	8.82	6.5	7.18	4.46	-	-	4.1	-	-
Critical Hdwy Stg 1	6.62	5.5	-	7.82	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.62	5.5	-	7.82	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.56	4	3.48	4.16	4	3.44	2.38	-	-	2.2	-	-
Pot Cap-1 Maneuver	21	20	266	20	18	483	284	-	-	697	-	-
Stage 1	86	142	-	159	315	-	-	-	-	-	-	-
Stage 2	496	314	-	205	135	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	20	19	266	19	17	483	284	-	-	697	-	-
Mov Cap-2 Maneuver	20	19	-	19	17	-	-	-	-	-	-	-
Stage 1	83	141	-	153	303	-	-	-	-	-	-	-
Stage 2	472	302	-	204	134	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	137.2	0.2	0
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	284	-	-	-	37	697	-	-
HCM Lane V/C Ratio	0.037	-	-	-	0.284	0.008	-	-
HCM Control Delay (s/veh)	18.2	-	-	0	137.2	10.2	-	-
HCM Lane LOS	C	-	-	A	F	B	-	-
HCM 95th %tile Q (veh)	0.1	-	-	-	0.9	0	-	-

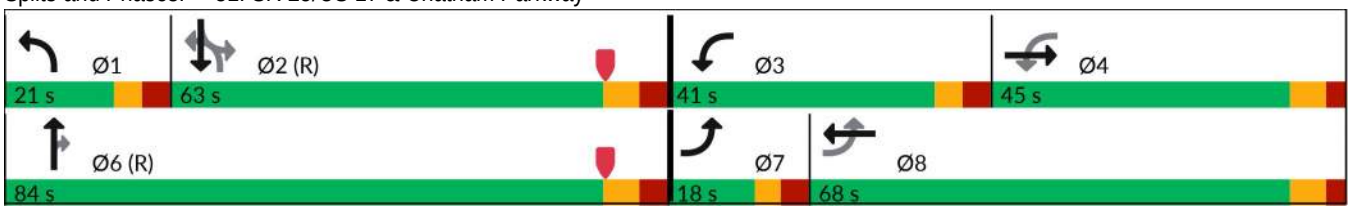
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	340	245	330	340	30	145	560	250	65	1120	110
Future Volume (vph)	135	340	245	330	340	30	145	560	250	65	1120	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	100		0	150		225	150		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	100			75			100			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.937			0.988				0.850		0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1656	3354	0	1805	3541	0	1736	3438	1583	1787	3478	0
Flt Permitted	0.422			0.117			0.061			0.427		
Satd. Flow (perm)	736	3354	0	222	3541	0	111	3438	1583	803	3478	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		100			6				266		7	
Link Speed (mph)		45			35			45			45	
Link Distance (ft)		548			1720			1827			458	
Travel Time (s)		8.3			33.5			27.7			6.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	9%	0%	2%	0%	0%	9%	4%	5%	2%	1%	2%	7%
Adj. Flow (vph)	144	362	261	351	362	32	154	596	266	69	1191	117
Shared Lane Traffic (%)												
Lane Group Flow (vph)	144	623	0	351	394	0	154	596	266	69	1308	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)		20			20			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		30			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	1		1	1		1	1	0	1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	336	0	40	336	
Trailing Detector (ft)	0	0		0	0		0	330	0	0	330	
Detector 1 Position(ft)	0	0		0	0		0	330	0	0	330	
Detector 1 Size(ft)	40	40		40	40		40	6	0	40	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	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA	Perm	Perm	NA	
Protected Phases	7	4		3	8		1	6			2	
Permitted Phases	8			4			2		6	2		
Detector Phase	7	4		3	8		1	6	6	2	2	
Switch Phase												
Minimum Initial (s)	8.0	10.0		8.0	10.0		8.0	18.0	18.0	18.0	18.0	
Minimum Split (s)	15.0	25.0		15.0	25.0		15.0	26.0	26.0	26.0	26.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	18.0	45.0		41.0	68.0		21.0	84.0	84.0	63.0	63.0	
Total Split (%)	10.6%	26.5%		24.1%	40.0%		12.4%	49.4%	49.4%	37.1%	37.1%	
Maximum Green (s)	11.0	38.0		34.0	61.0		14.0	76.0	76.0	55.0	55.0	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	3.5	2.5		3.5	2.5		3.5	3.5	3.5	3.5	3.5	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0		-2.0	-3.0	-3.0	-3.0	-3.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0	5.0	5.0	5.0	
Recall Mode	None	None		None	None		None	C-Min	C-Min	C-Min	C-Min	
Act Effct Green (s)	66.9	34.1		66.9	53.9		83.1	88.1	88.1	67.1	67.1	
Actuated g/C Ratio	0.39	0.20		0.39	0.32		0.49	0.52	0.52	0.39	0.39	
v/c Ratio	0.40	0.83		0.90	0.35		0.74	0.33	0.28	0.22	0.95	
Control Delay (s/veh)	33.1	64.2		75.2	43.8		55.2	24.1	6.3	40.4	66.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	33.1	64.2		75.2	43.8		55.2	24.1	6.3	40.4	66.8	
LOS	C	E		E	D		E	C	A	D	E	
Approach Delay (s/veh)		58.4			58.6			24.1			65.5	
Approach LOS		E			E			C			E	
Queue Length 50th (ft)	98	301		325	172		121	227	79	69	~822	
Queue Length 95th (ft)	140	362		#462	207		m#238	289	69	119	#1019	
Internal Link Dist (ft)		468			1640			1747			378	
Turn Bay Length (ft)	150			100			150		225	150		
Base Capacity (vph)	360	865		425	1316		217	1781	948	316	1376	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.40	0.72		0.83	0.30		0.71	0.33	0.28	0.22	0.95	

Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 170			
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay (s/veh): 52.0		Intersection LOS: D	
Intersection Capacity Utilization 94.7%		ICU Level of Service F	
Analysis Period (min) 15			
~ 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.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 31: SR 25/US 17 & Chatham Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	340	245	330	340	30	145	560	250	65	1120	110
Future Volume (veh/h)	135	340	245	330	340	30	145	560	250	65	1120	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1900	1870	1900	1900	1767	1841	1826	1870	1885	1870	1796
Adj Flow Rate, veh/h	144	362	261	351	362	0	154	596	266	69	1191	117
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	9	0	2	0	0	9	4	5	2	1	2	7
Cap, veh/h	396	419	298	391	1121		206	1821	832	315	1379	135
Arrive On Green	0.08	0.21	0.20	0.18	0.31	0.00	0.07	0.52	0.52	0.42	0.42	0.40
Sat Flow, veh/h	1682	2016	1431	1810	3705	0	1753	3469	1585	646	3269	320
Grp Volume(v), veh/h	144	323	300	351	362	0	154	596	266	69	646	662
Grp Sat Flow(s),veh/h/ln	1682	1805	1642	1810	1805	0	1753	1735	1585	646	1777	1813
Q Serve(g_s), s	9.8	29.4	30.1	25.7	13.1	0.0	8.4	16.8	16.3	11.7	56.2	56.6
Cycle Q Clear(g_c), s	9.8	29.4	30.1	25.7	13.1	0.0	8.4	16.8	16.3	11.7	56.2	56.6
Prop In Lane	1.00		0.87	1.00		0.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	396	376	342	391	1121		206	1821	832	315	750	765
V/C Ratio(X)	0.36	0.86	0.88	0.90	0.32		0.75	0.33	0.32	0.22	0.86	0.87
Avail Cap(c_a), veh/h	396	425	386	451	1338		242	1821	832	315	750	765
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.5	65.0	66.1	45.1	44.9	0.0	37.4	23.2	23.1	31.8	44.6	45.0
Incr Delay (d2), s/veh	0.6	15.0	18.3	18.6	0.2	0.0	10.3	0.5	1.0	1.6	12.5	12.5
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	4.1	14.9	14.2	13.6	6.0	0.0	4.1	6.9	6.4	2.0	26.7	27.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.1	80.0	84.3	63.8	45.1	0.0	47.7	23.7	24.1	33.4	57.1	57.5
LnGrp LOS	D	E	F	E	D		D	C	C	C	E	E
Approach Vol, veh/h		767			713			1016			1377	
Approach Delay, s/veh		73.4			54.3			27.4			56.1	
Approach LOS		E			D			C			E	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	17.5	76.7	35.4	40.4		94.2	18.0	57.8				
Change Period (Y+Rc), s	7.0	8.0	7.0	7.0		8.0	7.0	7.0				
Max Green Setting (Gmax), s	14.0	55.0	34.0	38.0		76.0	11.0	61.0				
Max Q Clear Time (g_c+I1), s	10.4	58.6	27.7	32.1		18.8	11.8	15.1				
Green Ext Time (p_c), s	0.1	0.0	0.7	1.3		15.5	0.0	1.5				

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	51.7
HCM 6th LOS	D

Notes

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	680	125	0	565	30	0	0	35	5	0	65
Future Volume (vph)	70	680	125	0	565	30	0	0	35	5	0	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		125	0		100	0		0	0		50
Storage Lanes	1		1	0		1	0		1	1		1
Taper Length (ft)	100			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.865			0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1805	3539	1615	0	3539	1615	0	0	1644	1656	0	1615
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1805	3539	1615	0	3539	1615	0	0	1644	1656	0	1615
Link Speed (mph)		45			45			25			30	
Link Distance (ft)		1209			548			511			465	
Travel Time (s)		18.3			8.3			13.9			10.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	0%	0%	9%	0%	0%
Adj. Flow (vph)	74	716	132	0	595	32	0	0	37	5	0	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	716	132	0	595	32	0	0	37	5	0	68
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	70	680	125	0	565	30	0	0	35	5	0	65
Future Vol, veh/h	70	680	125	0	565	30	0	0	35	5	0	65
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	Yield	-	-	None
Storage Length	150	-	125	-	-	100	-	-	0	0	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	9	0	0
Mvmt Flow	74	716	132	0	595	32	0	0	37	5	0	68

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	627	0	0	-	-	0	-	-	358	1101	-	298
Stage 1	-	-	-	-	-	-	-	-	-	595	-	-
Stage 2	-	-	-	-	-	-	-	-	-	506	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.9	7.68	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.68	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.68	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.3	3.59	-	3.3
Pot Cap-1 Maneuver	965	-	-	0	-	-	0	0	644	158	0	704
Stage 1	-	-	-	0	-	-	0	0	-	441	0	-
Stage 2	-	-	-	0	-	-	0	0	-	499	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	965	-	-	-	-	-	-	-	644	140	-	704
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	140	-	-
Stage 1	-	-	-	-	-	-	-	-	-	407	-	-
Stage 2	-	-	-	-	-	-	-	-	-	434	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.7	0	10.9	12.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	644	965	-	-	-	-	140	704
HCM Lane V/C Ratio	0.057	0.076	-	-	-	-	0.038	0.097
HCM Control Delay (s/veh)	10.9	9	-	-	-	-	31.7	10.7
HCM Lane LOS	B	A	-	-	-	-	D	B
HCM 95th %tile Q (veh)	0.2	0.2	-	-	-	-	0.1	0.3



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	0	65	115	10	115	25	660	40	5	1115	120
Future Volume (vph)	55	0	65	115	10	115	25	660	40	5	1115	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		175	150		125
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			100			100		
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		0.927			0.935				0.850			0.850
Flt Protected		0.978			0.977		0.950			0.950		
Satd. Flow (prot)	0	1713	0	0	1627	0	1805	3438	1417	1805	3539	1583
Flt Permitted		0.978			0.977		0.950			0.950		
Satd. Flow (perm)	0	1713	0	0	1627	0	1805	3438	1417	1805	3539	1583
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		558			382			458			1131	
Travel Time (s)		12.7			10.4			6.9			17.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	1%	0%	0%	14%	0%	5%	14%	0%	2%	2%
Adj. Flow (vph)	58	0	68	121	11	121	26	695	42	5	1174	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	126	0	0	253	0	26	695	42	5	1174	126
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			-10			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	57.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	55	0	65	115	10	115	25	660	40	5	1115	120
Future Vol, veh/h	55	0	65	115	10	115	25	660	40	5	1115	120
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	-	-	None
Storage Length	-	-	-	-	-	-	100	-	175	150	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	14	0	5	14	0	2	2
Mvmt Flow	58	0	68	121	11	121	26	695	42	5	1174	126

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1589	1931	587	1344	2057	348	1300	0	0	695	0	0
Stage 1	1184	1184	-	747	747	-	-	-	-	-	-	-
Stage 2	405	747	-	597	1310	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.92	7.5	6.5	7.18	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.31	3.5	4	3.44	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	74	67	455	~ 112	56	615	540	-	-	910	-	-
Stage 1	204	265	-	376	423	-	-	-	-	-	-	-
Stage 2	599	423	-	461	231	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 48	63	455	~ 91	53	615	540	-	-	910	-	-
Mov Cap-2 Maneuver	~ 48	63	-	~ 91	53	-	-	-	-	-	-	-
Stage 1	194	264	-	358	403	-	-	-	-	-	-	-
Stage 2	446	403	-	390	230	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	298	$ 408.9	0.4	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	540	-	-	93	146	910	-	-
HCM Lane V/C Ratio	0.049	-	-	1.358	1.73	0.006	-	-
HCM Control Delay (s/veh)	12	-	-	298	$ 408.9	9	-	-
HCM Lane LOS	B	-	-	F	F	A	-	-
HCM 95th %tile Q (veh)	0.2	-	-	9.3	18.5	0	-	-

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	0	45	5	0	10	15	810	5	10	1190	10
Future Volume (vph)	15	0	45	5	0	10	15	810	5	10	1190	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
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	0.95
Frt		0.899			0.907			0.999			0.999	
Flt Protected		0.987			0.985		0.950			0.950		
Satd. Flow (prot)	0	1575	0	0	1588	0	1180	3464	0	1805	3518	0
Flt Permitted		0.987			0.985		0.950			0.950		
Satd. Flow (perm)	0	1575	0	0	1588	0	1180	3464	0	1805	3518	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		941			754			1131			2483	
Travel Time (s)		25.7			20.6			17.1			37.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	10%	0%	6%	11%	0%	5%	53%	4%	25%	0%	2%	62%
Adj. Flow (vph)	16	0	47	5	0	11	16	853	5	11	1253	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	63	0	0	16	0	16	858	0	11	1264	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	0	45	5	0	10	15	810	5	10	1190	10
Future Vol, veh/h	15	0	45	5	0	10	15	810	5	10	1190	10
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	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	10	0	6	11	0	5	53	4	25	0	2	62
Mvmt Flow	16	0	47	5	0	11	16	853	5	11	1253	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1740	2171	632	1537	2174	429	1264	0	0	858	0	0
Stage 1	1281	1281	-	888	888	-	-	-	-	-	-	-
Stage 2	459	890	-	649	1286	-	-	-	-	-	-	-
Critical Hdwy	7.7	6.5	7.02	7.72	6.5	7	5.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.7	5.5	-	6.72	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.72	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.6	4	3.36	3.61	4	3.35	2.73	-	-	2.2	-	-
Pot Cap-1 Maneuver	51	47	414	72	47	566	335	-	-	791	-	-
Stage 1	163	238	-	287	365	-	-	-	-	-	-	-
Stage 2	531	364	-	404	237	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	48	44	414	61	44	566	335	-	-	791	-	-
Mov Cap-2 Maneuver	48	44	-	61	44	-	-	-	-	-	-	-
Stage 1	155	235	-	273	347	-	-	-	-	-	-	-
Stage 2	496	347	-	353	234	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	49.2	31.6	0.3	0.1
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	335	-	-	142	151	791	-	-
HCM Lane V/C Ratio	0.047	-	-	0.445	0.105	0.013	-	-
HCM Control Delay (s/veh)	16.3	-	-	49.2	31.6	9.6	-	-
HCM Lane LOS	C	-	-	E	D	A	-	-
HCM 95th %tile Q (veh)	0.1	-	-	2	0.3	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	5	10	40	5	130	10	780	45	160	1160	5
Future Volume (vph)	35	5	10	40	5	130	10	780	45	160	1160	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	150		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
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	0.95
Frt		0.972				0.850		0.992			0.999	
Flt Protected		0.966			0.957		0.950			0.950		
Satd. Flow (prot)	0	1657	0	0	1711	1495	1327	3434	0	1318	3531	0
Flt Permitted		0.762			0.759		0.226			0.289		
Satd. Flow (perm)	0	1307	0	0	1357	1495	316	3434	0	401	3531	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				138		5			1	
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		369			1049			2483			559	
Travel Time (s)		10.1			28.6			37.6			8.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	11%	0%	0%	7%	0%	8%	36%	2%	44%	37%	2%	33%
Adj. Flow (vph)	37	5	11	43	5	138	11	830	48	170	1234	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	48	138	11	878	0	170	1239	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	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	Perm	Perm	NA		D.P+P	NA	
Protected Phases		4			8			6		5	2	

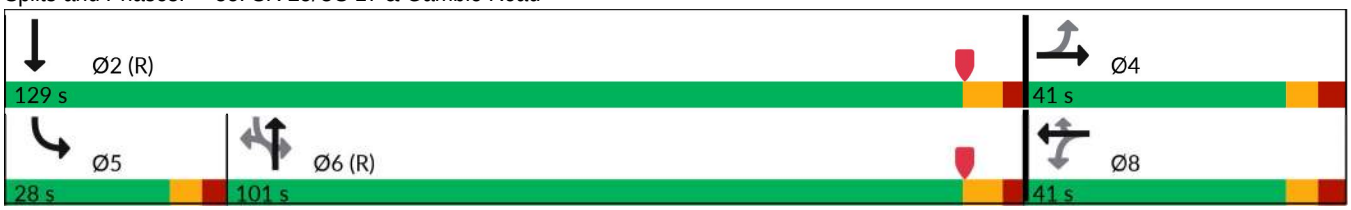


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6			6		
Detector Phase	4	4		8	8	8	6	6		5	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	18.0	18.0		10.0	18.0	
Minimum Split (s)	17.5	17.5		17.5	17.5	17.5	25.5	25.5		17.0	25.5	
Total Split (s)	41.0	41.0		41.0	41.0	41.0	101.0	101.0		28.0	129.0	
Total Split (%)	24.1%	24.1%		24.1%	24.1%	24.1%	59.4%	59.4%		16.5%	75.9%	
Maximum Green (s)	33.5	33.5		33.5	33.5	33.5	93.5	93.5		21.0	121.5	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	5.0	5.0		4.0	5.0	
All-Red Time (s)	3.5	3.5		3.5	3.5	3.5	2.5	2.5		3.0	2.5	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.5			7.5	7.5	7.5	7.5		7.0	7.5	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	5.0	5.0		4.0	5.0	
Recall Mode	None	None		None	None	None	C-Min	C-Min		None	C-Min	
Act Effct Green (s)		13.2			13.2	13.2	113.7	113.7		135.3	141.8	
Actuated g/C Ratio		0.08			0.08	0.08	0.67	0.67		0.80	0.83	
v/c Ratio		0.49			0.46	0.57	0.05	0.38		0.39	0.42	
Control Delay (s/veh)		79.7			88.0	19.4	28.0	31.0		9.6	10.7	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		79.7			88.0	19.4	28.0	31.0		9.6	10.7	
LOS		E			F	B	C	C		A	B	
Approach Delay (s/veh)		79.7			37.1			31.0			10.6	
Approach LOS		E			D			C			B	
Queue Length 50th (ft)		50			52	0	7	362		59	286	
Queue Length 95th (ft)		98			98	71	m26	502		148	608	
Internal Link Dist (ft)		289			969			2403			479	
Turn Bay Length (ft)						200	150			150		
Base Capacity (vph)		263			267	405	211	2298		450	2944	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.20			0.18	0.34	0.05	0.38		0.38	0.42	

Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 170			
Offset: 36 (21%), Referenced to phase 2:SBT and 6:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay (s/veh): 21.1		Intersection LOS: C	
Intersection Capacity Utilization 75.5%		ICU Level of Service D	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 35: SR 25/US 17 & Gamble Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	5	10	40	5	130	10	780	45	160	1160	5
Future Volume (veh/h)	35	5	10	40	5	130	10	780	45	160	1160	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1900	1900	1796	1900	1781	1366	1870	1248	1352	1870	1411
Adj Flow Rate, veh/h	37	5	11	43	5	0	11	830	48	170	1234	5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	11	0	0	7	0	8	36	2	44	37	2	33
Cap, veh/h	97	16	20	121	12		290	2572	149	426	3098	13
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.00	0.75	0.75	0.75	0.06	0.85	0.85
Sat Flow, veh/h	1045	267	344	1382	205	1510	328	3414	197	1287	3630	15
Grp Volume(v), veh/h	53	0	0	48	0	0	11	432	446	170	604	635
Grp Sat Flow(s),veh/h/ln	1656	0	0	1587	0	1510	328	1777	1835	1287	1777	1868
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	0.0	1.5	13.5	13.5	4.9	12.8	12.8
Cycle Q Clear(g_c), s	4.8	0.0	0.0	4.6	0.0	0.0	1.5	13.5	13.5	4.9	12.8	12.8
Prop In Lane	0.70		0.21	0.90		1.00	1.00		0.11	1.00		0.01
Lane Grp Cap(c), veh/h	133	0	0	133	0		290	1339	1382	426	1516	1594
V/C Ratio(X)	0.40	0.00	0.00	0.36	0.00		0.04	0.32	0.32	0.40	0.40	0.40
Avail Cap(c_a), veh/h	341	0	0	335	0		290	1339	1382	509	1516	1594
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.6	0.0	0.0	77.5	0.0	0.0	5.3	6.8	6.8	4.3	2.8	2.8
Incr Delay (d2), s/veh	2.8	0.0	0.0	2.3	0.0	0.0	0.2	0.6	0.6	0.9	0.8	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	0.0	2.1	0.0	0.0	0.1	4.8	5.0	1.1	3.4	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	80.4	0.0	0.0	79.9	0.0	0.0	5.6	7.5	7.4	5.2	3.5	3.5
LnGrp LOS	F			E			A	A	A	A	A	A
Approach Vol, veh/h		53			48			889			1409	
Approach Delay, s/veh		80.4			79.9			7.4			3.7	
Approach LOS		F			E			A			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		152.6		17.4	17.0	135.6		17.4				
Change Period (Y+Rc), s		7.5		7.5	7.0	7.5		7.5				
Max Green Setting (Gmax), s		121.5		33.5	21.0	93.5		33.5				
Max Q Clear Time (g_c+I1), s		14.8		6.8	6.9	15.5		6.6				
Green Ext Time (p_c), s		27.3		0.3	0.6	14.7		0.3				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			8.3									
HCM 6th LOS			A									

Notes

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	10	0	0	0	5	940	0	0	1315	5
Future Volume (vph)	10	0	10	0	0	0	5	940	0	0	1315	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
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	0.95
Frt		0.932									0.999	
Flt Protected		0.976					0.950					
Satd. Flow (prot)	0	1484	0	0	1900	0	1805	3505	0	1900	3401	0
Flt Permitted		0.976					0.950					
Satd. Flow (perm)	0	1484	0	0	1900	0	1805	3505	0	1900	3401	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		840			519			559			2261	
Travel Time (s)		22.9			14.2			8.5			34.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	33%	0%	0%	0%	0%	3%	0%	0%	6%	16%
Adj. Flow (vph)	11	0	11	0	0	0	5	1033	0	0	1445	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	0	0	0	0	5	1033	0	0	1450	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	10	0	0	0	5	940	0	0	1315	5
Future Vol, veh/h	10	0	10	0	0	0	5	940	0	0	1315	5
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	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	33	0	0	0	0	3	0	0	6	16
Mvmt Flow	11	0	11	0	0	0	5	1033	0	0	1445	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1975	2491	725	1766	2493	517	1450	0	0	1033	0	0
Stage 1	1448	1448	-	1043	1043	-	-	-	-	-	-	-
Stage 2	527	1043	-	723	1450	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7.56	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.63	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	38	30	305	54	30	509	473	-	-	681	-	-
Stage 1	140	198	-	249	309	-	-	-	-	-	-	-
Stage 2	508	309	-	388	198	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	38	30	305	52	30	509	473	-	-	681	-	-
Mov Cap-2 Maneuver	38	30	-	52	30	-	-	-	-	-	-	-
Stage 1	138	198	-	246	306	-	-	-	-	-	-	-
Stage 2	503	306	-	374	198	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	81.4	0	0.1	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	473	-	-	68	-	681	-	-
HCM Lane V/C Ratio	0.012	-	-	0.323	-	-	-	-
HCM Control Delay (s/veh)	12.7	-	-	81.4	0	0	-	-
HCM Lane LOS	B	-	-	F	A	A	-	-
HCM 95th %tile Q (veh)	0	-	-	1.2	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	100	0	45	5	0	5	5	915	30	5	65	1270
Future Volume (vph)	100	0	45	5	0	5	5	915	30	5	65	1270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		100		200	
Storage Lanes	0		0	0		0	1		1		1	
Taper Length (ft)	25			25			50				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt		0.958			0.932				0.850			
Flt Protected		0.967			0.976		0.950				0.950	
Satd. Flow (prot)	0	1760	0	0	1711	0	1410	3505	1568	0	1805	3406
Flt Permitted		0.967			0.976		0.950				0.950	
Satd. Flow (perm)	0	1760	0	0	1711	0	1410	3505	1568	0	1805	3406
Link Speed (mph)		25			25			45				45
Link Distance (ft)		605			773			2261				494
Travel Time (s)		16.5			21.1			34.3				7.5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	28%	3%	3%	0%	0%	6%
Adj. Flow (vph)	110	0	49	5	0	5	5	1005	33	5	71	1396
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	159	0	0	10	0	5	1005	33	0	76	1396
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			20				25
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	9	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.4%		ICU Level of Service B	
Analysis Period (min) 15			



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	15
Future Volume (vph)	15
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)	1214
Flt Permitted	
Satd. Flow (perm)	1214
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.91
Heavy Vehicles (%)	33%
Adj. Flow (vph)	16
Shared Lane Traffic (%)	
Lane Group Flow (vph)	16
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
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	89.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	100	0	45	5	0	5	5	915	30	5	65	1270	15
Future Vol, veh/h	100	0	45	5	0	5	5	915	30	5	65	1270	15
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	-	-	-	-	-	-	100	-	100	-	200	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	2	28	3	3	0	0	6	33
Mvmt Flow	110	0	49	5	0	5	5	1005	33	5	71	1396	16

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	2061	2596	698	1865	2563	503	1396	0	0	1005	1038	0	0
Stage 1	1548	1548	-	1015	1015	-	-	-	-	-	-	-	-
Stage 2	513	1048	-	850	1548	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.94	4.66	-	-	6.4	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.32	2.48	-	-	2.5	2.2	-	-
Pot Cap-1 Maneuver	~ 33	25	388	46	27	514	371	-	-	335	678	-	-
Stage 1	122	177	-	259	318	-	-	-	-	-	-	-	-
Stage 2	517	307	-	326	177	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	~ 29	22	388	36	23	514	371	-	-	631	631	-	-
Mov Cap-2 Maneuver	~ 29	22	-	36	23	-	-	-	-	-	-	-	-
Stage 1	120	155	-	256	314	-	-	-	-	-	-	-	-
Stage 2	505	303	-	250	155	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	$1500.7	69	0.1	0.6
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	371	-	-	41	67	631	-	-
HCM Lane V/C Ratio	0.015	-	-	3.886	0.164	0.122	-	-
HCM Control Delay (s/veh)	14.8	-	-	$ 1500.7	69	11.5	-	-
HCM Lane LOS	B	-	-	F	F	B	-	-
HCM 95th %tile Q (veh)	0	-	-	18.1	0.5	0.4	-	-

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



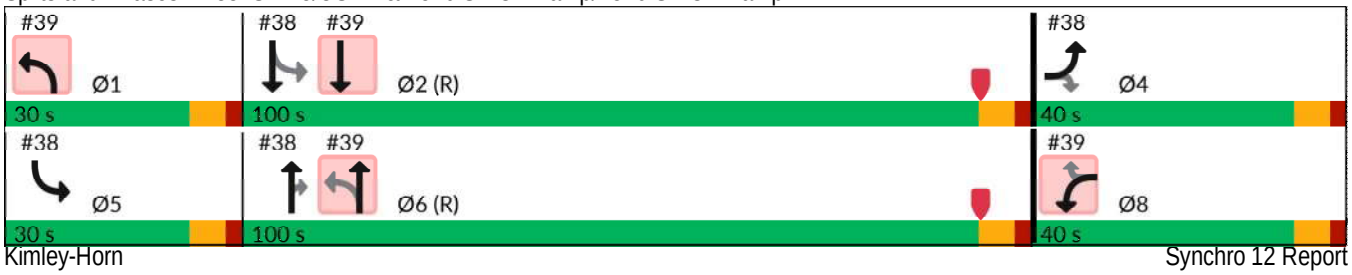
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	0	300	0	0	0	0	850	175	195	1055	0
Future Volume (vph)	215	0	300	0	0	0	0	850	175	195	1055	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	0		0	0		0	100		0
Storage Lanes	2		0	0		0	0		1	1		0
Taper Length (ft)	225			25			25			50		
Lane Util. Factor	0.97	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			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3400	0	1482	0	0	0	0	3471	1599	1770	3438	0
Flt Permitted	0.950									0.315		
Satd. Flow (perm)	3400	0	1482	0	0	0	0	3471	1599	587	3438	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			278						184			
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		900			769			494			497	
Travel Time (s)		13.6			11.7			7.5			7.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	0%	9%	0%	0%	0%	0%	4%	1%	2%	5%	0%
Adj. Flow (vph)	226	0	316	0	0	0	0	895	184	205	1111	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	226	0	316	0	0	0	0	895	184	205	1111	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)		24			24			40			40	
Link Offset(ft)		0			70			0			0	
Crosswalk Width(ft)		16			16			16			80	
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		0					1	0	1	1	
Detector Template												
Leading Detector (ft)	40		0					336	0	40	276	
Trailing Detector (ft)	0		0					330	0	0	270	
Detector 1 Position(ft)	0		0					330	0	0	270	
Detector 1 Size(ft)	40		20					6	20	40	6	
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	
Turn Type	Prot		Perm					NA	Perm	pm+pt	NA	
Protected Phases	4							6		5	2	
Permitted Phases			4						6	2		
Detector Phase	4		4					6	6	5	2	
Switch Phase												
Minimum Initial (s)	10.0		10.0					10.0	10.0	10.0	10.0	
Minimum Split (s)	16.5		16.5					16.5	16.5	16.5	16.5	

Lane Group	Ø1	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	1	8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	16.5	16.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	40.0		40.0					100.0	100.0	30.0	100.0	
Total Split (%)	23.5%		23.5%					58.8%	58.8%	17.6%	58.8%	
Maximum Green (s)	33.5		33.5					93.5	93.5	23.5	93.5	
Yellow Time (s)	4.5		4.5					4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0		2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5		6.5					6.5	6.5	6.5	6.5	
Lead/Lag								Lag	Lag	Lead	Lag	
Lead-Lag Optimize?								Yes	Yes	Yes	Yes	
Vehicle Extension (s)	5.0		5.0					5.0	5.0	2.0	5.0	
Recall Mode	None		None					C-Min	C-Min	None	C-Min	
Act Effct Green (s)	20.6		20.6					119.3	119.3	119.5	108.9	
Actuated g/C Ratio	0.12		0.12					0.70	0.70	0.70	0.64	
v/c Ratio	0.55		0.75					0.37	0.16	0.42	0.50	
Control Delay (s/veh)	74.5		22.5					5.3	0.5	7.3	13.4	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.2	
Total Delay (s/veh)	74.5		22.5					5.3	0.5	7.3	13.6	
LOS	E		C					A	A	A	B	
Approach Delay (s/veh)		44.2						4.5			12.6	
Approach LOS		D						A			B	
Queue Length 50th (ft)	125		39					74	0	41	121	
Queue Length 95th (ft)	161		148					110	3	0	243	
Internal Link Dist (ft)		820			689			414			417	
Turn Bay Length (ft)	200		200							100		
Base Capacity (vph)	670		515					2436	1177	619	2203	
Starvation Cap Reductn	0		0					0	0	0	389	
Spillback Cap Reductn	0		0					0	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.34		0.61					0.37	0.16	0.33	0.61	

Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 170			
Offset: 20 (12%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 15.5		Intersection LOS: B	
Intersection Capacity Utilization 68.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 38: SR 25/US 17 & I-516 SB Off-Ramp/I-516 SB On-Ramp



Lane Group	Ø1	Ø8
Total Split (s)	30.0	40.0
Total Split (%)	18%	24%
Maximum Green (s)	23.5	33.5
Yellow Time (s)	4.5	4.5
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	2.0	5.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.



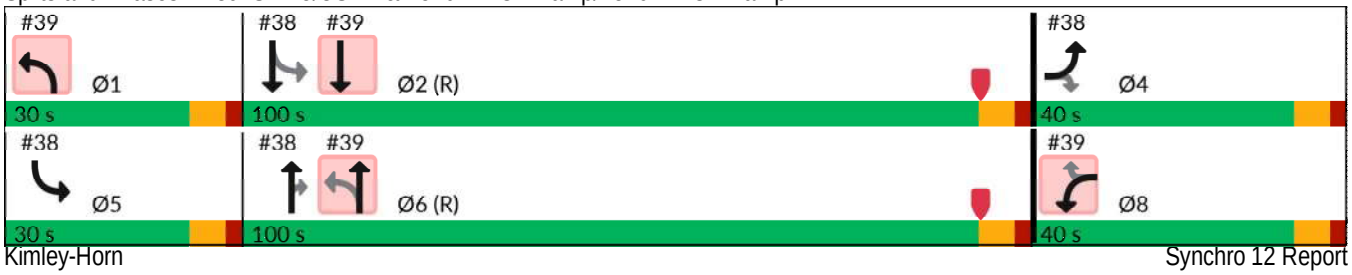
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	200	0	150	255	810	0	0	1050	145
Future Volume (vph)	0	0	0	200	0	150	255	810	0	0	1050	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	250		250	100		0	0		0
Storage Lanes	0		0	2		0	1		0	0		0
Taper Length (ft)	25			225			50			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.982	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	3400	0	1599	1687	3505	0	0	3376	0
Flt Permitted				0.950			0.155					
Satd. Flow (perm)	0	0	0	3400	0	1599	275	3505	0	0	3376	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						158					14	
Link Speed (mph)		45			35			45			45	
Link Distance (ft)		692			1022			497			616	
Travel Time (s)		10.5			19.9			7.5			9.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	3%	50%	1%	7%	3%	0%	0%	5%	5%
Adj. Flow (vph)	0	0	0	211	0	158	268	853	0	0	1105	153
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	211	0	158	268	853	0	0	1258	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)		24			24			40			40	
Link Offset(ft)		50			0			0			0	
Crosswalk Width(ft)		16			16			75			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		0	1	1			1	
Detector Template												
Leading Detector (ft)				40		0	40	256			336	
Trailing Detector (ft)				0		0	0	250			330	
Detector 1 Position(ft)				0		0	0	250			330	
Detector 1 Size(ft)				40		20	40	6			6	
Detector 1 Type				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	
Detector 1 Queue (s)				0.0		0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0		0.0	0.0	0.0			0.0	
Turn Type				Prot		Perm	pm+pt	NA			NA	
Protected Phases				8			1	6			2	
Permitted Phases						8	6					
Detector Phase				8		8	1	6			2	
Switch Phase												
Minimum Initial (s)				10.0		10.0	10.0	10.0			10.0	
Minimum Split (s)				16.5		16.5	16.5	16.5			16.5	

Lane Group	Ø4	Ø5
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	4	5
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	16.5	16.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)				40.0		40.0	30.0	100.0			100.0	
Total Split (%)				23.5%		23.5%	17.6%	58.8%			58.8%	
Maximum Green (s)				33.5		33.5	23.5	93.5			93.5	
Yellow Time (s)				4.5		4.5	4.5	4.5			4.5	
All-Red Time (s)				2.0		2.0	2.0	2.0			2.0	
Lost Time Adjust (s)				-1.5		-1.5	-1.5	-1.5			-1.5	
Total Lost Time (s)				5.0		5.0	5.0	5.0			5.0	
Lead/Lag							Lead	Lag			Lag	
Lead-Lag Optimize?							Yes	Yes			Yes	
Vehicle Extension (s)				5.0		5.0	2.0	5.0			5.0	
Recall Mode				None		None	None	C-Min			C-Min	
Act Effct Green (s)				22.1		22.1	137.9	120.8			110.4	
Actuated g/C Ratio				0.13		0.13	0.81	0.71			0.65	
v/c Ratio				0.48		0.46	0.66	0.34			0.57	
Control Delay (s/veh)				71.3		12.4	36.5	8.6			21.9	
Queue Delay				0.0		0.0	0.0	0.2			0.9	
Total Delay (s/veh)				71.3		12.4	36.5	8.8			22.7	
LOS				E		B	D	A			C	
Approach Delay (s/veh)					46.0			15.4			22.7	
Approach LOS					D			B			C	
Queue Length 50th (ft)				115		0	99	116			325	
Queue Length 95th (ft)				150		68	214	130			621	
Internal Link Dist (ft)		612			942			417			536	
Turn Bay Length (ft)				250		250	100					
Base Capacity (vph)				700		454	436	2490			2197	
Starvation Cap Reductn				0		0	0	763			588	
Spillback Cap Reductn				0		0	0	0			17	
Storage Cap Reductn				0		0	0	0			0	
Reduced v/c Ratio				0.30		0.35	0.61	0.49			0.78	

Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 170			
Offset: 20 (12%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 22.9		Intersection LOS: C	
Intersection Capacity Utilization 68.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 39: SR 25/US 17 & I-516 NB On-Ramp/I-516 NB Off-Ramp



Lane Group	Ø4	Ø5
Total Split (s)	40.0	30.0
Total Split (%)	24%	18%
Maximum Green (s)	33.5	23.5
Yellow Time (s)	4.5	4.5
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Vehicle Extension (s)	5.0	2.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	15	30	20	370	30	10	15	20	530	395	5	20
Future Volume (vph)	15	30	20	370	30	10	15	20	530	395	5	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		100		0		100
Storage Lanes	0		0	0		0		1		1		1
Taper Length (ft)	25			25				100				50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt		0.959			0.997					0.850		
Flt Protected		0.989			0.957			0.950				0.950
Satd. Flow (prot)	0	1698	0	0	1765	0	0	1765	1845	1583	0	1805
Flt Permitted		0.870			0.698			0.264				0.288
Satd. Flow (perm)	0	1493	0	0	1287	0	0	490	1845	1583	0	547
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		21			2					416		
Link Speed (mph)		25			40				45			
Link Distance (ft)		895			696				616			
Travel Time (s)		24.4			11.9				9.3			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	10%	5%	3%	0%	0%	0%	4%	3%	2%	0%	0%
Adj. Flow (vph)	16	32	21	389	32	11	16	21	558	416	5	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	69	0	0	432	0	0	37	558	416	0	26
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				40			
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	1		1	1		1	1	1	0	1	1
Detector Template	Left			Left			Left				Left	
Leading Detector (ft)	20	40		20	40		20	40	336	0	20	40
Trailing Detector (ft)	0	0		0	0		0	0	330	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	330	0	0	0
Detector 1 Size(ft)	20	40		20	40		20	40	6	20	20	40
Detector 1 Type	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
Detector 1 Queue (s)	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
Turn Type	Perm	NA		Perm	NA		Perm	Perm	NA	Perm	Perm	Perm
Protected Phases		4			8				2			
Permitted Phases	4			8			2	2		2	6	6
Detector Phase	4	4		8	8		2	2	2	2	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		15.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	15.8	15.8		42.8	42.8		22.1	22.1	22.1	22.1	21.1	21.1



Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	790	0
Future Volume (vph)	790	0
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		400
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt		
Flt Protected		
Satd. Flow (prot)	3438	0
Flt Permitted		
Satd. Flow (perm)	3438	0
Right Turn on Red		Yes
Satd. Flow (RTOR)		
Link Speed (mph)	45	
Link Distance (ft)	875	
Travel Time (s)	13.3	
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	5%	0%
Adj. Flow (vph)	832	0
Shared Lane Traffic (%)		
Lane Group Flow (vph)	832	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	40	
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	1	
Detector Template		
Leading Detector (ft)	336	
Trailing Detector (ft)	330	
Detector 1 Position(ft)	330	
Detector 1 Size(ft)	6	
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	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	15.0	
Minimum Split (s)	21.1	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Total Split (s)	43.0	43.0		43.0	43.0		42.0	42.0	42.0	42.0	42.0	42.0
Total Split (%)	50.6%	50.6%		50.6%	50.6%		49.4%	49.4%	49.4%	49.4%	49.4%	49.4%
Maximum Green (s)	35.2	35.2		35.2	35.2		35.9	35.9	35.9	35.9	35.9	35.9
Yellow Time (s)	4.0	4.0		4.0	4.0		4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	3.8	3.8		3.8	3.8		1.8	1.8	1.8	1.8	1.8	1.8
Lost Time Adjust (s)		0.0			0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		7.8			7.8			6.1	6.1	6.1		6.1
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)				7.0	7.0		7.0	7.0	7.0	7.0		
Flash Don't Walk (s)				28.0	28.0		9.0	9.0	9.0	9.0		
Pedestrian Calls (#/hr)				0	0		0	0	0	0		
Act Effct Green (s)		31.8			31.8			39.3	39.3	39.3		39.3
Actuated g/C Ratio		0.37			0.37			0.46	0.46	0.46		0.46
v/c Ratio		0.12			0.90			0.16	0.65	0.44		0.10
Control Delay (s/veh)		12.4			47.3			16.5	22.4	6.7		16.2
Queue Delay		0.0			0.0			0.1	0.0	0.0		0.0
Total Delay (s/veh)		12.4			47.3			16.5	22.4	6.7		16.2
LOS		B			D			B	C	A		B
Approach Delay (s/veh)		12.4			47.3				15.8			
Approach LOS		B			D				B			
Queue Length 50th (ft)		15			200			15	377	109		8
Queue Length 95th (ft)		40			#364			41	406	157		25
Internal Link Dist (ft)		815			616				536			
Turn Bay Length (ft)								100				100
Base Capacity (vph)		630			534			226	853	955		253
Starvation Cap Reductn		0			0			0	0	0		0
Spillback Cap Reductn		0			0			18	0	0		0
Storage Cap Reductn		0			0			0	0	0		0
Reduced v/c Ratio		0.11			0.81			0.18	0.65	0.44		0.10

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 4 (5%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 22.4		Intersection LOS: C	
Intersection Capacity Utilization 70.0%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 40: SR 25/US 17 & Plymouth Avenue/Mills Lane





Lane Group	SBT	SBR
Total Split (s)	42.0	
Total Split (%)	49.4%	
Maximum Green (s)	35.9	
Yellow Time (s)	4.3	
All-Red Time (s)	1.8	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.1	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	C-Max	
Walk Time (s)		
Flash Don't Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	39.3	
Actuated g/C Ratio	0.46	
v/c Ratio	0.52	
Control Delay (s/veh)	18.5	
Queue Delay	0.1	
Total Delay (s/veh)	18.7	
LOS	B	
Approach Delay (s/veh)	18.6	
Approach LOS	B	
Queue Length 50th (ft)	170	
Queue Length 95th (ft)	231	
Internal Link Dist (ft)	795	
Turn Bay Length (ft)		
Base Capacity (vph)	1589	
Starvation Cap Reductn	0	
Spillback Cap Reductn	128	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.57	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	15	30	20	370	30	10	15	20	530	395	5	20
Future Volume (veh/h)	15	30	20	370	30	10	15	20	530	395	5	20
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1900	1752	1826	1856	1900	1900		1841	1856	1870		1900
Adj Flow Rate, veh/h	16	32	21	389	32	0		21	558	0		21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95		0.95
Percent Heavy Veh, %	0	10	5	3	0	0		4	3	2		0
Cap, veh/h	147	277	163	504	35			323	964			400
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.00		0.69	0.69	0.00		0.52
Sat Flow, veh/h	299	873	513	1331	110	0		649	1856	1585		865
Grp Volume(v), veh/h	69	0	0	421	0	0		21	558	0		21
Grp Sat Flow(s),veh/h/ln	1684	0	0	1441	0	0		649	1856	1585		865
Q Serve(g_s), s	0.0	0.0	0.0	21.3	0.0	0.0		1.5	13.2	0.0		1.3
Cycle Q Clear(g_c), s	2.5	0.0	0.0	23.8	0.0	0.0		14.4	13.2	0.0		14.5
Prop In Lane	0.23		0.30	0.92		0.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	586	0	0	538	0			323	964			400
V/C Ratio(X)	0.12	0.00	0.00	0.78	0.00			0.06	0.58			0.05
Avail Cap(c_a), veh/h	736	0	0	674	0			323	964			400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.33	1.33	1.33		1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00		0.94	0.94	0.00		1.00
Uniform Delay (d), s/veh	20.7	0.0	0.0	27.6	0.0	0.0		12.0	8.4	0.0		17.6
Incr Delay (d2), s/veh	0.1	0.0	0.0	4.7	0.0	0.0		0.4	2.4	0.0		0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	8.3	0.0	0.0		0.2	4.1	0.0		0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.8	0.0	0.0	32.3	0.0	0.0		12.3	10.7	0.0		17.9
LnGrp LOS	C			C				B	B			B
Approach Vol, veh/h		69			421				579			
Approach Delay, s/veh		20.8			32.3				10.8			
Approach LOS		C			C				B			

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.2		34.8		50.2		34.8				
Change Period (Y+Rc), s		* 6.1		7.8		* 6.1		7.8				
Max Green Setting (Gmax), s		* 36		35.2		* 36		35.2				
Max Q Clear Time (g_c+I1), s		16.4		4.5		16.5		25.8				
Green Ext Time (p_c), s		8.8		0.2		12.1		1.1				

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	17.2
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	790	0
Future Volume (veh/h)	790	0
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1826	1900
Adj Flow Rate, veh/h	832	0
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	5	0
Cap, veh/h	1802	0
Arrive On Green	0.52	0.00
Sat Flow, veh/h	3561	0
Grp Volume(v), veh/h	832	0
Grp Sat Flow(s),veh/h/ln	1735	0
Q Serve(g_s), s	12.9	0.0
Cycle Q Clear(g_c), s	12.9	0.0
Prop In Lane		0.00
Lane Grp Cap(c), veh/h	1802	0
V/C Ratio(X)	0.46	0.00
Avail Cap(c_a), veh/h	1802	0
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	0.00
Uniform Delay (d), s/veh	12.9	0.0
Incr Delay (d2), s/veh	0.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	13.8	0.0
LnGrp LOS	B	
Approach Vol, veh/h	853	
Approach Delay, s/veh	13.9	
Approach LOS	B	
Timer - Assigned Phs		



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	900	1510	0	0	0
Future Volume (vph)	0	900	1510	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	0
Link Speed (mph)		30	55		30	
Link Distance (ft)		413	854		136	
Travel Time (s)		9.4	10.6		3.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	978	1641	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	978	1641	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		20	20		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.1%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	1050	0	0	1540	0	0
Future Volume (vph)	1050	0	0	1540	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3539	0	0	3539	0	0
Flt Permitted						
Satd. Flow (perm)	3539	0	0	3539	0	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	2297			1309	375	
Travel Time (s)	34.8			19.8	8.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1141	0	0	1674	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1141	0	0	1674	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.9%		ICU Level of Service A	
Analysis Period (min) 15			

2030 NO-BUILD
AM PEAK HOUR

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	5	5	5	5	5	1490	5	5	845	5
Future Volume (vph)	5	5	5	5	5	5	5	1490	5	5	845	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	250		350	250		350
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			150			125		
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		0.955			0.955				0.850			0.850
Flt Protected		0.984			0.984		0.950			0.950		
Satd. Flow (prot)	0	1785	0	0	1785	0	1805	3505	1615	1805	3343	1615
Flt Permitted		0.984			0.984		0.950			0.950		
Satd. Flow (perm)	0	1785	0	0	1785	0	1805	3505	1615	1805	3343	1615
Link Speed (mph)		30			25			55			55	
Link Distance (ft)		1583			819			854			5845	
Travel Time (s)		36.0			22.3			10.6			72.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	8%	0%
Adj. Flow (vph)	5	5	5	5	5	5	5	1568	5	5	889	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	15	0	5	1568	5	5	889	5
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			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	5	5	5	5	5	5	1490	5	5	845	5
Future Vol, veh/h	5	5	5	5	5	5	5	1490	5	5	845	5
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	-	-	-	-	-	-	250	-	350	250	-	350
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	0	8	0
Mvmt Flow	5	5	5	5	5	5	5	1568	5	5	889	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1696	2477	445	2035	2477	784	889	0	0	1568	0	0
Stage 1	899	899	-	1578	1578	-	-	-	-	-	-	-
Stage 2	797	1578	-	457	899	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	61	30	566	34	30	340	771	-	-	426	-	-
Stage 1	304	360	-	116	171	-	-	-	-	-	-	-
Stage 2	351	171	-	558	360	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	57	29	566	32	29	340	771	-	-	426	-	-
Mov Cap-2 Maneuver	169	114	-	94	116	-	-	-	-	-	-	-
Stage 1	302	356	-	115	170	-	-	-	-	-	-	-
Stage 2	333	170	-	538	356	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	26.7	35.2	0	0.1
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	771	-	-	182	135	426	-	-
HCM Lane V/C Ratio	0.007	-	-	0.087	0.117	0.012	-	-
HCM Control Delay (s/veh)	9.7	-	-	26.7	35.2	13.6	-	-
HCM Lane LOS	A	-	-	D	E	B	-	-
HCM 95th %tile Q (veh)	0	-	-	0.3	0.4	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	15	70	5	545	5	1465	25	150	765	10
Future Volume (vph)	5	5	15	70	5	545	5	1465	25	150	765	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		400	350		200	325		275
Storage Lanes	0		0	0		1	1		1	1		1
Taper Length (ft)	25			25			100			125		
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		0.917				0.850			0.850			0.850
Flt Protected		0.990			0.955		0.950			0.950		
Satd. Flow (prot)	0	1447	0	0	1814	1599	1805	3505	1615	1687	3343	1615
Flt Permitted		0.990			0.955		0.950			0.950		
Satd. Flow (perm)	0	1447	0	0	1814	1599	1805	3505	1615	1687	3343	1615
Link Speed (mph)		25			25			55			45	
Link Distance (ft)		701			814			5845			1908	
Travel Time (s)		19.1			22.2			72.5			28.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	100%	0%	0%	0%	1%	0%	3%	0%	7%	8%	0%
Adj. Flow (vph)	5	5	16	74	5	580	5	1559	27	160	814	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	79	580	5	1559	27	160	814	11
Enter Blocked Intersection	No	No	No	1 veh	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			12			20			20	
Link Offset(ft)		0			10			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	25		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 87.6%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	69.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	5	15	70	5	545	5	1465	25	150	765	10
Future Vol, veh/h	5	5	15	70	5	545	5	1465	25	150	765	10
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	-	-	Yield	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	400	350	-	200	325	-	275
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	100	0	0	0	1	0	3	0	7	8	0
Mvmt Flow	5	5	16	74	5	580	5	1559	27	160	814	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1926	2703	407	2299	2714	780	825	0	0	1559	0	0
Stage 1	1134	1134	-	1569	1569	-	-	-	-	-	-	-
Stage 2	792	1569	-	730	1145	-	-	-	-	-	-	-
Critical Hdwy	7.5	8.5	6.9	7.5	6.5	6.92	4.1	-	-	4.24	-	-
Critical Hdwy Stg 1	6.5	7.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	7.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	5	3.3	3.5	4	3.31	2.2	-	-	2.27	-	-
Pot Cap-1 Maneuver	41	~ 5	599	~ 21	21	~ 340	814	-	-	397	-	-
Stage 1	219	135	-	118	173	-	-	-	-	-	-	-
Stage 2	353	67	-	384	277	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 3	599	~ 14	12	~ 340	814	-	-	397	-	-
Mov Cap-2 Maneuver	~ -543	382	-	~ 74	81	-	-	-	-	-	-	-
Stage 1	218	81	-	117	172	-	-	-	-	-	-	-
Stage 2	-	67	-	208	165	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v		$ 341	0	3.2
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	814	-	-	-	74	340	397	-	-
HCM Lane V/C Ratio	0.007	-	-	-	1.078	1.705	0.402	-	-
HCM Control Delay (s/veh)	9.5	-	-	-	225.9	$ 356.8	20	-	-
HCM Lane LOS	A	-	-	-	F	F	C	-	-
HCM 95th %tile Q (veh)	0	-	-	-	5.8	36	1.9	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	210	15	100	25	15	55	5	145	1830	30	90	55
Future Volume (vph)	210	15	100	25	15	55	5	145	1830	30	90	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		130	150		0		300		200		250
Storage Lanes	1		1	1		1		1		1		1
Taper Length (ft)	50			100				100				100
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	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)	1736	1900	1417	1805	1900	1615	0	1738	3539	1615	0	1805
Flt Permitted	0.747			0.747				0.282				0.058
Satd. Flow (perm)	1365	1900	1417	1419	1900	1615	0	516	3539	1615	0	110
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			105			136				136		
Link Speed (mph)		35			30				45			
Link Distance (ft)		1184			773				1908			
Travel Time (s)		23.1			17.6				28.9			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	0%	14%	0%	0%	0%	0%	4%	2%	0%	0%	0%
Adj. Flow (vph)	221	16	105	26	16	58	5	153	1926	32	95	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	221	16	105	26	16	58	0	158	1926	32	0	153
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)		12			12				20			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		25			16				25			
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	1	1	1	1
Detector Template						Right	Left			Right		
Leading Detector (ft)	40	40	40	40	40	20	20	40	336	20	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	330	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	330	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	20	20	40	6	20	40	40
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)		0			0							
Detector 2 Size(ft)		0			0							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	Perm	NA	Perm	D.P+P	D.P+P	NA	Perm	D.P+P	D.P+P
Protected Phases	7	4			8		1	1	6		5	5

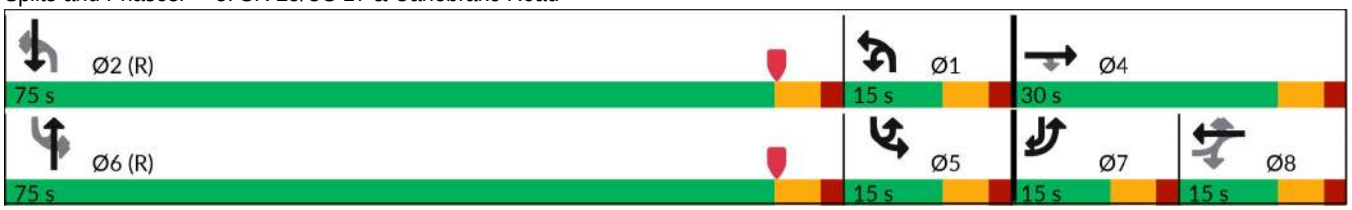
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	795	155
Future Volume (vph)	795	155
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3374	1538
Flt Permitted		
Satd. Flow (perm)	3374	1538
Right Turn on Red		Yes
Satd. Flow (RTOR)		163
Link Speed (mph)	45	
Link Distance (ft)	740	
Travel Time (s)	11.2	
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	7%	5%
Adj. Flow (vph)	837	163
Shared Lane Traffic (%)		
Lane Group Flow (vph)	837	163
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	20	
Link Offset(ft)	0	
Crosswalk Width(ft)	60	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	1	0
Detector Template		
Leading Detector (ft)	336	0
Trailing Detector (ft)	330	0
Detector 1 Position(ft)	330	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)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type	NA	pm+ov
Protected Phases	2	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases	8		4	8		8	2	2		6	6	6
Detector Phase	7	4	4	8	8	8	1	1	6	6	5	5
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	16.0	16.0	9.0	9.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	22.0	22.0	15.0	15.0
Total Split (s)	15.0	30.0	30.0	15.0	15.0	15.0	15.0	15.0	75.0	75.0	15.0	15.0
Total Split (%)	12.5%	25.0%	25.0%	12.5%	12.5%	12.5%	12.5%	12.5%	62.5%	62.5%	12.5%	12.5%
Maximum Green (s)	9.0	24.0	24.0	9.0	9.0	9.0	9.0	9.0	69.0	69.0	9.0	9.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.1	0.0	-2.1	0.0	0.0	0.0		-2.0	-1.5	0.0		0.0
Total Lost Time (s)	3.9	6.0	3.9	6.0	6.0	6.0		4.0	4.5	6.0		6.0
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	5.0	5.0	5.0	3.0	3.0	3.0	4.0	4.0	5.0	5.0	3.0	3.0
Recall Mode	None	Min	Min	Min	Min	Min	None	None	C-Max	C-Max	None	None
Act Effct Green (s)	22.2	24.0	26.1	9.0	9.0	9.0		82.0	70.5	69.0		78.0
Actuated g/C Ratio	0.19	0.20	0.22	0.08	0.08	0.08		0.68	0.59	0.58		0.65
v/c Ratio	0.77	0.04	0.27	0.25	0.11	0.24		0.34	0.93	0.03		0.77
Control Delay (s/veh)	62.3	39.3	9.1	58.4	53.8	2.2		9.7	31.6	0.1		51.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay (s/veh)	62.3	39.3	9.1	58.4	53.8	2.2		9.7	31.6	0.1		51.1
LOS	E	D	A	E	D	A		A	C	A		D
Approach Delay (s/veh)		44.9			25.1				29.5			
Approach LOS		D			C				C			
Queue Length 50th (ft)	155	10	0	19	12	0		34	672	0		73
Queue Length 95th (ft)	#271	30	46	50	35	0		55	#821	0		m#154
Internal Link Dist (ft)		1104			693				1828			
Turn Bay Length (ft)	200		130	150				300		200		250
Base Capacity (vph)	286	380	390	106	142	246		464	2079	986		198
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0		0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0		0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0		0
Reduced v/c Ratio	0.77	0.04	0.27	0.25	0.11	0.24		0.34	0.93	0.03		0.77

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 49 (41%), Referenced to phase 2:NBSB and 6:NBSB, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay (s/veh): 24.3 Intersection LOS: C
Intersection Capacity Utilization 94.8% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: SR 25/US 17 & Canebrake Road





Lane Group	SBT	SBR
Permitted Phases		2
Detector Phase	2	7
Switch Phase		
Minimum Initial (s)	16.0	9.0
Minimum Split (s)	22.0	15.0
Total Split (s)	75.0	15.0
Total Split (%)	62.5%	12.5%
Maximum Green (s)	69.0	9.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	-1.5	-1.5
Total Lost Time (s)	4.5	4.5
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	5.0	5.0
Recall Mode	C-Max	None
Act Effct Green (s)	70.5	81.0
Actuated g/C Ratio	0.59	0.68
v/c Ratio	0.42	0.15
Control Delay (s/veh)	2.5	0.3
Queue Delay	0.0	0.0
Total Delay (s/veh)	2.5	0.3
LOS	A	A
Approach Delay (s/veh)	8.6	
Approach LOS	A	
Queue Length 50th (ft)	22	1
Queue Length 95th (ft)	27	m1
Internal Link Dist (ft)	660	
Turn Bay Length (ft)		150
Base Capacity (vph)	1982	1091
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.42	0.15

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	210	15	100	25	15	55	5	145	1830	30	90	55
Future Volume (veh/h)	210	15	100	25	15	55	5	145	1830	30	90	55
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1841	1900	1693	1900	1900	1900		1841	1870	1900		1900
Adj Flow Rate, veh/h	221	16	105	26	16	0		153	1926	0		58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95		0.95
Percent Heavy Veh, %	4	0	14	0	0	0		4	2	0		0
Cap, veh/h	339	380	312	157	143			474	2088			216
Arrive On Green	0.09	0.20	0.22	0.08	0.08	0.00		0.09	0.59	0.00		0.08
Sat Flow, veh/h	1753	1900	1434	1291	1900	1610		1753	3554	1610		1810
Grp Volume(v), veh/h	221	16	105	26	16	0		153	1926	0		58
Grp Sat Flow(s),veh/h/ln	1753	1900	1434	1291	1900	1610		1753	1777	1610		1810
Q Serve(g_s), s	11.1	0.8	7.4	2.3	0.9	0.0		0.0	58.6	0.0		0.0
Cycle Q Clear(g_c), s	11.1	0.8	7.4	2.3	0.9	0.0		0.0	58.6	0.0		0.0
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	339	380	312	157	143			474	2088			216
V/C Ratio(X)	0.65	0.04	0.34	0.17	0.11			0.32	0.92			0.27
Avail Cap(c_a), veh/h	339	380	312	157	143			474	2088			216
HCM Platoon Ratio	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	0.00		1.00	1.00	0.00		1.00
Uniform Delay (d), s/veh	45.9	38.7	39.6	52.4	51.8	0.0		16.8	22.3	0.0		49.5
Incr Delay (d2), s/veh	6.0	0.1	1.3	0.5	0.3	0.0		0.6	8.3	0.0		0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	6.7	0.4	2.7	0.8	0.5	0.0		2.5	23.8	0.0		1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.9	38.8	41.0	52.9	52.1	0.0		17.4	30.6	0.0		50.2
LnGrp LOS	D	D	D	D	D			B	C			D
Approach Vol, veh/h		342			42				2079			
Approach Delay, s/veh		48.0			52.6				29.6			
Approach LOS		D			D				C			

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	75.0		30.0	15.0	75.0	15.0	15.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	69.0		24.0	9.0	69.0	9.0	9.0
Max Q Clear Time (g_c+I1), s	2.0	18.1		9.4	2.0	60.6	13.1	4.3
Green Ext Time (p_c), s	0.4	27.1		0.7	0.1	8.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	27.1
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

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

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	795	155
Future Volume (veh/h)	795	155
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1796	1826
Adj Flow Rate, veh/h	837	163
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	7	5
Cap, veh/h	2005	1044
Arrive On Green	0.59	0.59
Sat Flow, veh/h	3413	1547
Grp Volume(v), veh/h	837	163
Grp Sat Flow(s),veh/h/ln	1706	1547
Q Serve(g_s), s	16.1	1.6
Cycle Q Clear(g_c), s	16.1	1.6
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2005	1044
V/C Ratio(X)	0.42	0.16
Avail Cap(c_a), veh/h	2005	1044
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	13.5	1.7
Incr Delay (d2), s/veh	0.6	0.3
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	0.8
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	14.2	2.0
LnGrp LOS	B	A
Approach Vol, veh/h	1058	
Approach Delay, s/veh	14.3	
Approach LOS	B	
Timer - Assigned Phs		

Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	5	10	5	2175	10	25	1095
Future Volume (vph)	5	10	5	2175	10	25	1095
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	275		225	300	
Storage Lanes	1	1	1		1	1	
Taper Length (ft)	25		75			100	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850			0.850		
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1805	1154	1805	3539	1615	1805	3374
Flt Permitted	0.950		0.950			0.950	
Satd. Flow (perm)	1805	1154	1805	3539	1615	1805	3374
Link Speed (mph)	30			45			45
Link Distance (ft)	633			740			736
Travel Time (s)	14.4			11.2			11.2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	40%	0%	2%	0%	0%	7%
Adj. Flow (vph)	5	11	5	2314	11	27	1165
Shared Lane Traffic (%)							
Lane Group Flow (vph)	5	11	5	2314	11	27	1165
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	Left	Left
Median Width(ft)	12			20			20
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		9	15	
Sign Control	Stop			Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	5	10	5	2175	10	25	1095
Future Vol, veh/h	5	10	5	2175	10	25	1095
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	Yield	-	None
Storage Length	0	0	275	-	225	300	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	0	40	0	2	0	0	7
Mvmt Flow	5	11	5	2314	11	27	1165

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	2961	1157	1165	0	0	2314	0
Stage 1	2324	-	-	-	-	-	-
Stage 2	637	-	-	-	-	-	-
Critical Hdwy	6.8	7.7	6.4	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.7	2.5	-	-	2.2	-
Pot Cap-1 Maneuver	12	140	265	-	-	219	-
Stage 1	61	-	-	-	-	-	-
Stage 2	494	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	10	140	265	-	-	219	-
Mov Cap-2 Maneuver	50	-	-	-	-	-	-
Stage 1	60	-	-	-	-	-	-
Stage 2	433	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	50.3	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	265	-	-	50	140	219	-
HCM Lane V/C Ratio	0.02	-	-	0.106	0.076	0.121	-
HCM Control Delay (s/veh)	18.9	-	-	85.4	32.8	23.7	-
HCM Lane LOS	C	-	-	F	D	C	-
HCM 95th %tile Q (veh)	0.1	-	-	0.3	0.2	0.4	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	40	5	35	5	5	10	60	2100	10	5	15	980
Future Volume (vph)	40	5	35	5	5	10	60	2100	10	5	15	980
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		100	300		150		350	
Storage Lanes	0		0	0		1	1		1		1	
Taper Length (ft)	25			25			100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt		0.940				0.850			0.850			
Flt Protected		0.976			0.976		0.950				0.950	
Satd. Flow (prot)	0	1720	0	0	1854	1615	1770	3505	1615	0	1805	3374
Flt Permitted		0.976			0.976		0.950				0.950	
Satd. Flow (perm)	0	1720	0	0	1854	1615	1770	3505	1615	0	1805	3374
Link Speed (mph)		30			30			35				35
Link Distance (ft)		920			795			709				1015
Travel Time (s)		20.9			18.1			13.8				19.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	3%	0%	0%	0%	2%	3%	0%	0%	0%	7%
Adj. Flow (vph)	43	5	38	5	5	11	65	2258	11	5	16	1054
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	86	0	0	10	11	65	2258	11	0	21	1054
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			20				20
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	9	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	76.0%	ICU Level of Service	D
Analysis Period (min)	15		



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	110
Future Volume (vph)	110
Ideal Flow (vphpl)	1900
Storage Length (ft)	400
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1568
Flt Permitted	
Satd. Flow (perm)	1568
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.93
Heavy Vehicles (%)	3%
Adj. Flow (vph)	118
Shared Lane Traffic (%)	
Lane Group Flow (vph)	118
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
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	40	5	35	5	5	10	60	2100	10	5	15	980	110
Future Vol, veh/h	40	5	35	5	5	10	60	2100	10	5	15	980	110
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	-	-	Yield	-	-	Yield	-	-	-	Yield
Storage Length	-	-	-	-	-	100	300	-	150	-	350	-	400
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	3	0	0	0	2	3	0	0	0	7	3
Mvmt Flow	43	5	38	5	5	11	65	2258	11	5	16	1054	118

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	2358	3484	527	2960	3484	1129	1054	0	0	2258	2258	0	0
Stage 1	1096	1096	-	2388	2388	-	-	-	-	-	-	-	-
Stage 2	1262	2388	-	572	1096	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.96	7.5	6.5	6.9	4.14	-	-	6.4	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.33	3.5	4	3.3	2.22	-	-	2.5	2.2	-	-
Pot Cap-1 Maneuver	~ 19	7	493	7	7	201	656	-	-	52	231	-	-
Stage 1	231	292	-	36	67	-	-	-	-	-	-	-	-
Stage 2	183	67	-	477	292	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	~ 13	~ 5	493	~ 4	~ 5	201	656	-	-	120	120	-	-
Mov Cap-2 Maneuver	75	31	-	27	42	-	-	-	-	-	-	-	-
Stage 1	208	238	-	32	60	-	-	-	-	-	-	-	-
Stage 2	142	60	-	352	238	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	120.7	91.9	0.3	0.7
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	656	-	-	104	33	201	120	-	-
HCM Lane V/C Ratio	0.098	-	-	0.827	0.326	0.053	0.179	-	-
HCM Control Delay (s/veh)	11.1	-	-	120.7	159.9	23.9	41.5	-	-
HCM Lane LOS	B	-	-	F	F	C	E	-	-
HCM 95th %tile Q (veh)	0.3	-	-	4.7	1.1	0.2	0.6	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	55	55	5	80	15	95	5	5	1490	660	190	1025
Future Volume (vph)	55	55	5	80	15	95	5	5	1490	660	190	1025
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		250		300		200	300	
Storage Lanes	0		0	0		1		1		1	1	
Taper Length (ft)	25			25				100			125	
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		0.995				0.850				0.850		
Flt Protected		0.977			0.959			0.950			0.950	
Satd. Flow (prot)	0	1715	0	0	1807	1538	0	1805	3471	1599	1687	3343
Flt Permitted		0.148			0.959			0.105			0.091	
Satd. Flow (perm)	0	260	0	0	1807	1538	0	200	3471	1599	162	3343
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		2				136				356		
Link Speed (mph)		30			40				45			45
Link Distance (ft)		883			1109				1015			837
Travel Time (s)		20.1			18.9				15.4			12.7
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	12%	4%	0%	1%	0%	5%	0%	0%	4%	1%	7%	8%
Adj. Flow (vph)	60	60	5	88	16	104	5	5	1637	725	209	1126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	125	0	0	104	104	0	10	1637	725	209	1126
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				20			20
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			25				16			20
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	2	1	1	1	2	1	1	2
Detector Template	Left			Left			Left	Left		Right	Left	
Leading Detector (ft)	20	40		20	40	40	20	40	336	40	40	336
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	330	0	0	330
Detector 1 Size(ft)	20	40		20	40	40	20	40	6	40	40	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
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
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
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
Detector 2 Position(ft)		0			0				0			0
Detector 2 Size(ft)		0			0				0			0
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		Split	NA	Perm	Perm	Perm	NA	Perm	D.P+P	NA
Protected Phases		4		8	8				6		5	2



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	85
Future Volume (vph)	85
Ideal Flow (vphpl)	1900
Storage Length (ft)	200
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1553
Flt Permitted	
Satd. Flow (perm)	1553
Right Turn on Red	Yes
Satd. Flow (RTOR)	83
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.91
Heavy Vehicles (%)	4%
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)	40
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	40
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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Permitted Phases	4					8	6	6		6	6	
Detector Phase	4	4		8	8	8	6	6	6	6	5	2
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0	9.0	16.0	16.0	16.0	16.0	9.0	16.0
Minimum Split (s)	15.0	15.0		15.0	15.0	15.0	22.0	22.0	22.0	22.0	15.0	22.0
Total Split (s)	42.0	42.0		15.0	15.0	15.0	48.0	48.0	48.0	48.0	15.0	63.0
Total Split (%)	35.0%	35.0%		12.5%	12.5%	12.5%	40.0%	40.0%	40.0%	40.0%	12.5%	52.5%
Maximum Green (s)	36.0	36.0		9.0	9.0	9.0	42.0	42.0	42.0	42.0	9.0	57.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		-2.1			-2.0	-2.0		-2.0	-1.5	-1.5	-2.0	-1.5
Total Lost Time (s)		3.9			4.0	4.0		4.0	4.5	4.5	4.0	4.5
Lead/Lag							Lead	Lead	Lead	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	5.0	5.0	5.0	5.0	4.0	5.0
Recall Mode	Min	Min		Min	Min	Min	C-Max	C-Max	C-Max	C-Max	None	C-Max
Act Effct Green (s)		38.1			11.0	11.0		44.0	43.5	43.5	55.0	58.5
Actuated g/C Ratio		0.32			0.09	0.09		0.37	0.36	0.36	0.46	0.49
v/c Ratio		1.51			0.63	0.39		0.14	1.30	0.90	0.98	0.69
Control Delay (s/veh)		311.5			70.1	8.3		17.2	163.9	17.9	85.3	12.2
Queue Delay		0.0			0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		311.5			70.1	8.3		17.2	163.9	17.9	85.3	12.2
LOS		F			E	A		B	F	B	F	B
Approach Delay (s/veh)		311.5			39.2				118.7			22.2
Approach LOS		F			D				F			C
Queue Length 50th (ft)		~134			79	0		4	~862	279	119	96
Queue Length 95th (ft)		#262			#150	29		m5	m#968	m318	#272	111
Internal Link Dist (ft)		803			1029				935			757
Turn Bay Length (ft)						250		300		200	300	
Base Capacity (vph)		83			165	264		73	1258	806	214	1629
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
Reduced v/c Ratio		1.51			0.63	0.39		0.14	1.30	0.90	0.98	0.69

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 101 (84%), Referenced to phase 2:SBT and 6:NBSB, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.51
Intersection Signal Delay (s/veh): 87.2 Intersection LOS: F
Intersection Capacity Utilization 75.0% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.



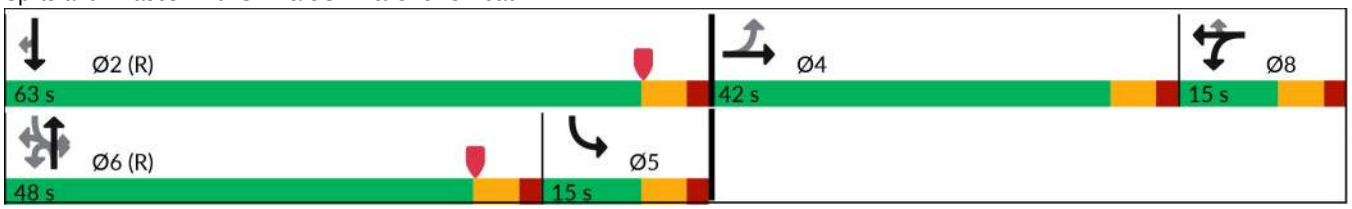
Lane Group	SBR
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	16.0
Minimum Split (s)	22.0
Total Split (s)	63.0
Total Split (%)	52.5%
Maximum Green (s)	57.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-1.5
Total Lost Time (s)	4.5
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	5.0
Recall Mode	C-Max
Act Effct Green (s)	58.5
Actuated g/C Ratio	0.49
v/c Ratio	0.12
Control Delay (s/veh)	0.5
Queue Delay	0.0
Total Delay (s/veh)	0.5
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	200
Base Capacity (vph)	799
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.12

Intersection Summary

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SR 25/US 17 & Chevis Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	55	55	5	80	15	95	5	5	1490	660	190	1025
Future Volume (veh/h)	55	55	5	80	15	95	5	5	1490	660	190	1025
Initial Q (Qb), veh	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	
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
Work Zone On Approach		No			No				No			No
Adj Sat Flow, veh/h/ln	1722	1841	1900	1885	1900	1826		1900	1841	1885	1796	1781
Adj Flow Rate, veh/h	60	60	0	88	16	0		5	1637	725	209	1126
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91		0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	12	4	0	1	0	5		0	4	1	7	8
Cap, veh/h	91	91		141	26			246	1268	579	586	2380
Arrive On Green	0.08	0.10	0.00	0.08	0.09	0.00		0.37	0.36	0.36	0.61	1.00
Sat Flow, veh/h	898	898	0	1542	280	1547		508	3497	1598	1711	3385
Grp Volume(v), veh/h	120	0	0	104	0	0		5	1637	725	209	1126
Grp Sat Flow(s),veh/h/ln	1796	0	0	1823	0	1547		508	1749	1598	1711	1692
Q Serve(g_s), s	7.7	0.0	0.0	6.6	0.0	0.0		0.8	43.5	43.5	1.8	0.0
Cycle Q Clear(g_c), s	7.7	0.0	0.0	6.6	0.0	0.0		0.8	43.5	43.5	1.8	0.0
Prop In Lane	0.50		0.00	0.85		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	183	0		167	0			246	1268	579	586	2380
V/C Ratio(X)	0.66	0.00		0.62	0.00			0.02	1.29	1.25	0.36	0.47
Avail Cap(c_a), veh/h	570	0		167	0			246	1268	579	586	2380
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00		1.00	1.00	1.00	0.84	0.84
Uniform Delay (d), s/veh	52.4	0.0	0.0	53.3	0.0	0.0		24.3	38.3	38.3	16.1	0.0
Incr Delay (d2), s/veh	4.0	0.0	0.0	7.0	0.0	0.0		0.2	137.1	127.1	0.4	0.6
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
%ile BackOfQ(50%),veh/ln	3.7	0.0	0.0	3.3	0.0	0.0		0.1	41.7	36.5	2.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.4	0.0	0.0	60.3	0.0	0.0		24.5	175.3	165.4	16.5	0.6
LnGrp LOS	E			E				C	F	F	B	A
Approach Vol, veh/h		120			104				2367			1335
Approach Delay, s/veh		56.4			60.3				171.9			3.1
Approach LOS		E			E				F			A

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		88.9		16.1	40.9	48.0		15.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		57.0		36.0	9.0	42.0		9.0				
Max Q Clear Time (g_c+I1), s		2.0		9.7	3.8	45.5		8.6				
Green Ext Time (p_c), s		41.9		0.4	0.4	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay, s/veh	108.0	
HCM 6th LOS	F	

Notes

User approved ignoring U-Turning movement.

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



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	85
Future Volume (veh/h)	85
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1841
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.91
Percent Heavy Veh, %	4
Cap, veh/h	
Arrive On Green	0.00
Sat Flow, veh/h	1560
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1560
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	2.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	65	5	55	25	5	10	75	1530	35	30	25	1220
Future Volume (vph)	65	5	55	25	5	10	75	1530	35	30	25	1220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		125	25		75	300		650		250	
Storage Lanes	1		1	1		0	1		1		1	
Taper Length (ft)	50			50			125				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt			0.850		0.900				0.850			
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1671	1900	1615	1656	1710	0	1687	3471	1615	0	1657	3343
Flt Permitted	0.748			0.754			0.165				0.119	
Satd. Flow (perm)	1316	1900	1615	1314	1710	0	293	3471	1615	0	208	3343
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			82		10				82			
Link Speed (mph)		25			25			45				45
Link Distance (ft)		848			774			837				964
Travel Time (s)		23.1			21.1			12.7				14.6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	8%	0%	0%	9%	0%	0%	7%	4%	0%	8%	10%	8%
Adj. Flow (vph)	67	5	57	26	5	10	77	1577	36	31	26	1258
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	5	57	26	15	0	77	1577	36	0	57	1258
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)		12			14			20				20
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			25				45
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	9	15	
Number of Detectors	1	1	0	1	1		1	1	0	1	1	1
Detector Template										Left		
Leading Detector (ft)	40	40	0	40	40		40	336	0	20	40	336
Trailing Detector (ft)	0	0	0	0	0		0	330	0	0	0	330
Detector 1 Position(ft)	0	0	0	0	0		0	330	0	0	0	330
Detector 1 Size(ft)	40	40	20	40	40		40	6	20	20	40	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
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
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
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
Turn Type	D.P+P	NA	Perm	Perm	NA		D.P+P	NA	Perm	Perm	Perm	NA
Protected Phases	7	4			8		1	6				2
Permitted Phases	8		4	8			2		6	2	2	
Detector Phase	7	4	4	8	8		1	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0		9.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0		15.0	22.0	22.0	22.0	22.0	22.0



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	155
Future Volume (vph)	155
Ideal Flow (vphpl)	1900
Storage Length (ft)	200
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1538
Flt Permitted	
Satd. Flow (perm)	1538
Right Turn on Red	Yes
Satd. Flow (RTOR)	158
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	5%
Adj. Flow (vph)	160
Shared Lane Traffic (%)	
Lane Group Flow (vph)	160
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	0
Detector Template	
Leading Detector (ft)	0
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
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	16.0
Minimum Split (s)	22.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Total Split (s)	15.0	30.0	30.0	15.0	15.0		15.0	90.0	90.0	75.0	75.0	75.0
Total Split (%)	12.5%	25.0%	25.0%	12.5%	12.5%		12.5%	75.0%	75.0%	62.5%	62.5%	62.5%
Maximum Green (s)	9.0	24.0	24.0	9.0	9.0		9.0	84.0	84.0	69.0	69.0	69.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5		-2.5	-1.5	-1.5		-2.5	-1.5
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	4.5	4.5		3.5	4.5
Lead/Lag	Lead			Lag	Lag		Lag			Lead	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	5.0	5.0	5.0	5.0	5.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	18.4	20.5	20.5	11.5	11.5		92.7	95.4	95.4		84.2	83.4
Actuated g/C Ratio	0.15	0.17	0.17	0.10	0.10		0.77	0.80	0.80		0.70	0.70
v/c Ratio	0.28	0.02	0.17	0.21	0.09		0.21	0.57	0.03		0.39	0.54
Control Delay (s/veh)	43.6	36.8	4.7	54.5	31.3		2.3	4.5	0.0		14.9	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.2	0.0		0.0	0.0
Total Delay (s/veh)	43.6	36.8	4.7	54.5	31.3		2.3	4.8	0.0		14.9	7.0
LOS	D	D	A	D	C		A	A	A		B	A
Approach Delay (s/veh)		26.1			46.0			4.6				6.6
Approach LOS		C			D			A				A
Queue Length 50th (ft)	42	3	0	19	4		2	93	0		10	120
Queue Length 95th (ft)	84	14	19	49	25		m2	m18	m0		44	152
Internal Link Dist (ft)		768			694			757				884
Turn Bay Length (ft)	275		125	25			300		650		250	
Base Capacity (vph)	236	419	420	125	172		360	2759	1300		145	2323
Starvation Cap Reductn	0	0	0	0	0		0	453	0		0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0
Reduced v/c Ratio	0.28	0.01	0.14	0.21	0.09		0.21	0.68	0.03		0.39	0.54

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 114 (95%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay (s/veh): 6.8		Intersection LOS: A	
Intersection Capacity Utilization 76.3%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 7: SR 25/US 17 & Walmart Plaza Road





Lane Group	SBR
Total Split (s)	75.0
Total Split (%)	62.5%
Maximum Green (s)	69.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-1.5
Total Lost Time (s)	4.5
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	5.0
Recall Mode	C-Max
Act Effct Green (s)	83.4
Actuated g/C Ratio	0.70
v/c Ratio	0.14
Control Delay (s/veh)	0.8
Queue Delay	0.0
Total Delay (s/veh)	0.8
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	1
Queue Length 95th (ft)	3
Internal Link Dist (ft)	
Turn Bay Length (ft)	200
Base Capacity (vph)	1117
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.14

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	65	5	55	25	5	10	75	1530	35	30	25	1220
Future Volume (veh/h)	65	5	55	25	5	10	75	1530	35	30	25	1220
Initial Q (Qb), veh	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	
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
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1781	1900	1900	1767	1900	1900	1796	1841	1900		1752	1781
Adj Flow Rate, veh/h	67	5	0	26	5	0	77	1577	0		26	1258
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97
Percent Heavy Veh, %	8	0	0	9	0	0	7	4	0		10	8
Cap, veh/h	304	361		158	139		384	2599			241	1989
Arrive On Green	0.09	0.19	0.00	0.07	0.07	0.00	0.25	1.00	0.00		0.20	0.19
Sat Flow, veh/h	1697	1900	1610	1333	1900	0	1711	3497	1610		304	3385
Grp Volume(v), veh/h	67	5	0	26	5	0	77	1577	0		26	1258
Grp Sat Flow(s),veh/h/ln	1697	1900	1610	1333	1900	0	1711	1749	1610		304	1692
Q Serve(g_s), s	4.1	0.3	0.0	2.2	0.3	0.0	0.0	0.0	0.0		8.5	41.0
Cycle Q Clear(g_c), s	4.1	0.3	0.0	2.2	0.3	0.0	0.0	0.0	0.0		8.5	41.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00		1.00	
Lane Grp Cap(c), veh/h	304	361		158	139		384	2599			241	1989
V/C Ratio(X)	0.22	0.01		0.16	0.04		0.20	0.61			0.11	0.63
Avail Cap(c_a), veh/h	318	420		188	182		384	2599			241	1989
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00		0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.09	0.09	0.00		1.00	1.00
Uniform Delay (d), s/veh	44.0	39.4	0.0	52.6	51.7	0.0	23.3	0.0	0.0		22.9	36.5
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.5	0.1	0.0	0.0	0.1	0.0		0.9	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.1	0.0	0.8	0.1	0.0	1.3	0.0	0.0		0.7	18.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.3	39.5	0.0	53.0	51.8	0.0	23.3	0.1	0.0		23.8	38.0
LnGrp LOS	D	D		D	D		C	A			C	D
Approach Vol, veh/h		72			31			1654				1284
Approach Delay, s/veh		44.0			52.8			1.2				37.7
Approach LOS		D			D			A				D

Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	18.7	75.0		26.3		93.7	14.0	12.3				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	69.0		24.0		84.0	9.0	9.0				
Max Q Clear Time (g_c+I1), s	2.0	43.0		2.3		2.0	6.1	4.2				
Green Ext Time (p_c), s	0.1	23.7		0.0		74.2	0.0	0.0				

Intersection Summary			
HCM 6th Ctrl Delay, s/veh		18.1	
HCM 6th LOS		B	

Notes

User approved ignoring U-Turning movement.

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



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	155
Future Volume (veh/h)	155
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1826
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.97
Percent Heavy Veh, %	5
Cap, veh/h	
Arrive On Green	0.00
Sat Flow, veh/h	1547
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1547
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	0.33
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	5	95	5	5	5	45	1585	5	5	1335	25
Future Volume (vph)	10	5	95	5	5	5	45	1585	5	5	1335	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		75	500		100	275		150
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			125			100		
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		0.967			0.976		0.950			0.950		
Satd. Flow (prot)	0	1687	1468	0	1854	1615	1480	3471	1292	1805	3374	1615
Flt Permitted		0.967			0.976		0.950			0.950		
Satd. Flow (perm)	0	1687	1468	0	1854	1615	1480	3471	1292	1805	3374	1615
Link Speed (mph)		25			30			45			45	
Link Distance (ft)		691			1032			964			1323	
Travel Time (s)		18.8			23.5			14.6			20.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	13%	0%	10%	0%	0%	0%	22%	4%	25%	0%	7%	0%
Adj. Flow (vph)	11	5	101	5	5	5	48	1686	5	5	1420	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	101	0	10	5	48	1686	5	5	1420	27
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			20			20	
Link Offset(ft)		15			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	5	95	5	5	5	45	1585	5	5	1335	25
Future Vol, veh/h	10	5	95	5	5	5	45	1585	5	5	1335	25
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	-	-	50	-	-	75	500	-	100	275	-	150
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	13	0	10	0	0	0	22	4	25	0	7	0
Mvmt Flow	11	5	101	5	5	5	48	1686	5	5	1420	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2372	3217	710	2505	3239	843	1447	0	0	1691	0	0
Stage 1	1430	1430	-	1782	1782	-	-	-	-	-	-	-
Stage 2	942	1787	-	723	1457	-	-	-	-	-	-	-
Critical Hdwy	7.76	6.5	7.1	7.5	6.5	6.9	4.54	-	-	4.1	-	-
Critical Hdwy Stg 1	6.76	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.76	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.63	4	3.4	3.5	4	3.3	2.42	-	-	2.2	-	-
Pot Cap-1 Maneuver	16	10	358	15	10	311	375	-	-	383	-	-
Stage 1	128	202	-	87	136	-	-	-	-	-	-	-
Stage 2	262	135	-	388	196	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	13	9	358	9	9	311	375	-	-	383	-	-
Mov Cap-2 Maneuver	72	70	-	55	64	-	-	-	-	-	-	-
Stage 1	112	199	-	76	119	-	-	-	-	-	-	-
Stage 2	215	118	-	267	193	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	25.9	58.3	0.4	0.1
HCM LOS	D	F		

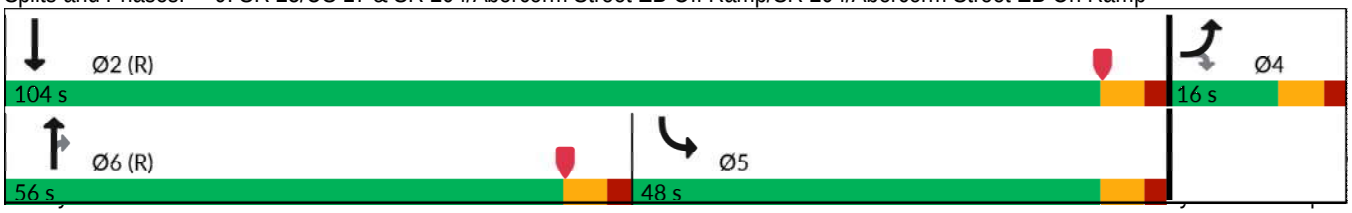
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	375	-	-	71	358	59	311	383	-	-
HCM Lane V/C Ratio	0.128	-	-	0.225	0.282	0.18	0.017	0.014	-	-
HCM Control Delay (s/veh)	16	-	-	69.8	19	79	16.8	14.5	-	-
HCM Lane LOS	C	-	-	F	C	F	C	B	-	-
HCM 95th %tile Q (veh)	0.4	-	-	0.8	1.1	0.6	0.1	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	0	75	0	0	0	0	965	635	1030	1285	0
Future Volume (vph)	235	0	75	0	0	0	0	965	635	1030	1285	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		75	0		0	0		675	180		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	100			25			25			100		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3155	0	1455	0	0	0	0	3471	1553	3335	3438	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	3155	0	1455	0	0	0	0	3471	1553	3335	3438	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			83						223			
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1603			976			1323			972	
Travel Time (s)		24.3			14.8			20.0			14.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	11%	0%	11%	0%	0%	0%	0%	4%	4%	5%	5%	0%
Adj. Flow (vph)	261	0	83	0	0	0	0	1072	706	1144	1428	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	261	0	83	0	0	0	0	1072	706	1144	1428	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)		24			24			35			44	
Link Offset(ft)		0			25			0			0	
Crosswalk Width(ft)		16			16			16			40	
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		0					1	0	1	1	
Detector Template												
Leading Detector (ft)	40		0					336	0	40	336	
Trailing Detector (ft)	0		0					330	0	0	330	
Detector 1 Position(ft)	0		0					330	0	0	330	
Detector 1 Size(ft)	40		20					6	20	40	6	
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	
Turn Type	Prot		Perm					NA	Perm	Prot	NA	
Protected Phases	4							6		5	2	
Permitted Phases			4						6			
Detector Phase	4		4					6	6	5	2	
Switch Phase												
Minimum Initial (s)	9.0		9.0					16.0	16.0	9.0	16.0	
Minimum Split (s)	16.0		16.0					22.0	22.0	15.0	22.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	16.0		16.0					56.0	56.0	48.0	104.0	
Total Split (%)	13.3%		13.3%					46.7%	46.7%	40.0%	86.7%	
Maximum Green (s)	10.0		10.0					50.0	50.0	42.0	98.0	
Yellow Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-3.0		-3.0					-1.5	-1.5	-3.0	-1.5	
Total Lost Time (s)	3.0		3.0					4.5	4.5	3.0	4.5	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					5.0	5.0	3.0	5.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	13.0		13.0					51.5	51.5	45.0	99.5	
Actuated g/C Ratio	0.11		0.11					0.43	0.43	0.38	0.83	
v/c Ratio	0.77		0.36					0.72	0.89	0.92	0.50	
Control Delay (s/veh)	67.5		15.1					11.9	17.4	35.0	1.6	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	67.5		15.1					11.9	17.4	35.0	1.6	
LOS	E		B					B	B	C	A	
Approach Delay (s/veh)		54.8						14.1			16.5	
Approach LOS		D						B			B	
Queue Length 50th (ft)	103		0					135	0	407	42	
Queue Length 95th (ft)	#161		49					249	#612	#565	74	
Internal Link Dist (ft)		1523			896			1243			892	
Turn Bay Length (ft)	400		75						675	180		
Base Capacity (vph)	341		231					1489	793	1250	2850	
Starvation Cap Reductn	0		0					0	0	0	0	
Spillback Cap Reductn	0		0					0	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.77		0.36					0.72	0.89	0.92	0.50	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 40 (33%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay (s/veh): 18.4		Intersection LOS: B	
Intersection Capacity Utilization 86.6%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 9: SR 25/US 17 & SR 204/Abercorm Street EB Off Ramp/SR 204/Abercorm Street EB On Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	0	75	0	0	0	0	965	635	1030	1285	0
Future Volume (veh/h)	235	0	75	0	0	0	0	965	635	1030	1285	0
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1737	0	1737				0	1841	1841	1826	1826	0
Adj Flow Rate, veh/h	261	0	0				0	1072	0	1144	1428	0
Peak Hour Factor	0.90	0.90	0.90				0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	11	0	11				0	4	4	5	5	0
Cap, veh/h	348	0					0	1501		1265	2877	0
Arrive On Green	0.11	0.00	0.00				0.00	0.29	0.00	0.75	1.00	0.00
Sat Flow, veh/h	3209	0	1472				0	3589	1560	3374	3561	0
Grp Volume(v), veh/h	261	0	0				0	1072	0	1144	1428	0
Grp Sat Flow(s),veh/h/ln	1605	0	1472				0	1749	1560	1687	1735	0
Q Serve(g_s), s	9.5	0.0	0.0				0.0	33.0	0.0	31.6	0.0	0.0
Cycle Q Clear(g_c), s	9.5	0.0	0.0				0.0	33.0	0.0	31.6	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	348	0					0	1501		1265	2877	0
V/C Ratio(X)	0.75	0.00					0.00	0.71		0.90	0.50	0.00
Avail Cap(c_a), veh/h	348	0					0	1501		1265	2877	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.67	0.67	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.59	0.59	0.00
Uniform Delay (d), s/veh	51.9	0.0	0.0				0.0	36.1	0.0	13.3	0.0	0.0
Incr Delay (d2), s/veh	8.8	0.0	0.0				0.0	2.9	0.0	5.9	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	0.0				0.0	15.0	0.0	5.6	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.7	0.0	0.0				0.0	39.1	0.0	19.3	0.4	0.0
LnGrp LOS	E							D		B	A	
Approach Vol, veh/h		261						1072			2572	
Approach Delay, s/veh		60.7						39.1			8.8	
Approach LOS		E						D			A	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		104.0		16.0	48.0	56.0						
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0						
Max Green Setting (Gmax), s		98.0		10.0	42.0	50.0						
Max Q Clear Time (g_c+I1), s		2.0		11.5	33.6	35.0						
Green Ext Time (p_c), s		79.8		0.0	3.5	13.2						

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			20.6									
HCM 6th LOS			C									

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	570	0	485	65	1135	0	0	1745	255
Future Volume (vph)	0	0	0	570	0	485	65	1135	0	0	1745	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	700		700	175		0	235		550
Storage Lanes	0		0	1		1	1		0	1		1
Taper Length (ft)	25			225			150			100		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	3155	0	1455	1736	3471	0	0	4940	1538
Flt Permitted				0.950			0.070					
Satd. Flow (perm)	0	0	0	3155	0	1455	128	3471	0	0	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						82						277
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1151			1527			972			766	
Travel Time (s)		17.4			23.1			14.7			11.6	
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
Heavy Vehicles (%)	0%	0%	0%	11%	0%	11%	4%	4%	0%	0%	5%	5%
Adj. Flow (vph)	0	0	0	620	0	527	71	1234	0	0	1897	277
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	620	0	527	71	1234	0	0	1897	277
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)		24			24			32			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			45			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		1	1	2			2	1
Detector Template				Left		Right						
Leading Detector (ft)				20		20	40	336			336	40
Trailing Detector (ft)				0		0	0	0			0	0
Detector 1 Position(ft)				0		0	0	330			330	0
Detector 1 Size(ft)				20		20	40	6			6	40
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)								0			0	
Detector 2 Size(ft)								0			0	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	
Turn Type				Prot		Perm	D.P+P	NA			NA	Perm
Protected Phases				8			1	6			2	

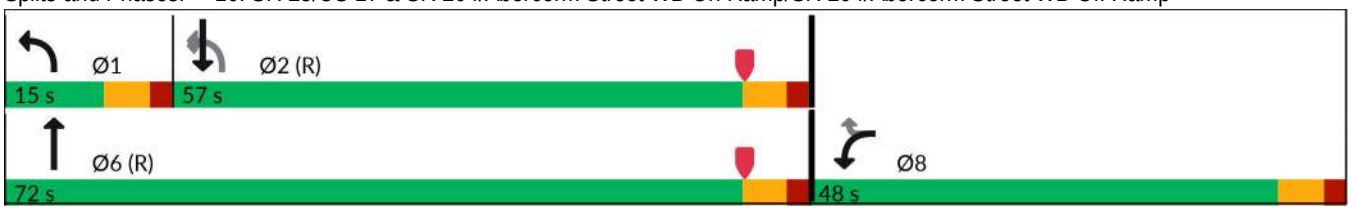


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases						8	2					2
Detector Phase				8		8	1	6			2	2
Switch Phase												
Minimum Initial (s)				9.0		9.0	9.0	16.0			16.0	16.0
Minimum Split (s)				15.0		15.0	15.0	22.0			22.0	22.0
Total Split (s)				48.0		48.0	15.0	72.0			57.0	57.0
Total Split (%)				40.0%		40.0%	12.5%	60.0%			47.5%	47.5%
Maximum Green (s)				42.0		42.0	9.0	66.0			51.0	51.0
Yellow Time (s)				4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)				2.0		2.0	2.0	2.0			2.0	2.0
Lost Time Adjust (s)				-3.0		-3.0	-2.5	-1.5			-1.5	-1.5
Total Lost Time (s)				3.0		3.0	3.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	5.0			5.0	5.0
Recall Mode				None		None	None	C-Max			C-Max	C-Max
Act Effct Green (s)				43.2		43.2	67.5	69.3			57.3	57.3
Actuated g/C Ratio				0.36		0.36	0.56	0.58			0.48	0.48
v/c Ratio				0.55		0.92	0.31	0.62			0.80	0.32
Control Delay (s/veh)				32.4		52.9	21.8	1.1			22.1	1.6
Queue Delay				0.0		0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)				32.4		52.9	21.8	1.1			22.1	1.6
LOS				C		D	C	A			C	A
Approach Delay (s/veh)					41.8			2.2			19.5	
Approach LOS					D			A			B	
Queue Length 50th (ft)				190		329	6	0			406	6
Queue Length 95th (ft)				247		#543	m20	4			426	m14
Internal Link Dist (ft)		1071			1447			892			686	
Turn Bay Length (ft)				700		700	175					550
Base Capacity (vph)				1183		596	226	2005			2359	879
Starvation Cap Reductn				0		0	0	0			0	0
Spillback Cap Reductn				0		0	0	0			0	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.52		0.88	0.31	0.62			0.80	0.32

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 54 (45%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay (s/veh): 20.1		Intersection LOS: C	
Intersection Capacity Utilization 86.6%		ICU Level of Service E	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: SR 25/US 17 & SR 204/Abercorm Street WB On Ramp/SR 204/Abercorm Street WB Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	570	0	485	65	1135	0	0	1745	255
Future Volume (veh/h)	0	0	0	570	0	485	65	1135	0	0	1745	255
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1737	0	1737	1841	1841	0	0	1826	1826
Adj Flow Rate, veh/h				620	0	0	71	1234	0	0	1897	277
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				11	0	11	4	4	0	0	5	5
Cap, veh/h				774	0		265	2435	0	0	2883	895
Arrive On Green				0.24	0.00	0.00	0.18	1.00	0.00	0.00	0.39	0.39
Sat Flow, veh/h				3209	0	1472	1753	3589	0	0	5149	1547
Grp Volume(v), veh/h				620	0	0	71	1234	0	0	1897	277
Grp Sat Flow(s),veh/h/ln				1605	0	1472	1753	1749	0	0	1662	1547
Q Serve(g_s), s				21.8	0.0	0.0	1.5	0.0	0.0	0.0	37.5	15.0
Cycle Q Clear(g_c), s				21.8	0.0	0.0	1.5	0.0	0.0	0.0	37.5	15.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				774	0		265	2435	0	0	2883	895
V/C Ratio(X)				0.80	0.00		0.27	0.51	0.00	0.00	0.66	0.31
Avail Cap(c_a), veh/h				1203	0		277	2435	0	0	2883	895
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.67	0.67
Upstream Filter(I)				1.00	0.00	0.00	0.61	0.61	0.00	0.00	0.61	0.61
Uniform Delay (d), s/veh				42.8	0.0	0.0	14.2	0.0	0.0	0.0	27.0	20.1
Incr Delay (d2), s/veh				2.2	0.0	0.0	0.3	0.5	0.0	0.0	0.7	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
%ile BackOfQ(50%),veh/ln				8.6	0.0	0.0	0.7	0.2	0.0	0.0	15.5	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				45.0	0.0	0.0	14.5	0.5	0.0	0.0	27.7	20.6
LnGrp LOS				D			B	A			C	C
Approach Vol, veh/h					620			1305			2174	
Approach Delay, s/veh					45.0			1.2			26.8	
Approach LOS					D			A			C	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	14.2	73.9				88.1		31.9				
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0				
Max Green Setting (Gmax), s	9.0	51.0				66.0		42.0				
Max Q Clear Time (g_c+I1), s	3.5	39.5				2.0		23.8				
Green Ext Time (p_c), s	0.1	11.4				50.8		2.1				

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		21.4
HCM 6th LOS		C

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	610	5	815	5	5	5	380	1240	5	5	1185	200
Future Volume (vph)	610	5	815	5	5	5	380	1240	5	5	1185	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	0		0	500		0	250		225
Storage Lanes	1		1	0		0	2		0	1		1
Taper Length (ft)	100			25			100			100		
Lane Util. Factor	0.95	0.95	0.88	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.955			0.999				0.850
Flt Protected	0.950	0.953			0.984		0.950			0.950		
Satd. Flow (prot)	1559	1566	2608	0	1785	0	3303	3403	0	1805	3438	1495
Flt Permitted	0.950	0.953			0.759		0.950			0.216		
Satd. Flow (perm)	1559	1566	2608	0	1377	0	3303	3403	0	410	3438	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			319		5			1				206
Link Speed (mph)		45			30			45			45	
Link Distance (ft)		1448			458			766			593	
Travel Time (s)		21.9			10.4			11.6			9.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	10%	0%	9%	0%	0%	0%	6%	6%	0%	0%	5%	8%
Adj. Flow (vph)	629	5	840	5	5	5	392	1278	5	5	1222	206
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	314	320	840	0	15	0	392	1283	0	5	1222	206
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			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			35			35	
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	1	2		1	2		1	2	1
Detector Template				Left								
Leading Detector (ft)	40	40	40	20	40		40	336		40	336	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	330		0	330	0
Detector 1 Size(ft)	40	40	40	20	40		40	6		40	6	40
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)		0			0			0			0	
Detector 2 Size(ft)		0			0			0			0	
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	Split	NA	pt+ov	Perm	NA		Prot	NA		Perm	NA	pm+ov
Protected Phases	4	4	4 5		8		5	2			6	4

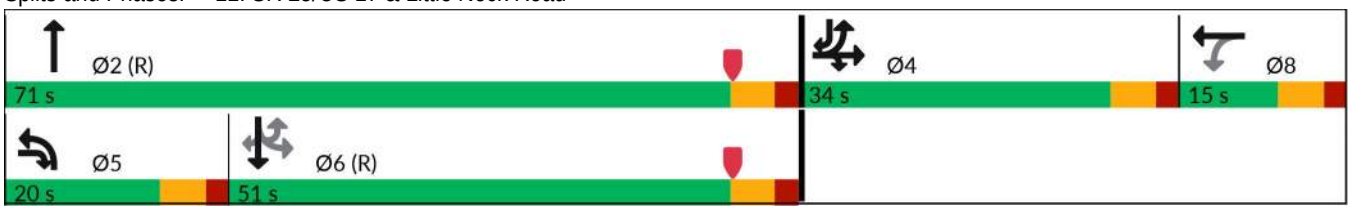


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				8						6		6
Detector Phase	4	4	4 5	8	8		5	2		6	6	4
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		9.0	16.0		16.0	16.0	9.0
Minimum Split (s)	15.0	15.0		15.0	15.0		15.0	22.0		22.0	22.0	15.0
Total Split (s)	34.0	34.0		15.0	15.0		20.0	71.0		51.0	51.0	34.0
Total Split (%)	28.3%	28.3%		12.5%	12.5%		16.7%	59.2%		42.5%	42.5%	28.3%
Maximum Green (s)	28.0	28.0		9.0	9.0		14.0	65.0		45.0	45.0	28.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	0.0			0.0		-2.5	-3.0		0.0	-3.0	-3.0
Total Lost Time (s)	3.0	6.0			6.0		3.5	3.0		6.0	3.0	3.0
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	5.0		5.0	5.0	3.0
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	None
Act Effct Green (s)	30.2	27.2	53.8		9.0		21.3	77.8		50.0	53.0	86.2
Actuated g/C Ratio	0.25	0.23	0.45		0.08		0.18	0.65		0.42	0.44	0.72
v/c Ratio	0.80	0.90	0.63		0.14		0.67	0.58		0.03	0.80	0.18
Control Delay (s/veh)	58.5	74.0	14.2		43.7		56.6	10.9		27.4	32.6	0.7
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	58.5	74.0	14.2		43.7		56.6	10.9		27.4	32.6	0.7
LOS	E	E	B		D		E	B		C	C	A
Approach Delay (s/veh)		36.6			43.7			21.6			28.0	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	238	252	146		7		146	172		2	387	1
Queue Length 95th (ft)	#383	#424	193		30		m#222	287		m5	#520	m8
Internal Link Dist (ft)		1368			378			686			513	
Turn Bay Length (ft)	150		150				500			250		225
Base Capacity (vph)	402	365	1344		107		585	2206		170	1519	1140
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.78	0.88	0.63		0.14		0.67	0.58		0.03	0.80	0.18

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 44 (37%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 28.5		Intersection LOS: C	
Intersection Capacity Utilization 84.8%		ICU Level of Service E	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: SR 25/US 17 & Little Neck Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	610	5	815	5	5	5	380	1240	5	5	1185	200
Future Volume (veh/h)	610	5	815	5	5	5	380	1240	5	5	1185	200
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1900	1767	1900	1900	1900	1811	1811	1900	1900	1826	1781
Adj Flow Rate, veh/h	633	0	840	5	5	5	392	1278	5	5	1222	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	10	0	9	0	0	0	6	6	0	0	5	8
Cap, veh/h	862	0	1198	17	17	17	460	2152	8	244	1545	
Arrive On Green	0.26	0.00	0.26	0.03	0.03	0.03	0.18	0.81	0.78	0.42	0.45	0.00
Sat Flow, veh/h	3337	0	2994	588	588	588	3346	3515	14	438	3469	1510
Grp Volume(v), veh/h	633	0	840	15	0	0	392	625	658	5	1222	0
Grp Sat Flow(s),veh/h/ln	1668	0	1497	1765	0	0	1673	1721	1809	438	1735	1510
Q Serve(g_s), s	20.8	0.0	28.1	1.0	0.0	0.0	13.6	15.7	15.7	0.8	36.2	0.0
Cycle Q Clear(g_c), s	20.8	0.0	28.1	1.0	0.0	0.0	13.6	15.7	15.7	0.8	36.2	0.0
Prop In Lane	1.00		1.00	0.33		0.33	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	862	0	1198	52	0	0	460	1053	1107	244	1545	
V/C Ratio(X)	0.73	0.00	0.70	0.29	0.00	0.00	0.85	0.59	0.59	0.02	0.79	
Avail Cap(c_a), veh/h	862	0	1198	132	0	0	460	1053	1107	244	1545	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.64	0.64	0.64	1.00	1.00	0.00
Uniform Delay (d), s/veh	40.7	0.0	30.0	57.0	0.0	0.0	47.8	5.8	5.8	20.4	28.5	0.0
Incr Delay (d2), s/veh	3.3	0.0	1.9	3.0	0.0	0.0	10.0	1.6	1.5	0.2	4.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	0.0	10.3	0.5	0.0	0.0	5.9	3.9	4.0	0.1	15.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.0	0.0	31.9	60.0	0.0	0.0	57.8	7.4	7.3	20.5	32.7	0.0
LnGrp LOS	D		C	E			E	A	A	C	C	
Approach Vol, veh/h		1473			15			1675			1227	
Approach Delay, s/veh		37.1			60.0			19.1			32.6	
Approach LOS		D			E			B			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		76.5		34.0	20.0	56.5		9.5				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		65.0		28.0	14.0	45.0		9.0				
Max Q Clear Time (g_c+I1), s		17.7		30.1	15.6	38.2		3.0				
Green Ext Time (p_c), s		40.5		0.0	0.0	6.5		0.0				

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		29.1
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

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

Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	5	5	5	1840	5	5	5	1375
Future Volume (vph)	5	5	5	1840	5	5	5	1375
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150		0		125	
Storage Lanes	1	0	1		0		1	
Taper Length (ft)	25		150				150	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95
Frt	0.932							
Flt Protected	0.976		0.950				0.950	
Satd. Flow (prot)	1728	0	1357	3406	0	0	1203	3374
Flt Permitted	0.976		0.950				0.950	
Satd. Flow (perm)	1728	0	1357	3406	0	0	1203	3374
Link Speed (mph)	30			45				45
Link Distance (ft)	1197			593				2345
Travel Time (s)	27.2			9.0				35.5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	33%	6%	0%	100%	0%	7%
Adj. Flow (vph)	5	5	5	1957	5	5	5	1463
Shared Lane Traffic (%)								
Lane Group Flow (vph)	10	0	5	1962	0	0	10	1463
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	R NA	Left	Left
Median Width(ft)	12			40				40
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)	15	9	9		9	9	15	
Sign Control	Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.0%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Vol, veh/h	5	5	5	1840	5	5	5	1375
Future Vol, veh/h	5	5	5	1840	5	5	5	1375
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	150	-	-	-	125	-
Veh in Median Storage, #	1	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	33	6	0	100	0	7
Mvmt Flow	5	5	5	1957	5	5	5	1463

Major/Minor	Minor1		Major1			Major2		
Conflicting Flow All	2722	981	1463	0	0	1963	1962	0
Stage 1	1970	-	-	-	-	-	-	-
Stage 2	752	-	-	-	-	-	-	-
Critical Hdwy	6.8	6.9	7.06	-	-	8.4	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.83	-	-	3.5	2.2	-
Pot Cap-1 Maneuver	17	252	121	-	-	24	301	-
Stage 1	97	-	-	-	-	-	-	-
Stage 2	432	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	12	252	121	-	-	44	44	-
Mov Cap-2 Maneuver	69	-	-	-	-	-	-	-
Stage 1	93	-	-	-	-	-	-	-
Stage 2	325	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	41.9	0.1	0.8
HCM LOS	E		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	121	-	-	108	44	-
HCM Lane V/C Ratio	0.044	-	-	0.099	0.242	-
HCM Control Delay (s/veh)	36.1	-	-	41.9	109.8	-
HCM Lane LOS	E	-	-	E	F	-
HCM 95th %tile Q (veh)	0.1	-	-	0.3	0.8	-



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	35	40	20	1820	40	1335	10
Future Volume (vph)	35	40	20	1820	40	1335	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	100	175		100		200
Storage Lanes	1	1	1		1		1
Taper Length (ft)	25		150		150		
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	1.00
Frt		0.850					0.850
Flt Protected	0.950		0.950		0.950		
Satd. Flow (prot)	1805	1568	1805	3406	1805	3374	1615
Flt Permitted	0.950		0.950		0.950		
Satd. Flow (perm)	1805	1568	1805	3406	1805	3374	1615
Link Speed (mph)	25			45		45	
Link Distance (ft)	1168			1309		778	
Travel Time (s)	31.9			19.8		11.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	3%	0%	6%	0%	7%	0%
Adj. Flow (vph)	38	43	22	1957	43	1435	11
Shared Lane Traffic (%)							
Lane Group Flow (vph)	38	43	22	1957	43	1435	11
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	24			22		22	
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 60.3%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	35	40	20	1820	40	1335	10
Future Vol, veh/h	35	40	20	1820	40	1335	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	-	Yield
Storage Length	0	100	175	-	100	-	200
Veh in Median Storage, #	1	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93
Heavy Vehicles, %	0	3	0	6	0	7	0
Mvmt Flow	38	43	22	1957	43	1435	11

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	2544	718	1435	0	1957	-	0
Stage 1	1521	-	-	-	-	-	-
Stage 2	1023	-	-	-	-	-	-
Critical Hdwy	6.8	6.96	4.1	-	6.4	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.33	2.2	-	2.5	-	-
Pot Cap-1 Maneuver	~ 23	369	479	-	81	-	-
Stage 1	170	-	-	-	-	-	-
Stage 2	312	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	~ 10	369	479	-	81	-	-
Mov Cap-2 Maneuver	62	-	-	-	-	-	-
Stage 1	162	-	-	-	-	-	-
Stage 2	146	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	68.5	0.1	2.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBU	SBT	SBR
Capacity (veh/h)	479	-	62	369	81	-	-
HCM Lane V/C Ratio	0.045	-	0.607	0.117	0.531	-	-
HCM Control Delay (s/veh)	12.9	-	128.5	16	91.4	-	-
HCM Lane LOS	B	-	F	C	F	-	-
HCM 95th %tile Q (veh)	0.1	-	2.5	0.4	2.3	-	-

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	105	0	0	115	25	1845	25	10	1280	30
Future Volume (vph)	0	0	105	0	0	115	25	1845	25	10	1280	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	250		175	150		225
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			100			100		
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			0.865			0.865			0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1596	0	0	1550	1805	3406	1335	1805	3374	1509
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	0	1596	0	0	1550	1805	3406	1335	1805	3374	1509
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		951			1550			778			844	
Travel Time (s)		25.9			42.3			11.8			12.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	3%	0%	0%	6%	0%	6%	21%	0%	7%	7%
Adj. Flow (vph)	0	0	112	0	0	122	27	1963	27	11	1362	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	112	0	0	122	27	1963	27	11	1362	32
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			0			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.8%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	105	0	0	115	25	1845	25	10	1280	30
Future Vol, veh/h	0	0	105	0	0	115	25	1845	25	10	1280	30
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	-	-	Stop	-	-	Stop	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	0	250	-	175	150	-	225
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	3	0	0	6	0	6	21	0	7	7
Mvmt Flow	0	0	112	0	0	122	27	1963	27	11	1362	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	681	-	-	982	1362	0	0	1963	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.96	-	-	7.02	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.33	-	-	3.36	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	391	0	0	241	511	-	-	300	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	391	-	-	241	511	-	-	300	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	17.8	34.4	0.2	0.1
HCM LOS	C	D		

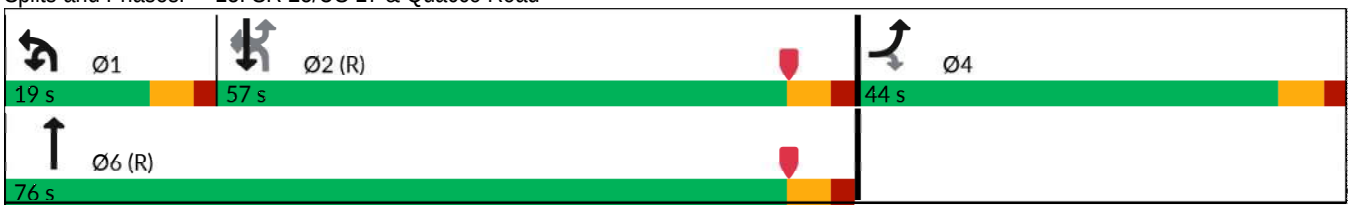
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	511	-	-	391	241	300	-	-
HCM Lane V/C Ratio	0.052	-	-	0.286	0.508	0.035	-	-
HCM Control Delay (s/veh)	12.4	-	-	17.8	34.4	17.4	-	-
HCM Lane LOS	B	-	-	C	D	C	-	-
HCM 95th %tile Q (veh)	0.2	-	-	1.2	2.6	0.1	-	-

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	560	445	35	405	1520	5	840	265
Future Volume (vph)	560	445	35	405	1520	5	840	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250	0		300		75		300
Storage Lanes	1	1		2		1		1
Taper Length (ft)	100			175		175		
Lane Util. Factor	0.97	1.00	0.95	0.97	0.95	1.00	0.95	1.00
Frt		0.850						0.850
Flt Protected	0.950			0.950		0.950		
Satd. Flow (prot)	3467	1583	0	3377	3406	1805	3282	1553
Flt Permitted	0.950			0.228		0.111		
Satd. Flow (perm)	3467	1583	0	811	3406	211	3282	1553
Right Turn on Red		Yes						Yes
Satd. Flow (RTOR)		229						288
Link Speed (mph)	40				45		45	
Link Distance (ft)	1368				844		1076	
Travel Time (s)	23.3				12.8		16.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	2%	0%	4%	6%	0%	10%	4%
Adj. Flow (vph)	609	484	38	440	1652	5	913	288
Shared Lane Traffic (%)								
Lane Group Flow (vph)	609	484	0	478	1652	5	913	288
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	32				32		32	
Link Offset(ft)	0				0		0	
Crosswalk Width(ft)	25				16		30	
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)	15	9	9	15		9		9
Number of Detectors	1	0	1	1	1	1	1	0
Detector Template			Left					
Leading Detector (ft)	40	0	20	40	336	40	336	0
Trailing Detector (ft)	0	0	0	0	330	0	330	0
Detector 1 Position(ft)	0	0	0	0	330	0	330	0
Detector 1 Size(ft)	40	20	20	40	6	40	6	20
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
Turn Type	Prot	Perm	D.P+P	D.P+P	NA	Perm	NA	Perm
Protected Phases	4		1	1	6		2	
Permitted Phases		4	2	2		2		2
Detector Phase	4	4	1	1	6	2	2	2
Switch Phase								
Minimum Initial (s)	9.0	9.0	9.0	9.0	16.0	16.0	16.0	16.0
Minimum Split (s)	15.0	15.0	15.0	15.0	22.0	22.0	22.0	22.0

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Total Split (s)	44.0	44.0	19.0	19.0	76.0	57.0	57.0	57.0
Total Split (%)	36.7%	36.7%	15.8%	15.8%	63.3%	47.5%	47.5%	47.5%
Maximum Green (s)	38.0	38.0	13.0	13.0	70.0	51.0	51.0	51.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.9	-1.9		-1.4	-1.3	-1.0	-1.3	-1.3
Total Lost Time (s)	4.1	4.1		4.6	4.7	5.0	4.7	4.7
Lead/Lag			Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?			Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	32.0	32.0		74.7	79.2	61.1	61.4	61.4
Actuated g/C Ratio	0.27	0.27		0.62	0.66	0.51	0.51	0.51
v/c Ratio	0.66	0.82		0.61	0.74	0.05	0.54	0.31
Control Delay (s/veh)	42.1	32.7		12.4	17.4	13.8	12.7	1.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.1	32.7		12.4	17.4	13.8	12.7	1.1
LOS	D	C		B	B	B	B	A
Approach Delay (s/veh)	37.9				16.3		10.0	
Approach LOS	D				B		A	
Queue Length 50th (ft)	217	196		44	317	1	123	3
Queue Length 95th (ft)	253	308		m134	732	m3	164	8
Internal Link Dist (ft)	1288				764		996	
Turn Bay Length (ft)	250			300		75		300
Base Capacity (vph)	1152	679		828	2247	107	1679	935
Starvation Cap Reductn	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0
Reduced v/c Ratio	0.53	0.71		0.58	0.74	0.05	0.54	0.31

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 90 (75%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 19.9		Intersection LOS: B	
Intersection Capacity Utilization 82.8%		ICU Level of Service E	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 15: SR 25/US 17 & Quacco Road



Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (veh/h)	560	445	35	405	1520	5	840	265
Future Volume (veh/h)	560	445	35	405	1520	5	840	265
Initial Q (Qb), veh	0	0		0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00				1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00
Work Zone On Approach	No				No		No	
Adj Sat Flow, veh/h/ln	1885	1870		1841	1811		1752	1841
Adj Flow Rate, veh/h	609	0		440	1652		913	0
Peak Hour Factor	0.92	0.92		0.92	0.92		0.92	0.92
Percent Heavy Veh, %	1	2		4	6		10	4
Cap, veh/h	760			913	2438		1942	
Arrive On Green	0.22	0.00		0.09	0.71		0.58	0.00
Sat Flow, veh/h	3483	1585		3401	3532		3416	1560
Grp Volume(v), veh/h	609	0		440	1652		913	0
Grp Sat Flow(s),veh/h/ln	1742	1585		1700	1721		1664	1560
Q Serve(g_s), s	19.9	0.0		5.9	32.3		18.9	0.0
Cycle Q Clear(g_c), s	19.9	0.0		5.9	32.3		18.9	0.0
Prop In Lane	1.00	1.00		1.00				1.00
Lane Grp Cap(c), veh/h	760			913	2438		1942	
V/C Ratio(X)	0.80			0.48	0.68		0.47	
Avail Cap(c_a), veh/h	1158			1027	2438		1942	
HCM Platoon Ratio	1.00	1.00		1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	1.00		1.00	0.00
Uniform Delay (d), s/veh	44.5	0.0		9.8	9.8		14.3	0.0
Incr Delay (d2), s/veh	2.4	0.0		0.4	1.5		0.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	0.0		1.9	10.3		6.7	0.0
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh	46.8	0.0		10.2	11.3		15.2	0.0
LnGrp LOS	D			B	B		B	
Approach Vol, veh/h	609				2092		913	
Approach Delay, s/veh	46.8				11.1		15.2	
Approach LOS	D				B		B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	15.0	74.7	30.3	89.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	13.0	51.0	38.0	70.0
Max Q Clear Time (g_c+I1), s	7.9	20.9	21.9	34.3
Green Ext Time (p_c), s	0.9	22.2	2.4	34.4

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	18.2
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

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

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	30	20	5	10	2070	5	1085	25
Future Volume (vph)	30	20	5	10	2070	5	1085	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0		150		100		250
Storage Lanes	1	1		1		1		1
Taper Length (ft)	125			125		175		
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt		0.850						0.850
Flt Protected	0.950			0.950		0.950		
Satd. Flow (prot)	1805	1615	0	1678	3471	1805	3312	1538
Flt Permitted	0.950			0.950		0.950		
Satd. Flow (perm)	1805	1615	0	1678	3471	1805	3312	1538
Link Speed (mph)	25				45		45	
Link Distance (ft)	1147				1076		2138	
Travel Time (s)	31.3				16.3		32.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	11%	4%	0%	9%	5%
Adj. Flow (vph)	32	22	5	11	2226	5	1167	27
Shared Lane Traffic (%)								
Lane Group Flow (vph)	32	22	0	16	2226	5	1167	27
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	12				22		22	
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)	15	9	9	15		9		9
Sign Control	Stop				Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.2%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	30	20	5	10	2070	5	1085	25
Future Vol, veh/h	30	20	5	10	2070	5	1085	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	-	Yield
Storage Length	150	0	-	150	-	100	-	250
Veh in Median Storage, #	1	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	11	4	0	9	5
Mvmt Flow	32	22	5	11	2226	5	1167	27

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	2322	584	1167	1167	0	2226	-	0
Stage 1	1177	-	-	-	-	-	-	-
Stage 2	1145	-	-	-	-	-	-	-
Critical Hdwy	6.8	6.9	6.4	4.32	-	6.4	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.5	2.31	-	2.5	-	-
Pot Cap-1 Maneuver	~ 32	460	264	546	-	54	-	-
Stage 1	259	-	-	-	-	-	-	-
Stage 2	270	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	~ 28	460	394	394	-	54	-	-
Mov Cap-2 Maneuver	124	-	-	-	-	-	-	-
Stage 1	248	-	-	-	-	-	-	-
Stage 2	245	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	31.6	0.1	0.4
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBU	SBT	SBR
Capacity (veh/h)	394	-	124	460	54	-	-
HCM Lane V/C Ratio	0.041	-	0.26	0.047	0.1	-	-
HCM Control Delay (s/veh)	14.5	-	43.9	13.2	78.9	-	-
HCM Lane LOS	B	-	E	B	F	-	-
HCM 95th %tile Q (veh)	0.1	-	1	0.1	0.3	-	-

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



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	5	45	25	2075	5	1065	5
Future Volume (vph)	5	45	25	2075	5	1065	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	175		100		225
Storage Lanes	1	0	1		1		1
Taper Length (ft)	25		150		175		
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	1.00
Frt	0.878						0.850
Flt Protected	0.995		0.950		0.950		
Satd. Flow (prot)	1660	0	1805	3471	1805	3312	1615
Flt Permitted	0.995		0.950		0.950		
Satd. Flow (perm)	1660	0	1805	3471	1805	3312	1615
Link Speed (mph)	25			45		45	
Link Distance (ft)	865			2138		1003	
Travel Time (s)	23.6			32.4		15.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	4%	0%	9%	0%
Adj. Flow (vph)	5	47	26	2161	5	1109	5
Shared Lane Traffic (%)							
Lane Group Flow (vph)	52	0	26	2161	5	1109	5
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	12			22		22	
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 67.4%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	5	45	25	2075	5	1065	5
Future Vol, veh/h	5	45	25	2075	5	1065	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	-	Yield
Storage Length	0	-	175	-	100	-	225
Veh in Median Storage, #	1	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	4	0	9	0
Mvmt Flow	5	47	26	2161	5	1109	5

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	2252	555	1109	0	2161	-	0
Stage 1	1119	-	-	-	-	-	-
Stage 2	1133	-	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	6.4	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	2.5	-	-
Pot Cap-1 Maneuver	36	480	637	-	60	-	-
Stage 1	278	-	-	-	-	-	-
Stage 2	273	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	32	480	637	-	60	-	-
Mov Cap-2 Maneuver	131	-	-	-	-	-	-
Stage 1	267	-	-	-	-	-	-
Stage 2	250	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.5	0.1	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	637	-	533	60	-	-
HCM Lane V/C Ratio	0.041	-	0.098	0.087	-	-
HCM Control Delay (s/veh)	10.9	-	12.5	70.6	-	-
HCM Lane LOS	B	-	B	F	-	-
HCM 95th %tile Q (veh)	0.1	-	0.3	0.3	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	420	5	400	5	5	5	410	1670	5	5	5	670
Future Volume (vph)	420	5	400	5	5	5	410	1670	5	5	5	670
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	0		0	300		0		100	
Storage Lanes	2		1	0		0	1		0		1	
Taper Length (ft)	50			25			75				150	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95
Frt			0.850		0.955							
Flt Protected	0.950	0.953			0.984		0.950				0.950	
Satd. Flow (prot)	1681	1687	1583	0	1785	0	1770	3472	0	0	1787	3312
Flt Permitted	0.950	0.953			0.797		0.263				0.113	
Satd. Flow (perm)	1681	1687	1583	0	1446	0	490	3472	0	0	213	3312
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			246		5							
Link Speed (mph)		35			25			45				45
Link Distance (ft)		1433			1055			1003				1476
Travel Time (s)		27.9			28.8			15.2				22.4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	0%	2%	0%	0%	0%	2%	4%	0%	2%	0%	9%
Adj. Flow (vph)	447	5	426	5	5	5	436	1777	5	5	5	713
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	228	224	426	0	15	0	436	1782	0	0	10	713
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)		12			0			22				22
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	9	15	
Number of Detectors	1	1	0	1	1		1	1		1	1	1
Detector Template				Left						Left		
Leading Detector (ft)	40	40	0	20	20		40	336		20	40	336
Trailing Detector (ft)	0	0	0	0	0		0	330		0	0	330
Detector 1 Position(ft)	0	0	0	0	0		0	330		0	0	330
Detector 1 Size(ft)	40	40	20	20	20		40	6		20	40	6
Detector 1 Type	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
Detector 1 Queue (s)	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
Turn Type	Split	NA	pm+ov	Perm	NA		D.P+P	NA		Perm	Perm	NA
Protected Phases	4	4	1		8		1	6				2
Permitted Phases			4	8			2			2	2	
Detector Phase	4	4	1	8	8		1	6		2	2	2
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0		9.0	16.0		16.0	16.0	16.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0		15.0	22.0		22.0	22.0	22.0

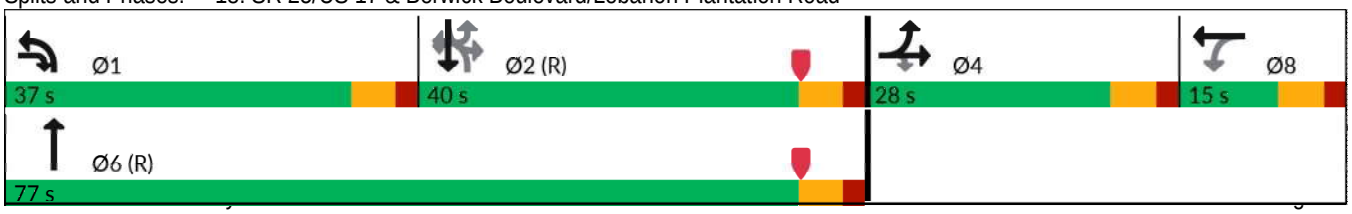


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	160
Future Volume (vph)	160
Ideal Flow (vphpl)	1900
Storage Length (ft)	400
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	170
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.94
Heavy Vehicles (%)	2%
Adj. Flow (vph)	170
Shared Lane Traffic (%)	
Lane Group Flow (vph)	170
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	0
Detector Template	
Leading Detector (ft)	0
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
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	16.0
Minimum Split (s)	22.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Total Split (s)	28.0	28.0	37.0	15.0	15.0		37.0	77.0		40.0	40.0	40.0
Total Split (%)	23.3%	23.3%	30.8%	12.5%	12.5%		30.8%	64.2%		33.3%	33.3%	33.3%
Maximum Green (s)	22.0	22.0	31.0	9.0	9.0		31.0	71.0		34.0	34.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-1.2	-1.2	-1.2		-1.2		-1.2	-1.5			-1.2	-1.5
Total Lost Time (s)	4.8	4.8	4.8		4.8		4.8	4.5			4.8	4.5
Lead/Lag			Lead				Lead			Lag	Lag	Lag
Lead-Lag Optimize?			Yes				Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	5.0		5.0	5.0	5.0
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	C-Max
Act Effct Green (s)	20.9	20.9	51.6		10.2		78.7	83.8			50.9	51.2
Actuated g/C Ratio	0.17	0.17	0.43		0.09		0.66	0.70			0.42	0.43
v/c Ratio	0.78	0.76	0.52		0.12		0.71	0.73			0.11	0.50
Control Delay (s/veh)	66.0	64.3	9.0		41.9		19.9	12.3			29.9	23.4
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay (s/veh)	66.0	64.3	9.0		41.9		19.9	12.3			29.9	23.4
LOS	E	E	A		D		B	B			C	C
Approach Delay (s/veh)		37.9			41.9			13.8				19.7
Approach LOS		D			D			B				B
Queue Length 50th (ft)	175	172	83		7		109	233			4	133
Queue Length 95th (ft)	#273	265	110		30		269	530			m15	247
Internal Link Dist (ft)		1353			975			923				1396
Turn Bay Length (ft)	300						300				100	
Base Capacity (vph)	324	326	869		127		674	2425			90	1412
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
Reduced v/c Ratio	0.70	0.69	0.49		0.12		0.65	0.73			0.11	0.50

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 27 (23%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 20.5		Intersection LOS: C	
Intersection Capacity Utilization 89.8%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 18: SR 25/US 17 & Berwick Boulevard/Lebanon Plantation Road





Lane Group	SBR
Total Split (s)	40.0
Total Split (%)	33.3%
Maximum Green (s)	34.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-1.5
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	5.0
Recall Mode	C-Max
Act Effct Green (s)	51.2
Actuated g/C Ratio	0.43
v/c Ratio	0.22
Control Delay (s/veh)	3.6
Queue Delay	0.0
Total Delay (s/veh)	3.6
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	5
Queue Length 95th (ft)	15
Internal Link Dist (ft)	
Turn Bay Length (ft)	400
Base Capacity (vph)	772
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.22

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	420	5	400	5	5	5	410	1670	5	5	5	670
Future Volume (veh/h)	420	5	400	5	5	5	410	1670	5	5	5	670
Initial Q (Qb), veh	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	
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
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1870	1900	1870	1900	1900	1900	1870	1841	1900		1900	1767
Adj Flow Rate, veh/h	451	0	0	5	5	5	436	1777	5		5	713
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94		0.94	0.94
Percent Heavy Veh, %	2	0	2	0	0	0	2	4	0		0	9
Cap, veh/h	559	0		23	23	23	691	2455	7		161	1653
Arrive On Green	0.16	0.00	0.00	0.03	0.04	0.03	0.15	0.69	0.67		0.98	0.98
Sat Flow, veh/h	3563	0	1585	588	588	588	1781	3578	10		271	3357
Grp Volume(v), veh/h	451	0	0	15	0	0	436	868	914		5	713
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1765	0	0	1781	1749	1839		271	1678
Q Serve(g_s), s	14.7	0.0	0.0	1.0	0.0	0.0	13.9	37.1	37.2		0.6	0.7
Cycle Q Clear(g_c), s	14.7	0.0	0.0	1.0	0.0	0.0	13.9	37.1	37.2		14.5	0.7
Prop In Lane	1.00		1.00	0.33		0.33	1.00		0.01		1.00	
Lane Grp Cap(c), veh/h	559	0		70	0	0	691	1200	1262		161	1653
V/C Ratio(X)	0.81	0.00		0.22	0.00	0.00	0.63	0.72	0.72		0.03	0.43
Avail Cap(c_a), veh/h	689	0		150	0	0	895	1200	1262		161	1653
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	48.8	0.0	0.0	56.2	0.0	0.0	10.1	11.7	11.7		2.6	0.5
Incr Delay (d2), s/veh	5.8	0.0	0.0	1.5	0.0	0.0	1.0	3.8	3.6		0.4	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	0.0	0.0	0.5	0.0	0.0	5.0	13.2	13.8		0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.7	0.0	0.0	57.7	0.0	0.0	11.0	15.5	15.4		3.0	1.3
LnGrp LOS	D			E			B	B	B		A	A
Approach Vol, veh/h		451			15			2218				718
Approach Delay, s/veh		54.7			57.7			14.6				1.3
Approach LOS		D			E			B				A

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	23.3	63.6		23.6		86.8		9.5				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	31.0	34.0		22.0		71.0		9.0				
Max Q Clear Time (g_c+I1), s	15.9	16.5		16.7		39.2		3.0				
Green Ext Time (p_c), s	1.4	12.1		0.9		31.2		0.0				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			17.3									
HCM 6th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.

User approved ignoring U-Turning movement.

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



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	160
Future Volume (veh/h)	160
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1870
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.94
Percent Heavy Veh, %	2
Cap, veh/h	
Arrive On Green	0.00
Sat Flow, veh/h	1585
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1585
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	2.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	5	10	5	5	5	15	2070	10	10	825	50
Future Volume (vph)	15	5	10	5	5	5	15	2070	10	10	825	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	0		0	150		250	150		300
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	25			25			150			150		
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		0.955				0.850			0.850
Flt Protected		0.963			0.984		0.950			0.950		
Satd. Flow (prot)	0	1830	1615	0	1785	0	1805	3471	1615	1543	3312	1615
Flt Permitted		0.963			0.984		0.950			0.950		
Satd. Flow (perm)	0	1830	1615	0	1785	0	1805	3471	1615	1543	3312	1615
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		711			409			1476			1006	
Travel Time (s)		19.4			11.2			22.4			15.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	4%	0%	17%	9%	0%
Adj. Flow (vph)	16	5	10	5	5	5	16	2156	10	10	859	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	10	0	15	0	16	2156	10	10	859	52
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			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.1%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	5	10	5	5	5	15	2070	10	10	825	50
Future Vol, veh/h	15	5	10	5	5	5	15	2070	10	10	825	50
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	-	-	None	-	-	Yield	-	-	Yield
Storage Length	-	-	200	-	-	-	150	-	250	150	-	300
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	17	9	0
Mvmt Flow	16	5	10	5	5	5	16	2156	10	10	859	52

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1992	3067	430	2640	3067	1078	859	0	0	2156	0	0
Stage 1	879	879	-	2188	2188	-	-	-	-	-	-	-
Stage 2	1113	2188	-	452	879	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.44	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.37	-	-
Pot Cap-1 Maneuver	37	12	579	12	12	218	791	-	-	199	-	-
Stage 1	313	368	-	48	85	-	-	-	-	-	-	-
Stage 2	226	85	-	562	368	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	32	11	579	10	11	218	791	-	-	199	-	-
Mov Cap-2 Maneuver	122	58	-	41	64	-	-	-	-	-	-	-
Stage 1	307	350	-	47	83	-	-	-	-	-	-	-
Stage 2	203	83	-	516	350	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	38.8	74.4	0.1	0.3
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	791	-	-	96	579	67	199	-	-
HCM Lane V/C Ratio	0.02	-	-	0.217	0.018	0.233	0.052	-	-
HCM Control Delay (s/veh)	9.6	-	-	52.6	11.3	74.4	24.1	-	-
HCM Lane LOS	A	-	-	F	B	F	C	-	-
HCM 95th %tile Q (veh)	0.1	-	-	0.8	0.1	0.8	0.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	195	10	5	175	5	370	5	2040	50	30	80	705
Future Volume (vph)	195	10	5	175	5	370	5	2040	50	30	80	705
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		175	75		0	100		175		175	
Storage Lanes	1		1	1		0	1		1		1	
Taper Length (ft)	50			50			150				175	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt			0.850		0.852				0.850			
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1770	1900	1615	1752	1603	0	1805	3471	1553	0	1755	3282
Flt Permitted	0.215			0.751			0.336				0.065	
Satd. Flow (perm)	400	1900	1615	1385	1603	0	638	3471	1553	0	120	3282
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			136		102				82			
Link Speed (mph)		25			25			45				45
Link Distance (ft)		388			1293			1006				1780
Travel Time (s)		10.6			35.3			15.2				27.0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	0%	0%	3%	0%	1%	0%	4%	4%	5%	2%	10%
Adj. Flow (vph)	199	10	5	179	5	378	5	2082	51	31	82	719
Shared Lane Traffic (%)												
Lane Group Flow (vph)	199	10	5	179	383	0	5	2082	51	0	113	719
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)		12			12			22				22
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	9	15	
Number of Detectors	1	1	0	1	1		1	1	0	1	1	1
Detector Template										Left		
Leading Detector (ft)	40	40	0	40	40		40	336	0	20	40	336
Trailing Detector (ft)	0	0	0	0	0		0	330	0	0	0	330
Detector 1 Position(ft)	0	0	0	0	0		0	330	0	0	0	330
Detector 1 Size(ft)	40	40	20	40	40		40	6	20	20	40	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
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
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
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
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Perm	NA	pm+ov	D.P+P	D.P+P	NA
Protected Phases	7	4		3	8			6	3	5	5	2
Permitted Phases	8		4	4			6		6	6	6	
Detector Phase	7	4	4	3	8		6	6	3	5	5	2
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0		16.0	16.0	9.0	9.0	9.0	16.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0		22.0	22.0	15.0	15.0	15.0	22.0



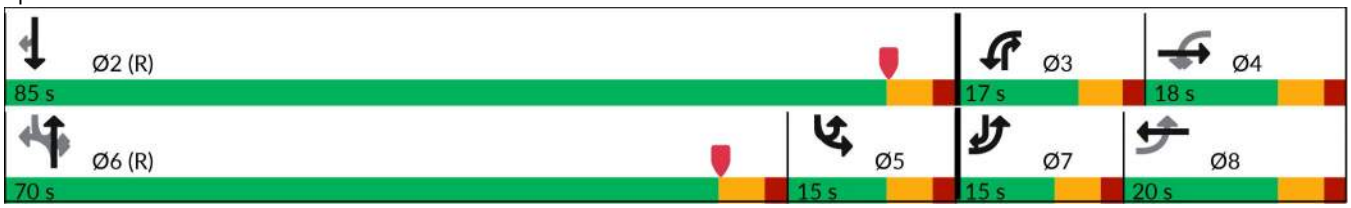
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	40
Future Volume (vph)	40
Ideal Flow (vphpl)	1900
Storage Length (ft)	225
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Right Turn on Red	Yes
Satd. Flow (RTOR)	41
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.98
Heavy Vehicles (%)	0%
Adj. Flow (vph)	41
Shared Lane Traffic (%)	
Lane Group Flow (vph)	41
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	0
Detector Template	
Leading Detector (ft)	0
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
Turn Type	pm+ov
Protected Phases	7
Permitted Phases	2
Detector Phase	7
Switch Phase	
Minimum Initial (s)	9.0
Minimum Split (s)	15.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Total Split (s)	15.0	18.0	18.0	17.0	20.0		70.0	70.0	17.0	15.0	15.0	85.0
Total Split (%)	12.5%	15.0%	15.0%	14.2%	16.7%		58.3%	58.3%	14.2%	12.5%	12.5%	70.8%
Maximum Green (s)	9.0	12.0	12.0	11.0	14.0		64.0	64.0	11.0	9.0	9.0	79.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.3	-1.3	-1.3	-1.3		-1.1	-1.4	-1.4		-1.3	-1.4
Total Lost Time (s)	5.0	4.7	4.7	4.7	4.7		4.9	4.6	4.6		4.7	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		5.0	5.0	3.0	3.0	3.0	5.0
Recall Mode	None	None	None	None	None		C-Max	C-Max	None	None	None	C-Max
Act Effct Green (s)	25.0	11.5	11.5	28.4	15.3		65.1	65.4	91.4		75.6	80.4
Actuated g/C Ratio	0.21	0.10	0.10	0.24	0.13		0.54	0.55	0.76		0.63	0.67
v/c Ratio	1.01	0.05	0.02	0.45	1.31		0.01	1.10	0.04		0.53	0.33
Control Delay (s/veh)	108.1	49.1	0.2	42.1	191.5		17.8	78.2	1.1		27.5	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	108.1	49.1	0.2	42.1	191.5		17.8	78.2	1.1		27.5	2.7
LOS	F	D	A	D	F		B	E	A		C	A
Approach Delay (s/veh)		102.8			143.9			76.2				5.7
Approach LOS		F			F			E				A
Queue Length 50th (ft)	~132	7	0	116	~309		1	~962	0		34	24
Queue Length 95th (ft)	#271	24	0	186	#506		m3	#1096	m1		m92	m38
Internal Link Dist (ft)		308			1213			926				1700
Turn Bay Length (ft)	175		175	75			100		175		175	
Base Capacity (vph)	197	210	299	398	293		346	1891	1201		215	2198
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0
Reduced v/c Ratio	1.01	0.05	0.02	0.45	1.31		0.01	1.10	0.04		0.53	0.33

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 11 (9%), Referenced to phase 2:SBT and 6:NBSB, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.31			
Intersection Signal Delay (s/veh): 71.5		Intersection LOS: E	
Intersection Capacity Utilization 113.4%		ICU Level of Service H	
Analysis Period (min) 15			
~ 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.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 20: SR 25/US 17 & Cottonvale Road





Lane Group	SBR
Total Split (s)	15.0
Total Split (%)	12.5%
Maximum Green (s)	9.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-1.4
Total Lost Time (s)	4.6
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Act Effct Green (s)	95.4
Actuated g/C Ratio	0.80
v/c Ratio	0.03
Control Delay (s/veh)	0.1
Queue Delay	0.0
Total Delay (s/veh)	0.1
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	m0
Internal Link Dist (ft)	
Turn Bay Length (ft)	225
Base Capacity (vph)	1292
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.03

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	195	10	5	175	5	370	5	2040	50	30	80	705
Future Volume (veh/h)	195	10	5	175	5	370	5	2040	50	30	80	705
Initial Q (Qb), veh	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	
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
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1870	1900	1900	1856	1900	1885	1900	1841	1841		1870	1752
Adj Flow Rate, veh/h	199	10	0	179	5	378	5	2082	51		82	719
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98		0.98	0.98
Percent Heavy Veh, %	2	0	0	3	0	1	0	4	4		2	10
Cap, veh/h	208	211		389	3	203	396	1906	1011		213	2230
Arrive On Green	0.08	0.11	0.00	0.10	0.13	0.12	0.36	0.37	0.37		0.09	0.67
Sat Flow, veh/h	1781	1900	1610	1767	21	1592	745	3497	1560		1781	3328
Grp Volume(v), veh/h	199	10	0	179	0	383	5	2082	51		82	719
Grp Sat Flow(s),veh/h/ln	1781	1900	1610	1767	0	1613	745	1749	1560		1781	1664
Q Serve(g_s), s	10.0	0.6	0.0	10.6	0.0	15.3	0.6	65.4	0.8		1.1	10.9
Cycle Q Clear(g_c), s	10.0	0.6	0.0	10.6	0.0	15.3	11.5	65.4	0.8		1.1	10.9
Prop In Lane	1.00		1.00	1.00		0.99	1.00		1.00		1.00	
Lane Grp Cap(c), veh/h	208	211		389	0	206	396	1906	1011		213	2230
V/C Ratio(X)	0.95	0.05		0.46	0.00	1.86	0.01	1.09	0.05		0.39	0.32
Avail Cap(c_a), veh/h	208	211		389	0	206	396	1906	1011		213	2230
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67		1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	45.1	47.7	0.0	41.3	0.0	53.0	24.9	38.1	2.8		50.2	8.3
Incr Delay (d2), s/veh	49.4	0.1	0.0	0.8	0.0	405.9	0.1	50.7	0.1		1.1	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
%ile BackOfQ(50%),veh/ln	4.0	0.3	0.0	4.8	0.0	29.5	0.1	41.6	0.4		2.3	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	94.5	47.8	0.0	42.2	0.0	458.9	25.0	88.8	2.9		51.4	8.7
LnGrp LOS	F	D		D		F	C	F	A		D	A
Approach Vol, veh/h		209			562			2138				801
Approach Delay, s/veh		92.2			326.2			86.6				13.1
Approach LOS		F			F			F				B

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	85.0	17.0	18.0	15.0	70.0	15.0	20.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	79.0	11.0	12.0	9.0	64.0	9.0	14.0
Max Q Clear Time (g_c+I1), s	12.9	12.6	2.6	3.1	68.4	12.0	17.3
Green Ext Time (p_c), s	28.5	0.0	0.0	0.1	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	107.3
HCM 6th LOS	F

Notes

User approved ignoring U-Turning movement.

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



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	40
Future Volume (veh/h)	40
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.98
Percent Heavy Veh, %	0
Cap, veh/h	
Arrive On Green	0.00
Sat Flow, veh/h	1610
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1610
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	



Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	15	20	10	5	2620	15	825	20
Future Volume (vph)	15	20	10	5	2620	15	825	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		125		100		150
Storage Lanes	1	0		1		1		1
Taper Length (ft)	25			150		150		
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt	0.921							0.850
Flt Protected	0.980			0.950		0.950		
Satd. Flow (prot)	1673	0	0	1666	3505	1805	3312	1324
Flt Permitted	0.980			0.950		0.950		
Satd. Flow (perm)	1673	0	0	1666	3505	1805	3312	1324
Link Speed (mph)	30				45		45	
Link Distance (ft)	1221				1780		1647	
Travel Time (s)	27.8				27.0		25.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	6%	0%	0%	25%	3%	0%	9%	22%
Adj. Flow (vph)	15	21	10	5	2701	15	851	21
Shared Lane Traffic (%)								
Lane Group Flow (vph)	36	0	0	15	2701	15	851	21
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	12				22		22	
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)	15	9	9	15		9		9
Sign Control	Stop				Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 82.4%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	15	20	10	5	2620	15	825	20
Future Vol, veh/h	15	20	10	5	2620	15	825	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	Yield
Storage Length	0	-	-	125	-	100	-	150
Veh in Median Storage, #	1	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97
Heavy Vehicles, %	6	0	0	25	3	0	9	22
Mvmt Flow	15	21	10	5	2701	15	851	21

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	2262	426	851	851	0	2701	-	0
Stage 1	881	-	-	-	-	-	-	-
Stage 2	1381	-	-	-	-	-	-	-
Critical Hdwy	6.92	6.9	6.4	4.6	-	6.4	-	-
Critical Hdwy Stg 1	5.92	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.92	-	-	-	-	-	-	-
Follow-up Hdwy	3.56	3.3	2.5	2.45	-	2.5	-	-
Pot Cap-1 Maneuver	33	582	420	653	-	26	-	-
Stage 1	356	-	-	-	-	-	-	-
Stage 2	191	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	~ 13	582	465	465	-	26	-	-
Mov Cap-2 Maneuver	54	-	-	-	-	-	-	-
Stage 1	345	-	-	-	-	-	-	-
Stage 2	81	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	51.7	0.1	4.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	465	-	112	26	-	-
HCM Lane V/C Ratio	0.033	-	0.322	0.595	-	-
HCM Control Delay (s/veh)	13	-	51.7	265.3	-	-
HCM Lane LOS	B	-	F	F	-	-
HCM 95th %tile Q (veh)	0.1	-	1.3	1.8	-	-

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	0	0	5	0	0	85	5	10	2625	10	5	35
Future Volume (vph)	0	0	5	0	0	85	5	10	2625	10	5	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		175		225		150
Storage Lanes	0		1	0		1		1		1		1
Taper Length (ft)	25			25				175				150
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.865			0.865				0.850		
Flt Protected								0.950				0.950
Satd. Flow (prot)	0	0	1370	0	0	1508	0	1661	3505	1509	0	1565
Flt Permitted								0.950				0.950
Satd. Flow (perm)	0	0	1370	0	0	1508	0	1661	3505	1509	0	1565
Link Speed (mph)		25			30				45			
Link Distance (ft)		1105			1087				1647			
Travel Time (s)		30.1			24.7				25.0			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	20%	14%	0%	9%	0%	13%	3%	7%	25%	14%
Adj. Flow (vph)	0	0	5	0	0	87	5	10	2679	10	5	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	5	0	0	87	0	15	2679	10	0	41
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				22			
Link Offset(ft)		-25			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
Sign Control		Stop			Stop				Free			

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 84.5%		ICU Level of Service E	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	850	10
Future Volume (vph)	850	10
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3312	1615
Flt Permitted		
Satd. Flow (perm)	3312	1615
Link Speed (mph)	45	
Link Distance (ft)	1342	
Travel Time (s)	20.3	
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	9%	0%
Adj. Flow (vph)	867	10
Shared Lane Traffic (%)		
Lane Group Flow (vph)	867	10
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Free	

Intersection Summary

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	0	0	5	0	0	85	5	10	2625	10	5	35	850	10
Future Vol, veh/h	0	0	5	0	0	85	5	10	2625	10	5	35	850	10
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	-	-	Stop	-	-	Stop	-	-	-	Yield	-	-	-	Yield
Storage Length	-	-	0	-	-	0	-	175	-	225	-	150	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	20	14	0	9	0	13	3	7	25	14	9	0
Mvmt Flow	0	0	5	0	0	87	5	10	2679	10	5	36	867	10

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	-	-	434	-	-	1340	867	867	0	0	2679	2679	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.3	-	-	7.08	6.4	4.36	-	-	6.9	4.38	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.5	-	-	3.39	2.5	2.33	-	-	2.75	2.34	-	-
Pot Cap-1 Maneuver	0	0	523	0	0	134	410	706	-	-	18	125	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	-	-	523	-	-	134	566	566	-	-	40	40	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12	71.3	0.1	13.3
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	566	-	-	523	134	40	-	-
HCM Lane V/C Ratio	0.027	-	-	0.01	0.647	1.02	-	-
HCM Control Delay (s/veh)	11.5	-	-	12	71.3	299.9	-	-
HCM Lane LOS	B	-	-	B	F	F	-	-
HCM 95th %tile Q (veh)	0.1	-	-	0	3.5	4	-	-

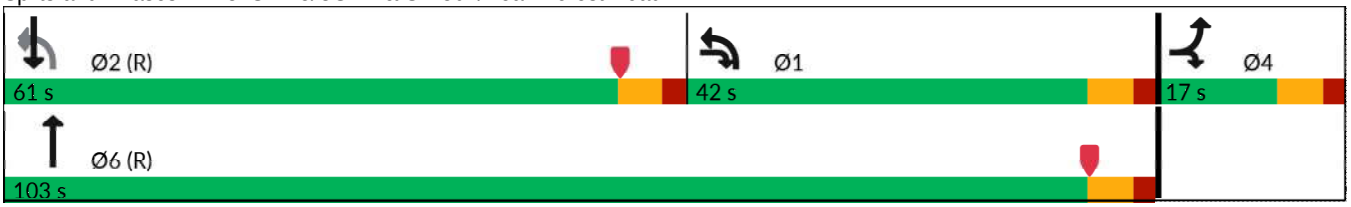


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	180	220	545	2150	660	170
Future Volume (vph)	180	220	545	2150	660	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	275	175			225
Storage Lanes	2	1	1			1
Taper Length (ft)	25		50			
Lane Util. Factor	0.97	0.91	1.00	0.95	0.95	1.00
Frt	0.949	0.850				0.850
Flt Protected	0.968		0.950			
Satd. Flow (prot)	3031	1278	1703	3505	3343	1404
Flt Permitted	0.968		0.301			
Satd. Flow (perm)	3031	1278	540	3505	3343	1404
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	66	137				183
Link Speed (mph)	35			45	45	
Link Distance (ft)	2461			1129	2465	
Travel Time (s)	47.9			17.1	37.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	10%	15%	6%	3%	8%	15%
Adj. Flow (vph)	194	237	586	2312	710	183
Shared Lane Traffic (%)		42%				
Lane Group Flow (vph)	294	137	586	2312	710	183
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	40			12	16	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	30			25	25	
Two way Left Turn Lane					Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	0	1	1	1	0
Detector Template						
Leading Detector (ft)	40	0	40	336	336	0
Trailing Detector (ft)	0	0	0	330	330	0
Detector 1 Position(ft)	0	0	0	330	330	0
Detector 1 Size(ft)	40	20	40	6	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
Turn Type	Prot	pt+ov	D.P+P	NA	NA	Perm
Protected Phases	4	1 4	1	6	2	
Permitted Phases			2			2
Detector Phase	4	1 4	1	6	2	2
Switch Phase						
Minimum Initial (s)	9.0		9.0	16.0	16.0	16.0
Minimum Split (s)	15.0		15.0	22.0	22.0	22.0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (s)	17.0		42.0	103.0	61.0	61.0
Total Split (%)	14.2%		35.0%	85.8%	50.8%	50.8%
Maximum Green (s)	11.0		36.0	97.0	55.0	55.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.5		-2.5	-1.5	-1.5	-1.5
Total Lost Time (s)	2.5		3.5	4.5	4.5	4.5
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	4.0		3.0	5.0	5.0	5.0
Recall Mode	None		None	C-Max	C-Max	C-Max
Act Effct Green (s)	14.4	52.9	96.1	98.6	56.6	56.6
Actuated g/C Ratio	0.12	0.44	0.80	0.82	0.47	0.47
v/c Ratio	0.70	0.21	0.73	0.80	0.45	0.24
Control Delay (s/veh)	48.6	4.1	5.6	2.0	12.8	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.6	4.1	5.6	2.0	12.8	1.2
LOS	D	A	A	A	B	A
Approach Delay (s/veh)	34.4			2.8	10.4	
Approach LOS	C			A	B	
Queue Length 50th (ft)	88	0	70	30	95	2
Queue Length 95th (ft)	137	40	m51	m30	m172	m6
Internal Link Dist (ft)	2381			1049	2385	
Turn Bay Length (ft)		275	175			225
Base Capacity (vph)	424	640	805	2879	1575	758
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.21	0.73	0.80	0.45	0.24

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 58 (48%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay (s/veh): 7.6		Intersection LOS: A	
Intersection Capacity Utilization 74.0%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 23: SR 25/US 17 & SR 307/Dean Forest Road





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	180	220	545	2150	660	170
Future Volume (veh/h)	180	220	545	2150	660	170
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1678	1811	1856	1781	1678
Adj Flow Rate, veh/h	144	291	586	2312	710	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	10	15	6	3	8	15
Cap, veh/h	202	1114	856	2894	1594	
Arrive On Green	0.12	0.09	0.32	0.82	0.47	0.00
Sat Flow, veh/h	1668	2844	1725	3618	3474	1422
Grp Volume(v), veh/h	144	291	586	2312	710	0
Grp Sat Flow(s),veh/h/ln	1668	1422	1725	1763	1692	1422
Q Serve(g_s), s	10.0	0.0	10.1	41.0	16.9	0.0
Cycle Q Clear(g_c), s	10.0	0.0	10.1	41.0	16.9	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	202	1114	856	2894	1594	
V/C Ratio(X)	0.71	0.26	0.68	0.80	0.45	
Avail Cap(c_a), veh/h	202	1114	856	2894	1594	
HCM Platoon Ratio	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	0.00
Uniform Delay (d), s/veh	50.8	24.7	20.1	5.6	21.3	0.0
Incr Delay (d2), s/veh	12.3	0.2	2.3	2.4	0.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	4.9	11.7	9.0	6.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	63.1	24.9	22.4	8.0	22.2	0.0
LnGrp LOS	E	C	C	A	C	
Approach Vol, veh/h	435			2898	710	
Approach Delay, s/veh	37.5			10.9	22.2	
Approach LOS	D			B	C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	42.0	61.0		17.0		103.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	36.0	55.0		11.0		97.0
Max Q Clear Time (g_c+I1), s	12.1	18.9		12.0		43.0
Green Ext Time (p_c), s	2.3	20.3		0.0		53.8

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	15.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	30	40	45	2285	790	10
Future Volume (vph)	30	40	45	2285	790	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	235			225
Storage Lanes	1	0	1			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	0.923					0.850
Flt Protected	0.979		0.950			
Satd. Flow (prot)	1717	0	1805	3505	3312	1615
Flt Permitted	0.979		0.950			
Satd. Flow (perm)	1717	0	1805	3505	3312	1615
Link Speed (mph)	25			45	45	
Link Distance (ft)	1440			2465	2561	
Travel Time (s)	39.3			37.3	38.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	3%	9%	0%
Adj. Flow (vph)	32	42	47	2405	832	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	74	0	47	2405	832	11
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.9%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	40	45	2285	790	10
Future Vol, veh/h	30	40	45	2285	790	10
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	-	235	-	-	225
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	3	9	0
Mvmt Flow	32	42	47	2405	832	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2129	416	843	0	-	0
Stage 1	832	-	-	-	-	-
Stage 2	1297	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	44	591	802	-	-	-
Stage 1	393	-	-	-	-	-
Stage 2	224	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	41	591	802	-	-	-
Mov Cap-2 Maneuver	145	-	-	-	-	-
Stage 1	370	-	-	-	-	-
Stage 2	224	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	24.8	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	802	-	255	-	-
HCM Lane V/C Ratio	0.059	-	0.289	-	-
HCM Control Delay (s/veh)	9.8	-	24.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q (veh)	0.2	-	1.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	30	5	5	5	30	2285	5	5	770	5
Future Volume (vph)	5	5	30	5	5	5	30	2285	5	5	770	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	235		0	235		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
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	0.95
Frt		0.898			0.955						0.999	
Flt Protected		0.994			0.984		0.950			0.950		
Satd. Flow (prot)	0	1634	0	0	1785	0	1805	3505	0	1805	3310	0
Flt Permitted		0.994			0.984		0.950			0.950		
Satd. Flow (perm)	0	1634	0	0	1785	0	1805	3505	0	1805	3310	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		1154			381			2561			1145	
Travel Time (s)		31.5			10.4			38.8			17.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	5%	0%	0%	0%	0%	3%	0%	0%	9%	0%
Adj. Flow (vph)	5	5	31	5	5	5	31	2332	5	5	786	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	41	0	0	15	0	31	2337	0	5	791	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	73.3%	ICU Level of Service	D
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	5	30	5	5	5	30	2285	5	5	770	5
Future Vol, veh/h	5	5	30	5	5	5	30	2285	5	5	770	5
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	-	-	-	-	-	-	235	-	-	235	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	5	0	0	0	0	3	0	0	9	0
Mvmt Flow	5	5	31	5	5	5	31	2332	5	5	786	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2030	3198	396	2803	3198	1169	791	0	0	2337	0	0
Stage 1	799	799	-	2397	2397	-	-	-	-	-	-	-
Stage 2	1231	2399	-	406	801	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.35	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	34	10	595	9	10	189	838	-	-	215	-	-
Stage 1	350	401	-	35	66	-	-	-	-	-	-	-
Stage 2	191	66	-	598	400	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	29	9	595	8	9	189	838	-	-	215	-	-
Mov Cap-2 Maneuver	110	49	-	30	52	-	-	-	-	-	-	-
Stage 1	337	392	-	34	64	-	-	-	-	-	-	-
Stage 2	165	64	-	547	391	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	27.3	100.9	0.1	0.1
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	838	-	-	202	52	215	-	-
HCM Lane V/C Ratio	0.037	-	-	0.202	0.294	0.024	-	-
HCM Control Delay (s/veh)	9.5	-	-	27.3	100.9	22.2	-	-
HCM Lane LOS	A	-	-	D	F	C	-	-
HCM 95th %tile Q (veh)	0.1	-	-	0.7	1	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	5	2290	5	5	775
Future Volume (vph)	5	5	2290	5	5	775
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	235	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.932					
Flt Protected	0.976				0.950	
Satd. Flow (prot)	1728	0	3505	0	1805	3312
Flt Permitted	0.976				0.950	
Satd. Flow (perm)	1728	0	3505	0	1805	3312
Link Speed (mph)	25		45			45
Link Distance (ft)	866		1145			1404
Travel Time (s)	23.6		17.3			21.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	3%	0%	0%	9%
Adj. Flow (vph)	5	5	2361	5	5	799
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	2366	0	5	799
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	73.5%	ICU Level of Service	D
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	5	2290	5	5	775
Future Vol, veh/h	5	5	2290	5	5	775
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	-	-	-	235	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	3	0	0	9
Mvmt Flow	5	5	2361	5	5	799

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2774	1183	0	0	2366	0
Stage 1	2364	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	16	185	-	-	209	-
Stage 1	58	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	16	185	-	-	209	-
Mov Cap-2 Maneuver	50	-	-	-	-	-
Stage 1	58	-	-	-	-	-
Stage 2	629	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	57.3	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	79	209	-
HCM Lane V/C Ratio	-	-	0.13	0.025	-
HCM Control Delay (s/veh)	-	-	57.3	22.7	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q (veh)	-	-	0.4	0.1	-

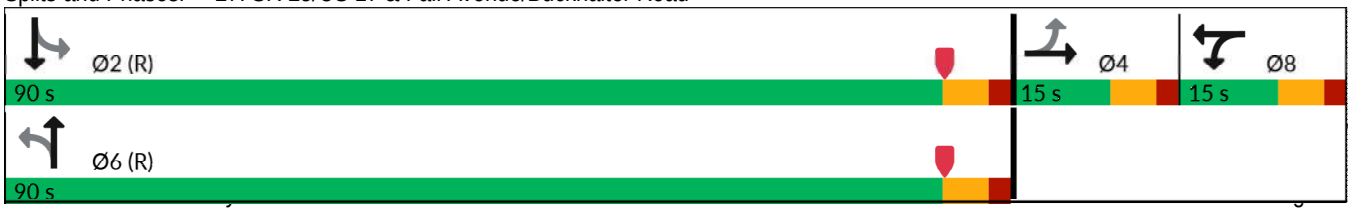


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	5	5	100	5	55	15	2160	120	20	670	45
Future Volume (vph)	45	5	5	100	5	55	15	2160	120	20	670	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	235		0	235		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
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	0.95
Frt		0.988			0.954			0.992			0.991	
Flt Protected		0.961			0.970		0.950			0.950		
Satd. Flow (prot)	0	1775	0	0	1758	0	1805	3480	0	1671	3267	0
Flt Permitted		0.677			0.970		0.352			0.046		
Satd. Flow (perm)	0	1250	0	0	1758	0	669	3480	0	81	3267	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			17			12			15	
Link Speed (mph)		25			40			45			45	
Link Distance (ft)		1154			1877			1404			2006	
Travel Time (s)		31.5			32.0			21.3			30.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	3%	1%	8%	10%	2%
Adj. Flow (vph)	46	5	5	102	5	56	15	2204	122	20	684	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	56	0	0	163	0	15	2326	0	20	730	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	1		1	1		1	1		1	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	40		20	40		40	336		40	336	
Trailing Detector (ft)	0	0		0	0		0	330		0	330	
Detector 1 Position(ft)	0	0		0	0		0	330		0	330	
Detector 1 Size(ft)	20	40		20	40		40	6		40	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	
Turn Type	Perm	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases		4		8	8			6			2	
Permitted Phases	4						6			2		
Detector Phase	4	4		8	8		6	6		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		22.0	22.0		22.0	22.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	15.0	15.0		15.0	15.0		90.0	90.0		90.0	90.0	
Total Split (%)	12.5%	12.5%		12.5%	12.5%		75.0%	75.0%		75.0%	75.0%	
Maximum Green (s)	9.0	9.0		9.0	9.0		84.0	84.0		84.0	84.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-2.0			-2.0		-2.5	-2.5		-2.5	-2.5	
Total Lost Time (s)		4.0			4.0		3.5	3.5		3.5	3.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		11.0			11.8		88.7	88.7		88.7	88.7	
Actuated g/C Ratio		0.09			0.10		0.74	0.74		0.74	0.74	
v/c Ratio		0.48			0.87		0.03	0.90		0.34	0.30	
Control Delay (s/veh)		63.3			86.6		2.7	9.5		20.4	2.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		63.3			86.6		2.7	9.5		20.4	2.4	
LOS		E			F		A	A		C	A	
Approach Delay (s/veh)		63.3			86.6			9.4			2.9	
Approach LOS		E			F			A			A	
Queue Length 50th (ft)		40			114		2	271		4	60	
Queue Length 95th (ft)		85			#250		m2	479		m10	53	
Internal Link Dist (ft)		1074			1797			1324			1926	
Turn Bay Length (ft)							235			235		
Base Capacity (vph)		117			188		494	2573		59	2417	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.48			0.87		0.03	0.90		0.34	0.30	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 93 (78%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 12.7		Intersection LOS: B	
Intersection Capacity Utilization 79.4%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 27: SR 25/US 17 & Fall Avenue/Buckhalter Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	5	5	100	5	55	15	2160	120	20	670	45
Future Volume (veh/h)	45	5	5	100	5	55	15	2160	120	20	670	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1900	1900	1900	1900	1856	1885	1781	1752	1870
Adj Flow Rate, veh/h	46	5	5	102	5	56	15	2204	122	20	684	46
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	0	0	0	0	0	0	3	1	8	10	2
Cap, veh/h	118	13	13	100	5	55	545	2489	136	93	2318	156
Arrive On Green	0.06	0.08	0.06	0.08	0.09	0.08	0.73	0.73	0.71	0.73	0.73	0.71
Sat Flow, veh/h	1476	160	160	1088	53	597	737	3398	186	149	3165	213
Grp Volume(v), veh/h	56	0	0	163	0	0	15	1133	1193	20	359	371
Grp Sat Flow(s),veh/h/ln	1797	0	0	1738	0	0	737	1763	1822	149	1664	1714
Q Serve(g_s), s	3.6	0.0	0.0	11.0	0.0	0.0	0.9	57.8	61.0	14.5	8.8	8.9
Cycle Q Clear(g_c), s	3.6	0.0	0.0	11.0	0.0	0.0	9.8	57.8	61.0	75.5	8.8	8.9
Prop In Lane	0.82		0.09	0.63		0.34	1.00		0.10	1.00		0.12
Lane Grp Cap(c), veh/h	144	0	0	159	0	0	545	1291	1334	93	1219	1255
V/C Ratio(X)	0.39	0.00	0.00	1.02	0.00	0.00	0.03	0.88	0.89	0.21	0.29	0.30
Avail Cap(c_a), veh/h	165	0	0	159	0	0	545	1291	1334	93	1219	1255
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.3	0.0	0.0	55.5	0.0	0.0	7.2	12.0	12.6	41.8	5.5	5.5
Incr Delay (d2), s/veh	2.4	0.0	0.0	77.5	0.0	0.0	0.1	8.6	9.5	5.2	0.6	0.6
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	1.7	0.0	0.0	8.2	0.0	0.0	0.1	20.2	22.3	0.7	2.7	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.7	0.0	0.0	133.0	0.0	0.0	7.3	20.7	22.0	46.9	6.1	6.1
LnGrp LOS	E			F			A	C	C	D	A	A
Approach Vol, veh/h		56			163			2341			750	
Approach Delay, s/veh		55.7			133.0			21.3			7.2	
Approach LOS		E			F			C			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		91.4		13.6		91.4		15.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		84.0		9.0		84.0		9.0				
Max Q Clear Time (g_c+I1), s		77.5		5.6		63.0		13.0				
Green Ext Time (p_c), s		5.2		0.0		21.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			24.2									
HCM 6th LOS			C									



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	5	2255	730	15
Future Volume (vph)	5	5	5	2255	730	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	50	235			150
Storage Lanes	1	1	1			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1504	1077	1504	3471	3282	1615
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1504	1077	1504	3471	3282	1615
Link Speed (mph)	30			45	45	
Link Distance (ft)	1128			2006	1284	
Travel Time (s)	25.6			30.4	19.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	20%	50%	20%	4%	10%	0%
Adj. Flow (vph)	5	5	5	2349	760	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	5	5	2349	760	16
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	72.3%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	5	2255	730	15
Future Vol, veh/h	5	5	5	2255	730	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	50	235	-	-	150
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	20	50	20	4	10	0
Mvmt Flow	5	5	5	2349	760	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1945	380	760	0	-	0
Stage 1	760	-	-	-	-	-
Stage 2	1185	-	-	-	-	-
Critical Hdwy	7.2	7.9	4.5	-	-	-
Critical Hdwy Stg 1	6.2	-	-	-	-	-
Critical Hdwy Stg 2	6.2	-	-	-	-	-
Follow-up Hdwy	3.7	3.8	2.4	-	-	-
Pot Cap-1 Maneuver	46	500	739	-	-	-
Stage 1	379	-	-	-	-	-
Stage 2	219	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	46	500	739	-	-	-
Mov Cap-2 Maneuver	146	-	-	-	-	-
Stage 1	376	-	-	-	-	-
Stage 2	219	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	21.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	739	-	146	500	-	-
HCM Lane V/C Ratio	0.007	-	0.036	0.01	-	-
HCM Control Delay (s/veh)	9.9	-	30.6	12.3	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q (veh)	0	-	0.1	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	10	35	2225	735	35
Future Volume (vph)	15	10	35	2225	735	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	235			150
Storage Lanes	1	0	1			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	0.945					0.850
Flt Protected	0.971		0.950			
Satd. Flow (prot)	1088	0	1556	3471	3343	1369
Flt Permitted	0.971		0.950			
Satd. Flow (perm)	1088	0	1556	3471	3343	1369
Link Speed (mph)	30			45	45	
Link Distance (ft)	1102			1284	794	
Travel Time (s)	25.0			19.5	12.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	50%	75%	16%	4%	8%	18%
Adj. Flow (vph)	16	11	37	2342	774	37
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	37	2342	774	37
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	71.5%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	10	35	2225	735	35
Future Vol, veh/h	15	10	35	2225	735	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	235	-	-	150
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	50	75	16	4	8	18
Mvmt Flow	16	11	37	2342	774	37

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2019	387	774	0	-	0
Stage 1	774	-	-	-	-	-
Stage 2	1245	-	-	-	-	-
Critical Hdwy	7.8	8.4	4.42	-	-	-
Critical Hdwy Stg 1	6.8	-	-	-	-	-
Critical Hdwy Stg 2	6.8	-	-	-	-	-
Follow-up Hdwy	4	4.05	2.36	-	-	-
Pot Cap-1 Maneuver	28	444	752	-	-	-
Stage 1	311	-	-	-	-	-
Stage 2	158	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	27	444	752	-	-	-
Mov Cap-2 Maneuver	105	-	-	-	-	-
Stage 1	296	-	-	-	-	-
Stage 2	158	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	33.8	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	752	-	151	-	-
HCM Lane V/C Ratio	0.049	-	0.174	-	-
HCM Control Delay (s/veh)	10	-	33.8	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q (veh)	0.2	-	0.6	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	5	5	5	5	5	2235	5	5	765	25
Future Volume (vph)	5	5	5	5	5	5	5	2235	5	5	765	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	235		0	235		125
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			100			100		
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		0.955			0.955							0.850
Flt Protected		0.984			0.984		0.950			0.950		
Satd. Flow (prot)	0	1774	0	0	1785	0	1805	3471	0	1805	3312	1615
Flt Permitted		0.984			0.984		0.950			0.950		
Satd. Flow (perm)	0	1774	0	0	1785	0	1805	3471	0	1805	3312	1615
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		862			878			794			1827	
Travel Time (s)		23.5			23.9			12.0			27.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	4%	0%	0%	9%	0%
Adj. Flow (vph)	5	5	5	5	5	5	5	2328	5	5	797	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	15	0	5	2333	0	5	797	26
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								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	71.9%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	5	5	5	5	5	5	2235	5	5	765	25
Future Vol, veh/h	5	5	5	5	5	5	5	2235	5	5	765	25
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	-	-	-	-	-	-	235	-	-	235	-	125
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	0	0	0	0	0	0	4	0	0	9	0
Mvmt Flow	5	5	5	5	5	5	5	2328	5	5	797	26

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1984	3150	399	2752	3174	1167	823	0	0	2333	0	0
Stage 1	807	807	-	2341	2341	-	-	-	-	-	-	-
Stage 2	1177	2343	-	411	833	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.54	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	36	11	606	10	11	190	816	-	-	215	-	-
Stage 1	341	397	-	38	71	-	-	-	-	-	-	-
Stage 2	203	71	-	594	386	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	32	11	606	9	11	190	816	-	-	215	-	-
Mov Cap-2 Maneuver	119	54	-	33	57	-	-	-	-	-	-	-
Stage 1	339	388	-	38	71	-	-	-	-	-	-	-
Stage 2	182	71	-	567	377	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	45.2	92.5	0	0.1
HCM LOS	E	F		

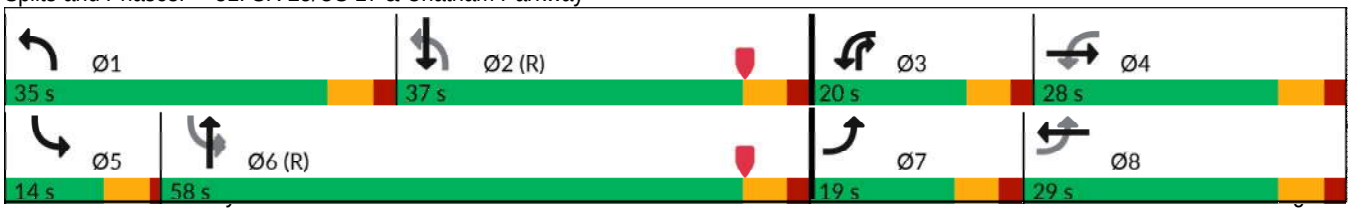
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	816	-	-	105	56	215	-	-
HCM Lane V/C Ratio	0.006	-	-	0.149	0.279	0.024	-	-
HCM Control Delay (s/veh)	9.4	-	-	45.2	92.5	22.2	-	-
HCM Lane LOS	A	-	-	E	F	C	-	-
HCM 95th %tile Q (veh)	0	-	-	0.5	1	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	225	340	90	210	600	60	475	1345	420	20	490	130
Future Volume (vph)	225	340	90	210	600	60	475	1345	420	20	490	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	100		0	235		225	235		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	100			75			100			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.969			0.986				0.850		0.969	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1597	3320	0	1752	3441	0	1752	3438	1599	1337	3089	0
Flt Permitted	0.160			0.280			0.199			0.067		
Satd. Flow (perm)	269	3320	0	517	3441	0	367	3438	1599	94	3089	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			8				331		28	
Link Speed (mph)		45			35			45			45	
Link Distance (ft)		548			1720			1827			458	
Travel Time (s)		8.3			33.5			27.7			6.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	13%	6%	3%	3%	3%	8%	3%	5%	1%	35%	12%	18%
Adj. Flow (vph)	237	358	95	221	632	63	500	1416	442	21	516	137
Shared Lane Traffic (%)												
Lane Group Flow (vph)	237	453	0	221	695	0	500	1416	442	21	653	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)		20			20			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		30			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	1		1	1		1	1	0	1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	336	0	40	336	
Trailing Detector (ft)	0	0		0	0		0	330	0	0	330	
Detector 1 Position(ft)	0	0		0	0		0	330	0	0	330	
Detector 1 Size(ft)	40	40		40	40		40	6	0	40	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	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA	pm+ov	D.P+P	NA	
Protected Phases	7	4		3	8		1	6	3	5	2	
Permitted Phases	8			4			2		6	6		
Detector Phase	7	4		3	8		1	6	3	5	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		9.0	16.0	9.0	9.0	16.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		15.0	22.0	15.0	14.0	22.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	19.0	28.0		20.0	29.0		35.0	58.0	20.0	14.0	37.0	
Total Split (%)	15.8%	23.3%		16.7%	24.2%		29.2%	48.3%	16.7%	11.7%	30.8%	
Maximum Green (s)	13.0	22.0		14.0	23.0		29.0	52.0	14.0	9.0	31.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0		-2.0	-3.0	-3.0	-3.0	-3.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	3.0	3.0	2.0	3.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0	3.0	3.0	5.0	
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	
Act Effct Green (s)	40.0	24.6		40.0	25.0		64.0	63.4	82.8	69.2	34.8	
Actuated g/C Ratio	0.33	0.21		0.33	0.21		0.53	0.53	0.69	0.58	0.29	
v/c Ratio	0.93	0.65		0.67	0.96		0.92	0.78	0.37	0.12	0.71	
Control Delay (s/veh)	73.3	46.3		38.6	72.0		39.3	15.1	3.0	9.3	36.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	73.3	46.3		38.6	72.0		39.3	15.1	3.0	9.3	36.3	
LOS	E	D		D	E		D	B	A	A	D	
Approach Delay (s/veh)		55.6			63.9			18.0			35.5	
Approach LOS		E			E			B			D	
Queue Length 50th (ft)	137	162		123	280		268	277	29	4	247	
Queue Length 95th (ft)	#294	221		191	#404		m#339	m572	m71	m11	317	
Internal Link Dist (ft)		468			1640			1747			378	
Turn Bay Length (ft)	150			100			235		225	235		
Base Capacity (vph)	255	701		340	723		555	1816	1212	178	916	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.93	0.65		0.65	0.96		0.90	0.78	0.36	0.12	0.71	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 62 (52%), Referenced to phase 2:NBSB and 6:NBSB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay (s/veh): 35.2		Intersection LOS: D	
Intersection Capacity Utilization 89.0%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 31: SR 25/US 17 & Chatham Parkway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	340	90	210	600	60	475	1345	420	20	490	130
Future Volume (veh/h)	225	340	90	210	600	60	475	1345	420	20	490	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1811	1856	1856	1856	1781	1856	1826	1885	1381	1722	1633
Adj Flow Rate, veh/h	237	358	95	221	632	0	500	1416	442	21	516	137
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	13	6	3	3	3	8	3	5	1	35	12	18
Cap, veh/h	288	548	144	361	730		562	1723	1013	170	815	215
Arrive On Green	0.13	0.20	0.19	0.13	0.21	0.00	0.22	0.50	0.50	0.06	0.32	0.29
Sat Flow, veh/h	1626	2698	707	1767	3618	0	1767	3469	1598	1316	2560	676
Grp Volume(v), veh/h	237	227	226	221	632	0	500	1416	442	21	329	324
Grp Sat Flow(s),veh/h/ln	1626	1721	1684	1767	1763	0	1767	1735	1598	1316	1636	1600
Q Serve(g_s), s	13.7	14.5	14.9	11.5	20.8	0.0	22.0	41.6	16.8	0.9	20.6	20.9
Cycle Q Clear(g_c), s	13.7	14.5	14.9	11.5	20.8	0.0	22.0	41.6	16.8	0.9	20.6	20.9
Prop In Lane	1.00		0.42	1.00		0.00	1.00		1.00	1.00		0.42
Lane Grp Cap(c), veh/h	288	349	342	361	730		562	1723	1013	170	521	509
V/C Ratio(X)	0.82	0.65	0.66	0.61	0.87		0.89	0.82	0.44	0.12	0.63	0.64
Avail Cap(c_a), veh/h	288	349	342	369	734		621	1723	1013	219	521	509
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	43.9	44.4	31.8	46.0	0.0	22.2	25.7	11.1	20.0	34.9	35.6
Incr Delay (d2), s/veh	17.3	4.2	4.7	2.9	10.5	0.0	14.0	4.6	1.4	0.3	5.7	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	6.6	6.4	6.5	5.1	10.0	0.0	10.5	16.9	5.9	0.3	8.7	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.0	48.1	49.1	34.7	56.5	0.0	36.2	30.2	12.5	20.3	40.6	41.5
LnGrp LOS	D	D	D	C	E		D	C	B	C	D	D
Approach Vol, veh/h		690			853			2358			674	
Approach Delay, s/veh		49.4			50.8			28.2			40.4	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.0	41.2	19.5	28.4	9.5	62.6	19.0	28.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	5.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	29.0	31.0	14.0	22.0	9.0	52.0	13.0	23.0
Max Q Clear Time (g_c+I1), s	24.0	22.9	13.5	16.9	2.9	43.6	15.7	22.8
Green Ext Time (p_c), s	0.9	5.8	0.0	0.8	0.0	8.0	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	37.4
HCM 6th LOS	D

Notes

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	640	30	0	1185	20	0	0	10	5	0	85
Future Volume (vph)	20	640	30	0	1185	20	0	0	10	5	0	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		125	0		100	0		0	0		50
Storage Lanes	1		1	0		1	0		1	1		1
Taper Length (ft)	100			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.865			0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1719	3343	1553	0	3438	1509	0	0	1315	1805	0	1538
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1719	3343	1553	0	3438	1509	0	0	1315	1805	0	1538
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1209			548			511			465	
Travel Time (s)		18.3			8.3			11.6			10.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	8%	4%	0%	5%	7%	7%	0%	25%	0%	0%	5%
Adj. Flow (vph)	21	674	32	0	1247	21	0	0	11	5	0	89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	674	32	0	1247	21	0	0	11	5	0	89
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	640	30	0	1185	20	0	0	10	5	0	85
Future Vol, veh/h	20	640	30	0	1185	20	0	0	10	5	0	85
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	Yield	-	-	None
Storage Length	150	-	125	-	-	100	-	-	0	0	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	8	4	0	5	7	7	0	25	0	0	5
Mvmt Flow	21	674	32	0	1247	21	0	0	11	5	0	89

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1268	0	0	-	-	0	-	-	337	1626	-	624
Stage 1	-	-	-	-	-	-	-	-	-	1247	-	-
Stage 2	-	-	-	-	-	-	-	-	-	379	-	-
Critical Hdwy	4.2	-	-	-	-	-	-	-	7.4	7.5	-	7
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.5	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.5	-	-
Follow-up Hdwy	2.25	-	-	-	-	-	-	-	3.55	3.5	-	3.35
Pot Cap-1 Maneuver	528	-	-	0	-	-	0	0	596	69	0	421
Stage 1	-	-	-	0	-	-	0	0	-	187	0	-
Stage 2	-	-	-	0	-	-	0	0	-	620	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	528	-	-	-	-	-	-	-	596	66	-	421
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	146	-	-
Stage 1	-	-	-	-	-	-	-	-	-	180	-	-
Stage 2	-	-	-	-	-	-	-	-	-	585	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.4	0	11.1	16.6
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	596	528	-	-	-	-	146	421
HCM Lane V/C Ratio	0.018	0.04	-	-	-	-	0.036	0.213
HCM Control Delay (s/veh)	11.1	12.1	-	-	-	-	30.6	15.8
HCM Lane LOS	B	B	-	-	-	-	D	C
HCM 95th %tile Q (veh)	0.1	0.1	-	-	-	-	0.1	0.8



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	5	45	30	5	85	20	1540	70	15	565	100
Future Volume (vph)	55	5	45	30	5	85	20	1540	70	15	565	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		175	150		125
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			100			100		
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		0.942			0.904				0.850			0.850
Flt Protected		0.974			0.988		0.950			0.950		
Satd. Flow (prot)	0	1625	0	0	1484	0	1805	3406	1482	1517	3195	1568
Flt Permitted		0.974			0.988		0.950			0.950		
Satd. Flow (perm)	0	1625	0	0	1484	0	1805	3406	1482	1517	3195	1568
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		558			382			458			1131	
Travel Time (s)		12.7			8.7			6.9			17.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	17%	23%	20%	11%	0%	6%	9%	19%	13%	3%
Adj. Flow (vph)	59	5	48	32	5	91	22	1656	75	16	608	108
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	112	0	0	128	0	22	1656	75	16	608	108
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			-10			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.0%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	55	5	45	30	5	85	20	1540	70	15	565	100
Future Vol, veh/h	55	5	45	30	5	85	20	1540	70	15	565	100
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	-	-	None
Storage Length	-	-	-	-	-	-	100	-	175	150	-	125
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	17	23	20	11	0	6	9	19	13	3
Mvmt Flow	59	5	48	32	5	91	22	1656	75	16	608	108

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1515	2340	304	2039	2448	828	716	0	0	1656	0	0
Stage 1	640	640	-	1700	1700	-	-	-	-	-	-	-
Stage 2	875	1700	-	339	748	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7.24	7.96	6.9	7.12	4.1	-	-	4.48	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.96	5.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.96	5.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.47	3.73	4.2	3.41	2.2	-	-	2.39	-	-
Pot Cap-1 Maneuver	84	37	649	~ 26	24	296	894	-	-	316	-	-
Stage 1	435	473	-	77	122	-	-	-	-	-	-	-
Stage 2	315	149	-	594	377	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 52	34	649	~ 22	22	296	894	-	-	316	-	-
Mov Cap-2 Maneuver	138	102	-	64	88	-	-	-	-	-	-	-
Stage 1	424	449	-	75	119	-	-	-	-	-	-	-
Stage 2	203	145	-	516	358	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	42.9	102.3	0.1	0.4
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	894	-	-	203	148	316	-	-
HCM Lane V/C Ratio	0.024	-	-	0.556	0.872	0.051	-	-
HCM Control Delay (s/veh)	9.1	-	-	42.9	102.3	17	-	-
HCM Lane LOS	A	-	-	E	F	C	-	-
HCM 95th %tile Q (veh)	0.1	-	-	3	5.9	0.2	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	5	25	5	5	10	20	1650	10	10	655	20
Future Volume (vph)	15	5	25	5	5	10	20	1650	10	10	655	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	235		0	235		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
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	0.95
Frt		0.924			0.929			0.999			0.996	
Flt Protected		0.984			0.988		0.950			0.950		
Satd. Flow (prot)	0	1024	0	0	1744	0	1121	3403	0	1805	3222	0
Flt Permitted		0.984			0.988		0.950			0.950		
Satd. Flow (perm)	0	1024	0	0	1744	0	1121	3403	0	1805	3222	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		941			754			1131			2483	
Travel Time (s)		21.4			17.1			17.1			37.6	
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
Heavy Vehicles (%)	78%	0%	76%	0%	0%	0%	61%	6%	0%	0%	10%	63%
Adj. Flow (vph)	16	5	27	5	5	11	22	1793	11	11	712	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	0	0	21	0	22	1804	0	11	734	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	5	25	5	5	10	20	1650	10	10	655	20
Future Vol, veh/h	15	5	25	5	5	10	20	1650	10	10	655	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	-	-	-	-	-	-	235	-	-	235	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	78	0	76	0	0	0	61	6	0	0	10	63
Mvmt Flow	16	5	27	5	5	11	22	1793	11	11	712	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1688	2593	367	2224	2599	902	734	0	0	1804	0	0
Stage 1	745	745	-	1843	1843	-	-	-	-	-	-	-
Stage 2	943	1848	-	381	756	-	-	-	-	-	-	-
Critical Hdwy	9.06	6.5	8.42	7.5	6.5	6.9	5.32	-	-	4.1	-	-
Critical Hdwy Stg 1	8.06	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	8.06	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.28	4	4.06	3.5	4	3.3	2.81	-	-	2.2	-	-
Pot Cap-1 Maneuver	28	25	459	24	25	285	569	-	-	346	-	-
Stage 1	239	424	-	79	127	-	-	-	-	-	-	-
Stage 2	169	126	-	619	419	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	24	23	459	20	23	285	569	-	-	346	-	-
Mov Cap-2 Maneuver	89	86	-	64	92	-	-	-	-	-	-	-
Stage 1	230	410	-	76	122	-	-	-	-	-	-	-
Stage 2	149	121	-	556	406	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	37.1	41.9	0.1	0.2
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	569	-	-	160	119	346	-	-
HCM Lane V/C Ratio	0.038	-	-	0.306	0.183	0.031	-	-
HCM Control Delay (s/veh)	11.6	-	-	37.1	41.9	15.7	-	-
HCM Lane LOS	B	-	-	E	E	C	-	-
HCM 95th %tile Q (veh)	0.1	-	-	1.2	0.6	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	10	10	30	5	115	10	1610	55	100	645	15
Future Volume (vph)	20	10	10	30	5	115	10	1610	55	100	645	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	235		0	235		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
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	0.95
Frt		0.965				0.850		0.995			0.997	
Flt Protected		0.976			0.959		0.950			0.950		
Satd. Flow (prot)	0	1684	0	0	1371	1429	1641	3371	0	1492	3250	0
Flt Permitted		0.826			0.744		0.387			0.075		
Satd. Flow (perm)	0	1425	0	0	1064	1429	668	3371	0	118	3250	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				32		6			7	
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		369			1049			2483			559	
Travel Time (s)		8.4			28.6			37.6			8.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	0%	13%	38%	0%	13%	10%	6%	23%	21%	11%	0%
Adj. Flow (vph)	21	11	11	32	5	121	11	1695	58	105	679	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	43	0	0	37	121	11	1753	0	105	695	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	1	2		1	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	40		20	330	40	40	336		40	336	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	330		0	330	
Detector 1 Size(ft)	20	40		20	40	40	40	6		40	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)		0			330			0			0	
Detector 2 Size(ft)		0			0			0			0	
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	pm+ov	Perm	NA		D.P+P	NA	
Protected Phases		4			8	5		6		5	2	

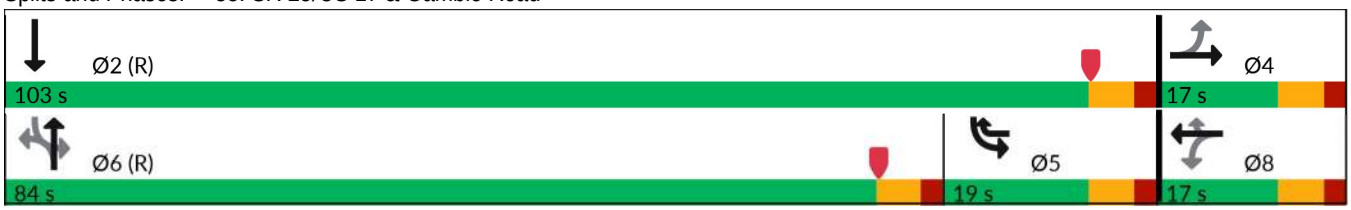


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6			6		
Detector Phase	4	4		8	8	5	6	6		5	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0	9.0	16.0	16.0		9.0	16.0	
Minimum Split (s)	15.0	15.0		15.0	15.0	15.0	22.0	22.0		15.0	22.0	
Total Split (s)	17.0	17.0		17.0	17.0	19.0	84.0	84.0		19.0	103.0	
Total Split (%)	14.2%	14.2%		14.2%	14.2%	15.8%	70.0%	70.0%		15.8%	85.8%	
Maximum Green (s)	11.0	11.0		11.0	11.0	13.0	78.0	78.0		13.0	97.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag						Lag	Lead	Lead		Lag		
Lead-Lag Optimize?						Yes	Yes	Yes		Yes		
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	5.0	5.0		4.0	5.0	
Recall Mode	None	None		None	None	None	C-Max	C-Max		None	C-Max	
Act Effct Green (s)		10.1			10.1	26.1	81.9	81.9		94.9	102.1	
Actuated g/C Ratio		0.08			0.08	0.22	0.68	0.68		0.79	0.85	
v/c Ratio		0.33			0.42	0.36	0.02	0.76		0.43	0.25	
Control Delay (s/veh)		48.0			66.3	30.7	3.8	7.1		30.9	0.9	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		48.0			66.3	30.7	3.8	7.1		30.9	0.9	
LOS		D			E	C	A	A		C	A	
Approach Delay (s/veh)		48.0			39.0			7.1			4.8	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)		24			28	56	1	501		28	16	
Queue Length 95th (ft)		62			64	111	m2	m123		78	16	
Internal Link Dist (ft)		289			969			2403			479	
Turn Bay Length (ft)						200	235			235		
Base Capacity (vph)		140			97	336	455	2302		242	2765	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.31			0.38	0.36	0.02	0.76		0.43	0.25	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 18 (15%), Referenced to phase 2:SBT and 6:NBSB, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 8.9		Intersection LOS: A	
Intersection Capacity Utilization 77.7%		ICU Level of Service D	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 35: SR 25/US 17 & Gamble Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	10	10	30	5	115	10	1610	55	100	645	15
Future Volume (veh/h)	20	10	10	30	5	115	10	1610	55	100	645	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1900	1707	1337	1900	1707	1752	1811	1559	1589	1737	1900
Adj Flow Rate, veh/h	21	11	11	32	5	0	11	1695	58	105	679	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	0	13	38	0	13	10	6	23	21	11	0
Cap, veh/h	86	44	29	147	19		485	2207	75	326	2736	64
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.00	0.65	0.65	0.65	0.13	0.83	0.83
Sat Flow, veh/h	594	629	421	1308	275	1447	702	3395	116	1513	3296	78
Grp Volume(v), veh/h	43	0	0	37	0	0	11	856	897	105	340	355
Grp Sat Flow(s),veh/h/ln	1644	0	0	1584	0	1447	702	1721	1790	1513	1650	1723
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	0.0	0.8	41.6	42.2	0.0	5.3	5.3
Cycle Q Clear(g_c), s	2.8	0.0	0.0	2.3	0.0	0.0	6.0	41.6	42.2	0.0	5.3	5.3
Prop In Lane	0.49		0.26	0.86		1.00	1.00		0.06	1.00		0.05
Lane Grp Cap(c), veh/h	159	0	0	166	0		485	1118	1164	326	1370	1430
V/C Ratio(X)	0.27	0.00	0.00	0.22	0.00		0.02	0.77	0.77	0.32	0.25	0.25
Avail Cap(c_a), veh/h	194	0	0	198	0		485	1118	1164	326	1370	1430
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	0.0	0.0	53.0	0.0	0.0	9.5	14.6	14.7	33.5	2.2	2.2
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.9	0.0	0.0	0.1	5.0	5.0	0.8	0.4	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	1.3	0.0	0.0	1.1	0.0	0.0	0.1	15.3	16.2	2.7	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.5	0.0	0.0	53.9	0.0	0.0	9.6	19.6	19.7	34.4	2.6	2.6
LnGrp LOS	D			D			A	B	B	C	A	A
Approach Vol, veh/h		43			37			1764			800	
Approach Delay, s/veh		54.5			53.9			19.6			6.8	
Approach LOS		D			D			B			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		105.6		14.4	21.6	84.0		14.4				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		97.0		11.0	13.0	78.0		11.0				
Max Q Clear Time (g_c+I1), s		7.3		4.8	2.0	44.2		4.3				
Green Ext Time (p_c), s		28.9		0.0	0.3	33.1		0.2				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			16.8									
HCM 6th LOS			B									

Notes

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	5	5	5	5	5	1735	5	5	755	5
Future Volume (vph)	5	5	5	5	5	5	5	1735	5	5	755	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	235		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
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	0.95
Frt		0.955			0.955						0.999	
Flt Protected		0.984			0.984		0.950			0.950		
Satd. Flow (prot)	0	1785	0	0	1785	0	1805	3406	0	1805	3251	0
Flt Permitted		0.984			0.984		0.950			0.950		
Satd. Flow (perm)	0	1785	0	0	1785	0	1805	3406	0	1805	3251	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		840			519			559			2261	
Travel Time (s)		19.1			11.8			8.5			34.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	11%	0%
Adj. Flow (vph)	5	5	5	5	5	5	5	1807	5	5	786	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	15	0	5	1812	0	5	791	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.1%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	5	5	5	5	5	5	1735	5	5	755	5
Future Vol, veh/h	5	5	5	5	5	5	5	1735	5	5	755	5
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	-	-	-	-	-	-	150	-	-	235	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	6	0	0	11	0
Mvmt Flow	5	5	5	5	5	5	5	1807	5	5	786	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1715	2621	396	2226	2621	906	791	0	0	1812	0	0
Stage 1	799	799	-	1820	1820	-	-	-	-	-	-	-
Stage 2	916	1822	-	406	801	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	59	24	609	24	24	283	838	-	-	344	-	-
Stage 1	350	401	-	82	130	-	-	-	-	-	-	-
Stage 2	297	130	-	598	400	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	55	23	609	22	23	283	838	-	-	344	-	-
Mov Cap-2 Maneuver	164	94	-	69	96	-	-	-	-	-	-	-
Stage 1	348	395	-	82	129	-	-	-	-	-	-	-
Stage 2	278	129	-	577	394	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	29.4	45.2	0	0.1
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	838	-	-	163	105	344	-	-
HCM Lane V/C Ratio	0.006	-	-	0.096	0.149	0.015	-	-
HCM Control Delay (s/veh)	9.3	-	-	29.4	45.2	15.6	-	-
HCM Lane LOS	A	-	-	D	E	C	-	-
HCM 95th %tile Q (veh)	0	-	-	0.3	0.5	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	35	5	40	15	5	35	25	1675	40	5	60	705
Future Volume (vph)	35	5	40	15	5	35	25	1675	40	5	60	705
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		100		200	
Storage Lanes	0		0	0		0	1		1		1	
Taper Length (ft)	25			25			50				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt		0.932			0.913				0.850			
Flt Protected		0.979			0.987		0.950				0.950	
Satd. Flow (prot)	0	1414	0	0	1680	0	1736	3374	1615	0	1805	3252
Flt Permitted		0.979			0.987		0.950				0.950	
Satd. Flow (perm)	0	1414	0	0	1680	0	1736	3374	1615	0	1805	3252
Link Speed (mph)		30			25			45				45
Link Distance (ft)		605			773			2261				494
Travel Time (s)		13.8			21.1			34.3				7.5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	31%	0%	18%	0%	0%	3%	4%	7%	0%	0%	0%	11%
Adj. Flow (vph)	36	5	41	15	5	36	26	1727	41	5	62	727
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	82	0	0	56	0	26	1727	41	0	67	727
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			20				25
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	9	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.6%		ICU Level of Service C	
Analysis Period (min) 15			



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	60
Future Volume (vph)	60
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)	1429
Flt Permitted	
Satd. Flow (perm)	1429
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	13%
Adj. Flow (vph)	62
Shared Lane Traffic (%)	
Lane Group Flow (vph)	62
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
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	35	5	40	15	5	35	25	1675	40	5	60	705	60
Future Vol, veh/h	35	5	40	15	5	35	25	1675	40	5	60	705	60
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	-	-	-	-	-	-	100	-	100	-	200	-	0
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	31	0	18	0	0	3	4	7	0	0	0	11	13
Mvmt Flow	36	5	41	15	5	36	26	1727	41	5	62	727	62

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	1779	2681	364	2279	2640	864	727	0	0	1727	1768	0	0
Stage 1	861	861	-	1779	1779	-	-	-	-	-	-	-	-
Stage 2	918	1820	-	500	861	-	-	-	-	-	-	-	-
Critical Hdwy	8.12	6.5	7.26	7.5	6.5	6.96	4.18	-	-	6.4	4.1	-	-
Critical Hdwy Stg 1	7.12	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.12	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.81	4	3.48	3.5	4	3.33	2.24	-	-	2.5	2.2	-	-
Pot Cap-1 Maneuver	38	22	589	22	24	295	859	-	-	115	357	-	-
Stage 1	262	375	-	87	136	-	-	-	-	-	-	-	-
Stage 2	240	130	-	527	375	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	~ 26	17	589	~ 15	18	295	859	-	-	299	299	-	-
Mov Cap-2 Maneuver	88	49	-	66	88	-	-	-	-	-	-	-	-
Stage 1	254	291	-	84	132	-	-	-	-	-	-	-	-
Stage 2	196	126	-	373	291	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	61.4	48.7	0.1	1.6
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	859	-	-	141	137	299	-	-
HCM Lane V/C Ratio	0.03	-	-	0.585	0.414	0.224	-	-
HCM Control Delay (s/veh)	9.3	-	-	61.4	48.7	20.5	-	-
HCM Lane LOS	A	-	-	F	E	C	-	-
HCM 95th %tile Q (veh)	0.1	-	-	3	1.8	0.8	-	-

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

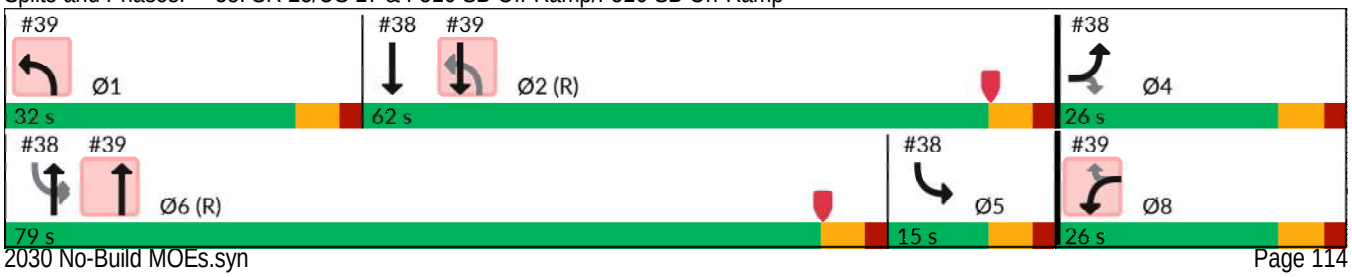
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	335	0	260	0	0	0	0	1610	140	90	570	0
Future Volume (vph)	335	0	260	0	0	0	0	1610	140	90	570	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	0		0	150		0	100		0
Storage Lanes	2		0	0		0	1		1	0		0
Taper Length (ft)	225			25			100			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3400	0	1380	0	0	0	0	4848	1538	1770	3374	0
Flt Permitted	0.950									0.104		
Satd. Flow (perm)	3400	0	1380	0	0	0	0	4848	1538	194	3374	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			268						144			
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		900			769			494			497	
Travel Time (s)		13.6			11.7			7.5			7.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	0%	17%	0%	0%	0%	0%	7%	5%	2%	7%	0%
Adj. Flow (vph)	345	0	268	0	0	0	0	1660	144	93	588	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	345	0	268	0	0	0	0	1660	144	93	588	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			40	
Link Offset(ft)		0			70			0			0	
Crosswalk Width(ft)		16			16			16			80	
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		0					1	0	1	1	
Detector Template												
Leading Detector (ft)	40		0					336	0	40	276	
Trailing Detector (ft)	0		0					330	0	0	270	
Detector 1 Position(ft)	0		0					330	0	0	270	
Detector 1 Size(ft)	40		20					6	20	40	6	
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	
Turn Type	Prot		Perm					NA	Perm	D.P+P	NA	
Protected Phases	4							6		5	2	
Permitted Phases			4						6	6		
Detector Phase	4		4					6	6	5	2	
Switch Phase												
Minimum Initial (s)	9.0		9.0					16.0	16.0	9.0	16.0	
Minimum Split (s)	15.0		15.0					22.0	22.0	15.0	22.0	

Lane Group	Ø1	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	1	8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	9.0	9.0
Minimum Split (s)	15.0	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	26.0		26.0					79.0	79.0	15.0	62.0	
Total Split (%)	21.7%		21.7%					65.8%	65.8%	12.5%	51.7%	
Maximum Green (s)	20.0		20.0					73.0	73.0	9.0	56.0	
Yellow Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-1.5		-1.5					-1.5	-1.5	-1.5	-1.5	
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)	5.0		5.0					5.0	5.0	2.0	5.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	20.1		20.1					75.9	75.9	86.4	68.3	
Actuated g/C Ratio	0.17		0.17					0.63	0.63	0.72	0.57	
v/c Ratio	0.61		0.59					0.54	0.14	0.34	0.31	
Control Delay (s/veh)	50.9		10.9					4.3	0.2	17.9	9.7	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	50.9		10.9					4.3	0.2	17.9	9.7	
LOS	D		B					A	A	B	A	
Approach Delay (s/veh)		33.4						4.0			10.8	
Approach LOS		C						A			B	
Queue Length 50th (ft)	127		0					53	0	17	60	
Queue Length 95th (ft)	176		78					61	m0	57	73	
Internal Link Dist (ft)		820			689			414			417	
Turn Bay Length (ft)	200		200							100		
Base Capacity (vph)	609		467					3066	1025	277	1921	
Starvation Cap Reductn	0		0					0	0	0	0	
Spillback Cap Reductn	0		0					69	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.57		0.57					0.55	0.14	0.34	0.31	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 63 (53%), Referenced to phase 2:SBT and 6:NBSB, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 11.3		Intersection LOS: B	
Intersection Capacity Utilization 65.4%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 38: SR 25/US 17 & I-516 SB Off-Ramp/I-516 SB On-Ramp



Lane Group	Ø1	Ø8
Total Split (s)	32.0	26.0
Total Split (%)	27%	22%
Maximum Green (s)	26.0	20.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	2.0	5.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.



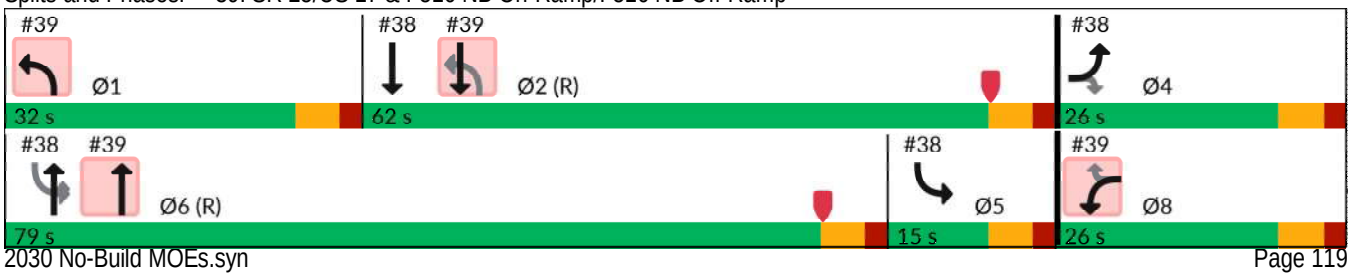
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	115	0	245	400	1545	0	0	545	130
Future Volume (vph)	0	0	0	115	0	245	400	1545	0	0	545	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	250		250	100		0	235		0
Storage Lanes	0		0	2		0	0		0	1		0
Taper Length (ft)	25			225			50			100		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	0.91
Frt						0.850					0.971	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	3183	0	1599	1612	3471	0	0	4692	0
Flt Permitted				0.950			0.350					
Satd. Flow (perm)	0	0	0	3183	0	1599	594	3471	0	0	4692	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						158					63	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		692			1022			497			616	
Travel Time (s)		10.5			15.5			7.5			9.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	10%	0%	1%	12%	4%	0%	0%	6%	13%
Adj. Flow (vph)	0	0	0	120	0	255	417	1609	0	0	568	135
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	120	0	255	417	1609	0	0	703	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			40	
Link Offset(ft)		50			0			0			0	
Crosswalk Width(ft)		16			16			75			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		0	1	1			1	
Detector Template												
Leading Detector (ft)				40		0	40	256			336	
Trailing Detector (ft)				0		0	0	250			330	
Detector 1 Position(ft)				0		0	0	250			330	
Detector 1 Size(ft)				40		20	40	6			6	
Detector 1 Type				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	
Detector 1 Queue (s)				0.0		0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0		0.0	0.0	0.0			0.0	
Turn Type				Prot		Perm	D.P+P	NA			NA	
Protected Phases				8			1	6			2	
Permitted Phases						8	2					
Detector Phase				8		8	1	6			2	
Switch Phase												
Minimum Initial (s)				9.0		9.0	9.0	16.0			16.0	
Minimum Split (s)				15.0		15.0	15.0	22.0			22.0	

Lane Group	Ø4	Ø5
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	4	5
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	9.0	9.0
Minimum Split (s)	15.0	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)				26.0		26.0	32.0	79.0			62.0	
Total Split (%)				21.7%		21.7%	26.7%	65.8%			51.7%	
Maximum Green (s)				20.0		20.0	26.0	73.0			56.0	
Yellow Time (s)				4.0		4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0		2.0	2.0	2.0			2.0	
Lost Time Adjust (s)				-1.5		-1.5	-1.5	-1.5			-1.5	
Total Lost Time (s)				4.5		4.5	4.5	4.5			4.5	
Lead/Lag							Lead	Lead			Lag	
Lead-Lag Optimize?							Yes	Yes			Yes	
Vehicle Extension (s)				5.0		5.0	2.0	5.0			5.0	
Recall Mode				None		None	None	C-Max			C-Max	
Act Effct Green (s)				20.1		20.1	86.4	75.9			68.3	
Actuated g/C Ratio				0.17		0.17	0.72	0.63			0.57	
v/c Ratio				0.23		0.64	0.72	0.73			0.26	
Control Delay (s/veh)				43.8		25.4	12.7	8.4			18.2	
Queue Delay				0.0		0.1	0.0	0.3			0.0	
Total Delay (s/veh)				43.8		25.5	12.7	8.7			18.2	
LOS				D		C	B	A			B	
Approach Delay (s/veh)					31.4			9.5			18.2	
Approach LOS					C			A			B	
Queue Length 50th (ft)				41		66	58	145			139	
Queue Length 95th (ft)				69		158	82	352			m182	
Internal Link Dist (ft)		612			942			417			536	
Turn Bay Length (ft)				250		250	100					
Base Capacity (vph)				570		416	679	2195			2699	
Starvation Cap Reductn				0		0	0	0			0	
Spillback Cap Reductn				0		5	0	142			0	
Storage Cap Reductn				0		0	0	0			0	
Reduced v/c Ratio				0.21		0.62	0.61	0.78			0.26	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 63 (53%), Referenced to phase 2:SBT and 6:NBSB, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 14.1		Intersection LOS: B	
Intersection Capacity Utilization 65.4%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 39: SR 25/US 17 & I-516 NB On-Ramp/I-516 NB Off-Ramp



Lane Group	Ø4	Ø5
Total Split (s)	26.0	15.0
Total Split (%)	22%	13%
Maximum Green (s)	20.0	9.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lag
Lead-Lag Optimize?		Yes
Vehicle Extension (s)	5.0	2.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	5	15	10	275	10	5	5	20	1040	725	15	385
Future Volume (vph)	5	15	10	275	10	5	5	20	1040	725	15	385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	250		250		100		0	400	
Storage Lanes	1		1	1		1		1		1	1	
Taper Length (ft)	25			100				100			100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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)	1357	1681	1455	1626	1900	1417	0	1805	1827	1553	1671	3471
Flt Permitted	0.751			0.748				0.518			0.072	
Satd. Flow (perm)	1073	1681	1455	1280	1900	1417	0	984	1827	1553	127	3471
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			82			27				747		
Link Speed (mph)		25			45				45			45
Link Distance (ft)		895			696				616			875
Travel Time (s)		24.4			10.5				9.3			13.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	33%	13%	11%	11%	0%	14%	0%	0%	4%	4%	8%	4%
Adj. Flow (vph)	5	15	10	284	10	5	5	21	1072	747	15	397
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	15	10	284	10	5	0	26	1072	747	15	397
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)		12			12				40			40
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	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left		Right	Left		Right	Left					
Leading Detector (ft)	40	40	40	40	40	40	20	40	336	40	40	336
Trailing Detector (ft)	0	0	0	0	0	0	0	0	330	0	0	330
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	330	0	0	330
Detector 1 Size(ft)	40	40	40	40	40	40	20	40	6	40	40	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
Turn Type	Perm	NA	Perm	D.P+P	NA	Perm	Perm	Perm	NA	pm+ov	Perm	NA
Protected Phases		4		3	8				2	3		6
Permitted Phases	4		4	4		8	2	2		2	6	
Detector Phase	4	4	4	3	8	8	2	2	2	3	6	6
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	16.0	16.0	16.0	9.0	16.0	16.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0	15.0	22.0	22.0	22.0	15.0	22.0	22.0

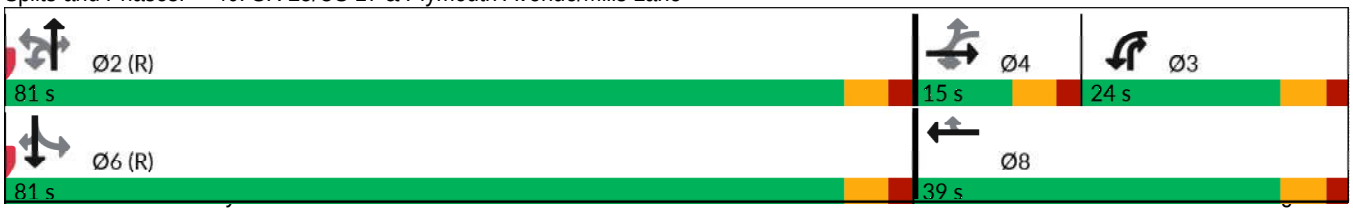


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	5
Future Volume (vph)	5
Ideal Flow (vphpl)	1900
Storage Length (ft)	400
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Right Turn on Red	Yes
Satd. Flow (RTOR)	82
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Adj. Flow (vph)	5
Shared Lane Traffic (%)	
Lane Group Flow (vph)	5
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)	40
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	40
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
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	16.0
Minimum Split (s)	22.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Total Split (s)	15.0	15.0	15.0	24.0	39.0	39.0	81.0	81.0	81.0	24.0	81.0	81.0
Total Split (%)	12.5%	12.5%	12.5%	20.0%	32.5%	32.5%	67.5%	67.5%	67.5%	20.0%	67.5%	67.5%
Maximum Green (s)	9.0	9.0	9.0	18.0	33.0	33.0	75.0	75.0	75.0	18.0	75.0	75.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
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)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag						Lag		
Lead-Lag Optimize?	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	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	9.0	9.0	9.0	25.0	28.6	28.6		79.4	79.4	107.4	79.4	79.4
Actuated g/C Ratio	0.08	0.08	0.08	0.21	0.24	0.24		0.66	0.66	0.90	0.66	0.66
v/c Ratio	0.06	0.12	0.05	0.88	0.02	0.01		0.04	0.89	0.51	0.18	0.17
Control Delay (s/veh)	53.6	54.2	0.6	72.8	32.1	0.0		2.3	15.2	0.9	15.8	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.1	0.0	0.0
Total Delay (s/veh)	53.6	54.2	0.6	72.8	32.1	0.0		2.3	15.2	1.0	15.8	8.6
LOS	D	D	A	E	C	A		A	B	A	B	A
Approach Delay (s/veh)		36.2			70.2				9.3			8.8
Approach LOS		D			E				A			A
Queue Length 50th (ft)	4	11	0	194	6	0		2	737	0	5	64
Queue Length 95th (ft)	17	34	0	#344	20	0		m3	#1062	0	19	86
Internal Link Dist (ft)		815			616				536			795
Turn Bay Length (ft)			50	250		250		100			400	
Base Capacity (vph)	80	126	184	323	522	409		651	1208	1468	84	2296
Starvation Cap Reductn	0	0	0	0	0	0		0	0	139	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	0.06	0.12	0.05	0.88	0.02	0.01		0.04	0.89	0.56	0.18	0.17

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 117 (98%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay (s/veh): 16.5		Intersection LOS: B	
Intersection Capacity Utilization 86.6%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 40: SR 25/US 17 & Plymouth Avenue/Mills Lane





Lane Group	SBR
Total Split (s)	81.0
Total Split (%)	67.5%
Maximum Green (s)	75.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Act Effct Green (s)	79.4
Actuated g/C Ratio	0.66
v/c Ratio	0.00
Control Delay (s/veh)	0.0
Queue Delay	0.0
Total Delay (s/veh)	0.0
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	400
Base Capacity (vph)	1096
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.00

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	5	15	10	275	10	5	5	20	1040	725	15	385
Future Volume (veh/h)	5	15	10	275	10	5	5	20	1040	725	15	385
Initial Q (Qb), veh	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	
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
Work Zone On Approach		No			No				No			No
Adj Sat Flow, veh/h/ln	1411	1707	1737	1737	1900	1693		1900	1841	1841	1781	1841
Adj Flow Rate, veh/h	5	15	10	284	10	0		21	1072	0	15	397
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	33	13	11	11	0	14		0	4	4	8	4
Cap, veh/h	114	94	81	311	419			697	1250		176	2375
Arrive On Green	0.06	0.06	0.06	0.12	0.22	0.00		0.68	0.68	0.00	0.68	0.68
Sat Flow, veh/h	1060	1707	1472	1654	1900	1434		998	1841	1560	501	3497
Grp Volume(v), veh/h	5	15	10	284	10	0		21	1072	0	15	397
Grp Sat Flow(s),veh/h/ln	1060	1707	1472	1654	1900	1434		998	1841	1560	501	1749
Q Serve(g_s), s	0.5	1.0	0.8	11.5	0.5	0.0		0.9	53.7	0.0	2.8	4.9
Cycle Q Clear(g_c), s	1.0	1.0	0.8	11.5	0.5	0.0		5.9	53.7	0.0	56.5	4.9
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	114	94	81	311	419			697	1250		176	2375
V/C Ratio(X)	0.04	0.16	0.12	0.91	0.02			0.03	0.86		0.09	0.17
Avail Cap(c_a), veh/h	135	128	110	368	523			697	1250		176	2375
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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00		0.62	0.62	0.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	54.0	53.9	49.0	36.6	0.0		8.0	14.8	0.0	36.5	7.0
Incr Delay (d2), s/veh	0.2	0.8	0.7	23.9	0.0	0.0		0.0	5.0	0.0	0.9	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
%ile BackOfQ(50%),veh/ln	0.2	0.5	0.3	10.1	0.2	0.0		0.2	20.0	0.0	0.4	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.4	54.8	54.6	72.9	36.6	0.0		8.1	19.8	0.0	37.4	7.1
LnGrp LOS	D	D	D	E	D			A	B		D	A
Approach Vol, veh/h		30			294				1093			417
Approach Delay, s/veh		54.7			71.6				19.5			8.2
Approach LOS		D			E				B			A

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		87.5	19.9	12.6		87.5		32.5				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s		75.0	18.0	9.0		75.0		33.0				
Max Q Clear Time (g_c+I1), s		55.7	13.5	3.0		58.5		2.5				
Green Ext Time (p_c), s		16.3	0.4	0.0		5.5		0.0				

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	25.9
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

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



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	5
Future Volume (veh/h)	5
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	5
Peak Hour Factor	0.97
Percent Heavy Veh, %	0
Cap, veh/h	1094
Arrive On Green	0.68
Sat Flow, veh/h	1610
Grp Volume(v), veh/h	5
Grp Sat Flow(s),veh/h/ln	1610
Q Serve(g_s), s	0.1
Cycle Q Clear(g_c), s	0.1
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	1094
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	1094
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	6.2
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	6.2
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	130	0	0	0	15	2170	0	0	990	30
Future Volume (vph)	0	0	130	0	0	0	15	2170	0	0	990	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	230		160	230		175
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			100			100		
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			0.865									0.850
Flt Protected							0.950					
Satd. Flow (prot)	0	0	1611	0	0	1863	1770	3539	1863	1776	3374	1509
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	1611	0	0	1863	1770	3539	1863	1776	3374	1509
Link Speed (mph)		30			30			35			45	
Link Distance (ft)		565			317			736			709	
Travel Time (s)		12.8			7.2			14.3			10.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	7%	7%	7%
Adj. Flow (vph)	0	0	138	0	0	0	16	2309	0	0	1053	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	138	0	0	0	16	2309	0	0	1053	32
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)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.3%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	130	0	0	0	15	2170	0	0	990	30
Future Vol, veh/h	0	0	130	0	0	0	15	2170	0	0	990	30
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	-	-	Stop	-	-	Stop	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	0	230	-	160	230	-	175
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	7	7	7
Mvmt Flow	0	0	138	0	0	0	16	2309	0	0	1053	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	527	-	-	1155	1053	0	0	2309	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.24	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.27	-	-
Pot Cap-1 Maneuver	0	0	496	0	0	190	657	-	-	198	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	496	-	-	190	657	-	-	198	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15	0	0.1	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	657	-	-	496	-	198	-	-
HCM Lane V/C Ratio	0.024	-	-	0.279	-	-	-	-
HCM Control Delay (s/veh)	10.6	-	-	15	0	0	-	-
HCM Lane LOS	B	-	-	C	A	A	-	-
HCM 95th %tile Q (veh)	0.1	-	-	1.1	-	0	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1490	845	0	0	0
Future Volume (vph)	0	1490	845	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3610	3610	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	3610	3610	0	0	0
Link Speed (mph)		30	55		30	
Link Distance (ft)		413	854		136	
Travel Time (s)		9.4	10.6		3.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1620	918	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1620	918	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		20	20		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.5%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	1840	0	0	1375	0	0
Future Volume (vph)	1840	0	0	1375	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3539	0	0	3539	0	0
Flt Permitted						
Satd. Flow (perm)	3539	0	0	3539	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	2345			1309	375	
Travel Time (s)	53.3			29.8	8.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	0%	0%
Adj. Flow (vph)	2000	0	0	1495	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2000	0	0	1495	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.2%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	20	2695	0	0	880	0	0
Future Volume (vph)	20	2695	0	0	880	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		0	0		0	0
Storage Lanes	1		0	0		0	0
Taper Length (ft)	100			25		25	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Frt							
Flt Protected	0.950						
Satd. Flow (prot)	1805	3610	0	0	3610	0	0
Flt Permitted	0.950						
Satd. Flow (perm)	1805	3610	0	0	3610	0	0
Link Speed (mph)		45			45	30	
Link Distance (ft)		1342			1129	339	
Travel Time (s)		20.3			17.1	7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	2929	0	0	957	0	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	22	2929	0	0	957	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	Left	Left	Left	Right
Median Width(ft)		12			12	0	
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)	9		9	15		15	9
Sign Control		Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	77.8%	ICU Level of Service	D
Analysis Period (min)	15		

2030 NO-BUILD
PM PEAK HOUR

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	5	5	5	10	5	945	5	5	1735	5
Future Volume (vph)	5	5	5	5	5	10	5	945	5	5	1735	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	250		350	250		350
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			150			125		
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		0.955			0.932				0.850			0.850
Flt Protected		0.984			0.988		0.950			0.950		
Satd. Flow (prot)	0	1785	0	0	1750	0	1805	3505	1615	1805	3574	1615
Flt Permitted		0.984			0.988		0.950			0.950		
Satd. Flow (perm)	0	1785	0	0	1750	0	1805	3505	1615	1805	3574	1615
Link Speed (mph)		30			25			55			55	
Link Distance (ft)		1583			819			854			5845	
Travel Time (s)		36.0			22.3			10.6			72.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	1%	0%
Adj. Flow (vph)	5	5	5	5	5	10	5	984	5	5	1807	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	20	0	5	984	5	5	1807	5
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			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.0%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	5	5	5	5	10	5	945	5	5	1735	5
Future Vol, veh/h	5	5	5	5	5	10	5	945	5	5	1735	5
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	-	-	-	-	-	-	250	-	350	250	-	350
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	0	1	0
Mvmt Flow	5	5	5	5	5	10	5	984	5	5	1807	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2322	2811	904	1910	2811	492	1807	0	0	984	0	0
Stage 1	1817	1817	-	994	994	-	-	-	-	-	-	-
Stage 2	505	994	-	916	1817	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	21	18	284	42	18	528	345	-	-	710	-	-
Stage 1	82	131	-	267	326	-	-	-	-	-	-	-
Stage 2	523	326	-	297	131	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	19	18	284	39	18	528	345	-	-	710	-	-
Mov Cap-2 Maneuver	67	91	-	140	89	-	-	-	-	-	-	-
Stage 1	81	130	-	263	321	-	-	-	-	-	-	-
Stage 2	497	321	-	278	130	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	46.6	27.6	0.1	0
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	345	-	-	102	180	710	-	-
HCM Lane V/C Ratio	0.015	-	-	0.153	0.116	0.007	-	-
HCM Control Delay (s/veh)	15.6	-	-	46.6	27.6	10.1	-	-
HCM Lane LOS	C	-	-	E	D	B	-	-
HCM 95th %tile Q (veh)	0	-	-	0.5	0.4	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	15	55	5	375	15	875	70	390	1670	20
Future Volume (vph)	5	5	15	55	5	375	15	875	70	390	1670	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		400	350		200	325		275
Storage Lanes	0		0	0		1	1		1	1		1
Taper Length (ft)	25			25			100			125		
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		0.919				0.850			0.850			0.850
Flt Protected		0.990			0.956		0.950			0.950		
Satd. Flow (prot)	0	1729	0	0	1737	1568	1805	3505	1553	1752	3574	1538
Flt Permitted		0.990			0.956		0.950			0.950		
Satd. Flow (perm)	0	1729	0	0	1737	1568	1805	3505	1553	1752	3574	1538
Link Speed (mph)		25			25			55			45	
Link Distance (ft)		701			814			5845			1908	
Travel Time (s)		19.1			22.2			72.5			28.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	5%	0%	3%	0%	3%	4%	3%	1%	5%
Adj. Flow (vph)	5	5	15	57	5	387	15	902	72	402	1722	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	25	0	0	62	387	15	902	72	402	1722	21
Enter Blocked Intersection	No	No	No	1 veh	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			12			20			20	
Link Offset(ft)		0			10			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	25		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.5%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	35.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	5	15	55	5	375	15	875	70	390	1670	20
Future Vol, veh/h	5	5	15	55	5	375	15	875	70	390	1670	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	-	-	Yield	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	400	350	-	200	325	-	275
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	5	0	3	0	3	4	3	1	5
Mvmt Flow	5	5	15	57	5	387	15	902	72	402	1722	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3010	3458	861	2600	3479	451	1743	0	0	902	0	0
Stage 1	2526	2526	-	932	932	-	-	-	-	-	-	-
Stage 2	484	932	-	1668	2547	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.6	6.5	6.96	4.1	-	-	4.16	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.6	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.6	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.55	4	3.33	2.2	-	-	2.23	-	-
Pot Cap-1 Maneuver	6	7	303	~ 12	7	553	365	-	-	743	-	-
Stage 1	29	57	-	281	348	-	-	-	-	-	-	-
Stage 2	538	348	-	97	55	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 1	~ 3	303	~ 6	~ 3	553	365	-	-	743	-	-
Mov Cap-2 Maneuver	29	34	-	~ 17	9	-	-	-	-	-	-	-
Stage 1	28	26	-	269	334	-	-	-	-	-	-	-
Stage 2	153	334	-	~ 34	25	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	87.2	266.3	0.2	2.9
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	365	-	-	68	16	553	743	-	-
HCM Lane V/C Ratio	0.042	-	-	0.379	3.866	0.699	0.541	-	-
HCM Control Delay (s/veh)	15.3	-	-	87.2	$ 1773.3	25.2	15.4	-	-
HCM Lane LOS	C	-	-	F	F	D	C	-	-
HCM 95th %tile Q (veh)	0.1	-	-	1.4	8.5	5.5	3.3	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	180	20	195	35	20	70	5	105	1110	35	50	75
Future Volume (vph)	180	20	195	35	20	70	5	105	1110	35	50	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		130	150		0		300		200		250
Storage Lanes	1		1	1		1		1		1		1
Taper Length (ft)	50			100				100				100
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	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)	1770	1900	1583	1805	1900	1615	0	1723	3505	1615	0	1805
Flt Permitted	0.744			0.744				0.056				0.175
Satd. Flow (perm)	1386	1900	1583	1414	1900	1615	0	102	3505	1615	0	332
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			141			191				136		
Link Speed (mph)		35			30				45			
Link Distance (ft)		1184			773				1908			
Travel Time (s)		23.1			17.6				28.9			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	0%	2%	0%	0%	0%	0%	5%	3%	0%	0%	0%
Adj. Flow (vph)	186	21	201	36	21	72	5	108	1144	36	52	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	186	21	201	36	21	72	0	113	1144	36	0	129
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)		12			12				20			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		25			16				25			
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	1	1	1	1
Detector Template						Right	Left			Right		
Leading Detector (ft)	40	40	40	40	40	20	20	40	336	20	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	330	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	330	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	20	20	40	6	20	40	40
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)		0			0							
Detector 2 Size(ft)		0			0							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	Perm	NA	Perm	D.P+P	D.P+P	NA	Perm	D.P+P	D.P+P
Protected Phases	7	4			8		1	1	6		5	5

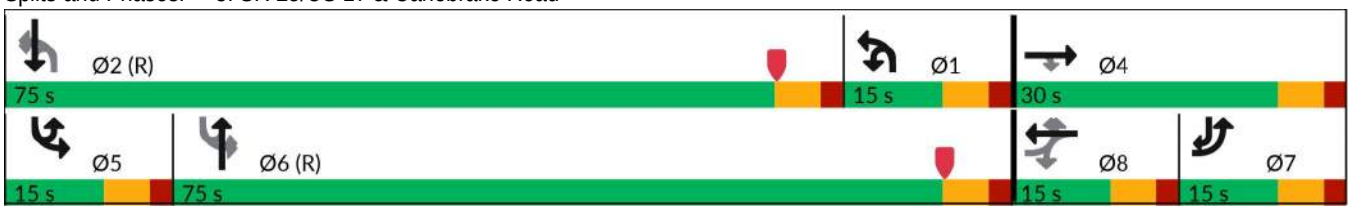
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1845	255
Future Volume (vph)	1845	255
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1568
Flt Permitted		
Satd. Flow (perm)	3539	1568
Right Turn on Red		Yes
Satd. Flow (RTOR)		192
Link Speed (mph)	45	
Link Distance (ft)	740	
Travel Time (s)	11.2	
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	2%	3%
Adj. Flow (vph)	1902	263
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1902	263
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	20	
Link Offset(ft)	0	
Crosswalk Width(ft)	60	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	1	0
Detector Template		
Leading Detector (ft)	336	0
Trailing Detector (ft)	330	0
Detector 1 Position(ft)	330	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)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type	NA	pm+ov
Protected Phases	2	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases	8		4	8		8	2	2		6	6	6
Detector Phase	7	4	4	8	8	8	1	1	6	6	5	5
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	16.0	16.0	9.0	9.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	22.0	22.0	15.0	15.0
Total Split (s)	15.0	30.0	30.0	15.0	15.0	15.0	15.0	15.0	75.0	75.0	15.0	15.0
Total Split (%)	12.5%	25.0%	25.0%	12.5%	12.5%	12.5%	12.5%	12.5%	62.5%	62.5%	12.5%	12.5%
Maximum Green (s)	9.0	24.0	24.0	9.0	9.0	9.0	9.0	9.0	69.0	69.0	9.0	9.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.1	0.0	-2.1	0.0	0.0	0.0		-2.0	-1.5	0.0		0.0
Total Lost Time (s)	3.9	6.0	3.9	6.0	6.0	6.0		4.0	4.5	6.0		6.0
Lead/Lag	Lag			Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	5.0	5.0	5.0	3.0	3.0	3.0	4.0	4.0	5.0	5.0	3.0	3.0
Recall Mode	None	Min	Min	Min	Min	Min	None	None	C-Max	C-Max	None	None
Act Effct Green (s)	22.2	24.0	26.1	9.0	9.0	9.0		82.0	70.5	69.0		78.0
Actuated g/C Ratio	0.19	0.20	0.22	0.08	0.08	0.08		0.68	0.59	0.58		0.65
v/c Ratio	0.64	0.06	0.44	0.34	0.15	0.24		0.52	0.56	0.04		0.40
Control Delay (s/veh)	54.5	39.5	16.6	62.0	54.6	1.9		39.7	16.4	0.1		4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay (s/veh)	54.5	39.5	16.6	62.0	54.6	1.9		39.7	16.4	0.1		4.3
LOS	D	D	B	E	D	A		D	B	A		A
Approach Delay (s/veh)		35.1			27.3				18.0			
Approach LOS		D			C				B			
Queue Length 50th (ft)	127	13	38	27	16	0		33	270	0		12
Queue Length 95th (ft)	201	36	109	63	42	0		95	330	0		m12
Internal Link Dist (ft)		1104			693				1828			
Turn Bay Length (ft)	200		130	150				300		200		250
Base Capacity (vph)	291	380	454	106	142	297		218	2059	986		326
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0		0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0		0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0		0
Reduced v/c Ratio	0.64	0.06	0.44	0.34	0.15	0.24		0.52	0.56	0.04		0.40

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 11 (9%), Referenced to phase 2:NBSB and 6:NBSB, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay (s/veh): 14.6		Intersection LOS: B	
Intersection Capacity Utilization 93.5%		ICU Level of Service F	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: SR 25/US 17 & Canebrake Road





Lane Group	SBT	SBR
Permitted Phases		2
Detector Phase	2	7
Switch Phase		
Minimum Initial (s)	16.0	9.0
Minimum Split (s)	22.0	15.0
Total Split (s)	75.0	15.0
Total Split (%)	62.5%	12.5%
Maximum Green (s)	69.0	9.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	-1.5	-1.5
Total Lost Time (s)	4.5	4.5
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	5.0	5.0
Recall Mode	C-Max	None
Act Effct Green (s)	70.5	85.5
Actuated g/C Ratio	0.59	0.71
v/c Ratio	0.91	0.22
Control Delay (s/veh)	9.8	0.2
Queue Delay	0.0	0.0
Total Delay (s/veh)	9.8	0.2
LOS	A	A
Approach Delay (s/veh)	8.4	
Approach LOS	A	
Queue Length 50th (ft)	248	1
Queue Length 95th (ft)	m277	m0
Internal Link Dist (ft)	660	
Turn Bay Length (ft)		150
Base Capacity (vph)	2079	1172
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.91	0.22

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	180	20	195	35	20	70	5	105	1110	35	50	75
Future Volume (veh/h)	180	20	195	35	20	70	5	105	1110	35	50	75
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1870	1900	1870	1900	1900	1900		1826	1856	1900		1900
Adj Flow Rate, veh/h	186	21	201	36	21	0		108	1144	0		77
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97		0.97
Percent Heavy Veh, %	2	0	2	0	0	0		5	3	0		0
Cap, veh/h	339	380	345	138	143			241	2092			378
Arrive On Green	0.09	0.20	0.22	0.08	0.08	0.00		0.09	0.59	0.00		0.07
Sat Flow, veh/h	1781	1900	1585	1177	1900	1610		1739	3526	1610		1810
Grp Volume(v), veh/h	186	21	201	36	21	0		108	1144	0		77
Grp Sat Flow(s),veh/h/ln	1781	1900	1585	1177	1900	1610		1739	1763	1610		1810
Q Serve(g_s), s	0.0	1.1	13.6	3.5	1.2	0.0		1.3	23.4	0.0		1.9
Cycle Q Clear(g_c), s	0.0	1.1	13.6	4.6	1.2	0.0		1.3	23.4	0.0		1.9
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	339	380	345	138	143			241	2092			378
V/C Ratio(X)	0.55	0.06	0.58	0.26	0.15			0.45	0.55			0.20
Avail Cap(c_a), veh/h	339	380	345	138	143			241	2092			388
HCM Platoon Ratio	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	0.00		1.00	1.00	0.00		1.00
Uniform Delay (d), s/veh	46.4	38.8	42.1	54.0	51.9	0.0		48.2	14.7	0.0		10.4
Incr Delay (d2), s/veh	3.3	0.1	4.0	1.0	0.5	0.0		1.9	1.0	0.0		0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	5.4	0.5	5.7	1.1	0.6	0.0		3.0	8.7	0.0		0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.7	39.0	46.0	55.0	52.4	0.0		50.1	15.7	0.0		10.6
LnGrp LOS	D	D	D	D	D			D	B			B
Approach Vol, veh/h		408			57				1252			
Approach Delay, s/veh		47.3			54.0				18.7			
Approach LOS		D			D				B			

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	75.0		30.0	14.3	75.7	15.0	15.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	69.0		24.0	9.0	69.0	9.0	9.0
Max Q Clear Time (g_c+I1), s	3.3	59.0		15.6	3.9	25.4	2.0	6.6
Green Ext Time (p_c), s	0.2	9.9		1.0	0.1	35.1	0.7	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	26.4
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

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

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1845	255
Future Volume (veh/h)	1845	255
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1856
Adj Flow Rate, veh/h	1902	263
Peak Hour Factor	0.97	0.97
Percent Heavy Veh, %	2	3
Cap, veh/h	2088	1061
Arrive On Green	0.59	0.59
Sat Flow, veh/h	3554	1572
Grp Volume(v), veh/h	1902	263
Grp Sat Flow(s),veh/h/ln	1777	1572
Q Serve(g_s), s	57.0	0.0
Cycle Q Clear(g_c), s	57.0	0.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2088	1061
V/C Ratio(X)	0.91	0.25
Avail Cap(c_a), veh/h	2088	1061
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	22.0	7.6
Incr Delay (d2), s/veh	7.4	0.6
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.0	2.7
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	29.4	8.2
LnGrp LOS	C	A
Approach Vol, veh/h	2242	
Approach Delay, s/veh	26.3	
Approach LOS	C	
Timer - Assigned Phs		



Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	5	40	5	1390	20	15	2220
Future Volume (vph)	5	40	5	1390	20	15	2220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	275		225	300	
Storage Lanes	1	1	1		1	1	
Taper Length (ft)	25		75			100	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850			0.850		
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1805	1553	1357	3505	1509	1492	3539
Flt Permitted	0.950		0.950			0.950	
Satd. Flow (perm)	1805	1553	1357	3505	1509	1492	3539
Link Speed (mph)	30			45			45
Link Distance (ft)	633			740			736
Travel Time (s)	14.4			11.2			11.2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	4%	33%	3%	7%	21%	2%
Adj. Flow (vph)	5	41	5	1418	20	15	2265
Shared Lane Traffic (%)							
Lane Group Flow (vph)	5	41	5	1418	20	15	2265
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	Left	Left
Median Width(ft)	12			20			20
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		9	15	
Sign Control	Stop			Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	5	40	5	1390	20	15	2220
Future Vol, veh/h	5	40	5	1390	20	15	2220
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	Yield	-	None
Storage Length	0	0	275	-	225	300	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98	98
Heavy Vehicles, %	0	4	33	3	7	21	2
Mvmt Flow	5	41	5	1418	20	15	2265

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	2591	709	2265	0	0	1418	0
Stage 1	1428	-	-	-	-	-	-
Stage 2	1163	-	-	-	-	-	-
Critical Hdwy	6.8	6.98	7.06	-	-	4.52	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.34	2.83	-	-	2.41	-
Pot Cap-1 Maneuver	21	372	32	-	-	390	-
Stage 1	191	-	-	-	-	-	-
Stage 2	264	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	17	372	32	-	-	390	-
Mov Cap-2 Maneuver	97	-	-	-	-	-	-
Stage 1	161	-	-	-	-	-	-
Stage 2	254	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	19	0.5	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	32	-	-	97	372	390	-
HCM Lane V/C Ratio	0.159	-	-	0.053	0.11	0.039	-
HCM Control Delay (s/veh)	137.8	-	-	44.2	15.9	14.6	-
HCM Lane LOS	F	-	-	E	C	B	-
HCM 95th %tile Q (veh)	0.5	-	-	0.2	0.4	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	5	5	40	5	5	5	10	1385	5	10	5	2190
Future Volume (vph)	5	5	40	5	5	5	10	1385	5	10	5	2190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		100	300		150		350	
Storage Lanes	0		0	0		1	1		1		1	
Taper Length (ft)	25			25			100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt		0.891				0.850			0.850			
Flt Protected		0.995			0.976		0.950				0.950	
Satd. Flow (prot)	0	1559	0	0	1854	1615	1805	3505	1615	0	1805	3539
Flt Permitted		0.995			0.976		0.950				0.950	
Satd. Flow (perm)	0	1559	0	0	1854	1615	1805	3505	1615	0	1805	3539
Link Speed (mph)		30			30			35				35
Link Distance (ft)		920			795			709				1015
Travel Time (s)		20.9			18.1			13.8				19.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	10%	0%	0%	0%	0%	3%	0%	0%	0%	2%
Adj. Flow (vph)	5	5	42	5	5	5	10	1443	5	10	5	2281
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	52	0	0	10	5	10	1443	5	0	15	2281
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			20				20
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	9	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	74.6%	ICU Level of Service	D
Analysis Period (min)	15		



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	30
Future Volume (vph)	30
Ideal Flow (vphpl)	1900
Storage Length (ft)	400
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1553
Flt Permitted	
Satd. Flow (perm)	1553
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.96
Heavy Vehicles (%)	4%
Adj. Flow (vph)	31
Shared Lane Traffic (%)	
Lane Group Flow (vph)	31
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
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	5	5	40	5	5	5	10	1385	5	10	5	2190	30
Future Vol, veh/h	5	5	40	5	5	5	10	1385	5	10	5	2190	30
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	-	-	Yield	-	-	Yield	-	-	-	Yield
Storage Length	-	-	-	-	-	100	300	-	150	-	350	-	400
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	10	0	0	0	0	3	0	0	0	2	4
Mvmt Flow	5	5	42	5	5	5	10	1443	5	10	5	2281	31

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	3055	3774	1141	2636	3774	722	2281	0	0	1443	1443	0	0
Stage 1	2311	2311	-	1463	1463	-	-	-	-	-	-	-	-
Stage 2	744	1463	-	1173	2311	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7.1	7.5	6.5	6.9	4.1	-	-	6.4	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.4	3.5	4	3.3	2.2	-	-	2.5	2.2	-	-
Pot Cap-1 Maneuver	6	~ 4	182	12	~ 4	374	226	-	-	175	476	-	-
Stage 1	40	73	-	137	195	-	-	-	-	-	-	-	-
Stage 2	377	195	-	207	73	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	~ 5	~ 4	182	8	~ 4	374	226	-	-	220	220	-	-
Mov Cap-2 Maneuver	32	46	-	63	42	-	-	-	-	-	-	-	-
Stage 1	38	68	-	131	186	-	-	-	-	-	-	-	-
Stage 2	345	186	-	137	68	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	71.3	68.3	0.2	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	226	-	-	103	50	374	220	-	-
HCM Lane V/C Ratio	0.046	-	-	0.506	0.208	0.014	0.071	-	-
HCM Control Delay (s/veh)	21.7	-	-	71.3	95	14.8	22.6	-	-
HCM Lane LOS	C	-	-	F	F	B	C	-	-
HCM 95th %tile Q (veh)	0.1	-	-	2.3	0.7	0	0.2	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	65	5	5	230	5	125	10	5	1250	145	5	130
Future Volume (vph)	65	5	5	230	5	125	10	5	1250	145	5	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		250		300		200		300
Storage Lanes	0		0	0		1		1		1		1
Taper Length (ft)	25			25				100				125
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt		0.991				0.850				0.850		
Flt Protected		0.958			0.953			0.950				0.950
Satd. Flow (prot)	0	1773	0	0	1793	1538	0	1805	3505	1583	0	1771
Flt Permitted		0.186			0.953			0.070				0.083
Satd. Flow (perm)	0	344	0	0	1793	1538	0	133	3505	1583	0	155
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		2				136				136		
Link Speed (mph)		30			40				45			
Link Distance (ft)		883			1109				1015			
Travel Time (s)		20.1			18.9				15.4			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	0%	1%	0%	5%	0%	0%	3%	2%	0%	2%
Adj. Flow (vph)	68	5	5	240	5	130	10	5	1302	151	5	135
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	78	0	0	245	130	0	15	1302	151	0	140
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				20			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			25				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	2	1	1	1	2	1	1	1
Detector Template	Left			Left			Left	Left		Right	Left	Left
Leading Detector (ft)	20	40		20	40	40	20	40	336	40	20	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	330	0	0	0
Detector 1 Size(ft)	20	40		20	40	40	20	40	6	40	20	40
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
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
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
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
Detector 2 Position(ft)		0			0				0			
Detector 2 Size(ft)		0			0				0			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA		Split	NA	Perm	Perm	Perm	NA	Perm	custom	D.P+P
Protected Phases		4		8	8				6			5

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1990	20
Future Volume (vph)	1990	20
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		200
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1357
Flt Permitted		
Satd. Flow (perm)	3539	1357
Right Turn on Red		Yes
Satd. Flow (RTOR)		82
Link Speed (mph)	45	
Link Distance (ft)	837	
Travel Time (s)	12.7	
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	2%	19%
Adj. Flow (vph)	2073	21
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2073	21
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	20	
Link Offset(ft)	0	
Crosswalk Width(ft)	20	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template		Right
Leading Detector (ft)	336	40
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	330	0
Detector 1 Size(ft)	6	40
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)	0	
Detector 2 Size(ft)	0	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases	4					8	6	6		6	5	6
Detector Phase	4	4		8	8	8	6	6	6	6	5	5
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0	9.0	16.0	16.0	16.0	16.0	9.0	9.0
Minimum Split (s)	15.0	15.0		15.0	15.0	15.0	22.0	22.0	22.0	22.0	15.0	15.0
Total Split (s)	24.0	24.0		20.0	20.0	20.0	61.0	61.0	61.0	61.0	15.0	15.0
Total Split (%)	20.0%	20.0%		16.7%	16.7%	16.7%	50.8%	50.8%	50.8%	50.8%	12.5%	12.5%
Maximum Green (s)	18.0	18.0		14.0	14.0	14.0	55.0	55.0	55.0	55.0	9.0	9.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		-2.1			-2.0	-2.0		-2.0	-1.5	-1.5		-2.0
Total Lost Time (s)		3.9			4.0	4.0		4.0	4.5	4.5		4.0
Lead/Lag							Lead	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	5.0	5.0	5.0	5.0	4.0	4.0
Recall Mode	Min	Min		Min	Min	Min	C-Max	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)		20.1			16.0	16.0		57.0	56.5	56.5		68.0
Actuated g/C Ratio		0.17			0.13	0.13		0.48	0.47	0.47		0.57
v/c Ratio		1.32			1.03	0.40		0.24	0.79	0.18		0.60
Control Delay (s/veh)		264.7			116.1	11.1		21.1	22.1	1.0		20.6
Queue Delay		0.0			0.0	0.0		0.0	0.0	0.0		0.0
Total Delay (s/veh)		264.7			116.1	11.1		21.1	22.1	1.0		20.6
LOS		F			F	B		C	C	A		C
Approach Delay (s/veh)		264.7			79.7				19.9			
Approach LOS		F			E				B			
Queue Length 50th (ft)		~77			~202	0		4	456	1		35
Queue Length 95th (ft)		#182			#367	53		m7	547	5		m48
Internal Link Dist (ft)		803			1029				935			
Turn Bay Length (ft)						250		300		200		300
Base Capacity (vph)		59			239	322		63	1650	817		235
Starvation Cap Reductn		0			0	0		0	0	0		0
Spillback Cap Reductn		0			0	0		0	0	0		0
Storage Cap Reductn		0			0	0		0	0	0		0
Reduced v/c Ratio		1.32			1.03	0.40		0.24	0.79	0.18		0.60

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 64 (53%), Referenced to phase 2:SBT and 6:NBSB, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.32
Intersection Signal Delay (s/veh): 28.9 Intersection LOS: C
Intersection Capacity Utilization 92.6% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.



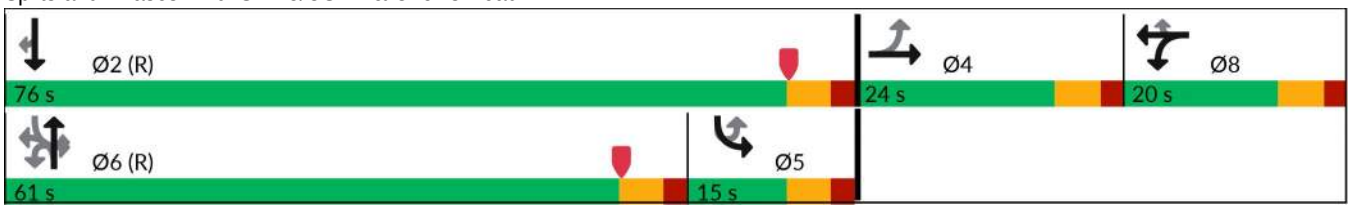
Lane Group	SBT	SBR
Permitted Phases		2
Detector Phase	2	2
Switch Phase		
Minimum Initial (s)	16.0	16.0
Minimum Split (s)	22.0	22.0
Total Split (s)	76.0	76.0
Total Split (%)	63.3%	63.3%
Maximum Green (s)	70.0	70.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	-1.5	-1.5
Total Lost Time (s)	4.5	4.5
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	5.0	5.0
Recall Mode	C-Max	C-Max
Act Effct Green (s)	71.5	71.5
Actuated g/C Ratio	0.60	0.60
v/c Ratio	0.98	0.02
Control Delay (s/veh)	16.9	0.1
Queue Delay	1.1	0.0
Total Delay (s/veh)	18.0	0.1
LOS	B	A
Approach Delay (s/veh)	18.0	
Approach LOS	B	
Queue Length 50th (ft)	63	0
Queue Length 95th (ft)	#986	m0
Internal Link Dist (ft)	757	
Turn Bay Length (ft)		200
Base Capacity (vph)	2108	841
Starvation Cap Reductn	14	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.99	0.02

Intersection Summary

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SR 25/US 17 & Chevis Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	65	5	5	230	5	125	10	5	1250	145	5	130
Future Volume (veh/h)	65	5	5	230	5	125	10	5	1250	145	5	130
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1870	1900	1900	1885	1900	1826		1900	1856	1870		1870
Adj Flow Rate, veh/h	68	5	0	240	5	0		5	1302	151		135
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		0.96	0.96	0.96		0.96
Percent Heavy Veh, %	2	0	0	1	0	5		0	3	2		2
Cap, veh/h	156	12		237	5			157	1660	746		417
Arrive On Green	0.08	0.09	0.00	0.12	0.13	0.00		0.47	0.47	0.47		0.33
Sat Flow, veh/h	1691	124	0	1774	37	1547		204	3526	1585		1781
Grp Volume(v), veh/h	73	0	0	245	0	0		5	1302	151		135
Grp Sat Flow(s),veh/h/ln	1815	0	0	1811	0	1547		204	1763	1585		1781
Q Serve(g_s), s	4.6	0.0	0.0	16.0	0.0	0.0		1.6	37.2	6.7		0.0
Cycle Q Clear(g_c), s	4.6	0.0	0.0	16.0	0.0	0.0		1.6	37.2	6.7		0.0
Prop In Lane	0.93		0.00	0.98		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	168	0		242	0			157	1660	746		417
V/C Ratio(X)	0.43	0.00		1.01	0.00			0.03	0.78	0.20		0.32
Avail Cap(c_a), veh/h	304	0		242	0			157	1660	746		417
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00		1.00	1.00	1.00		0.37
Uniform Delay (d), s/veh	52.4	0.0	0.0	53.0	0.0	0.0		17.0	26.6	18.6		28.9
Incr Delay (d2), s/veh	1.8	0.0	0.0	61.7	0.0	0.0		0.4	3.8	0.6		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
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	11.4	0.0	0.0		0.1	15.4	2.5		2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.2	0.0	0.0	114.7	0.0	0.0		17.3	30.4	19.2		29.1
LnGrp LOS	D			F				B	C	B		C
Approach Vol, veh/h		73			245				1458			
Approach Delay, s/veh		54.2			114.7				29.2			
Approach LOS		D			F				C			

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		85.0		15.0	24.0	61.0		20.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		70.0		18.0	9.0	55.0		14.0				
Max Q Clear Time (g_c+I1), s		2.0		6.6	2.0	39.2		18.0				
Green Ext Time (p_c), s		67.0		0.1	0.3	15.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay, s/veh	20.7	
HCM 6th LOS	C	

Notes

User approved ignoring U-Turning movement.

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

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1990	20
Future Volume (veh/h)	1990	20
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1618
Adj Flow Rate, veh/h	2073	0
Peak Hour Factor	0.96	0.96
Percent Heavy Veh, %	2	19
Cap, veh/h	2384	
Arrive On Green	1.00	0.00
Sat Flow, veh/h	3554	1372
Grp Volume(v), veh/h	2073	0
Grp Sat Flow(s),veh/h/ln	1777	1372
Q Serve(g_s), s	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2384	
V/C Ratio(X)	0.87	
Avail Cap(c_a), veh/h	2384	
HCM Platoon Ratio	2.00	2.00
Upstream Filter(I)	0.37	0.00
Uniform Delay (d), s/veh	0.0	0.0
Incr Delay (d2), s/veh	1.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	1.8	0.0
LnGrp LOS	A	
Approach Vol, veh/h	2208	
Approach Delay, s/veh	3.5	
Approach LOS	A	
Timer - Assigned Phs		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	175	10	170	50	5	45	155	1235	55	5	45	1925
Future Volume (vph)	175	10	170	50	5	45	155	1235	55	5	45	1925
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		125	25		75	300		650		250	
Storage Lanes	1		1	1		0	1		1		1	
Taper Length (ft)	50			50			125				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt			0.850		0.864				0.850			
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1805	1900	1599	1805	1642	0	1787	3505	1615	0	1805	3539
Flt Permitted	0.723			0.751			0.055				0.171	
Satd. Flow (perm)	1374	1900	1599	1427	1642	0	103	3505	1615	0	325	3539
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			135		47				82			
Link Speed (mph)		25			25			45				45
Link Distance (ft)		848			774			837				964
Travel Time (s)		23.1			21.1			12.7				14.6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	1%	3%	0%	0%	0%	2%
Adj. Flow (vph)	182	10	177	52	5	47	161	1286	57	5	47	2005
Shared Lane Traffic (%)												
Lane Group Flow (vph)	182	10	177	52	52	0	161	1286	57	0	52	2005
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)		12			14			20				20
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			25				45
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	9	15	
Number of Detectors	1	1	0	1	1		1	1	0	1	1	1
Detector Template										Left		
Leading Detector (ft)	40	40	0	40	40		40	336	0	20	40	336
Trailing Detector (ft)	0	0	0	0	0		0	330	0	0	0	330
Detector 1 Position(ft)	0	0	0	0	0		0	330	0	0	0	330
Detector 1 Size(ft)	40	40	20	40	40		40	6	20	20	40	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
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
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
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
Turn Type	D.P+P	NA	Perm	Perm	NA		D.P+P	NA	Perm	Perm	Perm	NA
Protected Phases	7	4			8		1	6				2
Permitted Phases	8		4	8			2		6	2	2	
Detector Phase	7	4	4	8	8		1	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0		9.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0		15.0	22.0	22.0	22.0	22.0	22.0

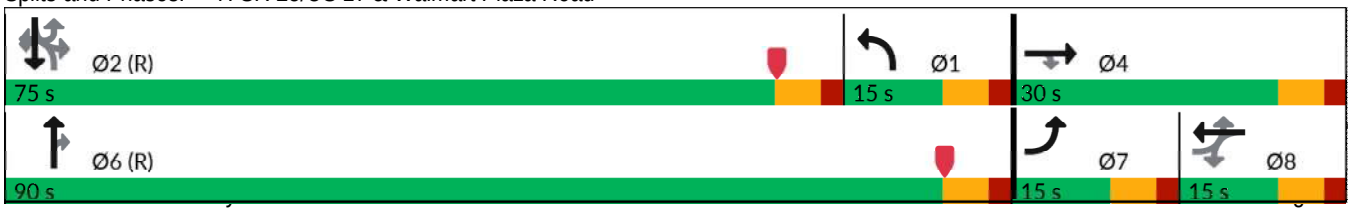


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	295
Future Volume (vph)	295
Ideal Flow (vphpl)	1900
Storage Length (ft)	200
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1599
Flt Permitted	
Satd. Flow (perm)	1599
Right Turn on Red	Yes
Satd. Flow (RTOR)	190
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.96
Heavy Vehicles (%)	1%
Adj. Flow (vph)	307
Shared Lane Traffic (%)	
Lane Group Flow (vph)	307
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	0
Detector Template	
Leading Detector (ft)	0
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
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	16.0
Minimum Split (s)	22.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Total Split (s)	15.0	30.0	30.0	15.0	15.0		15.0	90.0	90.0	75.0	75.0	75.0
Total Split (%)	12.5%	25.0%	25.0%	12.5%	12.5%		12.5%	75.0%	75.0%	62.5%	62.5%	62.5%
Maximum Green (s)	9.0	24.0	24.0	9.0	9.0		9.0	84.0	84.0	69.0	69.0	69.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5		-2.5	-1.5	-1.5		-2.5	-1.5
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	4.5	4.5		3.5	4.5
Lead/Lag	Lead			Lag	Lag		Lag			Lead	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	5.0	5.0	5.0	5.0	5.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	20.7	23.5	23.5	11.5	11.5		86.0	88.5	88.5		74.5	73.5
Actuated g/C Ratio	0.17	0.20	0.20	0.10	0.10		0.72	0.74	0.74		0.62	0.61
v/c Ratio	0.65	0.03	0.42	0.38	0.26		0.69	0.50	0.05		0.26	0.93
Control Delay (s/veh)	54.5	37.0	14.6	59.8	20.0		32.9	1.3	0.0		8.4	19.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	2.4
Total Delay (s/veh)	54.5	37.0	14.6	59.8	20.0		32.9	1.3	0.0		8.4	22.3
LOS	D	D	B	E	C		C	A	A		A	C
Approach Delay (s/veh)		34.9			39.9			4.7				19.3
Approach LOS		C			D			A				B
Queue Length 50th (ft)	123	6	26	39	4		84	36	0		9	743
Queue Length 95th (ft)	196	21	90	81	43		m118	m35	m0		m16	#970
Internal Link Dist (ft)		768			694			757				884
Turn Bay Length (ft)	275		125	25			300		650		250	
Base Capacity (vph)	278	419	458	136	199		235	2585	1212		201	2167
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	0
Spillback Cap Reductn	0	0	3	0	0		0	0	0		0	86
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0
Reduced v/c Ratio	0.65	0.02	0.39	0.38	0.26		0.69	0.50	0.05		0.26	0.96

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 68 (57%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay (s/veh): 16.1		Intersection LOS: B	
Intersection Capacity Utilization 88.6%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 7: SR 25/US 17 & Walmart Plaza Road





Lane Group	SBR
Total Split (s)	75.0
Total Split (%)	62.5%
Maximum Green (s)	69.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-1.5
Total Lost Time (s)	4.5
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	5.0
Recall Mode	C-Max
Act Effct Green (s)	73.5
Actuated g/C Ratio	0.61
v/c Ratio	0.29
Control Delay (s/veh)	1.8
Queue Delay	0.0
Total Delay (s/veh)	1.8
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	14
Queue Length 95th (ft)	m29
Internal Link Dist (ft)	
Turn Bay Length (ft)	200
Base Capacity (vph)	1052
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.29

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	175	10	170	50	5	45	155	1235	55	5	45	1925
Future Volume (veh/h)	175	10	170	50	5	45	155	1235	55	5	45	1925
Initial Q (Qb), veh	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	
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
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1900	1900	1885	1900	1900	1900	1885	1856	1900		1900	1870
Adj Flow Rate, veh/h	182	10	0	52	5	0	161	1286	0		47	2005
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96		0.96	0.96
Percent Heavy Veh, %	0	0	1	0	0	0	1	3	0		0	2
Cap, veh/h	356	404		185	167		375	2540			320	2088
Arrive On Green	0.10	0.21	0.00	0.09	0.09	0.00	0.21	1.00	0.00		1.00	1.00
Sat Flow, veh/h	1810	1900	1598	1427	1900	0	1795	3526	1610		436	3554
Grp Volume(v), veh/h	182	10	0	52	5	0	161	1286	0		47	2005
Grp Sat Flow(s),veh/h/ln	1810	1900	1598	1427	1900	0	1795	1763	1610		436	1777
Q Serve(g_s), s	11.0	0.5	0.0	4.1	0.3	0.0	0.0	0.0	0.0		0.0	0.0
Cycle Q Clear(g_c), s	11.0	0.5	0.0	4.1	0.3	0.0	0.0	0.0	0.0		0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00		1.00	
Lane Grp Cap(c), veh/h	356	404		185	167		375	2540			320	2088
V/C Ratio(X)	0.51	0.02		0.28	0.03		0.43	0.51			0.15	0.96
Avail Cap(c_a), veh/h	356	420		197	182		375	2540			320	2088
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00		2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.57	0.57	0.00		1.00	1.00
Uniform Delay (d), s/veh	44.5	37.4	0.0	51.8	50.1	0.0	14.0	0.0	0.0		0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.8	0.1	0.0	0.4	0.4	0.0		1.0	12.3
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
%ile BackOfQ(50%),veh/ln	5.1	0.2	0.0	1.5	0.1	0.0	2.7	0.1	0.0		0.1	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.7	37.4	0.0	52.6	50.1	0.0	14.5	0.4	0.0		1.0	12.3
LnGrp LOS	D	D		D	D		B	A			A	B
Approach Vol, veh/h		192			57			1447				2052
Approach Delay, s/veh		45.3			52.4			2.0				12.1
Approach LOS		D			D			A				B

Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	16.0	75.0		29.0		91.0	15.0	14.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	69.0		24.0		84.0	9.0	9.0				
Max Q Clear Time (g_c+I1), s	2.0	2.0		2.5		2.0	13.0	6.1				
Green Ext Time (p_c), s	0.2	65.9		0.0		64.1	0.0	0.0				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			10.5									
HCM 6th LOS			B									

Notes

User approved ignoring U-Turning movement.

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



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	295
Future Volume (veh/h)	295
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1885
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.96
Percent Heavy Veh, %	1
Cap, veh/h	
Arrive On Green	0.00
Sat Flow, veh/h	1598
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1598
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	2.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	15	5	90	5	5	5	5	35	1415	5	10	2170
Future Volume (vph)	15	5	90	5	5	5	5	35	1415	5	10	2170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		75		500		100	275	
Storage Lanes	0		1	0		1		1		1	1	
Taper Length (ft)	25			25				125			100	
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		0.963			0.976			0.950			0.950	
Satd. Flow (prot)	0	1830	1615	0	1854	1615	0	1743	3505	1615	1805	3539
Flt Permitted		0.963			0.976			0.950			0.950	
Satd. Flow (perm)	0	1830	1615	0	1854	1615	0	1743	3505	1615	1805	3539
Link Speed (mph)		25			30				45			45
Link Distance (ft)		691			1032				964			1323
Travel Time (s)		18.8			23.5				14.6			20.0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	4%	3%	0%	0%	2%
Adj. Flow (vph)	16	5	97	5	5	5	5	38	1522	5	11	2333
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	97	0	10	5	0	43	1522	5	11	2333
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				20			20
Link Offset(ft)		15			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	
Sign Control		Stop			Stop				Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	78.9%	ICU Level of Service	D
Analysis Period (min)	15		



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	35
Future Volume (vph)	35
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)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.93
Heavy Vehicles (%)	0%
Adj. Flow (vph)	38
Shared Lane Traffic (%)	
Lane Group Flow (vph)	38
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
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	15	5	90	5	5	5	5	35	1415	5	10	2170	35
Future Vol, veh/h	15	5	90	5	5	5	5	35	1415	5	10	2170	35
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	-	-	None
Storage Length	-	-	50	-	-	75	-	500	-	100	275	-	150
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	4	3	0	0	2	0
Mvmt Flow	16	5	97	5	5	5	5	38	1522	5	11	2333	38

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	3205	3968	1167	2799	4001	761	2333	2371	0	0	1527	0	0
Stage 1	2355	2355	-	1608	1608	-	-	-	-	-	-	-	-
Stage 2	850	1613	-	1191	2393	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	6.4	4.18	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.5	2.24	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 4	~ 3	190	9	~ 3	352	46	196	-	-	442	-	-
Stage 1	37	70	-	112	166	-	-	-	-	-	-	-	-
Stage 2	326	165	-	202	66	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	~ 2	~ 2	190	~ 3	~ 2	352	103	103	-	-	442	-	-
Mov Cap-2 Maneuver	18	35	-	26	16	-	-	-	-	-	-	-	-
Stage 1	22	68	-	65	97	-	-	-	-	-	-	-	-
Stage 2	177	96	-	89	64	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	124.9	214.5	1.7	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	103	-	-	20	190	20	352	442	-	-
HCM Lane V/C Ratio	0.418	-	-	1.075	0.509	0.538	0.015	0.024	-	-
HCM Control Delay (s/veh)	62.6	-	-	$ 497.5	42.1	$ 314.1	15.4	13.3	-	-
HCM Lane LOS	F	-	-	F	E	F	C	B	-	-
HCM 95th %tile Q (veh)	1.7	-	-	2.9	2.6	1.5	0	0.1	-	-

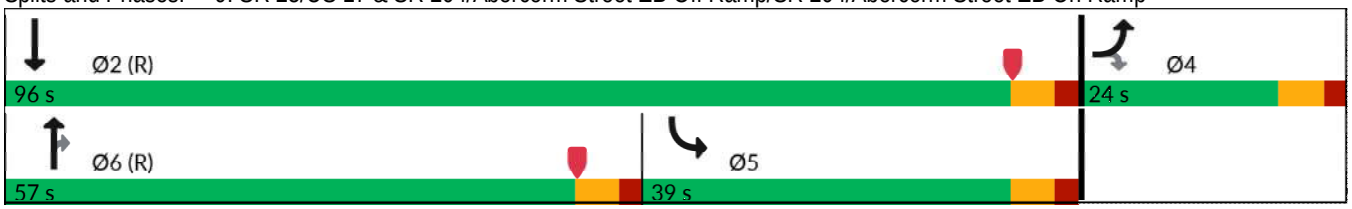
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	345	0	165	0	0	0	0	800	635	730	2050	0
Future Volume (vph)	345	0	165	0	0	0	0	800	635	730	2050	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		75	0		0	0		675	180		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	100			25			25			100		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3155	0	1455	0	0	0	0	3505	1568	3400	3505	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	3155	0	1455	0	0	0	0	3505	1568	3400	3505	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			82						407			
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1603			976			1323			972	
Travel Time (s)		24.3			14.8			20.0			14.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	11%	0%	11%	0%	0%	0%	0%	3%	3%	3%	3%	0%
Adj. Flow (vph)	363	0	174	0	0	0	0	842	668	768	2158	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	363	0	174	0	0	0	0	842	668	768	2158	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)		24			24			35			44	
Link Offset(ft)		0			25			0			0	
Crosswalk Width(ft)		16			16			16			40	
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		0					1	0	1	1	
Detector Template												
Leading Detector (ft)	40		0					336	0	40	336	
Trailing Detector (ft)	0		0					330	0	0	330	
Detector 1 Position(ft)	0		0					330	0	0	330	
Detector 1 Size(ft)	40		20					6	20	40	6	
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	
Turn Type	Prot		Perm					NA	Perm	Prot	NA	
Protected Phases	4							6		5	2	
Permitted Phases			4						6			
Detector Phase	4		4					6	6	5	2	
Switch Phase												
Minimum Initial (s)	9.0		9.0					16.0	16.0	9.0	16.0	
Minimum Split (s)	16.0		16.0					22.0	22.0	15.0	22.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	24.0		24.0					57.0	57.0	39.0	96.0	
Total Split (%)	20.0%		20.0%					47.5%	47.5%	32.5%	80.0%	
Maximum Green (s)	18.0		18.0					51.0	51.0	33.0	90.0	
Yellow Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-3.0		-3.0					-1.5	-1.5	-3.0	-1.5	
Total Lost Time (s)	3.0		3.0					4.5	4.5	3.0	4.5	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					5.0	5.0	3.0	5.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	20.0		20.0					53.5	53.5	36.0	92.5	
Actuated g/C Ratio	0.17		0.17					0.45	0.45	0.30	0.77	
v/c Ratio	0.69		0.56					0.54	0.72	0.75	0.80	
Control Delay (s/veh)	54.5		31.2					13.7	7.0	33.1	6.5	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.6	
Total Delay (s/veh)	54.5		31.2					13.7	7.0	33.1	7.1	
LOS	D		C					B	A	C	A	
Approach Delay (s/veh)		47.0						10.8			13.9	
Approach LOS		D						B			B	
Queue Length 50th (ft)	136		64					162	17	270	154	
Queue Length 95th (ft)	189		140					202	43	m329	198	
Internal Link Dist (ft)		1523			896			1243			892	
Turn Bay Length (ft)	400		75						675	180		
Base Capacity (vph)	552		322					1563	924	1020	2702	
Starvation Cap Reductn	0		0					0	0	0	208	
Spillback Cap Reductn	0		0					0	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.66		0.54					0.54	0.72	0.75	0.87	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 113 (94%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay (s/veh): 16.5		Intersection LOS: B	
Intersection Capacity Utilization 80.4%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 9: SR 25/US 17 & SR 204/Abercorm Street EB Off Ramp/SR 204/Abercorm Street EB On Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	0	165	0	0	0	0	800	635	730	2050	0
Future Volume (veh/h)	345	0	165	0	0	0	0	800	635	730	2050	0
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1737	0	1737				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	363	0	0				0	842	0	768	2158	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	11	0	11				0	3	3	3	3	0
Cap, veh/h	492	0					0	1542		1103	2764	0
Arrive On Green	0.15	0.00	0.00				0.00	0.14	0.00	0.64	1.00	0.00
Sat Flow, veh/h	3209	0	1472				0	3618	1572	3428	3618	0
Grp Volume(v), veh/h	363	0	0				0	842	0	768	2158	0
Grp Sat Flow(s),veh/h/ln	1605	0	1472				0	1763	1572	1714	1763	0
Q Serve(g_s), s	13.0	0.0	0.0				0.0	26.6	0.0	17.4	0.0	0.0
Cycle Q Clear(g_c), s	13.0	0.0	0.0				0.0	26.6	0.0	17.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	492	0					0	1542		1103	2764	0
V/C Ratio(X)	0.74	0.00					0.00	0.55		0.70	0.78	0.00
Avail Cap(c_a), veh/h	562	0					0	1542		1103	2764	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.41	0.41	0.00
Uniform Delay (d), s/veh	48.5	0.0	0.0				0.0	40.3	0.0	17.6	0.0	0.0
Incr Delay (d2), s/veh	4.4	0.0	0.0				0.0	1.4	0.0	0.8	0.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	0.0				0.0	12.8	0.0	4.5	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.9	0.0	0.0				0.0	41.7	0.0	18.4	0.9	0.0
LnGrp LOS	D							D		B	A	
Approach Vol, veh/h		363						842			2926	
Approach Delay, s/veh		52.9						41.7			5.5	
Approach LOS		D						D			A	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		98.6		21.4	41.6	57.0						
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0						
Max Green Setting (Gmax), s		90.0		18.0	33.0	51.0						
Max Q Clear Time (g_c+I1), s		2.0		15.0	19.4	28.6						
Green Ext Time (p_c), s		86.9		0.5	2.9	16.5						

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			17.1									
HCM 6th LOS			B									

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	925	0	655	70	1075	0	0	1855	350
Future Volume (vph)	0	0	0	925	0	655	70	1075	0	0	1855	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	700		700	175		0	235		550
Storage Lanes	0		0	1		1	1		0	1		1
Taper Length (ft)	25			225			150			100		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	3155	0	1455	1752	3505	0	0	5036	1568
Flt Permitted				0.950			0.081					
Satd. Flow (perm)	0	0	0	3155	0	1455	149	3505	0	0	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						82						361
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1151			1527			972			766	
Travel Time (s)		17.4			23.1			14.7			11.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	11%	0%	11%	3%	3%	0%	0%	3%	3%
Adj. Flow (vph)	0	0	0	954	0	675	72	1108	0	0	1912	361
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	954	0	675	72	1108	0	0	1912	361
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)		24			24			32			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			45			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		1	1	2			2	1
Detector Template				Left		Right						
Leading Detector (ft)				20		20	40	336			336	40
Trailing Detector (ft)				0		0	0	0			0	0
Detector 1 Position(ft)				0		0	0	330			330	0
Detector 1 Size(ft)				20		20	40	6			6	40
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)								0			0	
Detector 2 Size(ft)								0			0	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	
Turn Type				Prot		Perm	D.P+P	NA			NA	Perm
Protected Phases				8			1	6			2	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases						8	2					2
Detector Phase				8		8	1	6			2	2
Switch Phase												
Minimum Initial (s)				9.0		9.0	9.0	16.0			16.0	16.0
Minimum Split (s)				15.0		15.0	15.0	22.0			22.0	22.0
Total Split (s)				54.0		54.0	15.0	66.0			51.0	51.0
Total Split (%)				45.0%		45.0%	12.5%	55.0%			42.5%	42.5%
Maximum Green (s)				48.0		48.0	9.0	60.0			45.0	45.0
Yellow Time (s)				4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)				2.0		2.0	2.0	2.0			2.0	2.0
Lost Time Adjust (s)				-3.0		-3.0	-2.5	-1.5			-1.5	-1.5
Total Lost Time (s)				3.0		3.0	3.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	5.0			5.0	5.0
Recall Mode				None		None	None	C-Max			C-Max	C-Max
Act Effct Green (s)				51.0		51.0	59.7	61.5			49.5	49.5
Actuated g/C Ratio				0.43		0.43	0.50	0.51			0.41	0.41
v/c Ratio				0.71		1.02	0.32	0.62			0.92	0.42
Control Delay (s/veh)				32.1		69.5	19.4	5.5			28.6	1.5
Queue Delay				0.0		0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)				32.1		69.5	19.4	5.5			28.6	1.5
LOS				C		E	B	A			C	A
Approach Delay (s/veh)					47.6			6.3			24.3	
Approach LOS					D			A			C	
Queue Length 50th (ft)				308		~492	5	26			429	6
Queue Length 95th (ft)				386		#747	m35	49			m#616	m8
Internal Link Dist (ft)		1071			1447			892			686	
Turn Bay Length (ft)				700		700	175					550
Base Capacity (vph)				1340		665	227	1796			2077	858
Starvation Cap Reductn				0		0	0	0			0	0
Spillback Cap Reductn				0		0	0	0			0	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.71		1.02	0.32	0.62			0.92	0.42

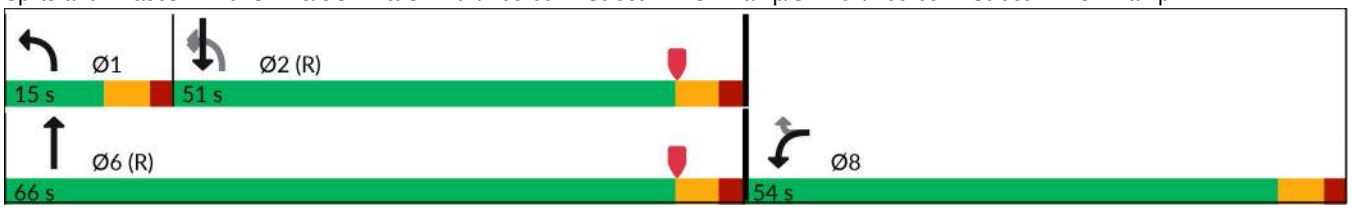
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 114 (95%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay (s/veh): 27.6		Intersection LOS: C	
Intersection Capacity Utilization 80.4%		ICU Level of Service D	
Analysis Period (min) 15			

~ 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.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: SR 25/US 17 & SR 204/Abercorm Street WB On Ramp/SR 204/Abercorm Street WB Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	925	0	655	70	1075	0	0	1855	350
Future Volume (veh/h)	0	0	0	925	0	655	70	1075	0	0	1855	350
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1737	0	1737	1856	1856	0	0	1856	1856
Adj Flow Rate, veh/h				954	0	0	72	1108	0	0	1912	361
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				11	0	11	3	3	0	0	3	3
Cap, veh/h				1108	0		244	2088	0	0	2402	746
Arrive On Green				0.35	0.00	0.00	0.18	1.00	0.00	0.00	0.47	0.47
Sat Flow, veh/h				3209	0	1472	1767	3618	0	0	5233	1572
Grp Volume(v), veh/h				954	0	0	72	1108	0	0	1912	361
Grp Sat Flow(s),veh/h/ln				1605	0	1472	1767	1763	0	0	1689	1572
Q Serve(g_s), s				33.2	0.0	0.0	2.1	0.0	0.0	0.0	38.3	18.8
Cycle Q Clear(g_c), s				33.2	0.0	0.0	2.1	0.0	0.0	0.0	38.3	18.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1108	0		244	2088	0	0	2402	746
V/C Ratio(X)				0.86	0.00		0.30	0.53	0.00	0.00	0.80	0.48
Avail Cap(c_a), veh/h				1364	0		256	2088	0	0	2402	746
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.78	0.78	0.00	0.00	0.49	0.49
Uniform Delay (d), s/veh				36.6	0.0	0.0	19.3	0.0	0.0	0.0	26.6	21.5
Incr Delay (d2), s/veh				4.9	0.0	0.0	0.5	0.8	0.0	0.0	1.4	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
%ile BackOfQ(50%),veh/ln				13.2	0.0	0.0	0.8	0.2	0.0	0.0	14.6	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				41.6	0.0	0.0	19.8	0.8	0.0	0.0	28.1	22.6
LnGrp LOS				D			B	A			C	C
Approach Vol, veh/h					954			1180			2273	
Approach Delay, s/veh					41.6			1.9			27.2	
Approach LOS					D			A			C	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	14.2	61.4				75.6		44.4				
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0				
Max Green Setting (Gmax), s	9.0	45.0				60.0		48.0				
Max Q Clear Time (g_c+I1), s	4.1	40.3				2.0		35.2				
Green Ext Time (p_c), s	0.1	4.7				42.9		3.2				

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		23.5
HCM 6th LOS		C

Notes

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	480	5	805	5	5	10	670	1060	5	5	1400	455
Future Volume (vph)	480	5	805	5	5	10	670	1060	5	5	1400	455
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	0		0	500		0	250		225
Storage Lanes	1		1	0		0	2		0	1		1
Taper Length (ft)	100			25			100			100		
Lane Util. Factor	0.95	0.95	0.88	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.932			0.999				0.850
Flt Protected	0.950	0.953			0.988		0.950			0.950		
Satd. Flow (prot)	1588	1595	2814	0	1750	0	3502	3502	0	1805	3505	1538
Flt Permitted	0.950	0.953			0.832		0.950			0.266		
Satd. Flow (perm)	1588	1595	2814	0	1473	0	3502	3502	0	505	3505	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			299		10			1				307
Link Speed (mph)		45			30			45			45	
Link Distance (ft)		1448			458			766			593	
Travel Time (s)		21.9			10.4			11.6			9.0	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	8%	0%	1%	0%	0%	0%	0%	3%	0%	0%	3%	5%
Adj. Flow (vph)	485	5	813	5	5	10	677	1071	5	5	1414	460
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	242	248	813	0	20	0	677	1076	0	5	1414	460
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			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			35			35	
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	1	2		1	2		1	2	1
Detector Template				Left								
Leading Detector (ft)	40	40	40	20	40		40	336		40	336	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	330		0	330	0
Detector 1 Size(ft)	40	40	40	20	40		40	6		40	6	40
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)		0			0			0			0	
Detector 2 Size(ft)		0			0			0			0	
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	Split	NA	pt+ov	Perm	NA		Prot	NA		Perm	NA	pm+ov
Protected Phases	4	4	4 5		8		5	2			6	4

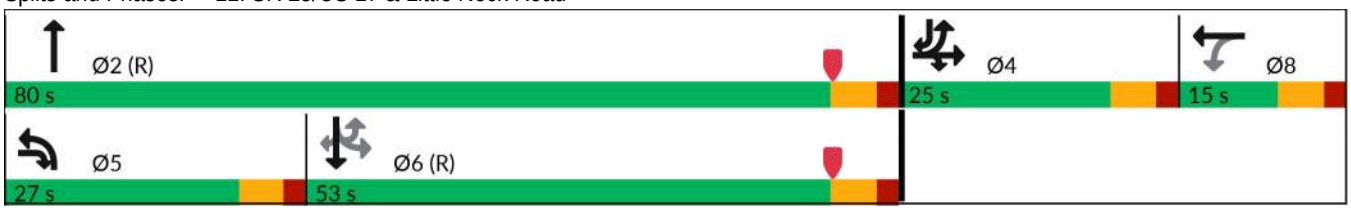


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				8						6		6
Detector Phase	4	4	4 5	8	8		5	2		6	6	4
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		9.0	16.0		16.0	16.0	9.0
Minimum Split (s)	15.0	15.0		15.0	15.0		15.0	22.0		22.0	22.0	15.0
Total Split (s)	25.0	25.0		15.0	15.0		27.0	80.0		53.0	53.0	25.0
Total Split (%)	20.8%	20.8%		12.5%	12.5%		22.5%	66.7%		44.2%	44.2%	20.8%
Maximum Green (s)	19.0	19.0		9.0	9.0		21.0	74.0		47.0	47.0	19.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	0.0			0.0		-2.5	-3.0		0.0	-3.0	-3.0
Total Lost Time (s)	3.0	6.0			6.0		3.5	3.0		6.0	3.0	3.0
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	5.0		5.0	5.0	3.0
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	None
Act Effct Green (s)	22.0	19.0	55.7		9.0		31.4	86.0		48.1	51.1	76.1
Actuated g/C Ratio	0.18	0.16	0.46		0.08		0.26	0.72		0.40	0.43	0.63
v/c Ratio	0.83	0.98	0.55		0.17		0.74	0.43		0.02	0.95	0.42
Control Delay (s/veh)	71.4	103.6	13.0		38.0		49.8	5.9		15.2	31.8	1.8
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	71.4	103.6	13.0		38.0		49.8	5.9		15.2	31.8	1.8
LOS	E	F	B		D		D	A		B	C	A
Approach Delay (s/veh)		41.1			38.0			22.9			24.4	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	191	204	132		7		240	69		1	505	26
Queue Length 95th (ft)	#336	#381	188		33		m#352	m175		m2	#708	m30
Internal Link Dist (ft)		1368			378			686			513	
Turn Bay Length (ft)	150		150				500			250		225
Base Capacity (vph)	291	252	1466		119		915	2510		202	1493	1087
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.83	0.98	0.55		0.17		0.74	0.43		0.02	0.95	0.42

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 104 (87%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay (s/veh): 28.3 Intersection LOS: C
Intersection Capacity Utilization 89.6% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: SR 25/US 17 & Little Neck Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	480	5	805	5	5	10	670	1060	5	5	1400	455
Future Volume (veh/h)	480	5	805	5	5	10	670	1060	5	5	1400	455
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1900	1885	1900	1900	1900	1900	1856	1900	1900	1856	1826
Adj Flow Rate, veh/h	489	0	813	5	5	10	677	1071	5	5	1414	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	8	0	1	0	0	0	0	3	0	0	3	5
Cap, veh/h	622	0	1225	16	16	31	687	2448	11	289	1605	
Arrive On Green	0.18	0.00	0.18	0.04	0.04	0.04	0.39	1.00	1.00	0.43	0.46	0.00
Sat Flow, veh/h	3393	0	3195	431	431	862	3510	3598	17	533	3526	1547
Grp Volume(v), veh/h	489	0	813	20	0	0	677	525	551	5	1414	0
Grp Sat Flow(s),veh/h/ln	1697	0	1598	1723	0	0	1755	1763	1853	533	1763	1547
Q Serve(g_s), s	16.5	0.0	22.0	1.4	0.0	0.0	22.9	0.0	0.0	0.6	43.8	0.0
Cycle Q Clear(g_c), s	16.5	0.0	22.0	1.4	0.0	0.0	22.9	0.0	0.0	0.6	43.8	0.0
Prop In Lane	1.00		1.00	0.25		0.50	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	622	0	1225	63	0	0	687	1199	1260	289	1605	
V/C Ratio(X)	0.79	0.00	0.66	0.32	0.00	0.00	0.98	0.44	0.44	0.02	0.88	
Avail Cap(c_a), veh/h	622	0	1225	129	0	0	687	1199	1260	289	1605	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.55	0.55	0.55	1.00	1.00	0.00
Uniform Delay (d), s/veh	46.8	0.0	30.6	56.4	0.0	0.0	36.3	0.0	0.0	19.7	29.7	0.0
Incr Delay (d2), s/veh	6.6	0.0	1.4	2.9	0.0	0.0	21.8	0.6	0.6	0.1	7.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	0.0	9.9	0.6	0.0	0.0	9.3	0.2	0.2	0.1	18.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.4	0.0	32.0	59.2	0.0	0.0	58.1	0.6	0.6	19.8	37.1	0.0
LnGrp LOS	D		C	E			E	A	A	B	D	
Approach Vol, veh/h		1302			20			1753			1419	
Approach Delay, s/veh		40.0			59.2			22.8			37.0	
Approach LOS		D			E			C			D	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		84.6		25.0	27.0	57.6		10.4				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		74.0		19.0	21.0	47.0		9.0				
Max Q Clear Time (g_c+I1), s		2.0		24.0	24.9	45.8		3.4				
Green Ext Time (p_c), s		48.1		0.0	0.0	1.2		0.0				

Intersection Summary		
HCM 6th Ctrl Delay, s/veh	32.4	
HCM 6th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

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

Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	5	10	25	1520	5	5	5	1830
Future Volume (vph)	5	10	25	1520	5	5	5	1830
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150		0		125	
Storage Lanes	1	0	1		0		1	
Taper Length (ft)	25		150				150	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95
Frt	0.910							
Flt Protected	0.984		0.950				0.950	
Satd. Flow (prot)	1492	0	1805	3503	0	0	1805	3505
Flt Permitted	0.984		0.950				0.950	
Satd. Flow (perm)	1492	0	1805	3503	0	0	1805	3505
Link Speed (mph)	30			45				45
Link Distance (ft)	1197			593				2345
Travel Time (s)	27.2			9.0				35.5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	20%	11%	0%	3%	20%	0%	0%	3%
Adj. Flow (vph)	5	10	26	1583	5	5	5	1906
Shared Lane Traffic (%)								
Lane Group Flow (vph)	15	0	26	1588	0	0	10	1906
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	R NA	Left	Left
Median Width(ft)	12			40				40
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)	15	9	9		9	9	15	
Sign Control	Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.6%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Vol, veh/h	5	10	25	1520	5	5	5	1830
Future Vol, veh/h	5	10	25	1520	5	5	5	1830
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	150	-	-	-	125	-
Veh in Median Storage, #	1	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	96	96	96	96	96	96	96	96
Heavy Vehicles, %	20	11	0	3	20	0	0	3
Mvmt Flow	5	10	26	1583	5	5	5	1906

Major/Minor	Minor1		Major1			Major2		
Conflicting Flow All	2611	794	1906	0	0	1589	1588	0
Stage 1	1638	-	-	-	-	-	-	-
Stage 2	973	-	-	-	-	-	-	-
Critical Hdwy	7.2	7.12	6.4	-	-	6.4	4.1	-
Critical Hdwy Stg 1	6.2	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	-	-	-	-	-	-	-
Follow-up Hdwy	3.7	3.41	2.5	-	-	2.5	2.2	-
Pot Cap-1 Maneuver	15	312	88	-	-	141	419	-
Stage 1	120	-	-	-	-	-	-	-
Stage 2	288	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	10	312	88	-	-	205	205	-
Mov Cap-2 Maneuver	61	-	-	-	-	-	-	-
Stage 1	85	-	-	-	-	-	-	-
Stage 2	274	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	35.9	1	0.1
HCM LOS	E		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	88	-	-	132	205	-
HCM Lane V/C Ratio	0.296	-	-	0.118	0.051	-
HCM Control Delay (s/veh)	62.3	-	-	35.9	23.5	-
HCM Lane LOS	F	-	-	E	C	-
HCM 95th %tile Q (veh)	1.1	-	-	0.4	0.2	-



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	30	35	45	1490	50	1805	45
Future Volume (vph)	30	35	45	1490	50	1805	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	100	175		100		200
Storage Lanes	1	1	1		1		1
Taper Length (ft)	25		150		150		
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	1.00
Frt		0.850					0.850
Flt Protected	0.950		0.950		0.950		
Satd. Flow (prot)	1719	1615	1805	3471	1805	3505	1568
Flt Permitted	0.950		0.950		0.950		
Satd. Flow (perm)	1719	1615	1805	3471	1805	3505	1568
Link Speed (mph)	25			45		45	
Link Distance (ft)	1168			1309		778	
Travel Time (s)	31.9			19.8		11.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	0%	0%	4%	0%	3%	3%
Adj. Flow (vph)	31	36	47	1552	52	1880	47
Shared Lane Traffic (%)							
Lane Group Flow (vph)	31	36	47	1552	52	1880	47
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	24			22		22	
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 59.9%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	30	35	45	1490	50	1805	45
Future Vol, veh/h	30	35	45	1490	50	1805	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	-	Yield
Storage Length	0	100	175	-	100	-	200
Veh in Median Storage, #	1	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96
Heavy Vehicles, %	5	0	0	4	0	3	3
Mvmt Flow	31	36	47	1552	52	1880	47

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	2854	940	1880	0	1552	-	0
Stage 1	1984	-	-	-	-	-	-
Stage 2	870	-	-	-	-	-	-
Critical Hdwy	6.9	6.9	4.1	-	6.4	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-	-
Follow-up Hdwy	3.55	3.3	2.2	-	2.5	-	-
Pot Cap-1 Maneuver	~ 13	269	323	-	149	-	-
Stage 1	89	-	-	-	-	-	-
Stage 2	363	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	~ 7	269	323	-	149	-	-
Mov Cap-2 Maneuver	52	-	-	-	-	-	-
Stage 1	76	-	-	-	-	-	-
Stage 2	236	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	79.4	0.5	1.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBU	SBT	SBR
Capacity (veh/h)	323	-	52	269	149	-	-
HCM Lane V/C Ratio	0.145	-	0.601	0.136	0.35	-	-
HCM Control Delay (s/veh)	18	-	148.1	20.5	41.6	-	-
HCM Lane LOS	C	-	F	C	E	-	-
HCM 95th %tile Q (veh)	0.5	-	2.4	0.5	1.4	-	-

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	90	0	0	50	50	1465	55	10	60	1810
Future Volume (vph)	0	0	90	0	0	50	50	1465	55	10	60	1810
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	250		175		150	
Storage Lanes	0		1	0		1	1		1		1	
Taper Length (ft)	25			25			100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt			0.865			0.865			0.850			
Flt Protected							0.950				0.950	
Satd. Flow (prot)	0	0	1580	0	0	1536	1805	3471	1509	0	1805	3505
Flt Permitted							0.950				0.950	
Satd. Flow (perm)	0	0	1580	0	0	1536	1805	3471	1509	0	1805	3505
Link Speed (mph)		25			25			45				45
Link Distance (ft)		951			1550			778				844
Travel Time (s)		25.9			42.3			11.8				12.8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	4%	0%	0%	7%	0%	4%	7%	0%	0%	3%
Adj. Flow (vph)	0	0	92	0	0	51	51	1495	56	10	61	1847
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	92	0	0	51	51	1495	56	0	71	1847
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)		12			0			22				22
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	9	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.3%		ICU Level of Service B	
Analysis Period (min) 15			



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	75
Future Volume (vph)	75
Ideal Flow (vphpl)	1900
Storage Length (ft)	225
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	0.98
Heavy Vehicles (%)	2%
Adj. Flow (vph)	77
Shared Lane Traffic (%)	
Lane Group Flow (vph)	77
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
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	90	0	0	50	50	1465	55	10	60	1810	75
Future Vol, veh/h	0	0	90	0	0	50	50	1465	55	10	60	1810	75
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	-	-	Stop	-	-	Stop	-	-	Yield	-	-	-	Yield
Storage Length	-	-	0	-	-	0	250	-	175	-	150	-	225
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	4	0	0	7	0	4	7	0	0	3	2
Mvmt Flow	0	0	92	0	0	51	51	1495	56	10	61	1847	77

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	-	-	924	-	-	748	1847	0	0	1495	1495	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.98	-	-	7.04	4.1	-	-	6.4	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.34	-	-	3.37	2.2	-	-	2.5	2.2	-	-
Pot Cap-1 Maneuver	0	0	268	0	0	344	333	-	-	162	455	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	-	-	268	-	-	344	333	-	-	343	343	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	25.3	17.3	0.6	0.7
HCM LOS	D	C		

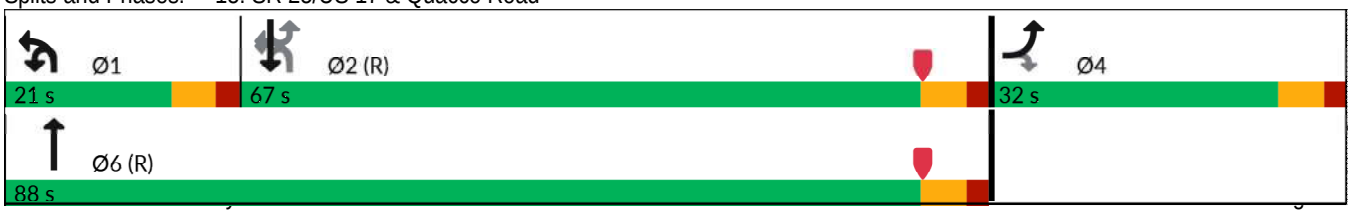
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	333	-	-	268	344	343	-	-
HCM Lane V/C Ratio	0.153	-	-	0.343	0.148	0.208	-	-
HCM Control Delay (s/veh)	17.8	-	-	25.3	17.3	18.3	-	-
HCM Lane LOS	C	-	-	D	C	C	-	-
HCM 95th %tile Q (veh)	0.5	-	-	1.5	0.5	0.8	-	-

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	340	425	10	515	1000	5	1520	615
Future Volume (vph)	340	425	10	515	1000	5	1520	615
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250	0		300		75		300
Storage Lanes	1	1		2		1		1
Taper Length (ft)	100			175		175		
Lane Util. Factor	0.97	1.00	0.95	0.97	0.95	1.00	0.95	1.00
Frt		0.850						0.850
Flt Protected	0.950			0.950		0.950		
Satd. Flow (prot)	3335	1583	0	3434	3471	1805	3505	1615
Flt Permitted	0.950			0.062		0.281		
Satd. Flow (perm)	3335	1583	0	224	3471	534	3505	1615
Right Turn on Red		Yes						Yes
Satd. Flow (RTOR)		215						624
Link Speed (mph)	40				45		45	
Link Distance (ft)	1368				844		1076	
Travel Time (s)	23.3				12.8		16.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	2%	0%	2%	4%	0%	3%	0%
Adj. Flow (vph)	347	434	10	526	1020	5	1551	628
Shared Lane Traffic (%)								
Lane Group Flow (vph)	347	434	0	536	1020	5	1551	628
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	32				32		32	
Link Offset(ft)	0				0		0	
Crosswalk Width(ft)	25				16		30	
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)	15	9	9	15		9		9
Number of Detectors	1	0	1	1	1	1	1	0
Detector Template			Left					
Leading Detector (ft)	40	0	20	40	336	40	336	0
Trailing Detector (ft)	0	0	0	0	330	0	330	0
Detector 1 Position(ft)	0	0	0	0	330	0	330	0
Detector 1 Size(ft)	40	20	20	40	6	40	6	20
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
Turn Type	Prot	Perm	D.P+P	D.P+P	NA	Perm	NA	Perm
Protected Phases	4		1	1	6		2	
Permitted Phases		4	2	2		2		2
Detector Phase	4	4	1	1	6	2	2	2
Switch Phase								
Minimum Initial (s)	9.0	9.0	9.0	9.0	16.0	16.0	16.0	16.0
Minimum Split (s)	15.0	15.0	15.0	15.0	22.0	22.0	22.0	22.0

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Total Split (s)	32.0	32.0	21.0	21.0	88.0	67.0	67.0	67.0
Total Split (%)	26.7%	26.7%	17.5%	17.5%	73.3%	55.8%	55.8%	55.8%
Maximum Green (s)	26.0	26.0	15.0	15.0	82.0	61.0	61.0	61.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.9	-1.9		-1.4	-1.3	-1.0	-1.3	-1.3
Total Lost Time (s)	4.1	4.1		4.6	4.7	5.0	4.7	4.7
Lead/Lag			Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?			Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	24.2	24.2		82.5	87.0	64.9	65.2	65.2
Actuated g/C Ratio	0.20	0.20		0.69	0.73	0.54	0.54	0.54
v/c Ratio	0.52	0.89		0.87	0.41	0.02	0.81	0.54
Control Delay (s/veh)	44.9	43.3		50.6	6.6	5.2	8.4	0.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.9	43.3		50.6	6.6	5.2	8.4	0.6
LOS	D	D		D	A	A	A	A
Approach Delay (s/veh)	44.0				21.8		6.1	
Approach LOS	D				C		A	
Queue Length 50th (ft)	119	168		155	94	1	146	0
Queue Length 95th (ft)	165	#336		m#247	m207	m1	m144	m0
Internal Link Dist (ft)	1288				764		996	
Turn Bay Length (ft)	250			300		75		300
Base Capacity (vph)	775	533		613	2517	288	1905	1162
Starvation Cap Reductn	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0
Reduced v/c Ratio	0.45	0.81		0.87	0.41	0.02	0.81	0.54

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 8 (7%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay (s/veh): 18.1		Intersection LOS: B	
Intersection Capacity Utilization 94.5%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 15: SR 25/US 17 & Quacco Road





Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (veh/h)	340	425	10	515	1000	5	1520	615
Future Volume (veh/h)	340	425	10	515	1000	5	1520	615
Initial Q (Qb), veh	0	0		0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00				1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00
Work Zone On Approach	No				No		No	
Adj Sat Flow, veh/h/ln	1826	1870		1870	1841		1856	1900
Adj Flow Rate, veh/h	347	0		526	1020		1551	0
Peak Hour Factor	0.98	0.98		0.98	0.98		0.98	0.98
Percent Heavy Veh, %	5	2		2	4		3	0
Cap, veh/h	474			675	2750		2331	
Arrive On Green	0.14	0.00		0.09	0.79		0.66	0.00
Sat Flow, veh/h	3374	1585		3456	3589		3618	1610
Grp Volume(v), veh/h	347	0		526	1020		1551	0
Grp Sat Flow(s),veh/h/ln	1687	1585		1728	1749		1763	1610
Q Serve(g_s), s	11.8	0.0		5.4	10.6		31.9	0.0
Cycle Q Clear(g_c), s	11.8	0.0		5.4	10.6		31.9	0.0
Prop In Lane	1.00	1.00		1.00				1.00
Lane Grp Cap(c), veh/h	474			675	2750		2331	
V/C Ratio(X)	0.73			0.78	0.37		0.67	
Avail Cap(c_a), veh/h	784			848	2750		2331	
HCM Platoon Ratio	1.00	1.00		1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	1.00		1.00	0.00
Uniform Delay (d), s/veh	49.4	0.0		19.2	3.9		12.3	0.0
Incr Delay (d2), s/veh	2.2	0.0		3.7	0.4		1.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0		5.2	2.7		11.2	0.0
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh	51.6	0.0		22.9	4.3		13.8	0.0
LnGrp LOS	D			C	A		B	
Approach Vol, veh/h	347				1546		1551	
Approach Delay, s/veh	51.6				10.6		13.8	
Approach LOS	D				B		B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	15.0	84.1	20.9	99.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	15.0	61.0	26.0	82.0
Max Q Clear Time (g_c+I1), s	7.4	33.9	13.8	12.6
Green Ext Time (p_c), s	1.4	26.0	1.1	44.9

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	16.2
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

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

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	25	20	5	15	1320	5	2110	40
Future Volume (vph)	25	20	5	15	1320	5	2110	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0		150		100		250
Storage Lanes	1	1		1		1		1
Taper Length (ft)	125			125		175		
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt		0.850						0.850
Flt Protected	0.950			0.950		0.950		
Satd. Flow (prot)	1805	1524	0	1805	3438	1805	3539	1468
Flt Permitted	0.950			0.950		0.950		
Satd. Flow (perm)	1805	1524	0	1805	3438	1805	3539	1468
Link Speed (mph)	25				45		45	
Link Distance (ft)	1147				1076		2138	
Travel Time (s)	31.3				16.3		32.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	6%	0%	0%	5%	0%	2%	10%
Adj. Flow (vph)	26	20	5	15	1347	5	2153	41
Shared Lane Traffic (%)								
Lane Group Flow (vph)	26	20	0	20	1347	5	2153	41
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	12				22		22	
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)	15	9	9	15		9		9
Sign Control	Stop				Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	68.3%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	25	20	5	15	1320	5	2110	40
Future Vol, veh/h	25	20	5	15	1320	5	2110	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	-	Yield
Storage Length	150	0	-	150	-	100	-	250
Veh in Median Storage, #	1	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	6	0	0	5	0	2	10
Mvmt Flow	26	20	5	15	1347	5	2153	41

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	2877	1077	2153	2153	0	1347	-	0
Stage 1	2163	-	-	-	-	-	-	-
Stage 2	714	-	-	-	-	-	-	-
Critical Hdwy	6.8	7.02	6.4	4.1	-	6.4	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.36	2.5	2.2	-	2.5	-	-
Pot Cap-1 Maneuver	~ 13	208	60	253	-	202	-	-
Stage 1	76	-	-	-	-	-	-	-
Stage 2	452	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	~ 11	208	132	132	-	202	-	-
Mov Cap-2 Maneuver	53	-	-	-	-	-	-	-
Stage 1	64	-	-	-	-	-	-	-
Stage 2	441	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	79.9	0.6	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBU	SBT	SBR
Capacity (veh/h)	132	-	53	208	202	-	-
HCM Lane V/C Ratio	0.155	-	0.481	0.098	0.025	-	-
HCM Control Delay (s/veh)	37.3	-	124.5	24.2	23.3	-	-
HCM Lane LOS	E	-	F	C	C	-	-
HCM 95th %tile Q (veh)	0.5	-	1.8	0.3	0.1	-	-

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



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	5	35	60	1285	5	2115	10
Future Volume (vph)	5	35	60	1285	5	2115	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	175		100		225
Storage Lanes	1	0	1		1		1
Taper Length (ft)	25		150		175		
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	1.00
Frt	0.881						0.850
Flt Protected	0.994		0.950		0.950		
Satd. Flow (prot)	1664	0	1805	3438	1805	3539	1615
Flt Permitted	0.994		0.950		0.950		
Satd. Flow (perm)	1664	0	1805	3438	1805	3539	1615
Link Speed (mph)	25			45		45	
Link Distance (ft)	865			2138		1003	
Travel Time (s)	23.6			32.4		15.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	5%	0%	2%	0%
Adj. Flow (vph)	5	36	63	1339	5	2203	10
Shared Lane Traffic (%)							
Lane Group Flow (vph)	41	0	63	1339	5	2203	10
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	12			22		22	
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 68.5%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	5	35	60	1285	5	2115	10
Future Vol, veh/h	5	35	60	1285	5	2115	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	-	Yield
Storage Length	0	-	175	-	100	-	225
Veh in Median Storage, #	1	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	5	0	2	0
Mvmt Flow	5	36	63	1339	5	2203	10

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	3009	1102	2203	0	1339	-	0
Stage 1	2213	-	-	-	-	-	-
Stage 2	796	-	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	6.4	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	2.5	-	-
Pot Cap-1 Maneuver	11	210	242	-	205	-	-
Stage 1	71	-	-	-	-	-	-
Stage 2	410	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	8	210	242	-	205	-	-
Mov Cap-2 Maneuver	44	-	-	-	-	-	-
Stage 1	53	-	-	-	-	-	-
Stage 2	400	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	23.1	1.1	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	242	-	240	205	-	-
HCM Lane V/C Ratio	0.258	-	0.174	0.025	-	-
HCM Control Delay (s/veh)	25	-	23.1	23	-	-
HCM Lane LOS	C	-	C	C	-	-
HCM 95th %tile Q (veh)	1	-	0.6	0.1	-	-

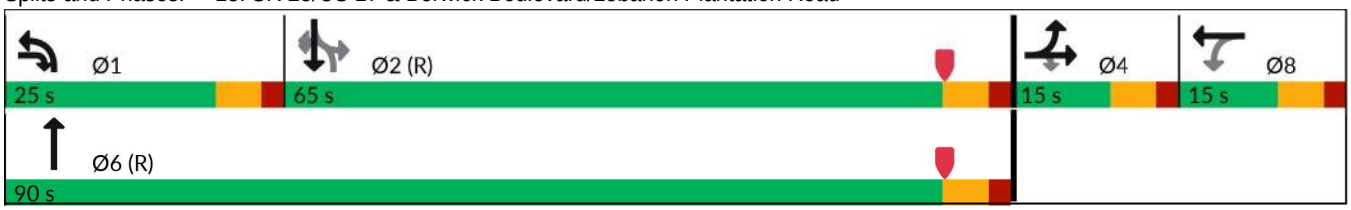
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	5	390	5	5	5	370	920	5	5	1735	240
Future Volume (vph)	200	5	390	5	5	5	370	920	5	5	1735	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	0		0	300		0	100		400
Storage Lanes	2		1	0		0	1		0	1		1
Taper Length (ft)	50			25			75			150		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.955			0.999				0.850
Flt Protected	0.950	0.954			0.984		0.950			0.950		
Satd. Flow (prot)	1681	1690	1583	0	1785	0	1770	3435	0	1805	3539	1583
Flt Permitted	0.950	0.954			0.843		0.071			0.285		
Satd. Flow (perm)	1681	1690	1583	0	1530	0	132	3435	0	542	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			139		5			1				261
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		1433			1055			1003			1476	
Travel Time (s)		27.9			28.8			15.2			22.4	
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
Heavy Vehicles (%)	2%	0%	2%	0%	0%	0%	2%	5%	0%	0%	2%	2%
Adj. Flow (vph)	217	5	424	5	5	5	402	1000	5	5	1886	261
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	111	111	424	0	15	0	402	1005	0	5	1886	261
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			0			22			22	
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	1	0	1	1		1	1		1	1	0
Detector Template				Left								
Leading Detector (ft)	40	40	0	20	20		40	336		40	336	0
Trailing Detector (ft)	0	0	0	0	0		0	330		0	330	0
Detector 1 Position(ft)	0	0	0	0	0		0	330		0	330	0
Detector 1 Size(ft)	40	40	20	20	20		40	6		40	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Turn Type	Split	NA	pm+ov	Perm	NA		D.P+P	NA		Perm	NA	Perm
Protected Phases	4	4	1		8		1	6			2	
Permitted Phases			4	8			2			2		2
Detector Phase	4	4	1	8	8		1	6		2	2	2
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0		9.0	16.0		16.0	16.0	16.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0		15.0	22.0		22.0	22.0	22.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	15.0	15.0	25.0	15.0	15.0		25.0	90.0		65.0	65.0	65.0
Total Split (%)	12.5%	12.5%	20.8%	12.5%	12.5%		20.8%	75.0%		54.2%	54.2%	54.2%
Maximum Green (s)	9.0	9.0	19.0	9.0	9.0		19.0	84.0		59.0	59.0	59.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-1.2	-1.2	-1.2		-1.2		-1.2	-1.5		-1.2	-1.5	-1.5
Total Lost Time (s)	4.8	4.8	4.8		4.8		4.8	4.5		4.8	4.5	4.5
Lead/Lag			Lead				Lead			Lag	Lag	Lag
Lead-Lag Optimize?			Yes				Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	5.0		5.0	5.0	5.0
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	C-Max
Act Effct Green (s)	10.2	10.2	42.3		10.2		89.4	94.5		60.2	60.5	60.5
Actuated g/C Ratio	0.09	0.09	0.35		0.09		0.75	0.79		0.50	0.50	0.50
v/c Ratio	0.78	0.78	0.66		0.11		0.81	0.37		0.02	1.06	0.28
Control Delay (s/veh)	88.3	87.4	26.9		41.6		44.3	4.7		12.6	57.8	1.1
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	88.3	87.4	26.9		41.6		44.3	4.7		12.6	57.8	1.1
LOS	F	F	C		D		D	A		B	E	A
Approach Delay (s/veh)		47.9			41.6			16.0			50.8	
Approach LOS		D			D			B			D	
Queue Length 50th (ft)	90	90	165		7		206	131		1	~850	0
Queue Length 95th (ft)	#192	#191	#326		30		#486	135		m2	#982	m15
Internal Link Dist (ft)		1353			975			923			1396	
Turn Bay Length (ft)	300						300			100		400
Base Capacity (vph)	142	143	647		134		497	2704		271	1784	927
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.78	0.78	0.66		0.11		0.81	0.37		0.02	1.06	0.28

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 64 (53%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay (s/veh): 38.7		Intersection LOS: D	
Intersection Capacity Utilization 92.5%		ICU Level of Service F	
Analysis Period (min) 15			
~ 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.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 18: SR 25/US 17 & Berwick Boulevard/Lebanon Plantation Road



HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	5	70	5	5	20	70	1035	15	5	1900	135
Future Volume (vph)	20	5	70	5	5	20	70	1035	15	5	1900	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	0		0	150		250	150		300
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	25			25			150			150		
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		0.909				0.850			0.850
Flt Protected		0.961			0.992		0.950			0.950		
Satd. Flow (prot)	0	1826	1615	0	1713	0	1805	3374	1615	1805	3539	1615
Flt Permitted		0.961			0.992		0.950			0.950		
Satd. Flow (perm)	0	1826	1615	0	1713	0	1805	3374	1615	1805	3539	1615
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		711			409			1476			1006	
Travel Time (s)		19.4			11.2			22.4			15.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	2%	0%
Adj. Flow (vph)	21	5	73	5	5	21	73	1078	16	5	1979	141
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	73	0	31	0	73	1078	16	5	1979	141
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			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	71.1%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	5	70	5	5	20	70	1035	15	5	1900	135
Future Vol, veh/h	20	5	70	5	5	20	70	1035	15	5	1900	135
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	-	-	None	-	-	Yield	-	-	Yield
Storage Length	-	-	200	-	-	-	150	-	250	150	-	300
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	2	0
Mvmt Flow	21	5	73	5	5	21	73	1078	16	5	1979	141

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2677	3213	990	2226	3213	539	1979	0	0	1078	0	0
Stage 1	1989	1989	-	1224	1224	-	-	-	-	-	-	-
Stage 2	688	1224	-	1002	1989	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 11	10	249	24	10	492	296	-	-	655	-	-
Stage 1	64	107	-	193	254	-	-	-	-	-	-	-
Stage 2	407	254	-	264	107	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 7	7	249	13	7	492	296	-	-	655	-	-
Mov Cap-2 Maneuver	39	65	-	61	27	-	-	-	-	-	-	-
Stage 1	48	106	-	145	191	-	-	-	-	-	-	-
Stage 2	286	191	-	176	106	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	66.5	58.8	1.3	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	296	-	-	42	249	97	655	-	-
HCM Lane V/C Ratio	0.246	-	-	0.62	0.293	0.322	0.008	-	-
HCM Control Delay (s/veh)	21.1	-	-	181.9	25.3	58.8	10.5	-	-
HCM Lane LOS	C	-	-	F	D	F	B	-	-
HCM 95th %tile Q (veh)	0.9	-	-	2.3	1.2	1.2	0	-	-

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

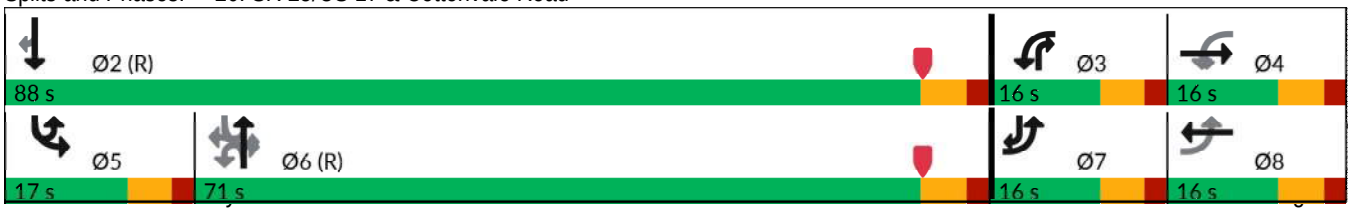
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	155	55	45	210	40	180	5	45	825	200	40	245
Future Volume (vph)	155	55	45	210	40	180	5	45	825	200	40	245
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		175	75		0		100		175		175
Storage Lanes	1		1	1		0		1		1		1
Taper Length (ft)	50			50				150				175
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.850		0.878					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1805	1900	1615	1770	1655	0	0	1805	3374	1599	0	1790
Flt Permitted	0.333			0.719				0.071				0.254
Satd. Flow (perm)	633	1900	1615	1339	1655	0	0	135	3374	1599	0	478
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			136		147					213		
Link Speed (mph)		25			25				45			
Link Distance (ft)		388			1293				1006			
Travel Time (s)		10.6			35.3				15.2			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	2%	0%	1%	0%	0%	7%	1%	0%	1%
Adj. Flow (vph)	165	59	48	223	43	191	5	48	878	213	43	261
Shared Lane Traffic (%)												
Lane Group Flow (vph)	165	59	48	223	234	0	0	53	878	213	0	304
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)		12			12				22			
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	1	0	1	1		1	1	1	0	1	1
Detector Template							Left				Left	
Leading Detector (ft)	40	40	0	40	40		20	40	336	0	20	40
Trailing Detector (ft)	0	0	0	0	0		0	0	330	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	330	0	0	0
Detector 1 Size(ft)	40	40	20	40	40		20	40	6	20	20	40
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
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
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
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
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Perm	Perm	NA	pm+ov	D.P+P	D.P+P
Protected Phases	7	4		3	8				6	3	5	5
Permitted Phases	8		4	4			6	6		6	6	6
Detector Phase	7	4	4	3	8		6	6	6	3	5	5
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0		16.0	16.0	16.0	9.0	9.0	9.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0		22.0	22.0	22.0	15.0	15.0	15.0

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1780	220
Future Volume (vph)	1780	220
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		225
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1599
Flt Permitted		
Satd. Flow (perm)	3539	1599
Right Turn on Red		Yes
Satd. Flow (RTOR)		234
Link Speed (mph)	45	
Link Distance (ft)	1780	
Travel Time (s)	27.0	
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	2%	1%
Adj. Flow (vph)	1894	234
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1894	234
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
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	1	0
Detector Template		
Leading Detector (ft)	336	0
Trailing Detector (ft)	330	0
Detector 1 Position(ft)	330	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
Turn Type	NA	pm+ov
Protected Phases	2	7
Permitted Phases		2
Detector Phase	2	7
Switch Phase		
Minimum Initial (s)	16.0	9.0
Minimum Split (s)	22.0	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Total Split (s)	16.0	16.0	16.0	16.0	16.0		71.0	71.0	71.0	16.0	17.0	17.0
Total Split (%)	13.3%	13.3%	13.3%	13.3%	13.3%		59.2%	59.2%	59.2%	13.3%	14.2%	14.2%
Maximum Green (s)	10.0	10.0	10.0	10.0	10.0		65.0	65.0	65.0	10.0	11.0	11.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.3	-1.3	-1.3	-1.3			-1.1	-1.4	-1.4		-1.3
Total Lost Time (s)	5.0	4.7	4.7	4.7	4.7			4.9	4.6	4.6		4.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		5.0	5.0	5.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	21.8	11.1	11.1	23.3	11.1			66.6	66.9	85.9		78.8
Actuated g/C Ratio	0.18	0.09	0.09	0.19	0.09			0.56	0.56	0.72		0.66
v/c Ratio	0.74	0.34	0.18	0.72	0.82			0.71	0.47	0.18		0.68
Control Delay (s/veh)	61.5	56.6	1.4	56.5	43.3			61.6	11.2	0.7		14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay (s/veh)	61.5	56.6	1.4	56.5	43.3			61.6	11.2	0.7		14.2
LOS	E	E	A	E	D			E	B	A		B
Approach Delay (s/veh)		49.8			49.8				11.6			
Approach LOS		D			D				B			
Queue Length 50th (ft)	110	43	0	154	66			21	137	2		42
Queue Length 95th (ft)	#180	87	0	#265	#197			m#106	204	m9		m70
Internal Link Dist (ft)		308			1213				926			
Turn Bay Length (ft)	175		175	75				100		175		175
Base Capacity (vph)	222	178	275	311	289			75	1880	1204		449
Starvation Cap Reductn	0	0	0	0	0			0	0	0		0
Spillback Cap Reductn	0	0	0	0	0			0	0	0		0
Storage Cap Reductn	0	0	0	0	0			0	0	0		0
Reduced v/c Ratio	0.74	0.33	0.17	0.72	0.81			0.71	0.47	0.18		0.68

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 50 (42%), Referenced to phase 2:SBT and 6:NBSB, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 15.5		Intersection LOS: B	
Intersection Capacity Utilization 100.1%		ICU Level of Service G	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 20: SR 25/US 17 & Cottonvale Road





Lane Group	SBT	SBR
Total Split (s)	88.0	16.0
Total Split (%)	73.3%	13.3%
Maximum Green (s)	82.0	10.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	-1.4	-1.4
Total Lost Time (s)	4.6	4.6
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Vehicle Extension (s)	5.0	3.0
Recall Mode	C-Max	None
Act Effct Green (s)	83.6	99.6
Actuated g/C Ratio	0.70	0.83
v/c Ratio	0.77	0.17
Control Delay (s/veh)	6.7	0.2
Queue Delay	0.0	0.0
Total Delay (s/veh)	6.7	0.2
LOS	A	A
Approach Delay (s/veh)	7.0	
Approach LOS	A	
Queue Length 50th (ft)	151	0
Queue Length 95th (ft)	225	m0
Internal Link Dist (ft)	1700	
Turn Bay Length (ft)		225
Base Capacity (vph)	2466	1367
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.77	0.17

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	155	55	45	210	40	180	5	45	825	200	40	245
Future Volume (veh/h)	155	55	45	210	40	180	5	45	825	200	40	245
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1900	1900	1900	1870	1900	1885		1900	1796	1885		1885
Adj Flow Rate, veh/h	165	59	0	223	43	191		48	878	213		261
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		0.94	0.94	0.94		0.94
Percent Heavy Veh, %	0	0	0	2	0	1		0	7	1		1
Cap, veh/h	226	179		315	29	127		144	1939	1060		390
Arrive On Green	0.09	0.09	0.00	0.09	0.09	0.08		0.19	0.19	0.19		0.09
Sat Flow, veh/h	1810	1900	1610	1781	304	1352		243	3413	1598		1795
Grp Volume(v), veh/h	165	59	0	223	0	234		48	878	213		261
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1781	0	1657		243	1706	1598		1795
Q Serve(g_s), s	9.8	3.5	0.0	11.3	0.0	11.3		22.5	27.4	10.6		7.0
Cycle Q Clear(g_c), s	9.8	3.5	0.0	11.3	0.0	11.3		49.1	27.4	10.6		7.0
Prop In Lane	1.00		1.00	1.00		0.82		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	226	179		315	0	156		144	1939	1060		390
V/C Ratio(X)	0.73	0.33		0.71	0.00	1.50		0.33	0.45	0.20		0.67
Avail Cap(c_a), veh/h	226	179		315	0	156		144	1939	1060		416
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		0.33	0.33	0.33		1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	44.5	50.8	0.0	46.0	0.0	54.9		53.7	32.2	16.2		15.1
Incr Delay (d2), s/veh	11.4	1.1	0.0	7.1	0.0	255.5		6.2	0.8	0.4		3.8
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
%ile BackOfQ(50%),veh/ln	5.2	1.7	0.0	1.5	0.0	15.9		1.7	12.7	4.6		2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.9	51.9	0.0	53.1	0.0	310.4		59.9	33.0	16.6		18.9
LnGrp LOS	E	D		D		F		E	C	B		B
Approach Vol, veh/h		224			457				1139			
Approach Delay, s/veh		54.9			184.8				31.0			
Approach LOS		D			F				C			

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		88.0	16.0	16.0	15.2	72.8	16.0	16.0				
Change Period (Y+Rc), s		6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s		82.0	10.0	10.0	11.0	65.0	10.0	10.0				
Max Q Clear Time (g_c+I1), s		43.8	13.3	5.5	9.0	51.1	11.8	13.3				
Green Ext Time (p_c), s		37.6	0.0	0.0	0.2	11.4	0.0	0.0				

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	41.3
HCM 6th LOS	D

Notes

User approved ignoring U-Turning movement.

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

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1780	220
Future Volume (veh/h)	1780	220
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1885
Adj Flow Rate, veh/h	1894	0
Peak Hour Factor	0.94	0.94
Percent Heavy Veh, %	2	1
Cap, veh/h	2470	
Arrive On Green	0.69	0.00
Sat Flow, veh/h	3554	1598
Grp Volume(v), veh/h	1894	0
Grp Sat Flow(s),veh/h/ln	1777	1598
Q Serve(g_s), s	41.8	0.0
Cycle Q Clear(g_c), s	41.8	0.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2470	
V/C Ratio(X)	0.77	
Avail Cap(c_a), veh/h	2470	
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	0.00
Uniform Delay (d), s/veh	12.0	0.0
Incr Delay (d2), s/veh	2.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.2	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	14.3	0.0
LnGrp LOS	B	
Approach Vol, veh/h	2155	
Approach Delay, s/veh	14.9	
Approach LOS	B	
Timer - Assigned Phs		



Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	10	15	15	10	1175	20	2255	35
Future Volume (vph)	10	15	15	10	1175	20	2255	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		125		100		150
Storage Lanes	1	0		1		1		1
Taper Length (ft)	25			150		150		
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt	0.920							0.850
Flt Protected	0.980			0.950		0.950		
Satd. Flow (prot)	1636	0	0	1805	3438	1687	3574	1553
Flt Permitted	0.980			0.950		0.950		
Satd. Flow (perm)	1636	0	0	1805	3438	1687	3574	1553
Link Speed (mph)	30				45		45	
Link Distance (ft)	1221				1780		1647	
Travel Time (s)	27.8				27.0		25.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	8%	0%	0%	5%	7%	1%	4%
Adj. Flow (vph)	11	16	16	11	1237	21	2374	37
Shared Lane Traffic (%)								
Lane Group Flow (vph)	27	0	0	27	1237	21	2374	37
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	12				22		22	
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)	15	9	9	15		9		9
Sign Control	Stop				Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	72.3%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	10	15	15	10	1175	20	2255	35
Future Vol, veh/h	10	15	15	10	1175	20	2255	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	Yield
Storage Length	0	-	-	125	-	100	-	150
Veh in Median Storage, #	1	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	8	0	0	5	7	1	4
Mvmt Flow	11	16	16	11	1237	21	2374	37

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	3089	1187	2374	2374	0	1237	-	0
Stage 1	2416	-	-	-	-	-	-	-
Stage 2	673	-	-	-	-	-	-	-
Critical Hdwy	6.8	7.06	6.4	4.1	-	6.54	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.38	2.5	2.2	-	2.57	-	-
Pot Cap-1 Maneuver	~ 10	172	43	208	-	223	-	-
Stage 1	54	-	-	-	-	-	-	-
Stage 2	474	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	~ 5	172	58	58	-	223	-	-
Mov Cap-2 Maneuver	26	-	-	-	-	-	-	-
Stage 1	30	-	-	-	-	-	-	-
Stage 2	429	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	127	2.3	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	58	-	53	223	-	-
HCM Lane V/C Ratio	0.454	-	0.497	0.094	-	-
HCM Control Delay (s/veh)	111.5	-	127	22.8	-	-
HCM Lane LOS	F	-	F	C	-	-
HCM 95th %tile Q (veh)	1.7	-	1.9	0.3	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	0	0	50	0	0	60	5	35	1120	45	20	60
Future Volume (vph)	0	0	50	0	0	60	5	35	1120	45	20	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		175		225		150
Storage Lanes	0		1	0		1		1		1		1
Taper Length (ft)	25			25				175				150
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.865			0.865				0.850		
Flt Protected								0.950				0.950
Satd. Flow (prot)	0	0	1442	0	0	1536	0	1672	3406	1553	0	1590
Flt Permitted								0.950				0.950
Satd. Flow (perm)	0	0	1442	0	0	1536	0	1672	3406	1553	0	1590
Link Speed (mph)		25			30				45			
Link Distance (ft)		1105			1087				1647			
Travel Time (s)		30.1			24.7				25.0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	14%	0%	0%	7%	0%	9%	6%	4%	0%	18%
Adj. Flow (vph)	0	0	53	0	0	63	5	37	1179	47	21	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	53	0	0	63	0	42	1179	47	0	84
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				22			
Link Offset(ft)		-25			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
Sign Control		Stop			Stop				Free			

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 76.5%		ICU Level of Service D	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	2255	5
Future Volume (vph)	2255	5
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3574	1615
Flt Permitted		
Satd. Flow (perm)	3574	1615
Link Speed (mph)	45	
Link Distance (ft)	1342	
Travel Time (s)	20.3	
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	2374	5
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2374	5
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Free	

Intersection Summary

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	0	0	50	0	0	60	5	35	1120	45	20	60	2255	5
Future Vol, veh/h	0	0	50	0	0	60	5	35	1120	45	20	60	2255	5
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	-	-	Stop	-	-	Stop	-	-	-	Yield	-	-	-	Yield
Storage Length	-	-	0	-	-	0	-	175	-	225	-	150	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	14	0	0	7	0	9	6	4	0	18	1	0
Mvmt Flow	0	0	53	0	0	63	5	37	1179	47	21	63	2374	5

Major/Minor	Minor2		Minor1			Major1					Major2			
Conflicting Flow All	-	-	1187	-	-	590	2374	2374	0	0	1179	1179	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.18	-	-	7.04	6.4	4.28	-	-	6.4	4.46	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.44	-	-	3.37	2.5	2.29	-	-	2.5	2.38	-	-
Pot Cap-1 Maneuver	0	0	164	0	0	439	43	181	-	-	259	505	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	-	-	164	-	-	439	111	111	-	-	384	384	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	37	14.6	1.9	0.6
HCM LOS	E	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	111	-	-	164	439	384	-	-
HCM Lane V/C Ratio	0.379	-	-	0.321	0.144	0.219	-	-
HCM Control Delay (s/veh)	55.9	-	-	37	14.6	17	-	-
HCM Lane LOS	F	-	-	E	B	C	-	-
HCM 95th %tile Q (veh)	1.6	-	-	1.3	0.5	0.8	-	-

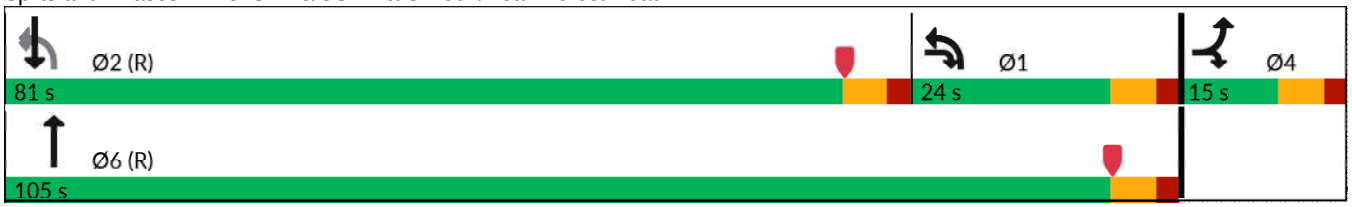


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	120	485	235	955	1845	320
Future Volume (vph)	120	485	235	955	1845	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	275	175			225
Storage Lanes	2	1	1			1
Taper Length (ft)	25		50			
Lane Util. Factor	0.97	0.91	1.00	0.95	0.95	1.00
Frt	0.899	0.850				0.850
Flt Protected	0.984		0.950			
Satd. Flow (prot)	3106	1413	1656	3438	3574	1568
Flt Permitted	0.984		0.052			
Satd. Flow (perm)	3106	1413	91	3438	3574	1568
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	227	20				273
Link Speed (mph)	35			45	45	
Link Distance (ft)	2461			1129	2465	
Travel Time (s)	47.9			17.1	37.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	7%	4%	9%	5%	1%	3%
Adj. Flow (vph)	122	495	240	974	1883	327
Shared Lane Traffic (%)		50%				
Lane Group Flow (vph)	370	247	240	974	1883	327
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	40			12	16	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	30			25	25	
Two way Left Turn Lane					Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	0	1	1	1	0
Detector Template						
Leading Detector (ft)	40	0	40	336	336	0
Trailing Detector (ft)	0	0	0	330	330	0
Detector 1 Position(ft)	0	0	0	330	330	0
Detector 1 Size(ft)	40	20	40	6	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
Turn Type	Prot	pt+ov	D.P+P	NA	NA	Perm
Protected Phases	4	1 4	1	6	2	
Permitted Phases			2			2
Detector Phase	4	1 4	1	6	2	2
Switch Phase						
Minimum Initial (s)	9.0		9.0	16.0	16.0	16.0
Minimum Split (s)	15.0		15.0	22.0	22.0	22.0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (s)	15.0		24.0	105.0	81.0	81.0
Total Split (%)	12.5%		20.0%	87.5%	67.5%	67.5%
Maximum Green (s)	9.0		18.0	99.0	75.0	75.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.5		-2.5	-1.5	-1.5	-1.5
Total Lost Time (s)	2.5		3.5	4.5	4.5	4.5
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	4.0		3.0	5.0	5.0	5.0
Recall Mode	None		None	C-Max	C-Max	C-Max
Act Effct Green (s)	12.5	33.0	98.0	100.5	76.5	76.5
Actuated g/C Ratio	0.10	0.28	0.82	0.84	0.64	0.64
v/c Ratio	0.70	0.61	0.70	0.34	0.83	0.30
Control Delay (s/veh)	27.7	42.3	43.4	3.1	20.7	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.7	42.3	43.4	3.1	20.7	2.5
LOS	C	D	D	A	C	A
Approach Delay (s/veh)	33.5			11.0	18.1	
Approach LOS	C			B	B	
Queue Length 50th (ft)	54	169	112	44	545	15
Queue Length 95th (ft)	107	270	m223	139	657	49
Internal Link Dist (ft)	2381			1049	2385	
Turn Bay Length (ft)		275	175			225
Base Capacity (vph)	526	403	341	2879	2278	1098
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.61	0.70	0.34	0.83	0.30

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 80 (67%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 18.3		Intersection LOS: B	
Intersection Capacity Utilization 83.0%		ICU Level of Service E	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 23: SR 25/US 17 & SR 307/Dean Forest Road





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	120	485	235	955	1845	320
Future Volume (veh/h)	120	485	235	955	1845	320
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1796	1841	1767	1826	1885	1856
Adj Flow Rate, veh/h	122	495	240	974	1883	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	7	4	9	5	1	3
Cap, veh/h	178	702	403	2905	2283	
Arrive On Green	0.10	0.08	0.17	0.84	0.64	0.00
Sat Flow, veh/h	1711	3120	1682	3561	3676	1572
Grp Volume(v), veh/h	122	495	240	974	1883	0
Grp Sat Flow(s),veh/h/ln	1711	1560	1682	1735	1791	1572
Q Serve(g_s), s	8.3	0.0	6.9	7.6	48.2	0.0
Cycle Q Clear(g_c), s	8.3	0.0	6.9	7.6	48.2	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	178	702	403	2905	2283	
V/C Ratio(X)	0.68	0.71	0.60	0.34	0.82	
Avail Cap(c_a), veh/h	178	702	403	2905	2283	
HCM Platoon Ratio	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	0.00
Uniform Delay (d), s/veh	51.8	42.8	39.1	2.2	16.6	0.0
Incr Delay (d2), s/veh	11.4	3.5	2.4	0.3	3.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	8.6	6.0	1.4	18.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	63.3	46.4	41.4	2.5	20.2	0.0
LnGrp LOS	E	D	D	A	C	
Approach Vol, veh/h	617			1214	1883	
Approach Delay, s/veh	49.7			10.2	20.2	
Approach LOS	D			B	C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	24.0	81.0		15.0		105.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	18.0	75.0		9.0		99.0
Max Q Clear Time (g_c+I1), s	8.9	50.2		10.3		9.6
Green Ext Time (p_c), s	0.5	24.5		0.0		49.2

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	21.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	45	40	1035	2120	25
Future Volume (vph)	15	45	40	1035	2120	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	235			225
Storage Lanes	1	0	1			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	0.899					0.850
Flt Protected	0.988		0.950			
Satd. Flow (prot)	1638	0	1752	3438	3574	1615
Flt Permitted	0.988		0.950			
Satd. Flow (perm)	1638	0	1752	3438	3574	1615
Link Speed (mph)	25			45	45	
Link Distance (ft)	1440			2465	2561	
Travel Time (s)	39.3			37.3	38.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	4%	3%	5%	1%	0%
Adj. Flow (vph)	16	48	43	1113	2280	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	0	43	1113	2280	27
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 68.9%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	45	40	1035	2120	25
Future Vol, veh/h	15	45	40	1035	2120	25
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	-	235	-	-	225
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	4	3	5	1	0
Mvmt Flow	16	48	43	1113	2280	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2923	1140	2307	0	-	0
Stage 1	2280	-	-	-	-	-
Stage 2	643	-	-	-	-	-
Critical Hdwy	6.8	6.98	4.16	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.34	2.23	-	-	-
Pot Cap-1 Maneuver	~ 12	192	211	-	-	-
Stage 1	65	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 10	192	211	-	-	-
Mov Cap-2 Maneuver	44	-	-	-	-	-
Stage 1	52	-	-	-	-	-
Stage 2	491	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	84.4	1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	211	-	104	-	-
HCM Lane V/C Ratio	0.204	-	0.62	-	-
HCM Control Delay (s/veh)	26.4	-	84.4	-	-
HCM Lane LOS	D	-	F	-	-
HCM 95th %tile Q (veh)	0.7	-	3	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	20	5	5	5	20	1030	5	5	2125	10
Future Volume (vph)	5	5	20	5	5	5	20	1030	5	5	2125	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	235		0	235		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
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	0.95
Frt		0.909			0.955			0.999			0.999	
Flt Protected		0.992			0.984		0.950			0.950		
Satd. Flow (prot)	0	1679	0	0	1785	0	1703	3435	0	1805	3571	0
Flt Permitted		0.992			0.984		0.950			0.950		
Satd. Flow (perm)	0	1679	0	0	1785	0	1703	3435	0	1805	3571	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		1154			381			2561			1145	
Travel Time (s)		31.5			10.4			38.8			17.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	3%	0%	0%	0%	6%	5%	0%	0%	1%	0%
Adj. Flow (vph)	5	5	21	5	5	5	21	1084	5	5	2237	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	0	0	15	0	21	1089	0	5	2248	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.1%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	5	20	5	5	5	20	1030	5	5	2125	10
Future Vol, veh/h	5	5	20	5	5	5	20	1030	5	5	2125	10
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	-	-	-	-	-	-	235	-	-	235	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	0	0	6	5	0	0	1	0
Mvmt Flow	5	5	21	5	5	5	21	1084	5	5	2237	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2840	3384	1124	2260	3387	545	2248	0	0	1089	0	0
Stage 1	2253	2253	-	1129	1129	-	-	-	-	-	-	-
Stage 2	587	1131	-	1131	2258	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.96	7.5	6.5	6.9	4.22	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.33	3.5	4	3.3	2.26	-	-	2.2	-	-
Pot Cap-1 Maneuver	8	8	198	23	8	488	213	-	-	648	-	-
Stage 1	43	79	-	221	281	-	-	-	-	-	-	-
Stage 2	468	281	-	220	78	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	7	7	198	18	7	488	213	-	-	648	-	-
Mov Cap-2 Maneuver	33	56	-	89	44	-	-	-	-	-	-	-
Stage 1	39	78	-	199	253	-	-	-	-	-	-	-
Stage 2	409	253	-	182	77	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	67.2	58.3	0.5	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	213	-	-	88	83	648	-	-
HCM Lane V/C Ratio	0.099	-	-	0.359	0.19	0.008	-	-
HCM Control Delay (s/veh)	23.7	-	-	67.2	58.3	10.6	-	-
HCM Lane LOS	C	-	-	F	F	B	-	-
HCM 95th %tile Q (veh)	0.3	-	-	1.4	0.7	0	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	5	1035	5	5	2135
Future Volume (vph)	5	5	1035	5	5	2135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	235	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.932		0.999			
Flt Protected	0.976				0.950	
Satd. Flow (prot)	1728	0	3435	0	1805	3574
Flt Permitted	0.976				0.950	
Satd. Flow (perm)	1728	0	3435	0	1805	3574
Link Speed (mph)	25		45			45
Link Distance (ft)	866		1145			1404
Travel Time (s)	23.6		17.3			21.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	5%	0%	0%	1%
Adj. Flow (vph)	5	5	1113	5	5	2296
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	1118	0	5	2296
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.0%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	5	1035	5	5	2135
Future Vol, veh/h	5	5	1035	5	5	2135
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	-	-	-	235	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	5	0	0	1
Mvmt Flow	5	5	1113	5	5	2296

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2274	559	0	0	1118	0
Stage 1	1116	-	-	-	-	-
Stage 2	1158	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	35	478	-	-	632	-
Stage 1	279	-	-	-	-	-
Stage 2	265	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	35	478	-	-	632	-
Mov Cap-2 Maneuver	140	-	-	-	-	-
Stage 1	279	-	-	-	-	-
Stage 2	263	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	22.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	217	632	-
HCM Lane V/C Ratio	-	-	0.05	0.009	-
HCM Control Delay (s/veh)	-	-	22.5	10.7	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q (veh)	-	-	0.2	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	5	15	380	15	50	10	955	70	45	1740	35
Future Volume (vph)	60	5	15	380	15	50	10	955	70	45	1740	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	235		0	235		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
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	0.95
Frt		0.975			0.985			0.990			0.997	
Flt Protected		0.964			0.959		0.950			0.950		
Satd. Flow (prot)	0	1708	0	0	1795	0	1805	3415	0	1805	3564	0
Flt Permitted		0.886			0.959		0.056			0.186		
Satd. Flow (perm)	0	1570	0	0	1795	0	106	3415	0	353	3564	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			5			9			2	
Link Speed (mph)		25			40			45			45	
Link Distance (ft)		1154			1877			1404			2006	
Travel Time (s)		31.5			32.0			21.3			30.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	6%	0%	0%	0%	0%	0%	0%	5%	0%	0%	1%	0%
Adj. Flow (vph)	62	5	15	392	15	52	10	985	72	46	1794	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	82	0	0	459	0	10	1057	0	46	1830	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	1		1	1		1	1		1	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	40		20	40		40	336		40	336	
Trailing Detector (ft)	0	0		0	0		0	330		0	330	
Detector 1 Position(ft)	0	0		0	0		0	330		0	330	
Detector 1 Size(ft)	20	40		20	40		40	6		40	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	
Turn Type	Perm	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases		4		8	8			6			2	
Permitted Phases	4						6			2		
Detector Phase	4	4		8	8		6	6		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		22.0	22.0		22.0	22.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	15.0	15.0		40.0	40.0		75.0	75.0		75.0	75.0	
Total Split (%)	11.5%	11.5%		30.8%	30.8%		57.7%	57.7%		57.7%	57.7%	
Maximum Green (s)	9.0	9.0		34.0	34.0		69.0	69.0		69.0	69.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-2.0			-2.0		-2.5	-2.5		-2.5	-2.5	
Total Lost Time (s)		4.0			4.0		3.5	3.5		3.5	3.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		11.0			35.5		72.0	72.0		72.0	72.0	
Actuated g/C Ratio		0.08			0.27		0.55	0.55		0.55	0.55	
v/c Ratio		0.59			0.93		0.17	0.56		0.24	0.93	
Control Delay (s/veh)		70.2			72.5		23.3	20.0		9.2	16.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		70.2			72.5		23.3	20.0		9.2	16.8	
LOS		E			E		C	C		A	B	
Approach Delay (s/veh)		70.2			72.5			20.1			16.6	
Approach LOS		E			E			C			B	
Queue Length 50th (ft)		62			373		4	291		11	320	
Queue Length 95th (ft)		#125			#576		18	354		m13	m415	
Internal Link Dist (ft)		1074			1797			1324			1926	
Turn Bay Length (ft)							235			235		
Base Capacity (vph)		139			500		58	1896		195	1976	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.59			0.92		0.17	0.56		0.24	0.93	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 6 (5%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay (s/veh): 26.3		Intersection LOS: C	
Intersection Capacity Utilization 84.8%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 27: SR 25/US 17 & Fall Avenue/Buckhalter Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	5	15	380	15	50	10	955	70	45	1740	35
Future Volume (veh/h)	60	5	15	380	15	50	10	955	70	45	1740	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1900	1900	1900	1900	1900	1900	1826	1900	1900	1885	1900
Adj Flow Rate, veh/h	62	5	15	392	15	52	10	985	72	46	1794	36
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	6	0	0	0	0	0	0	5	0	0	1	0
Cap, veh/h	109	9	26	423	16	56	83	1815	133	251	1988	40
Arrive On Green	0.07	0.08	0.07	0.26	0.28	0.26	0.55	0.55	0.53	0.55	0.55	0.53
Sat Flow, veh/h	1342	108	325	1526	58	202	258	3278	240	542	3591	72
Grp Volume(v), veh/h	82	0	0	459	0	0	10	521	536	46	892	938
Grp Sat Flow(s),veh/h/ln	1774	0	0	1787	0	0	258	1735	1783	542	1791	1872
Q Serve(g_s), s	5.8	0.0	0.0	32.5	0.0	0.0	4.7	24.9	25.0	7.7	57.6	58.3
Cycle Q Clear(g_c), s	5.8	0.0	0.0	32.5	0.0	0.0	62.9	24.9	25.0	32.7	57.6	58.3
Prop In Lane	0.76		0.18	0.85		0.11	1.00		0.13	1.00		0.04
Lane Grp Cap(c), veh/h	144	0	0	495	0	0	83	960	987	251	991	1036
V/C Ratio(X)	0.57	0.00	0.00	0.93	0.00	0.00	0.12	0.54	0.54	0.18	0.90	0.90
Avail Cap(c_a), veh/h	150	0	0	495	0	0	83	960	987	251	991	1036
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.5	0.0	0.0	46.7	0.0	0.0	54.1	18.5	18.6	29.0	25.8	26.0
Incr Delay (d2), s/veh	6.0	0.0	0.0	24.1	0.0	0.0	3.0	2.2	2.1	1.6	12.7	12.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.0	17.5	0.0	0.0	0.4	10.0	10.3	1.1	25.8	27.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	64.5	0.0	0.0	70.8	0.0	0.0	57.1	20.7	20.8	30.6	38.5	38.7
LnGrp LOS	E			E			E	C	C	C	D	D
Approach Vol, veh/h		82			459			1067			1876	
Approach Delay, s/veh		64.5			70.8			21.1			38.4	
Approach LOS		E			E			C			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		75.5		14.5		75.5		40.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		69.0		9.0		69.0		34.0				
Max Q Clear Time (g_c+I1), s		60.3		7.8		64.9		34.5				
Green Ext Time (p_c), s		8.7		0.0		3.8		0.0				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			38.0									
HCM 6th LOS			D									



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	45	50	10	1055	1770	35
Future Volume (vph)	45	50	10	1055	1770	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	50	235			150
Storage Lanes	1	1	1			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1687	1615	1805	3471	3539	1429
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1687	1615	1805	3471	3539	1429
Link Speed (mph)	30			45	45	
Link Distance (ft)	1128			2006	1284	
Travel Time (s)	25.6			30.4	19.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	0%	0%	4%	2%	13%
Adj. Flow (vph)	48	53	11	1122	1883	37
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	53	11	1122	1883	37
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.9%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	45	50	10	1055	1770	35
Future Vol, veh/h	45	50	10	1055	1770	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	50	235	-	-	150
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	7	0	0	4	2	13
Mvmt Flow	48	53	11	1122	1883	37

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2466	942	1883	0	-	0
Stage 1	1883	-	-	-	-	-
Stage 2	583	-	-	-	-	-
Critical Hdwy	6.94	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.94	-	-	-	-	-
Critical Hdwy Stg 2	5.94	-	-	-	-	-
Follow-up Hdwy	3.57	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 23	268	323	-	-	-
Stage 1	100	-	-	-	-	-
Stage 2	507	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 22	268	323	-	-	-
Mov Cap-2 Maneuver	79	-	-	-	-	-
Stage 1	97	-	-	-	-	-
Stage 2	507	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	60.8	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	323	-	79	268	-	-
HCM Lane V/C Ratio	0.033	-	0.606	0.198	-	-
HCM Control Delay (s/veh)	16.5	-	104.3	21.7	-	-
HCM Lane LOS	C	-	F	C	-	-
HCM 95th %tile Q (veh)	0.1	-	2.7	0.7	-	-

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	45	40	5	1095	1765	5
Future Volume (vph)	45	40	5	1095	1765	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	235			150
Storage Lanes	1	0	1			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	0.936					0.850
Flt Protected	0.974		0.950			
Satd. Flow (prot)	1563	0	1805	3471	3539	1077
Flt Permitted	0.974		0.950			
Satd. Flow (perm)	1563	0	1805	3471	3539	1077
Link Speed (mph)	30			45	45	
Link Distance (ft)	1102			1284	794	
Travel Time (s)	25.0			19.5	12.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	16%	5%	0%	4%	2%	50%
Adj. Flow (vph)	47	42	5	1141	1839	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	89	0	5	1141	1839	5
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.4%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	45	40	5	1095	1765	5
Future Vol, veh/h	45	40	5	1095	1765	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	235	-	-	150
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	16	5	0	4	2	50
Mvmt Flow	47	42	5	1141	1839	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2420	920	1839	0	-	0
Stage 1	1839	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Critical Hdwy	7.12	7	4.1	-	-	-
Critical Hdwy Stg 1	6.12	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	-	-	-
Follow-up Hdwy	3.66	3.35	2.2	-	-	-
Pot Cap-1 Maneuver	~ 22	267	336	-	-	-
Stage 1	95	-	-	-	-	-
Stage 2	485	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 22	267	336	-	-	-
Mov Cap-2 Maneuver	77	-	-	-	-	-
Stage 1	94	-	-	-	-	-
Stage 2	485	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	98.9	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	336	-	116	-	-
HCM Lane V/C Ratio	0.016	-	0.763	-	-
HCM Control Delay (s/veh)	15.9	-	98.9	-	-
HCM Lane LOS	C	-	F	-	-
HCM 95th %tile Q (veh)	0	-	4.3	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	5	5	5	5	10	1125	5	5	1765	50
Future Volume (vph)	5	5	5	5	5	5	10	1125	5	5	1765	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	235		0	235		125
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			100			100		
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		0.955			0.955			0.999				0.850
Flt Protected		0.984			0.984		0.950			0.950		
Satd. Flow (prot)	0	1648	0	0	1406	0	1530	3432	0	1805	3539	1615
Flt Permitted		0.984			0.984		0.950			0.950		
Satd. Flow (perm)	0	1648	0	0	1406	0	1530	3432	0	1805	3539	1615
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		862			878			794			1827	
Travel Time (s)		23.5			23.9			12.0			27.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	7%	0%	18%	67%	0%	14%	18%	5%	25%	0%	2%	0%
Adj. Flow (vph)	5	5	5	5	5	5	10	1172	5	5	1839	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	15	0	10	1177	0	5	1839	52
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								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.8%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	5	5	5	5	5	10	1125	5	5	1765	50
Future Vol, veh/h	5	5	5	5	5	5	10	1125	5	5	1765	50
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	-	-	-	-	-	-	235	-	-	235	-	125
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	7	0	18	67	0	14	18	5	25	0	2	0
Mvmt Flow	5	5	5	5	5	5	10	1172	5	5	1839	52

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2458	3046	920	2127	3096	589	1891	0	0	1177	0	0
Stage 1	1849	1849	-	1195	1195	-	-	-	-	-	-	-
Stage 2	609	1197	-	932	1901	-	-	-	-	-	-	-
Critical Hdwy	7.64	6.5	7.26	8.84	6.5	7.18	4.46	-	-	4.1	-	-
Critical Hdwy Stg 1	6.64	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.64	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.57	4	3.48	4.17	4	3.44	2.38	-	-	2.2	-	-
Pot Cap-1 Maneuver	15	13	244	13	12	423	255	-	-	601	-	-
Stage 1	73	126	-	118	262	-	-	-	-	-	-	-
Stage 2	437	261	-	185	118	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	14	12	244	12	11	423	255	-	-	601	-	-
Mov Cap-2 Maneuver	57	81	-	66	73	-	-	-	-	-	-	-
Stage 1	70	125	-	113	252	-	-	-	-	-	-	-
Stage 2	406	251	-	172	117	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	54.5	49.7	0.2	0
HCM LOS	F	E		

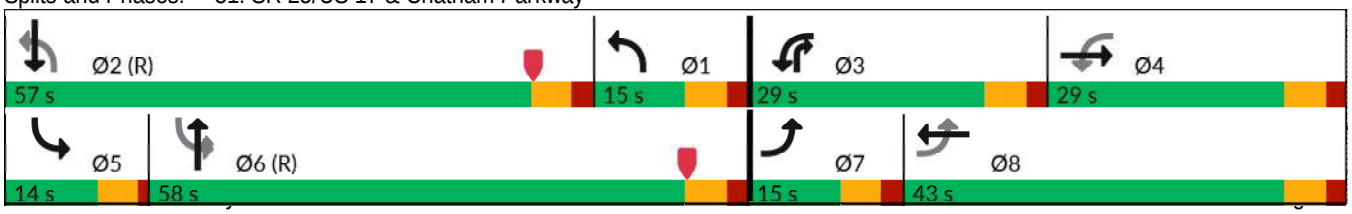
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	255	-	-	88	96	601	-	-
HCM Lane V/C Ratio	0.041	-	-	0.178	0.163	0.009	-	-
HCM Control Delay (s/veh)	19.7	-	-	54.5	49.7	11	-	-
HCM Lane LOS	C	-	-	F	E	B	-	-
HCM 95th %tile Q (veh)	0.1	-	-	0.6	0.6	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	410	260	370	415	55	170	660	300	95	1190	110
Future Volume (vph)	135	410	260	370	415	55	170	660	300	95	1190	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	100		0	235		225	235		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	100			75			100			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.942			0.982				0.850		0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1656	3354	0	1787	3504	0	1719	3438	1583	1770	3479	0
Flt Permitted	0.329			0.160			0.075			0.270		
Satd. Flow (perm)	573	3354	0	301	3504	0	136	3438	1583	503	3479	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		97			11				206		9	
Link Speed (mph)		45			35			45			45	
Link Distance (ft)		548			1720			1827			458	
Travel Time (s)		8.3			33.5			27.7			6.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	9%	1%	2%	1%	0%	10%	5%	5%	2%	2%	2%	7%
Adj. Flow (vph)	144	436	277	394	441	59	181	702	319	101	1266	117
Shared Lane Traffic (%)												
Lane Group Flow (vph)	144	713	0	394	500	0	181	702	319	101	1383	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)		20			20			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		30			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	1		1	1		1	1	0	1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	336	0	40	336	
Trailing Detector (ft)	0	0		0	0		0	330	0	0	330	
Detector 1 Position(ft)	0	0		0	0		0	330	0	0	330	
Detector 1 Size(ft)	40	40		40	40		40	6	0	40	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	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA	pm+ov	D.P+P	NA	
Protected Phases	7	4		3	8		1	6	3	5	2	
Permitted Phases	8			4			2		6	6		
Detector Phase	7	4		3	8		1	6	3	5	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		9.0	16.0	9.0	9.0	16.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		15.0	22.0	15.0	14.0	22.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	15.0	29.0		29.0	43.0		15.0	58.0	29.0	14.0	57.0	
Total Split (%)	11.5%	22.3%		22.3%	33.1%		11.5%	44.6%	22.3%	10.8%	43.8%	
Maximum Green (s)	9.0	23.0		23.0	37.0		9.0	52.0	23.0	9.0	51.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0		-2.0	-3.0	-3.0	-3.0	-3.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	3.0	3.0	2.0	3.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0	3.0	3.0	5.0	
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	
Act Effct Green (s)	50.0	25.0		50.0	39.0		64.0	55.0	84.0	68.0	54.0	
Actuated g/C Ratio	0.38	0.19		0.38	0.30		0.49	0.42	0.65	0.52	0.42	
v/c Ratio	0.46	0.99		0.98	0.47		0.91	0.48	0.29	0.27	0.95	
Control Delay (s/veh)	29.7	75.4		78.3	38.0		74.9	19.1	0.8	9.7	41.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	29.7	75.4		78.3	38.0		74.9	19.1	0.8	9.7	41.9	
LOS	C	E		E	D		E	B	A	A	D	
Approach Delay (s/veh)		67.7			55.8			22.6			39.7	
Approach LOS		E			E			C			D	
Queue Length 50th (ft)	77	280		280	176		104	118	0	23	609	
Queue Length 95th (ft)	125	#414		#490	232		m#237	m141	m3	37	#729	
Internal Link Dist (ft)		468			1640			1747			378	
Turn Bay Length (ft)	150			100			235		225	235		
Base Capacity (vph)	312	723		401	1058		200	1454	1095	380	1450	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.46	0.99		0.98	0.47		0.91	0.48	0.29	0.27	0.95	

Intersection Summary		
Area Type:	Other	
Cycle Length: 130		
Actuated Cycle Length: 130		
Offset: 48 (37%), Referenced to phase 2:NBSB and 6:NBSB, Start of Yellow		
Natural Cycle: 100		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.99		
Intersection Signal Delay (s/veh): 43.7	Intersection LOS: D	
Intersection Capacity Utilization 99.3%	ICU Level of Service F	
Analysis Period (min) 15		
# 95th percentile volume exceeds capacity, queue may be longer.		
Queue shown is maximum after two cycles.		
m Volume for 95th percentile queue is metered by upstream signal.		

Splits and Phases: 31: SR 25/US 17 & Chatham Parkway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	410	260	370	415	55	170	660	300	95	1190	110
Future Volume (veh/h)	135	410	260	370	415	55	170	660	300	95	1190	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1885	1870	1885	1900	1752	1826	1826	1870	1870	1870	1796
Adj Flow Rate, veh/h	144	436	277	394	441	0	181	702	319	101	1266	117
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	9	1	2	1	0	10	5	5	2	2	2	7
Cap, veh/h	379	405	256	401	1083		218	1474	990	371	1366	126
Arrive On Green	0.08	0.19	0.18	0.19	0.30	0.00	0.08	0.42	0.42	0.09	0.42	0.39
Sat Flow, veh/h	1682	2108	1329	1795	3705	0	1739	3469	1585	1781	3289	303
Grp Volume(v), veh/h	144	370	343	394	441	0	181	702	319	101	682	701
Grp Sat Flow(s),veh/h/ln	1682	1791	1646	1795	1805	0	1739	1735	1585	1781	1777	1816
Q Serve(g_s), s	7.5	25.0	25.0	24.4	12.7	0.0	7.9	19.0	12.3	3.8	47.4	47.8
Cycle Q Clear(g_c), s	7.5	25.0	25.0	24.4	12.7	0.0	7.9	19.0	12.3	3.8	47.4	47.8
Prop In Lane	1.00		0.81	1.00		0.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	379	344	317	401	1083		218	1474	990	371	738	754
V/C Ratio(X)	0.38	1.07	1.08	0.98	0.41		0.83	0.48	0.32	0.27	0.92	0.93
Avail Cap(c_a), veh/h	379	344	317	401	1083		218	1474	990	374	738	754
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	52.5	53.3	39.3	36.3	0.0	56.3	27.0	11.5	17.9	36.1	36.4
Incr Delay (d2), s/veh	0.6	69.6	74.8	40.4	0.2	0.0	22.9	1.1	0.9	0.4	19.1	19.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	17.6	16.7	15.1	5.6	0.0	6.8	7.8	4.4	1.5	23.3	24.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.3	122.1	128.1	79.7	36.5	0.0	79.3	28.1	12.3	18.3	55.1	55.9
LnGrp LOS	C	F	F	E	D		E	C	B	B	E	E
Approach Vol, veh/h		857			835			1202			1484	
Approach Delay, s/veh		108.8			56.9			31.6			53.0	
Approach LOS		F			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	57.0	29.0	29.0	13.8	58.2	15.0	43.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	5.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	51.0	23.0	23.0	9.0	52.0	9.0	37.0
Max Q Clear Time (g_c+I1), s	9.9	49.8	26.4	27.0	5.8	21.0	9.5	14.7
Green Ext Time (p_c), s	0.0	1.2	0.0	0.0	0.1	15.1	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	58.8
HCM 6th LOS	E

Notes

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	760	140	0	660	35	0	0	40	5	0	70
Future Volume (vph)	80	760	140	0	660	35	0	0	40	5	0	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		125	0		100	0		0	0		50
Storage Lanes	1		1	0		1	0		1	1		1
Taper Length (ft)	100			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.865			0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1805	3505	1615	0	3505	1615	0	0	1644	1656	0	1599
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1805	3505	1615	0	3505	1615	0	0	1644	1656	0	1599
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1209			548			511			465	
Travel Time (s)		18.3			8.3			11.6			10.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	3%	0%	0%	3%	0%	0%	0%	0%	9%	0%	1%
Adj. Flow (vph)	83	792	146	0	688	36	0	0	42	5	0	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	83	792	146	0	688	36	0	0	42	5	0	73
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	80	760	140	0	660	35	0	0	40	5	0	70
Future Vol, veh/h	80	760	140	0	660	35	0	0	40	5	0	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	Yield	-	-	None
Storage Length	150	-	125	-	-	100	-	-	0	0	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	3	0	0	3	0	0	0	0	9	0	1
Mvmt Flow	83	792	146	0	688	36	0	0	42	5	0	73

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	724	0	0	-	-	0	-	-	396	1250	-	344
Stage 1	-	-	-	-	-	-	-	-	-	688	-	-
Stage 2	-	-	-	-	-	-	-	-	-	562	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.9	7.68	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.68	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.68	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.3	3.59	-	3.31
Pot Cap-1 Maneuver	888	-	-	0	-	-	0	0	609	122	0	655
Stage 1	-	-	-	0	-	-	0	0	-	387	0	-
Stage 2	-	-	-	0	-	-	0	0	-	462	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	888	-	-	-	-	-	-	-	609	106	-	655
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	217	-	-
Stage 1	-	-	-	-	-	-	-	-	-	351	-	-
Stage 2	-	-	-	-	-	-	-	-	-	390	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.8	0	11.3	11.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	609	888	-	-	-	-	217	655
HCM Lane V/C Ratio	0.068	0.094	-	-	-	-	0.024	0.111
HCM Control Delay (s/veh)	11.3	9.5	-	-	-	-	22	11.2
HCM Lane LOS	B	A	-	-	-	-	C	B
HCM 95th %tile Q (veh)	0.2	0.3	-	-	-	-	0.1	0.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	5	75	130	10	125	25	780	45	5	1190	130
Future Volume (vph)	60	5	75	130	10	125	25	780	45	5	1190	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		175	150		125
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			100			100		
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		0.928			0.936				0.850			0.850
Flt Protected		0.979			0.976		0.950			0.950		
Satd. Flow (prot)	0	1708	0	0	1628	0	1805	3406	1404	1805	3505	1568
Flt Permitted		0.979			0.976		0.950			0.950		
Satd. Flow (perm)	0	1708	0	0	1628	0	1805	3406	1404	1805	3505	1568
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		558			382			458			1131	
Travel Time (s)		12.7			8.7			6.9			17.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	2%	0%	0%	14%	0%	6%	15%	0%	3%	3%
Adj. Flow (vph)	62	5	77	134	10	129	26	804	46	5	1227	134
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	144	0	0	273	0	26	804	46	5	1227	134
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			-10			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.3%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	15.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	5	75	130	10	125	25	780	45	5	1190	130
Future Vol, veh/h	60	5	75	130	10	125	25	780	45	5	1190	130
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	-	-	None
Storage Length	-	-	-	-	-	-	100	-	175	150	-	125
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	2	0	0	14	0	6	15	0	3	3
Mvmt Flow	62	5	77	134	10	129	26	804	46	5	1227	134

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1696	2093	614	1482	2227	402	1361	0	0	804	0	0
Stage 1	1237	1237	-	856	856	-	-	-	-	-	-	-
Stage 2	459	856	-	626	1371	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.94	7.5	6.5	7.18	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.32	3.5	4	3.44	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 61	53	435	~ 89	44	565	512	-	-	829	-	-
Stage 1	189	250	-	323	377	-	-	-	-	-	-	-
Stage 2	557	377	-	443	216	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 42	50	435	~ 68	41	565	512	-	-	829	-	-
Mov Cap-2 Maneuver	128	155	-	176	130	-	-	-	-	-	-	-
Stage 1	179	249	-	307	358	-	-	-	-	-	-	-
Stage 2	396	358	-	355	215	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	54.2	117.7	0.4	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	512	-	-	208	256	829	-	-
HCM Lane V/C Ratio	0.05	-	-	0.694	1.067	0.006	-	-
HCM Control Delay (s/veh)	12.4	-	-	54.2	117.7	9.4	-	-
HCM Lane LOS	B	-	-	F	F	A	-	-
HCM 95th %tile Q (veh)	0.2	-	-	4.4	11.3	0	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	5	50	5	5	10	15	945	5	10	1270	10
Future Volume (vph)	15	5	50	5	5	10	15	945	5	10	1270	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	235		0	235		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
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	0.95
Frt		0.903			0.929			0.999			0.999	
Flt Protected		0.989			0.988		0.950			0.950		
Satd. Flow (prot)	0	1594	0	0	1657	0	1172	3431	0	1805	3485	0
Flt Permitted		0.989			0.988		0.950			0.950		
Satd. Flow (perm)	0	1594	0	0	1657	0	1172	3431	0	1805	3485	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		941			754			1131			2483	
Travel Time (s)		21.4			17.1			17.1			37.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	10%	0%	6%	11%	0%	5%	54%	5%	25%	0%	3%	63%
Adj. Flow (vph)	16	5	53	5	5	11	16	995	5	11	1337	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	74	0	0	21	0	16	1000	0	11	1348	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	5	50	5	5	10	15	945	5	10	1270	10
Future Vol, veh/h	15	5	50	5	5	10	15	945	5	10	1270	10
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	-	-	-	-	-	-	235	-	-	235	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	10	0	6	11	0	5	54	5	25	0	3	63
Mvmt Flow	16	5	53	5	5	11	16	995	5	11	1337	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1897	2397	674	1723	2400	500	1348	0	0	1000	0	0
Stage 1	1365	1365	-	1030	1030	-	-	-	-	-	-	-
Stage 2	532	1032	-	693	1370	-	-	-	-	-	-	-
Critical Hdwy	7.7	6.5	7.02	7.72	6.5	7	5.18	-	-	4.1	-	-
Critical Hdwy Stg 1	6.7	5.5	-	6.72	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.72	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.6	4	3.36	3.61	4	3.35	2.74	-	-	2.2	-	-
Pot Cap-1 Maneuver	39	34	388	52	34	508	302	-	-	700	-	-
Stage 1	145	217	-	234	313	-	-	-	-	-	-	-
Stage 2	479	313	-	379	216	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	35	32	388	41	32	508	302	-	-	700	-	-
Mov Cap-2 Maneuver	106	126	-	135	122	-	-	-	-	-	-	-
Stage 1	137	214	-	222	296	-	-	-	-	-	-	-
Stage 2	436	296	-	315	213	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	28.4	24.6	0.3	0.1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	302	-	-	226	205	700	-	-
HCM Lane V/C Ratio	0.052	-	-	0.326	0.103	0.015	-	-
HCM Control Delay (s/veh)	17.6	-	-	28.4	24.6	10.2	-	-
HCM Lane LOS	C	-	-	D	C	B	-	-
HCM 95th %tile Q (veh)	0.2	-	-	1.4	0.3	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	5	10	45	5	145	10	905	55	185	1235	5
Future Volume (vph)	35	5	10	45	5	145	10	905	55	185	1235	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	235		0	235		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
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	0.95
Frt		0.972				0.850		0.991			0.999	
Flt Protected		0.966			0.957		0.950			0.950		
Satd. Flow (prot)	0	1657	0	0	1695	1495	1327	3426	0	1308	3497	0
Flt Permitted		0.759			0.776		0.208			0.241		
Satd. Flow (perm)	0	1302	0	0	1375	1495	291	3426	0	332	3497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				81		7			1	
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		369			1049			2483			559	
Travel Time (s)		8.4			28.6			37.6			8.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	11%	0%	0%	8%	0%	8%	36%	2%	44%	38%	3%	33%
Adj. Flow (vph)	37	5	11	48	5	154	11	963	59	197	1314	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	53	154	11	1022	0	197	1319	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	1	2		1	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	40		20	330	40	40	336		40	336	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	330		0	330	
Detector 1 Size(ft)	20	40		20	40	40	40	6		40	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)		0			330			0			0	
Detector 2 Size(ft)		0			0			0			0	
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	pm+ov	Perm	NA		D.P+P	NA	
Protected Phases		4			8	5		6		5	2	

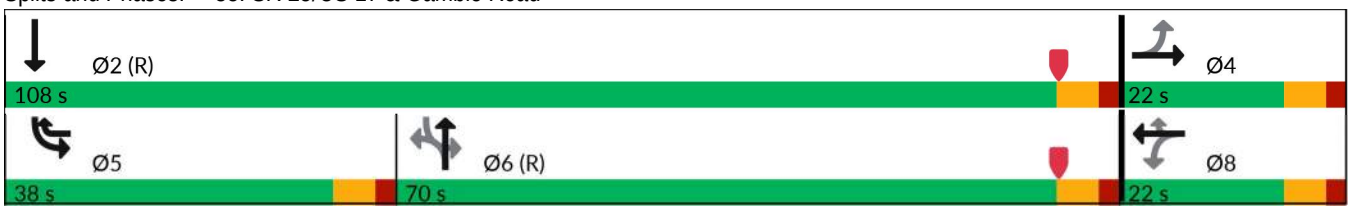


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6			6		
Detector Phase	4	4		8	8	5	6	6		5	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0	9.0	16.0	16.0		9.0	16.0	
Minimum Split (s)	15.0	15.0		15.0	15.0	15.0	22.0	22.0		15.0	22.0	
Total Split (s)	22.0	22.0		22.0	22.0	38.0	70.0	70.0		38.0	108.0	
Total Split (%)	16.9%	16.9%		16.9%	16.9%	29.2%	53.8%	53.8%		29.2%	83.1%	
Maximum Green (s)	16.0	16.0		16.0	16.0	32.0	64.0	64.0		32.0	102.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag						Lead	Lag	Lag		Lead		
Lead-Lag Optimize?						Yes	Yes	Yes		Yes		
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	5.0	5.0		4.0	5.0	
Recall Mode	None	None		None	None	None	C-Max	C-Max		None	C-Max	
Act Effct Green (s)		11.9			11.9	29.5	88.5	88.5		103.1	110.3	
Actuated g/C Ratio		0.09			0.09	0.23	0.68	0.68		0.79	0.85	
v/c Ratio		0.42			0.42	0.38	0.06	0.44		0.53	0.44	
Control Delay (s/veh)		57.6			65.4	20.0	7.1	5.9		16.2	1.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		57.6			65.4	20.0	7.1	5.9		16.2	1.4	
LOS		E			E	B	A	A		B	A	
Approach Delay (s/veh)		57.6			31.6			5.9			3.4	
Approach LOS		E			C			A			A	
Queue Length 50th (ft)		37			43	50	2	80		30	27	
Queue Length 95th (ft)		78			84	95	m5	127		93	74	
Internal Link Dist (ft)		289			969			2403			479	
Turn Bay Length (ft)						200	235			235		
Base Capacity (vph)		167			169	590	197	2333		518	2968	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.32			0.31	0.26	0.06	0.44		0.38	0.44	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 8 (6%), Referenced to phase 2:SBT and 6:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay (s/veh): 7.4		Intersection LOS: A	
Intersection Capacity Utilization 72.1%		ICU Level of Service C	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 35: SR 25/US 17 & Gamble Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	5	10	45	5	145	10	905	55	185	1235	5
Future Volume (veh/h)	35	5	10	45	5	145	10	905	55	185	1235	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1900	1900	1781	1900	1781	1366	1870	1248	1337	1856	1411
Adj Flow Rate, veh/h	37	5	11	48	5	0	11	963	59	197	1314	5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	11	0	0	8	0	8	36	2	44	38	3	33
Cap, veh/h	116	19	23	148	13		276	2465	151	386	3026	12
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.00	0.72	0.72	0.72	0.07	0.84	0.84
Sat Flow, veh/h	1020	280	340	1413	192	1510	304	3401	208	1273	3602	14
Grp Volume(v), veh/h	53	0	0	53	0	0	11	503	519	197	643	676
Grp Sat Flow(s),veh/h/ln	1640	0	0	1605	0	1510	304	1777	1833	1273	1763	1853
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.3	14.1	14.1	4.9	11.9	11.9
Cycle Q Clear(g_c), s	3.6	0.0	0.0	3.6	0.0	0.0	1.3	14.1	14.1	4.9	11.9	11.9
Prop In Lane	0.70		0.21	0.91		1.00	1.00		0.11	1.00		0.01
Lane Grp Cap(c), veh/h	158	0	0	161	0		276	1288	1328	386	1481	1557
V/C Ratio(X)	0.34	0.00	0.00	0.33	0.00		0.04	0.39	0.39	0.51	0.43	0.43
Avail Cap(c_a), veh/h	241	0	0	242	0		276	1288	1328	612	1481	1557
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.2	0.0	0.0	58.2	0.0	0.0	5.1	6.9	6.9	4.8	2.6	2.6
Incr Delay (d2), s/veh	1.8	0.0	0.0	1.7	0.0	0.0	0.3	0.9	0.9	1.5	0.9	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	1.8	0.0	0.0	0.1	4.8	4.9	1.1	2.7	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.9	0.0	0.0	59.9	0.0	0.0	5.4	7.8	7.7	6.3	3.6	3.5
LnGrp LOS	E			E			A	A	A	A	A	A
Approach Vol, veh/h		53			53			1033			1516	
Approach Delay, s/veh		59.9			59.9			7.7			3.9	
Approach LOS		E			E			A			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		115.2		14.8	15.0	100.2		14.8				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		102.0		16.0	32.0	64.0		16.0				
Max Q Clear Time (g_c+I1), s		13.9		5.6	6.9	16.1		5.6				
Green Ext Time (p_c), s		69.5		0.1	1.0	34.6		0.4				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			7.6									
HCM 6th LOS			A									

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	5	10	5	5	5	5	1080	5	5	1415	5
Future Volume (vph)	10	5	10	5	5	5	5	1080	5	5	1415	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	235		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
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	0.95
Frt		0.945			0.955			0.999				
Flt Protected		0.980			0.984		0.950			0.950		
Satd. Flow (prot)	0	1551	0	0	1785	0	1805	3502	0	1805	3373	0
Flt Permitted		0.980			0.984		0.950			0.950		
Satd. Flow (perm)	0	1551	0	0	1785	0	1805	3502	0	1805	3373	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		840			519			559			2261	
Travel Time (s)		19.1			11.8			8.5			34.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	33%	0%	0%	0%	0%	3%	0%	0%	7%	17%
Adj. Flow (vph)	11	5	11	5	5	5	5	1187	5	5	1555	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	15	0	5	1192	0	5	1560	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	49.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	5	10	5	5	5	5	1080	5	5	1415	5
Future Vol, veh/h	10	5	10	5	5	5	5	1080	5	5	1415	5
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	-	-	-	-	-	-	150	-	-	235	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	33	0	0	0	0	3	0	0	7	17
Mvmt Flow	11	5	11	5	5	5	5	1187	5	5	1555	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2174	2770	780	1990	2770	596	1560	0	0	1192	0	0
Stage 1	1568	1568	-	1200	1200	-	-	-	-	-	-	-
Stage 2	606	1202	-	790	1570	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7.56	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.63	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	27	20	278	37	20	452	430	-	-	593	-	-
Stage 1	118	173	-	200	261	-	-	-	-	-	-	-
Stage 2	456	260	-	354	173	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	25	20	278	34	20	452	430	-	-	593	-	-
Mov Cap-2 Maneuver	91	102	-	126	101	-	-	-	-	-	-	-
Stage 1	117	172	-	198	258	-	-	-	-	-	-	-
Stage 2	436	257	-	326	172	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	40.7	31.9	0.1	0
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	430	-	-	128	150	593	-	-
HCM Lane V/C Ratio	0.013	-	-	0.215	0.11	0.009	-	-
HCM Control Delay (s/veh)	13.5	-	-	40.7	31.9	11.1	-	-
HCM Lane LOS	B	-	-	E	D	B	-	-
HCM 95th %tile Q (veh)	0	-	-	0.8	0.4	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	115	5	50	5	5	5	5	1050	35	5	75	1365
Future Volume (vph)	115	5	50	5	5	5	5	1050	35	5	75	1365
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		100		200	
Storage Lanes	0		0	0		0	1		1		1	
Taper Length (ft)	25			25			50				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt		0.960			0.955				0.850			
Flt Protected		0.967			0.984		0.950				0.950	
Satd. Flow (prot)	0	1764	0	0	1774	0	1399	3471	1568	0	1805	3374
Flt Permitted		0.967			0.984		0.950				0.950	
Satd. Flow (perm)	0	1764	0	0	1774	0	1399	3471	1568	0	1805	3374
Link Speed (mph)		30			25			45				45
Link Distance (ft)		605			773			2261				494
Travel Time (s)		13.8			21.1			34.3				7.5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	29%	4%	3%	0%	0%	7%
Adj. Flow (vph)	126	5	55	5	5	5	5	1154	38	5	82	1500
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	186	0	0	15	0	5	1154	38	0	87	1500
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			20				25
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	9	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.4%		ICU Level of Service C	
Analysis Period (min) 15			



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	15
Future Volume (vph)	15
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)	1214
Flt Permitted	
Satd. Flow (perm)	1214
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.91
Heavy Vehicles (%)	33%
Adj. Flow (vph)	16
Shared Lane Traffic (%)	
Lane Group Flow (vph)	16
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
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	32.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	115	5	50	5	5	5	5	1050	35	5	75	1365	15
Future Vol, veh/h	115	5	50	5	5	5	5	1050	35	5	75	1365	15
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	-	-	-	-	-	-	100	-	100	-	200	-	0
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	2	29	4	3	0	0	7	33
Mvmt Flow	126	5	55	5	5	5	5	1154	38	5	82	1500	16

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	2264	2876	750	2091	2838	577	1500	0	0	1154	1192	0	0
Stage 1	1674	1674	-	1164	1164	-	-	-	-	-	-	-	-
Stage 2	590	1202	-	927	1674	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.94	4.68	-	-	6.4	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.32	2.49	-	-	2.5	2.2	-	-
Pot Cap-1 Maneuver	~ 23	17	358	31	18	460	331	-	-	269	593	-	-
Stage 1	~ 101	154	-	210	271	-	-	-	-	-	-	-	-
Stage 2	466	260	-	293	154	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	~ 19	14	358	21	15	460	331	-	-	551	551	-	-
Mov Cap-2 Maneuver	~ 76	73	-	101	83	-	-	-	-	-	-	-	-
Stage 1	~ 99	129	-	207	267	-	-	-	-	-	-	-	-
Stage 2	444	256	-	200	129	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	$506.9	38.4	0.1	0.7
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	331	-	-	99	124	551	-	-
HCM Lane V/C Ratio	0.017	-	-	1.887	0.133	0.16	-	-
HCM Control Delay (s/veh)	16.1	-	-	$ 506.9	38.4	12.8	-	-
HCM Lane LOS	C	-	-	F	E	B	-	-
HCM 95th %tile Q (veh)	0.1	-	-	15.5	0.4	0.6	-	-

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

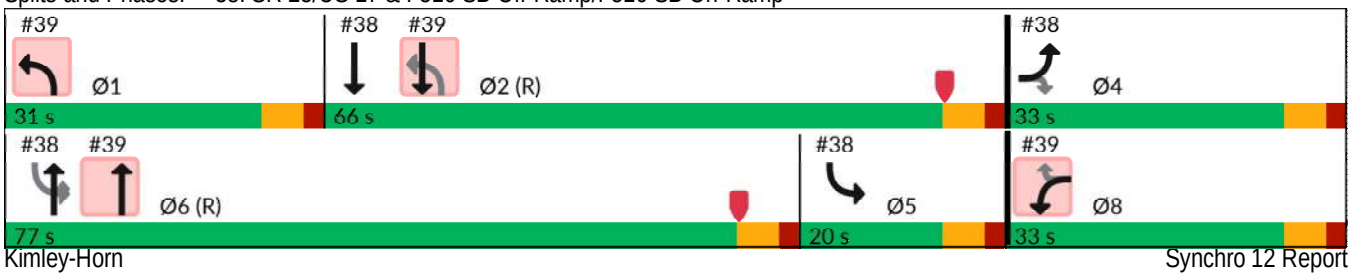
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	0	330	0	0	0	0	970	205	220	1130	0
Future Volume (vph)	235	0	330	0	0	0	0	970	205	220	1130	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	0		0	150		0	100		0
Storage Lanes	2		0	0		0	1		1	0		0
Taper Length (ft)	225			25			100			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3367	0	1468	0	0	0	0	4988	1599	1770	3438	0
Flt Permitted	0.950									0.241		
Satd. Flow (perm)	3367	0	1468	0	0	0	0	4988	1599	449	3438	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			347						216			
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		900			769			494			497	
Travel Time (s)		13.6			11.7			7.5			7.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	0%	10%	0%	0%	0%	0%	4%	1%	2%	5%	0%
Adj. Flow (vph)	247	0	347	0	0	0	0	1021	216	232	1189	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	247	0	347	0	0	0	0	1021	216	232	1189	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			40	
Link Offset(ft)		0			70			0			0	
Crosswalk Width(ft)		16			16			16			80	
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		0					1	0	1	1	
Detector Template												
Leading Detector (ft)	40		0					336	0	40	276	
Trailing Detector (ft)	0		0					330	0	0	270	
Detector 1 Position(ft)	0		0					330	0	0	270	
Detector 1 Size(ft)	40		20					6	20	40	6	
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	
Turn Type	Prot		Perm					NA	Perm	D.P+P	NA	
Protected Phases	4							6		5	2	
Permitted Phases			4						6	6		
Detector Phase	4		4					6	6	5	2	
Switch Phase												
Minimum Initial (s)	9.0		9.0					16.0	16.0	9.0	16.0	
Minimum Split (s)	15.0		15.0					22.0	22.0	15.0	22.0	

Lane Group	Ø1	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	1	8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	9.0	9.0
Minimum Split (s)	15.0	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	33.0		33.0					77.0	77.0	20.0	66.0	
Total Split (%)	25.4%		25.4%					59.2%	59.2%	15.4%	50.8%	
Maximum Green (s)	27.0		27.0					71.0	71.0	14.0	60.0	
Yellow Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-1.5		-1.5					-1.5	-1.5	-1.5	-1.5	
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)	5.0		5.0					5.0	5.0	2.0	5.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	19.6		19.6					81.4	81.4	96.9	77.2	
Actuated g/C Ratio	0.15		0.15					0.63	0.63	0.75	0.59	
v/c Ratio	0.49		0.67					0.33	0.20	0.47	0.58	
Control Delay (s/veh)	53.2		11.7					7.3	1.0	13.3	11.9	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	53.2		11.7					7.3	1.0	13.3	11.9	
LOS	D		B					A	A	B	B	
Approach Delay (s/veh)		28.9						6.2			12.2	
Approach LOS		C						A			B	
Queue Length 50th (ft)	100		0					94	3	40	117	
Queue Length 95th (ft)	135		88					106	4	106	135	
Internal Link Dist (ft)		820			689			414			417	
Turn Bay Length (ft)	200		200							100		
Base Capacity (vph)	738		592					3122	1081	492	2041	
Starvation Cap Reductn	0		0					0	0	0	40	
Spillback Cap Reductn	0		0					0	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.33		0.59					0.33	0.20	0.47	0.59	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 64 (49%), Referenced to phase 2:SBT and 6:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 12.9		Intersection LOS: B	
Intersection Capacity Utilization 59.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 38: SR 25/US 17 & I-516 SB Off-Ramp/I-516 SB On-Ramp



Lane Group	Ø1	Ø8
Total Split (s)	31.0	33.0
Total Split (%)	24%	25%
Maximum Green (s)	25.0	27.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	2.0	5.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.



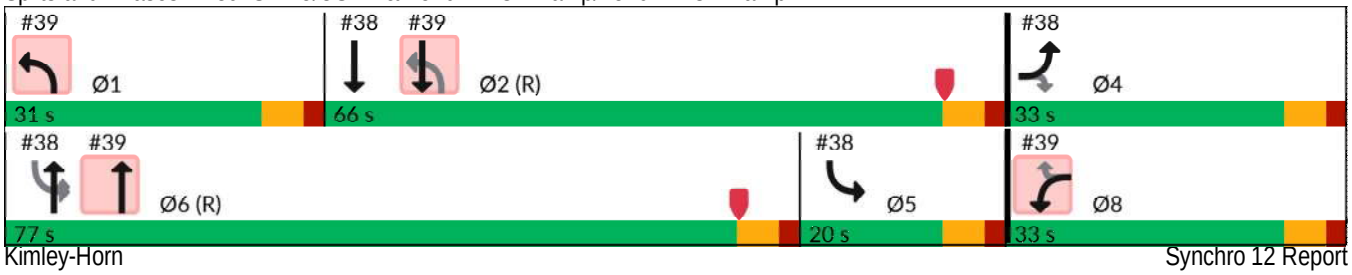
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	220	0	160	285	920	0	0	1130	160
Future Volume (vph)	0	0	0	220	0	160	285	920	0	0	1130	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	250		250	100		0	235		0
Storage Lanes	0		0	2		0	0		0	1		0
Taper Length (ft)	25			225			50			100		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	0.91
Frt						0.850					0.981	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	3367	0	1599	1687	3505	0	0	4846	0
Flt Permitted				0.950			0.159					
Satd. Flow (perm)	0	0	0	3367	0	1599	282	3505	0	0	4846	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						163					27	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		692			1022			497			616	
Travel Time (s)		10.5			15.5			7.5			9.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	4%	50%	1%	7%	3%	0%	0%	5%	5%
Adj. Flow (vph)	0	0	0	224	0	163	291	939	0	0	1153	163
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	224	0	163	291	939	0	0	1316	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			40	
Link Offset(ft)		50			0			0			0	
Crosswalk Width(ft)		16			16			75			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		0	1	1			1	
Detector Template												
Leading Detector (ft)				40		0	40	256			336	
Trailing Detector (ft)				0		0	0	250			330	
Detector 1 Position(ft)				0		0	0	250			330	
Detector 1 Size(ft)				40		20	40	6			6	
Detector 1 Type				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	
Detector 1 Queue (s)				0.0		0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0		0.0	0.0	0.0			0.0	
Turn Type				Prot		Perm	D.P+P	NA			NA	
Protected Phases				8			1	6			2	
Permitted Phases						8	2					
Detector Phase				8		8	1	6			2	
Switch Phase												
Minimum Initial (s)				9.0		9.0	9.0	16.0			16.0	
Minimum Split (s)				15.0		15.0	15.0	22.0			22.0	

Lane Group	Ø4	Ø5
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	4	5
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	9.0	9.0
Minimum Split (s)	15.0	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)				33.0		33.0	31.0	77.0			66.0	
Total Split (%)				25.4%		25.4%	23.8%	59.2%			50.8%	
Maximum Green (s)				27.0		27.0	25.0	71.0			60.0	
Yellow Time (s)				4.0		4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0		2.0	2.0	2.0			2.0	
Lost Time Adjust (s)				-1.5		-1.5	-1.5	-1.5			-1.5	
Total Lost Time (s)				4.5		4.5	4.5	4.5			4.5	
Lead/Lag							Lead	Lead			Lag	
Lead-Lag Optimize?							Yes	Yes			Yes	
Vehicle Extension (s)				5.0		5.0	2.0	5.0			5.0	
Recall Mode				None		None	None	C-Max			C-Max	
Act Effct Green (s)				19.6		19.6	96.9	81.4			77.2	
Actuated g/C Ratio				0.15		0.15	0.75	0.63			0.59	
v/c Ratio				0.44		0.43	0.69	0.43			0.46	
Control Delay (s/veh)				52.2		10.2	15.7	5.0			12.9	
Queue Delay				0.0		0.0	0.0	0.1			0.0	
Total Delay (s/veh)				52.2		10.2	15.7	5.1			12.9	
LOS				D		B	B	A			B	
Approach Delay (s/veh)					34.5			7.6			12.9	
Approach LOS					C			A			B	
Queue Length 50th (ft)				90		0	49	96			136	
Queue Length 95th (ft)				124		61	70	109			161	
Internal Link Dist (ft)		612			942			417			536	
Turn Bay Length (ft)				250		250	100					
Base Capacity (vph)				738		477	507	2194			2888	
Starvation Cap Reductn				0		0	0	373			0	
Spillback Cap Reductn				0		4	0	98			92	
Storage Cap Reductn				0		0	0	0			0	
Reduced v/c Ratio				0.30		0.34	0.57	0.52			0.47	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 64 (49%), Referenced to phase 2:SBT and 6:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 13.5		Intersection LOS: B	
Intersection Capacity Utilization 59.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 39: SR 25/US 17 & I-516 NB On-Ramp/I-516 NB Off-Ramp



Lane Group	Ø4	Ø5
Total Split (s)	33.0	20.0
Total Split (%)	25%	15%
Maximum Green (s)	27.0	14.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lag
Lead-Lag Optimize?		Yes
Vehicle Extension (s)	5.0	2.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.

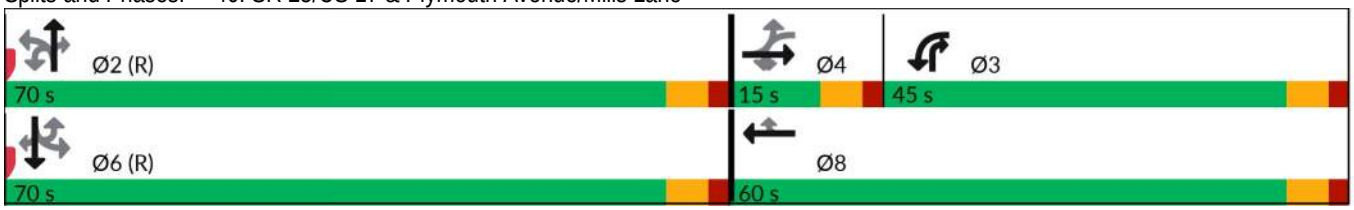
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	15	30	20	405	30	10	15	20	605	440	5	20
Future Volume (vph)	15	30	20	405	30	10	15	20	605	440	5	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	250		250		100		0		400
Storage Lanes	1		1	1		1		1		1		1
Taper Length (ft)	25			100				100				100
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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)	1805	1727	1538	1752	1900	1615	0	1765	1845	1568	0	1805
Flt Permitted	0.737			0.737				0.261				0.283
Satd. Flow (perm)	1400	1727	1538	1360	1900	1615	0	485	1845	1568	0	538
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			76			25				458		
Link Speed (mph)		25			45				45			
Link Distance (ft)		895			696				616			
Travel Time (s)		24.4			10.5				9.3			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	10%	5%	3%	0%	0%	0%	4%	3%	3%	0%	0%
Adj. Flow (vph)	16	31	21	422	31	10	16	21	630	458	5	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	31	21	422	31	10	0	37	630	458	0	26
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)		12			12				40			
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	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left		Right	Left		Right	Left				Left	
Leading Detector (ft)	40	40	40	40	40	40	20	40	336	40	20	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	330	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	330	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	40	20	40	6	40	20	40
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
Turn Type	Perm	NA	Perm	D.P+P	NA	Perm	Perm	Perm	NA	pm+ov	Perm	Perm
Protected Phases		4		3	8				2	3		
Permitted Phases	4		4	4		8	2	2		2	6	6
Detector Phase	4	4	4	3	8	8	2	2	2	3	6	6
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	16.0	16.0	16.0	9.0	16.0	16.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0	15.0	22.0	22.0	22.0	15.0	22.0	22.0

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	850	5
Future Volume (vph)	850	5
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		400
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3406	1615
Flt Permitted		
Satd. Flow (perm)	3406	1615
Right Turn on Red		Yes
Satd. Flow (RTOR)		76
Link Speed (mph)	45	
Link Distance (ft)	875	
Travel Time (s)	13.3	
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	6%	0%
Adj. Flow (vph)	885	5
Shared Lane Traffic (%)		
Lane Group Flow (vph)	885	5
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	40	
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	1	1
Detector Template		Right
Leading Detector (ft)	336	40
Trailing Detector (ft)	330	0
Detector 1 Position(ft)	330	0
Detector 1 Size(ft)	6	40
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
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	16.0	16.0
Minimum Split (s)	22.0	22.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Total Split (s)	15.0	15.0	15.0	45.0	60.0	60.0	70.0	70.0	70.0	45.0	70.0	70.0
Total Split (%)	11.5%	11.5%	11.5%	34.6%	46.2%	46.2%	53.8%	53.8%	53.8%	34.6%	53.8%	53.8%
Maximum Green (s)	9.0	9.0	9.0	39.0	54.0	54.0	64.0	64.0	64.0	39.0	64.0	64.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
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)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lead	Lag						Lag		
Lead-Lag Optimize?	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	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	9.0	9.0	9.0	38.8	43.6	43.6		74.4	74.4	113.2		74.4
Actuated g/C Ratio	0.07	0.07	0.07	0.30	0.34	0.34		0.57	0.57	0.87		0.57
v/c Ratio	0.17	0.26	0.12	0.84	0.05	0.02		0.13	0.60	0.32		0.08
Control Delay (s/veh)	61.3	63.2	1.4	57.3	25.3	2.3		7.1	14.8	0.6		16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.1	0.1		0.0
Total Delay (s/veh)	61.3	63.2	1.4	57.3	25.3	2.3		7.1	14.8	0.7		16.9
LOS	E	E	A	E	C	A		A	B	A		B
Approach Delay (s/veh)		43.7			54.0				8.8			
Approach LOS		D			D				A			
Queue Length 50th (ft)	13	25	0	302	17	0		8	424	0		10
Queue Length 95th (ft)	38	59	0	380	36	4		32	617	0		30
Internal Link Dist (ft)		815			616				536			
Turn Bay Length (ft)			50	250		250		100				400
Base Capacity (vph)	96	119	177	600	789	685		277	1055	1420		307
Starvation Cap Reductn	0	0	0	0	0	0		0	28	180		0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0		0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0		0
Reduced v/c Ratio	0.17	0.26	0.12	0.70	0.04	0.01		0.13	0.61	0.37		0.08

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 12 (9%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 21.3		Intersection LOS: C	
Intersection Capacity Utilization 76.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 40: SR 25/US 17 & Plymouth Avenue/Mills Lane





Lane Group	SBT	SBR
Total Split (s)	70.0	70.0
Total Split (%)	53.8%	53.8%
Maximum Green (s)	64.0	64.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Act Effct Green (s)	74.4	74.4
Actuated g/C Ratio	0.57	0.57
v/c Ratio	0.45	0.01
Control Delay (s/veh)	18.5	0.0
Queue Delay	0.0	0.0
Total Delay (s/veh)	18.5	0.0
LOS	B	A
Approach Delay (s/veh)	18.4	
Approach LOS	B	
Queue Length 50th (ft)	226	0
Queue Length 95th (ft)	323	0
Internal Link Dist (ft)	795	
Turn Bay Length (ft)		400
Base Capacity (vph)	1948	956
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.45	0.01

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	15	30	20	405	30	10	15	20	605	440	5	20
Future Volume (veh/h)	15	30	20	405	30	10	15	20	605	440	5	20
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1900	1752	1826	1856	1900	1900		1841	1856	1856		1900
Adj Flow Rate, veh/h	16	31	21	422	31	0		21	630	0		21
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		0.96	0.96	0.96		0.96
Percent Heavy Veh, %	0	10	5	3	0	0		4	3	3		0
Cap, veh/h	133	118	104	457	574			344	1123			545
Arrive On Green	0.07	0.07	0.07	0.19	0.30	0.00		1.00	1.00	0.00		0.61
Sat Flow, veh/h	1400	1752	1547	1767	1900	1610		615	1856	1572		809
Grp Volume(v), veh/h	16	31	21	422	31	0		21	630	0		21
Grp Sat Flow(s),veh/h/ln	1400	1752	1547	1767	1900	1610		615	1856	1572		809
Q Serve(g_s), s	1.4	2.2	1.7	21.2	1.5	0.0		1.1	0.0	0.0		1.4
Cycle Q Clear(g_c), s	2.9	2.2	1.7	21.2	1.5	0.0		18.8	0.0	0.0		1.4
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	133	118	104	457	574			344	1123			545
V/C Ratio(X)	0.12	0.26	0.20	0.92	0.05			0.06	0.56			0.04
Avail Cap(c_a), veh/h	136	121	107	653	789			344	1123			545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		2.00	2.00	2.00		1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00		0.91	0.91	0.00		1.00
Uniform Delay (d), s/veh	58.6	57.6	57.3	47.7	32.2	0.0		2.1	0.0	0.0		10.4
Incr Delay (d2), s/veh	0.4	1.2	0.9	14.8	0.0	0.0		0.3	1.8	0.0		0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	0.5	1.0	0.7	14.8	0.7	0.0		0.1	0.6	0.0		0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.0	58.7	58.3	62.6	32.2	0.0		2.4	1.8	0.0		10.5
LnGrp LOS	E	E	E	E	C			A	A			B
Approach Vol, veh/h		68			453				651			
Approach Delay, s/veh		58.7			60.5				1.9			
Approach LOS		E			E				A			

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		84.7	30.6	14.7		84.7		45.3				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s		64.0	39.0	9.0		64.0		54.0				
Max Q Clear Time (g_c+I1), s		20.8	23.2	4.9		19.8		3.5				
Green Ext Time (p_c), s		15.4	1.4	0.0		21.7		0.1				

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	21.8
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

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

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	850	5
Future Volume (veh/h)	850	5
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1811	1900
Adj Flow Rate, veh/h	885	5
Peak Hour Factor	0.96	0.96
Percent Heavy Veh, %	6	0
Cap, veh/h	2083	975
Arrive On Green	0.61	0.61
Sat Flow, veh/h	3441	1610
Grp Volume(v), veh/h	885	5
Grp Sat Flow(s),veh/h/ln	1721	1610
Q Serve(g_s), s	17.8	0.2
Cycle Q Clear(g_c), s	17.8	0.2
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2083	975
V/C Ratio(X)	0.42	0.01
Avail Cap(c_a), veh/h	2083	975
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	13.6	10.2
Incr Delay (d2), s/veh	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	0.1
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	14.3	10.2
LnGrp LOS	B	B
Approach Vol, veh/h	911	
Approach Delay, s/veh	14.2	
Approach LOS	B	
Timer - Assigned Phs		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	70	0	0	0	35	1395	0	0	2165	70
Future Volume (vph)	0	0	70	0	0	0	35	1395	0	0	2165	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	230		160	230		175
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			100			100		
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			0.865									0.850
Flt Protected							0.950					
Satd. Flow (prot)	0	0	1611	0	0	1863	1752	3505	1845	1863	3539	1583
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	1611	0	0	1863	1752	3505	1845	1863	3539	1583
Link Speed (mph)		30			30			35			45	
Link Distance (ft)		565			317			736			709	
Travel Time (s)		12.8			7.2			14.3			10.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	0	0	71	0	0	0	36	1423	0	0	2209	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	71	0	0	0	36	1423	0	0	2209	71
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)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	70.8%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	70	0	0	0	35	1395	0	0	2165	70
Future Vol, veh/h	0	0	70	0	0	0	35	1395	0	0	2165	70
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	-	-	Stop	-	-	Stop	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	0	230	-	160	230	-	175
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	2	2	2
Mvmt Flow	0	0	71	0	0	0	36	1423	0	0	2209	71

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1105	-	-	712	2209	0	0	1423	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.16	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.23	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	205	0	0	375	231	-	-	474	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	205	-	-	375	231	-	-	474	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	31.7	0	0.6	0
HCM LOS	D	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	231	-	-	205	-	474	-	-
HCM Lane V/C Ratio	0.155	-	-	0.348	-	-	-	-
HCM Control Delay (s/veh)	23.4	-	-	31.7	0	0	-	-
HCM Lane LOS	C	-	-	D	A	A	-	-
HCM 95th %tile Q (veh)	0.5	-	-	1.5	-	0	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	950	1740	0	0	0
Future Volume (vph)	0	950	1740	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3610	3610	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	3610	3610	0	0	0
Link Speed (mph)		30	55		30	
Link Distance (ft)		413	854		136	
Travel Time (s)		9.4	10.6		3.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1033	1891	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1033	1891	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		20	20		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.4%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	1535	0	0	1840	0	0
Future Volume (vph)	1535	0	0	1840	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3539	0	0	3539	0	0
Flt Permitted						
Satd. Flow (perm)	3539	0	0	3539	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	2345			1309	375	
Travel Time (s)	53.3			29.8	8.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	0%	0%
Adj. Flow (vph)	1668	0	0	2000	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1668	0	0	2000	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.2%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	10	1190	0	0	2330	0	0
Future Volume (vph)	10	1190	0	0	2330	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		0	0		0	0
Storage Lanes	1		0	0		0	0
Taper Length (ft)	100			25		25	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Frt							
Flt Protected	0.950						
Satd. Flow (prot)	1805	3610	0	0	3610	0	0
Flt Permitted	0.950						
Satd. Flow (perm)	1805	3610	0	0	3610	0	0
Link Speed (mph)		45			45	30	
Link Distance (ft)		1342			1129	339	
Travel Time (s)		20.3			17.1	7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	1293	0	0	2533	0	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	11	1293	0	0	2533	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	Left	Left	Left	Right
Median Width(ft)		12			12	0	
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)	9		9	15		15	9
Sign Control		Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	67.7%	ICU Level of Service	C
Analysis Period (min)	15		

2050 NO-BUILD
AM PEAK HOUR

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	5	5	5	10	5	1675	5	5	1395	5
Future Volume (vph)	5	5	5	5	5	10	5	1675	5	5	1395	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	250		350	250		350
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			150			125		
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		0.955			0.929				0.850			0.850
Flt Protected		0.984			0.988		0.950			0.950		
Satd. Flow (prot)	0	1785	0	0	1744	0	1805	3505	1615	1805	3574	1615
Flt Permitted		0.984			0.988		0.950			0.950		
Satd. Flow (perm)	0	1785	0	0	1744	0	1805	3505	1615	1805	3574	1615
Link Speed (mph)		30			25			55			55	
Link Distance (ft)		1583			819			854			5845	
Travel Time (s)		36.0			22.3			10.6			72.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	1%	0%
Adj. Flow (vph)	5	5	5	5	5	11	5	1763	5	5	1468	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	21	0	5	1763	5	5	1468	5
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			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.3%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	5	5	5	5	10	5	1675	5	5	1395	5
Future Vol, veh/h	5	5	5	5	5	10	5	1675	5	5	1395	5
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	-	-	-	-	-	-	250	-	350	250	-	350
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	0	1	0
Mvmt Flow	5	5	5	5	5	11	5	1763	5	5	1468	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2372	3251	734	2520	3251	882	1468	0	0	1763	0	0
Stage 1	1478	1478	-	1773	1773	-	-	-	-	-	-	-
Stage 2	894	1773	-	747	1478	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	19	9	367	14	9	293	466	-	-	359	-	-
Stage 1	134	192	-	88	137	-	-	-	-	-	-	-
Stage 2	306	137	-	376	192	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	17	9	367	13	9	293	466	-	-	359	-	-
Mov Cap-2 Maneuver	89	74	-	67	75	-	-	-	-	-	-	-
Stage 1	133	189	-	87	135	-	-	-	-	-	-	-
Stage 2	280	135	-	355	189	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	43.5	43.6	0	0.1
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	466	-	-	109	114	359	-	-
HCM Lane V/C Ratio	0.011	-	-	0.145	0.185	0.015	-	-
HCM Control Delay (s/veh)	12.8	-	-	43.5	43.6	15.2	-	-
HCM Lane LOS	B	-	-	E	E	C	-	-
HCM 95th %tile Q (veh)	0	-	-	0.5	0.6	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	20	80	5	650	5	1655	25	200	1300	15
Future Volume (vph)	5	5	20	80	5	650	5	1655	25	200	1300	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		400	350		200	325		275
Storage Lanes	0		0	0		1	1		1	1		1
Taper Length (ft)	25			25			100			125		
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		0.909				0.850			0.850			0.850
Flt Protected		0.992			0.955		0.950			0.950		
Satd. Flow (prot)	0	1475	0	0	1814	1599	1805	3505	1615	1687	3343	1615
Flt Permitted		0.992			0.955		0.950			0.950		
Satd. Flow (perm)	0	1475	0	0	1814	1599	1805	3505	1615	1687	3343	1615
Link Speed (mph)		25			25			55			45	
Link Distance (ft)		701			814			5845			1908	
Travel Time (s)		19.1			22.2			72.5			28.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	100%	0%	0%	0%	1%	0%	3%	0%	7%	8%	0%
Adj. Flow (vph)	5	5	21	85	5	691	5	1761	27	213	1383	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	0	0	90	691	5	1761	27	213	1383	16
Enter Blocked Intersection	No	No	No	1 veh	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			12			20			20	
Link Offset(ft)		0			10			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	25		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 99.3%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	136.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	5	20	80	5	650	5	1655	25	200	1300	15
Future Vol, veh/h	5	5	20	80	5	650	5	1655	25	200	1300	15
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	-	-	Yield	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	400	350	-	200	325	-	275
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	100	0	0	0	1	0	3	0	7	8	0
Mvmt Flow	5	5	21	85	5	691	5	1761	27	213	1383	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2702	3580	692	2891	3596	881	1399	0	0	1761	0	0
Stage 1	1809	1809	-	1771	1771	-	-	-	-	-	-	-
Stage 2	893	1771	-	1120	1825	-	-	-	-	-	-	-
Critical Hdwy	7.5	8.5	6.9	7.5	6.5	6.92	4.1	-	-	4.24	-	-
Critical Hdwy Stg 1	6.5	7.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	7.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	5	3.3	3.5	4	3.31	2.2	-	-	2.27	-	-
Pot Cap-1 Maneuver	10	~ 1	391	~ 7	6	~ 292	495	-	-	330	-	-
Stage 1	83	45	-	88	138	-	-	-	-	-	-	-
Stage 2	307	48	-	223	129	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	0	391	~ 3	~ 2	~ 292	495	-	-	330	-	-
Mov Cap-2 Maneuver	123	16	-	~ 28	29	-	-	-	-	-	-	-
Stage 1	82	16	-	87	137	-	-	-	-	-	-	-
Stage 2	-	48	-	~ 50	46	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v		$ 728.1	0	4.5
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	495	-	-	-	28	292	330	-	-
HCM Lane V/C Ratio	0.011	-	-	-	3.229	2.368	0.645	-	-
HCM Control Delay (s/veh)	12.4	-	-	-	$ 1297.4	$ 653.6	33.7	-	-
HCM Lane LOS	B	-	-	-	F	F	D	-	-
HCM 95th %tile Q (veh)	0	-	-	-	10.9	54.7	4.2	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	225	15	125	25	15	55	5	175	2095	30	90	55
Future Volume (vph)	225	15	125	25	15	55	5	175	2095	30	90	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		130	150		0		300		200		250
Storage Lanes	1		1	1		1		1		1		1
Taper Length (ft)	50			100				100				100
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	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)	1736	1900	1417	1805	1900	1615	0	1737	3539	1615	0	1805
Flt Permitted	0.747			0.747				0.113				0.045
Satd. Flow (perm)	1365	1900	1417	1419	1900	1615	0	207	3539	1615	0	86
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			132			164				117		
Link Speed (mph)		35			30				45			
Link Distance (ft)		1184			773				1908			
Travel Time (s)		23.1			17.6				28.9			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	0%	14%	0%	0%	0%	0%	4%	2%	0%	0%	0%
Adj. Flow (vph)	237	16	132	26	16	58	5	184	2205	32	95	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	237	16	132	26	16	58	0	189	2205	32	0	153
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)		12			12				20			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		25			16				25			
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	1	1	1	1
Detector Template						Right	Left			Right		
Leading Detector (ft)	40	40	40	40	40	20	20	40	336	20	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	330	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	330	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	20	20	40	6	20	40	40
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)		0			0							
Detector 2 Size(ft)		0			0							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	Perm	NA	Perm	D.P+P	D.P+P	NA	Perm	D.P+P	D.P+P
Protected Phases	7	4			8		1	1	6		5	5

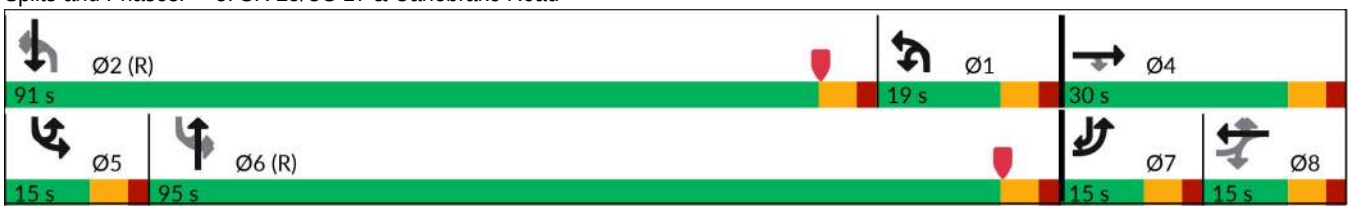
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1360	195
Future Volume (vph)	1360	195
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3374	1538
Flt Permitted		
Satd. Flow (perm)	3374	1538
Right Turn on Red		Yes
Satd. Flow (RTOR)		159
Link Speed (mph)	45	
Link Distance (ft)	740	
Travel Time (s)	11.2	
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	7%	5%
Adj. Flow (vph)	1432	205
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1432	205
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	20	
Link Offset(ft)	0	
Crosswalk Width(ft)	60	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	1	0
Detector Template		
Leading Detector (ft)	336	0
Trailing Detector (ft)	330	0
Detector 1 Position(ft)	330	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)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type	NA	pm+ov
Protected Phases	2	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases	8		4	8		8	2	2		6	6	6
Detector Phase	7	4	4	8	8	8	1	1	6	6	5	5
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	16.0	16.0	9.0	9.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	22.0	22.0	15.0	15.0
Total Split (s)	15.0	30.0	30.0	15.0	15.0	15.0	19.0	19.0	95.0	95.0	15.0	15.0
Total Split (%)	10.7%	21.4%	21.4%	10.7%	10.7%	10.7%	13.6%	13.6%	67.9%	67.9%	10.7%	10.7%
Maximum Green (s)	9.0	24.0	24.0	9.0	9.0	9.0	13.0	13.0	89.0	89.0	9.0	9.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.1	0.0	-2.1	0.0	0.0	0.0		-2.0	-1.5	0.0		0.0
Total Lost Time (s)	3.9	6.0	3.9	6.0	6.0	6.0		4.0	4.5	6.0		6.0
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	5.0	5.0	5.0	3.0	3.0	3.0	4.0	4.0	5.0	5.0	3.0	3.0
Recall Mode	None	Min	Min	Min	Min	Min	None	None	C-Max	C-Max	None	None
Act Effct Green (s)	22.2	24.0	26.1	9.0	9.0	9.0		102.0	90.5	89.0		98.0
Actuated g/C Ratio	0.16	0.17	0.19	0.06	0.06	0.06		0.73	0.65	0.64		0.70
v/c Ratio	0.97	0.05	0.36	0.29	0.13	0.23		0.60	0.96	0.03		0.90
Control Delay (s/veh)	104.9	49.1	10.5	70.9	64.5	2.0		34.2	35.7	0.1		61.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay (s/veh)	104.9	49.1	10.5	70.9	64.5	2.0		34.2	35.7	0.1		61.8
LOS	F	D	B	E	E	A		C	D	A		E
Approach Delay (s/veh)		70.2			29.9				35.1			
Approach LOS		E			C				D			
Queue Length 50th (ft)	206	12	0	23	14	0		41	931	0		98
Queue Length 95th (ft)	#286	34	58	56	39	0		120	#1186	0		m90
Internal Link Dist (ft)		1104			693				1828			
Turn Bay Length (ft)	200		130	150				300		200		250
Base Capacity (vph)	245	325	371	91	122	257		314	2287	1069		170
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0		0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0		0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0		0
Reduced v/c Ratio	0.97	0.05	0.36	0.29	0.13	0.23		0.60	0.96	0.03		0.90

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 129 (92%), Referenced to phase 2:NBSB and 6:NBSB, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay (s/veh): 27.3 Intersection LOS: C
Intersection Capacity Utilization 103.0% ICU Level of Service G
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: SR 25/US 17 & Canebrake Road





Lane Group	SBT	SBR
Permitted Phases		2
Detector Phase	2	7
Switch Phase		
Minimum Initial (s)	16.0	9.0
Minimum Split (s)	22.0	15.0
Total Split (s)	91.0	15.0
Total Split (%)	65.0%	10.7%
Maximum Green (s)	85.0	9.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	-1.5	-1.5
Total Lost Time (s)	4.5	4.5
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	5.0	5.0
Recall Mode	C-Max	None
Act Effct Green (s)	86.5	97.0
Actuated g/C Ratio	0.62	0.69
v/c Ratio	0.69	0.18
Control Delay (s/veh)	2.6	0.1
Queue Delay	0.0	0.0
Total Delay (s/veh)	2.6	0.1
LOS	A	A
Approach Delay (s/veh)	7.4	
Approach LOS	A	
Queue Length 50th (ft)	47	0
Queue Length 95th (ft)	m43	m0
Internal Link Dist (ft)	660	
Turn Bay Length (ft)		150
Base Capacity (vph)	2084	1114
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.69	0.18

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	225	15	125	25	15	55	5	175	2095	30	90	55
Future Volume (veh/h)	225	15	125	25	15	55	5	175	2095	30	90	55
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1841	1900	1693	1900	1900	1900		1841	1870	1900		1900
Adj Flow Rate, veh/h	237	16	132	26	16	0		184	2205	0		58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95		0.95
Percent Heavy Veh, %	4	0	14	0	0	0		4	2	0		0
Cap, veh/h	289	326	267	132	122			343	2321			169
Arrive On Green	0.08	0.17	0.19	0.06	0.06	0.00		0.11	0.65	0.00		0.06
Sat Flow, veh/h	1753	1900	1434	1259	1900	1610		1753	3554	1610		1810
Grp Volume(v), veh/h	237	16	132	26	16	0		184	2205	0		58
Grp Sat Flow(s),veh/h/ln	1753	1900	1434	1259	1900	1610		1753	1777	1610		1810
Q Serve(g_s), s	11.1	1.0	11.5	2.8	1.1	0.0		0.8	79.4	0.0		1.4
Cycle Q Clear(g_c), s	11.1	1.0	11.5	2.8	1.1	0.0		0.8	79.4	0.0		1.4
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	289	326	267	132	122			343	2321			169
V/C Ratio(X)	0.82	0.05	0.49	0.20	0.13			0.54	0.95			0.34
Avail Cap(c_a), veh/h	289	326	267	132	122			343	2321			181
HCM Platoon Ratio	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	0.00		1.00	1.00	0.00		1.00
Uniform Delay (d), s/veh	58.2	48.5	51.0	62.6	61.8	0.0		42.1	22.2	0.0		34.2
Incr Delay (d2), s/veh	18.8	0.1	3.0	0.7	0.5	0.0		2.1	10.1	0.0		1.2
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
%ile BackOfQ(50%),veh/ln	4.4	0.5	4.4	0.9	0.6	0.0		5.9	32.1	0.0		1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	77.0	48.6	54.0	63.3	62.3	0.0		44.3	32.3	0.0		35.4
LnGrp LOS	E	D	D	E	E			D	C			D
Approach Vol, veh/h		385			42				2389			
Approach Delay, s/veh		67.9			62.9				33.3			
Approach LOS		E			E				C			

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	91.0		30.0	14.1	95.9	15.0	15.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	13.0	85.0		24.0	9.0	89.0	9.0	9.0
Max Q Clear Time (g_c+I1), s	2.8	40.7		13.5	3.4	81.4	13.1	4.8
Green Ext Time (p_c), s	0.6	39.8		0.7	0.0	7.6	0.0	0.0

Intersection Summary			
HCM 6th Ctrl Delay, s/veh		30.7	
HCM 6th LOS		C	

Notes

User approved ignoring U-Turning movement.

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

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1360	195
Future Volume (veh/h)	1360	195
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1796	1826
Adj Flow Rate, veh/h	1432	205
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	7	5
Cap, veh/h	2109	1072
Arrive On Green	0.62	0.62
Sat Flow, veh/h	3413	1547
Grp Volume(v), veh/h	1432	205
Grp Sat Flow(s),veh/h/ln	1706	1547
Q Serve(g_s), s	38.7	2.1
Cycle Q Clear(g_c), s	38.7	2.1
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2109	1072
V/C Ratio(X)	0.68	0.19
Avail Cap(c_a), veh/h	2109	1072
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	17.6	2.0
Incr Delay (d2), s/veh	1.8	0.4
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.5	1.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	19.4	2.4
LnGrp LOS	B	A
Approach Vol, veh/h	1695	
Approach Delay, s/veh	17.9	
Approach LOS	B	
Timer - Assigned Phs		



Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	5	15	5	2450	15	5	30	1700
Future Volume (vph)	5	15	5	2450	15	5	30	1700
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	275		225		300	
Storage Lanes	1	1	1		1		1	
Taper Length (ft)	25		75				100	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt		0.850			0.850			
Flt Protected	0.950		0.950				0.950	
Satd. Flow (prot)	1805	1154	1805	3539	1615	0	1805	3374
Flt Permitted	0.950		0.950				0.950	
Satd. Flow (perm)	1805	1154	1805	3539	1615	0	1805	3374
Link Speed (mph)	30			45				45
Link Distance (ft)	633			740				736
Travel Time (s)	14.4			11.2				11.2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	40%	0%	2%	0%	0%	0%	7%
Adj. Flow (vph)	5	16	5	2606	16	5	32	1809
Shared Lane Traffic (%)								
Lane Group Flow (vph)	5	16	5	2606	16	0	37	1809
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	R NA	Left	Left
Median Width(ft)	12			20				20
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)	15	9	9		9	9	15	
Sign Control	Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 77.7%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Vol, veh/h	5	15	5	2450	15	5	30	1700
Future Vol, veh/h	5	15	5	2450	15	5	30	1700
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	Yield	-	-	None
Storage Length	0	0	275	-	225	-	300	-
Veh in Median Storage, #	1	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	40	0	2	0	0	0	7
Mvmt Flow	5	16	5	2606	16	5	32	1809

Major/Minor	Minor1			Major1		Major2		
Conflicting Flow All	3595	1303	1809	0	0	2606	2606	0
Stage 1	2616	-	-	-	-	-	-	-
Stage 2	979	-	-	-	-	-	-	-
Critical Hdwy	6.8	7.7	6.4	-	-	6.4	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.7	2.5	-	-	2.5	2.2	-
Pot Cap-1 Maneuver	~ 4	109	101	-	-	30	168	-
Stage 1	42	-	-	-	-	-	-	-
Stage 2	329	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	~ 2	109	101	-	-	94	94	-
Mov Cap-2 Maneuver	31	-	-	-	-	-	-	-
Stage 1	40	-	-	-	-	-	-	-
Stage 2	200	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	68.7	0.1	1.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	101	-	-	31	109	94	-
HCM Lane V/C Ratio	0.053	-	-	0.172	0.146	0.396	-
HCM Control Delay (s/veh)	42.6	-	-	143.8	43.6	66.1	-
HCM Lane LOS	E	-	-	F	E	F	-
HCM 95th %tile Q (veh)	0.2	-	-	0.5	0.5	1.6	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	50	5	40	5	5	10	65	2395	5	5	20	1555
Future Volume (vph)	50	5	40	5	5	10	65	2395	5	5	20	1555
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		100	300		150		350	
Storage Lanes	0		0	0		1	1		1		1	
Taper Length (ft)	25			25			100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt		0.943				0.850			0.850			
Flt Protected		0.974			0.976		0.950				0.950	
Satd. Flow (prot)	0	1723	0	0	1854	1615	1770	3505	1615	0	1805	3374
Flt Permitted		0.974			0.976		0.950				0.950	
Satd. Flow (perm)	0	1723	0	0	1854	1615	1770	3505	1615	0	1805	3374
Link Speed (mph)		30			30			35				35
Link Distance (ft)		920			795			709				1015
Travel Time (s)		20.9			18.1			13.8				19.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	3%	0%	0%	0%	2%	3%	0%	0%	0%	7%
Adj. Flow (vph)	54	5	43	5	5	11	70	2575	5	5	22	1672
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	102	0	0	10	11	70	2575	5	0	27	1672
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			20				20
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	9	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 85.0%		ICU Level of Service E	
Analysis Period (min) 15			



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	125
Future Volume (vph)	125
Ideal Flow (vphpl)	1900
Storage Length (ft)	400
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1568
Flt Permitted	
Satd. Flow (perm)	1568
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.93
Heavy Vehicles (%)	3%
Adj. Flow (vph)	134
Shared Lane Traffic (%)	
Lane Group Flow (vph)	134
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
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	20.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	50	5	40	5	5	10	65	2395	5	5	20	1555	125
Future Vol, veh/h	50	5	40	5	5	10	65	2395	5	5	20	1555	125
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	-	-	Yield	-	-	Yield	-	-	-	Yield
Storage Length	-	-	-	-	-	100	300	-	150	-	350	-	400
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	3	0	0	0	2	3	0	0	0	7	3
Mvmt Flow	54	5	43	5	5	11	70	2575	5	5	22	1672	134

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	3156	4441	836	3608	4441	1288	1672	0	0	2575	2575	0	0
Stage 1	1726	1726	-	2715	2715	-	-	-	-	-	-	-	-
Stage 2	1430	2715	-	893	1726	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.96	7.5	6.5	6.9	4.14	-	-	6.4	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.33	3.5	4	3.3	2.22	-	-	2.5	2.2	-	-
Pot Cap-1 Maneuver	~ 5	~ 1	308	~ 2	~ 1	157	380	-	-	32	173	-	-
Stage 1	94	145	-	22	45	-	-	-	-	-	-	-	-
Stage 2	144	45	-	307	145	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	~ 2	~ 1	308	~ 1	~ 1	157	380	-	-	89	89	-	-
Mov Cap-2 Maneuver	~ 34	8	-	14	16	-	-	-	-	-	-	-	-
Stage 1	77	101	-	18	37	-	-	-	-	-	-	-	-
Stage 2	94	37	-	174	101	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	$828.7	248.2	0.4	0.9
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	380	-	-	43	15	157	89	-	-
HCM Lane V/C Ratio	0.184	-	-	2.376	0.717	0.068	0.302	-	-
HCM Control Delay (s/veh)	16.6	-	-	$ 828.7	$ 466.7	29.6	62.5	-	-
HCM Lane LOS	C	-	-	F	F	D	F	-	-
HCM 95th %tile Q (veh)	0.7	-	-	10.9	1.8	0.2	1.1	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	65	65	5	100	20	110	5	5	1725	730	225	1600
Future Volume (vph)	65	65	5	100	20	110	5	5	1725	730	225	1600
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		250		300		200	300	
Storage Lanes	0		0	0		1		1		1	1	
Taper Length (ft)	25			25				100			125	
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		0.995				0.850				0.850		
Flt Protected		0.976			0.960			0.950			0.950	
Satd. Flow (prot)	0	1713	0	0	1809	1538	0	1805	3471	1599	1687	3343
Flt Permitted		0.115			0.960			0.083			0.083	
Satd. Flow (perm)	0	202	0	0	1809	1538	0	158	3471	1599	147	3343
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		1				121				281		
Link Speed (mph)		30			40				45			45
Link Distance (ft)		883			1109				1015			837
Travel Time (s)		20.1			18.9				15.4			12.7
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	12%	4%	0%	1%	0%	5%	0%	0%	4%	1%	7%	8%
Adj. Flow (vph)	71	71	5	110	22	121	5	5	1896	802	247	1758
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	147	0	0	132	121	0	10	1896	802	247	1758
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				20			20
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			25				16			20
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	2	1	1	1	2	1	1	2
Detector Template	Left			Left			Left	Left		Right	Left	
Leading Detector (ft)	20	40		20	40	40	20	40	336	40	40	336
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	330	0	0	330
Detector 1 Size(ft)	20	40		20	40	40	20	40	6	40	40	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
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
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
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
Detector 2 Position(ft)		0			0				0			0
Detector 2 Size(ft)		0			0				0			0
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		Split	NA	Perm	Perm	Perm	NA	Perm	D.P+P	NA
Protected Phases		4		8	8				6		5	2



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	100
Future Volume (vph)	100
Ideal Flow (vphpl)	1900
Storage Length (ft)	200
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1553
Flt Permitted	
Satd. Flow (perm)	1553
Right Turn on Red	Yes
Satd. Flow (RTOR)	70
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.91
Heavy Vehicles (%)	4%
Adj. Flow (vph)	110
Shared Lane Traffic (%)	
Lane Group Flow (vph)	110
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)	40
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	40
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	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Permitted Phases	4					8	6	6		6	6	
Detector Phase	4	4		8	8	8	6	6	6	6	5	2
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0	9.0	16.0	16.0	16.0	16.0	9.0	16.0
Minimum Split (s)	15.0	15.0		15.0	15.0	15.0	22.0	22.0	22.0	22.0	15.0	22.0
Total Split (s)	57.0	57.0		15.0	15.0	15.0	52.0	52.0	52.0	52.0	16.0	68.0
Total Split (%)	40.7%	40.7%		10.7%	10.7%	10.7%	37.1%	37.1%	37.1%	37.1%	11.4%	48.6%
Maximum Green (s)	51.0	51.0		9.0	9.0	9.0	46.0	46.0	46.0	46.0	10.0	62.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		-2.1			-2.0	-2.0		-2.0	-1.5	-1.5	-2.0	-1.5
Total Lost Time (s)		3.9			4.0	4.0		4.0	4.5	4.5	4.0	4.5
Lead/Lag							Lead	Lead	Lead	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	5.0	5.0	5.0	5.0	4.0	5.0
Recall Mode	Min	Min		Min	Min	Min	C-Max	C-Max	C-Max	C-Max	None	C-Max
Act Effct Green (s)		53.1			11.0	11.0		48.0	47.5	47.5	60.0	63.5
Actuated g/C Ratio		0.38			0.08	0.08		0.34	0.34	0.34	0.43	0.45
v/c Ratio		1.91			0.93	0.52		0.19	1.61	1.10	1.27	1.16
Control Delay (s/veh)		480.1			122.0	18.5		26.2	303.8	75.0	178.3	101.2
Queue Delay		0.0			0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		480.1			122.0	18.5		26.2	303.8	75.0	178.3	101.2
LOS		F			F	B		C	F	E	F	F
Approach Delay (s/veh)		480.1			72.5				235.0			105.1
Approach LOS		F			E				F			F
Queue Length 50th (ft)		~206			122	0		5	~1313	~654	~230	~1008
Queue Length 95th (ft)		#283			#253	64		m6	m#1383	m#722	m#341	#1147
Internal Link Dist (ft)		803			1029				935			757
Turn Bay Length (ft)						250		300		200	300	
Base Capacity (vph)		77			142	232		54	1177	728	195	1516
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
Reduced v/c Ratio		1.91			0.93	0.52		0.19	1.61	1.10	1.27	1.16

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 62 (44%), Referenced to phase 2:SBT and 6:NBSB, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.91			
Intersection Signal Delay (s/veh): 181.4		Intersection LOS: F	
Intersection Capacity Utilization 84.6%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.



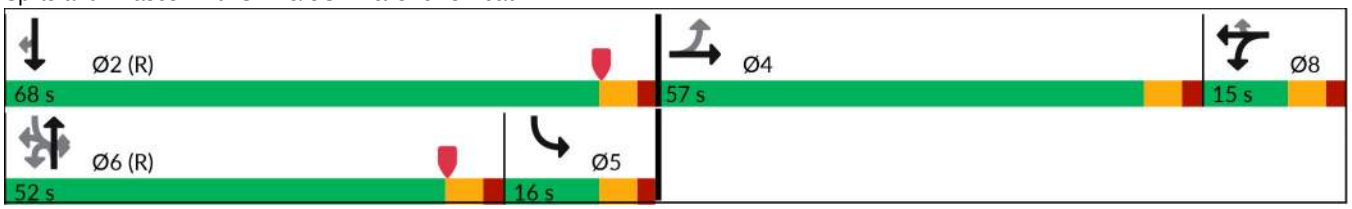
Lane Group	SBR
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	16.0
Minimum Split (s)	22.0
Total Split (s)	68.0
Total Split (%)	48.6%
Maximum Green (s)	62.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-1.5
Total Lost Time (s)	4.5
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	5.0
Recall Mode	C-Max
Act Effct Green (s)	63.5
Actuated g/C Ratio	0.45
v/c Ratio	0.15
Control Delay (s/veh)	3.6
Queue Delay	0.0
Total Delay (s/veh)	3.6
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	20
Queue Length 95th (ft)	m23
Internal Link Dist (ft)	
Turn Bay Length (ft)	200
Base Capacity (vph)	742
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.15

Intersection Summary

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SR 25/US 17 & Chevis Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	65	65	5	100	20	110	5	5	1725	730	225	1600
Future Volume (veh/h)	65	65	5	100	20	110	5	5	1725	730	225	1600
Initial Q (Qb), veh	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	
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
Work Zone On Approach		No			No				No			No
Adj Sat Flow, veh/h/ln	1722	1841	1900	1885	1900	1826		1900	1841	1885	1796	1781
Adj Flow Rate, veh/h	71	71	0	110	22	0		5	1896	802	247	1758
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91		0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	12	4	0	1	0	5		0	4	1	7	8
Cap, veh/h	98	98		119	24			51	1187	542	660	2449
Arrive On Green	0.09	0.11	0.00	0.06	0.08	0.00		0.34	0.34	0.34	0.24	0.48
Sat Flow, veh/h	898	898	0	1520	304	1547		277	3497	1598	1711	3385
Grp Volume(v), veh/h	142	0	0	132	0	0		5	1896	802	247	1758
Grp Sat Flow(s),veh/h/ln	1796	0	0	1824	0	1547		277	1749	1598	1711	1692
Q Serve(g_s), s	10.7	0.0	0.0	10.1	0.0	0.0		0.0	47.5	47.5	12.4	57.5
Cycle Q Clear(g_c), s	10.7	0.0	0.0	10.1	0.0	0.0		48.0	47.5	47.5	12.4	57.5
Prop In Lane	0.50		0.00	0.83		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	197	0		143	0			51	1187	542	660	2449
V/C Ratio(X)	0.72	0.00		0.92	0.00			0.10	1.60	1.48	0.37	0.72
Avail Cap(c_a), veh/h	681	0		143	0			51	1187	542	660	2449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	0.67	0.67
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00		1.00	1.00	1.00	0.48	0.48
Uniform Delay (d), s/veh	60.8	0.0	0.0	64.9	0.0	0.0		70.0	46.2	46.2	37.8	24.8
Incr Delay (d2), s/veh	5.0	0.0	0.0	52.1	0.0	0.0		3.7	273.0	225.6	0.2	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.0	0.0	6.8	0.0	0.0		0.2	64.9	52.1	7.2	24.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.8	0.0	0.0	117.0	0.0	0.0		73.7	319.3	271.9	38.0	25.7
LnGrp LOS	E			F				E	F	F	D	C
Approach Vol, veh/h		142			132				2703			2005
Approach Delay, s/veh		65.8			117.0				304.7			27.2
Approach LOS		E			F				F			C

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		105.8		19.2	53.8	52.0		15.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		62.0		51.0	10.0	46.0		9.0				
Max Q Clear Time (g_c+I1), s		59.5		12.7	14.4	50.0		12.1				
Green Ext Time (p_c), s		2.5		0.5	0.0	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay, s/veh	181.3	
HCM 6th LOS	F	

Notes

User approved ignoring U-Turning movement.

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



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	100
Future Volume (veh/h)	100
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1841
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.91
Percent Heavy Veh, %	4
Cap, veh/h	
Arrive On Green	0.00
Sat Flow, veh/h	1560
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1560
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	0.67
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	85	5	65	35	5	20	75	1785	40	30	25	1825
Future Volume (vph)	85	5	65	35	5	20	75	1785	40	30	25	1825
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		125	25		75	300		650		250	
Storage Lanes	1		1	1		0	1		1		1	
Taper Length (ft)	50			50			125				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt			0.850		0.879				0.850			
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1671	1900	1615	1656	1670	0	1687	3471	1615	0	1657	3343
Flt Permitted	0.740			0.754			0.050				0.078	
Satd. Flow (perm)	1302	1900	1615	1314	1670	0	89	3471	1615	0	136	3343
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			70		21				70			
Link Speed (mph)		25			25			45				45
Link Distance (ft)		848			774			837				964
Travel Time (s)		23.1			21.1			12.7				14.6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	8%	0%	0%	9%	0%	0%	7%	4%	0%	8%	10%	8%
Adj. Flow (vph)	88	5	67	36	5	21	77	1840	41	31	26	1881
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	5	67	36	26	0	77	1840	41	0	57	1881
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)		12			14			20				20
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			25				45
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	9	15	
Number of Detectors	1	1	0	1	1		1	1	0	1	1	1
Detector Template										Left		
Leading Detector (ft)	40	40	0	40	40		40	336	0	20	40	336
Trailing Detector (ft)	0	0	0	0	0		0	330	0	0	0	330
Detector 1 Position(ft)	0	0	0	0	0		0	330	0	0	0	330
Detector 1 Size(ft)	40	40	20	40	40		40	6	20	20	40	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
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
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
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
Turn Type	D.P+P	NA	Perm	Perm	NA		D.P+P	NA	Perm	Perm	Perm	NA
Protected Phases	7	4			8		1	6				2
Permitted Phases	8		4	8			2		6	2	2	
Detector Phase	7	4	4	8	8		1	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0		9.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0		15.0	22.0	22.0	22.0	22.0	22.0

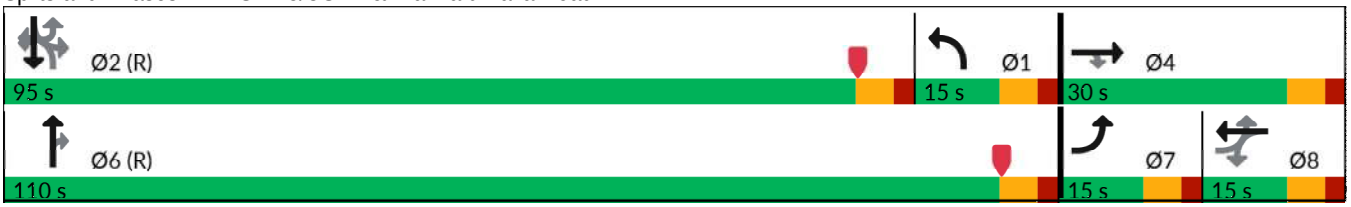


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	155
Future Volume (vph)	155
Ideal Flow (vphpl)	1900
Storage Length (ft)	200
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1538
Flt Permitted	
Satd. Flow (perm)	1538
Right Turn on Red	Yes
Satd. Flow (RTOR)	117
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	5%
Adj. Flow (vph)	160
Shared Lane Traffic (%)	
Lane Group Flow (vph)	160
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	0
Detector Template	
Leading Detector (ft)	0
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
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	16.0
Minimum Split (s)	22.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Total Split (s)	15.0	30.0	30.0	15.0	15.0		15.0	110.0	110.0	95.0	95.0	95.0
Total Split (%)	10.7%	21.4%	21.4%	10.7%	10.7%		10.7%	78.6%	78.6%	67.9%	67.9%	67.9%
Maximum Green (s)	9.0	24.0	24.0	9.0	9.0		9.0	104.0	104.0	89.0	89.0	89.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5		-2.5	-1.5	-1.5		-2.5	-1.5
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	4.5	4.5		3.5	4.5
Lead/Lag	Lead			Lag	Lag		Lag			Lead	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	5.0	5.0	5.0	5.0	5.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	20.7	23.5	23.5	11.5	11.5		106.0	108.5	108.5		94.5	93.5
Actuated g/C Ratio	0.15	0.17	0.17	0.08	0.08		0.76	0.78	0.78		0.68	0.67
v/c Ratio	0.39	0.02	0.20	0.34	0.17		0.39	0.68	0.03		0.63	0.84
Control Delay (s/veh)	55.2	46.4	11.1	69.8	29.5		12.1	19.3	0.0		38.5	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.1	0.0		0.0	13.4
Total Delay (s/veh)	55.2	46.4	11.1	69.8	29.5		12.1	19.4	0.0		38.5	30.2
LOS	E	D	B	E	C		B	B	A		D	C
Approach Delay (s/veh)		36.5			52.9			18.7				28.3
Approach LOS		D			D			B				C
Queue Length 50th (ft)	69	4	0	31	4		32	278	0		22	574
Queue Length 95th (ft)	122	17	40	70	36		m13	m9	m0		m60	800
Internal Link Dist (ft)		768			694			757				884
Turn Bay Length (ft)	275		125	25			300		650		250	
Base Capacity (vph)	223	359	362	107	156		198	2689	1267		91	2233
Starvation Cap Reductn	0	0	0	0	0		0	168	0		0	0
Spillback Cap Reductn	0	0	9	0	0		0	0	0		0	375
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0
Reduced v/c Ratio	0.39	0.01	0.19	0.34	0.17		0.39	0.73	0.03		0.63	1.01

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 63 (45%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 24.6		Intersection LOS: C	
Intersection Capacity Utilization 80.8%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 7: SR 25/US 17 & Walmart Plaza Road





Lane Group	SBR
Total Split (s)	95.0
Total Split (%)	67.9%
Maximum Green (s)	89.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-1.5
Total Lost Time (s)	4.5
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	5.0
Recall Mode	C-Max
Act Effct Green (s)	93.5
Actuated g/C Ratio	0.67
v/c Ratio	0.15
Control Delay (s/veh)	1.9
Queue Delay	0.0
Total Delay (s/veh)	1.9
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	12
Queue Length 95th (ft)	m28
Internal Link Dist (ft)	
Turn Bay Length (ft)	200
Base Capacity (vph)	1065
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.15

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	85	5	65	35	5	20	75	1785	40	30	25	1825
Future Volume (veh/h)	85	5	65	35	5	20	75	1785	40	30	25	1825
Initial Q (Qb), veh	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	
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
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1781	1900	1900	1767	1900	1900	1796	1841	1900		1752	1781
Adj Flow Rate, veh/h	88	5	0	36	5	0	77	1840	0		26	1881
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97
Percent Heavy Veh, %	8	0	0	9	0	0	7	4	0		10	8
Cap, veh/h	280	335		147	136		366	2680			144	2188
Arrive On Green	0.08	0.18	0.00	0.07	0.07	0.00	0.09	0.77	0.00		1.00	1.00
Sat Flow, veh/h	1697	1900	1610	1333	1900	0	1711	3497	1610		236	3385
Grp Volume(v), veh/h	88	5	0	36	5	0	77	1840	0		26	1881
Grp Sat Flow(s),veh/h/ln	1697	1900	1610	1333	1900	0	1711	1749	1610		236	1692
Q Serve(g_s), s	6.5	0.3	0.0	3.6	0.3	0.0	0.0	36.3	0.0		7.4	0.0
Cycle Q Clear(g_c), s	6.5	0.3	0.0	3.6	0.3	0.0	0.0	36.3	0.0		43.7	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00		1.00	
Lane Grp Cap(c), veh/h	280	335		147	136		366	2680			144	2188
V/C Ratio(X)	0.31	0.01		0.25	0.04		0.21	0.69			0.18	0.86
Avail Cap(c_a), veh/h	283	360		161	156		366	2680			144	2188
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.09	0.09	0.00		1.00	1.00
Uniform Delay (d), s/veh	53.2	47.6	0.0	62.0	60.5	0.0	6.6	8.1	0.0		8.7	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.9	0.1	0.0	0.0	0.1	0.0		2.7	4.7
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
%ile BackOfQ(50%),veh/ln	2.9	0.1	0.0	1.3	0.2	0.0	0.7	10.8	0.0		0.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.8	47.6	0.0	62.9	60.6	0.0	6.6	8.2	0.0		11.4	4.7
LnGrp LOS	D	D		E	E		A	A			B	A
Approach Vol, veh/h		93			41			1917				1907
Approach Delay, s/veh		53.5			62.6			8.1				4.8
Approach LOS		D			E			A				A

Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	16.8	95.0		28.2		111.8	14.7	13.5				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	89.0		24.0		104.0	9.0	9.0				
Max Q Clear Time (g_c+I1), s	2.0	45.7		2.3		38.3	8.5	5.6				
Green Ext Time (p_c), s	0.1	42.6		0.0		63.6	0.0	0.0				

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		8.1
HCM 6th LOS		A

Notes

User approved ignoring U-Turning movement.

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



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	155
Future Volume (veh/h)	155
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1826
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.97
Percent Heavy Veh, %	5
Cap, veh/h	
Arrive On Green	0.00
Sat Flow, veh/h	1547
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1547
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	2.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	5	115	5	5	5	45	1870	5	5	1920	25
Future Volume (vph)	15	5	115	5	5	5	45	1870	5	5	1920	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		75	500		100	275		150
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			125			100		
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		0.963			0.976		0.950			0.950		
Satd. Flow (prot)	0	1665	1468	0	1854	1615	1480	3471	1292	1805	3374	1615
Flt Permitted		0.963			0.976		0.950			0.950		
Satd. Flow (perm)	0	1665	1468	0	1854	1615	1480	3471	1292	1805	3374	1615
Link Speed (mph)		25			30			45			45	
Link Distance (ft)		691			1032			964			1323	
Travel Time (s)		18.8			23.5			14.6			20.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	13%	0%	10%	0%	0%	0%	22%	4%	25%	0%	7%	0%
Adj. Flow (vph)	16	5	122	5	5	5	48	1989	5	5	2043	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	122	0	10	5	48	1989	5	5	2043	27
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			20			20	
Link Offset(ft)		15			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.5%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	5	115	5	5	5	45	1870	5	5	1920	25
Future Vol, veh/h	15	5	115	5	5	5	45	1870	5	5	1920	25
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	-	-	50	-	-	75	500	-	100	275	-	150
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	13	0	10	0	0	0	22	4	25	0	7	0
Mvmt Flow	16	5	122	5	5	5	48	1989	5	5	2043	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3146	4143	1022	3119	4165	995	2070	0	0	1994	0	0
Stage 1	2053	2053	-	2085	2085	-	-	-	-	-	-	-
Stage 2	1093	2090	-	1034	2080	-	-	-	-	-	-	-
Critical Hdwy	7.76	6.5	7.1	7.5	6.5	6.9	4.54	-	-	4.1	-	-
Critical Hdwy Stg 1	6.76	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.76	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.63	4	3.4	3.5	4	3.3	2.42	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 4	~ 2	220	~ 5	~ 2	247	203	-	-	292	-	-
Stage 1	50	99	-	56	96	-	-	-	-	-	-	-
Stage 2	210	95	-	252	96	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 3	~ 2	220	~ 2	~ 2	247	203	-	-	292	-	-
Mov Cap-2 Maneuver	28	37	-	23	27	-	-	-	-	-	-	-
Stage 1	38	97	-	43	73	-	-	-	-	-	-	-
Stage 2	145	73	-	104	94	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	73.6	160.1	0.7	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	203	-	-	30	220	25	247	292	-	-
HCM Lane V/C Ratio	0.236	-	-	0.709	0.556	0.426	0.022	0.018	-	-
HCM Control Delay (s/veh)	28.1	-	-	265.9	40.1	230.2	19.9	17.6	-	-
HCM Lane LOS	D	-	-	F	E	F	C	C	-	-
HCM 95th %tile Q (veh)	0.9	-	-	2.3	3	1.3	0.1	0.1	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	390	0	170	0	0	0	0	1155	735	1410	1775	0
Future Volume (vph)	390	0	170	0	0	0	0	1155	735	1410	1775	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		75	0		0	0		675	180		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	100			25			25			100		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3155	0	1455	0	0	0	0	3471	1553	3335	3438	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	3155	0	1455	0	0	0	0	3471	1553	3335	3438	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			70						223			
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1603			976			1323			972	
Travel Time (s)		24.3			14.8			20.0			14.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	11%	0%	11%	0%	0%	0%	0%	4%	4%	5%	5%	0%
Adj. Flow (vph)	433	0	189	0	0	0	0	1283	817	1567	1972	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	433	0	189	0	0	0	0	1283	817	1567	1972	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)		24			24			35			44	
Link Offset(ft)		0			25			0			0	
Crosswalk Width(ft)		16			16			16			40	
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		0					1	0	1	1	
Detector Template												
Leading Detector (ft)	40		0					336	0	40	336	
Trailing Detector (ft)	0		0					330	0	0	330	
Detector 1 Position(ft)	0		0					330	0	0	330	
Detector 1 Size(ft)	40		20					6	20	40	6	
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	
Turn Type	Prot		Perm					NA	Perm	Prot	NA	
Protected Phases	4							6		5	2	
Permitted Phases			4						6			
Detector Phase	4		4					6	6	5	2	
Switch Phase												
Minimum Initial (s)	9.0		9.0					16.0	16.0	9.0	16.0	
Minimum Split (s)	16.0		16.0					22.0	22.0	15.0	22.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	20.0		20.0					58.0	58.0	62.0	120.0	
Total Split (%)	14.3%		14.3%					41.4%	41.4%	44.3%	85.7%	
Maximum Green (s)	14.0		14.0					52.0	52.0	56.0	114.0	
Yellow Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-3.0		-3.0					-1.5	-1.5	-3.0	-1.5	
Total Lost Time (s)	3.0		3.0					4.5	4.5	3.0	4.5	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					5.0	5.0	3.0	5.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	17.0		17.0					53.5	53.5	59.0	115.5	
Actuated g/C Ratio	0.12		0.12					0.38	0.38	0.42	0.83	
v/c Ratio	1.13		0.79					0.97	1.12	1.12	0.70	
Control Delay (s/veh)	140.3		61.0					45.3	86.9	84.6	5.2	
Queue Delay	0.0		0.0					1.9	0.0	0.0	0.4	
Total Delay (s/veh)	140.3		61.0					47.1	86.9	84.6	5.6	
LOS	F		E					D	F	F	A	
Approach Delay (s/veh)		116.2						62.6			40.6	
Approach LOS		F						E			D	
Queue Length 50th (ft)	~235		108					488	~338	~822	211	
Queue Length 95th (ft)	#345		#234					#748	#989	m#715	m246	
Internal Link Dist (ft)		1523			896			1243			892	
Turn Bay Length (ft)	400		75						675	180		
Base Capacity (vph)	383		238					1326	731	1405	2836	
Starvation Cap Reductn	0		0					0	0	0	346	
Spillback Cap Reductn	0		0					17	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	1.13		0.79					0.98	1.12	1.12	0.79	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 107 (76%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.13			
Intersection Signal Delay (s/veh): 55.5		Intersection LOS: E	
Intersection Capacity Utilization 107.3%		ICU Level of Service G	
Analysis Period (min) 15			
~ 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.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 9: SR 25/US 17 & SR 204/Abercorm Street EB Off Ramp/SR 204/Abercorm Street EB On Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	390	0	170	0	0	0	0	1155	735	1410	1775	0
Future Volume (veh/h)	390	0	170	0	0	0	0	1155	735	1410	1775	0
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1737	0	1737				0	1841	1841	1826	1826	0
Adj Flow Rate, veh/h	433	0	0				0	1283	0	1567	1972	0
Peak Hour Factor	0.90	0.90	0.90				0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	11	0	11				0	4	4	5	5	0
Cap, veh/h	390	0					0	1336		1422	2862	0
Arrive On Green	0.12	0.00	0.00				0.00	0.13	0.00	0.84	1.00	0.00
Sat Flow, veh/h	3209	0	1472				0	3589	1560	3374	3561	0
Grp Volume(v), veh/h	433	0	0				0	1283	0	1567	1972	0
Grp Sat Flow(s),veh/h/ln	1605	0	1472				0	1749	1560	1687	1735	0
Q Serve(g_s), s	17.0	0.0	0.0				0.0	51.1	0.0	59.0	0.0	0.0
Cycle Q Clear(g_c), s	17.0	0.0	0.0				0.0	51.1	0.0	59.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	390	0					0	1336		1422	2862	0
V/C Ratio(X)	1.11	0.00					0.00	0.96		1.10	0.69	0.00
Avail Cap(c_a), veh/h	390	0					0	1336		1422	2862	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.15	0.15	0.00
Uniform Delay (d), s/veh	61.5	0.0	0.0				0.0	60.1	0.0	11.0	0.0	0.0
Incr Delay (d2), s/veh	79.2	0.0	0.0				0.0	16.7	0.0	47.9	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	0.0	0.0				0.0	27.0	0.0	13.6	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	140.7	0.0	0.0				0.0	76.8	0.0	58.9	0.2	0.0
LnGrp LOS	F							E		F	A	
Approach Vol, veh/h		433						1283			3539	
Approach Delay, s/veh		140.7						76.8			26.2	
Approach LOS		F						E			C	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		120.0		20.0	62.0	58.0						
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0						
Max Green Setting (Gmax), s		114.0		14.0	56.0	52.0						
Max Q Clear Time (g_c+I1), s		2.0		19.0	61.0	53.1						
Green Ext Time (p_c), s		108.3		0.0	0.0	0.0						

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			48.0									
HCM 6th LOS			D									

Notes

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	750	0	595	65	1480	0	0	2435	485
Future Volume (vph)	0	0	0	750	0	595	65	1480	0	0	2435	485
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	700		700	175		0	235		550
Storage Lanes	0		0	1		1	1		0	1		1
Taper Length (ft)	25			225			150			100		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	3155	0	1455	1736	3471	0	0	4940	1538
Flt Permitted				0.950			0.056					
Satd. Flow (perm)	0	0	0	3155	0	1455	102	3471	0	0	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						70						527
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1151			1527			972			766	
Travel Time (s)		17.4			23.1			14.7			11.6	
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
Heavy Vehicles (%)	0%	0%	0%	11%	0%	11%	4%	4%	0%	0%	5%	5%
Adj. Flow (vph)	0	0	0	815	0	647	71	1609	0	0	2647	527
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	815	0	647	71	1609	0	0	2647	527
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)		24			24			32			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			45			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		1	1	2			2	1
Detector Template				Left		Right						
Leading Detector (ft)				20		20	40	336			336	40
Trailing Detector (ft)				0		0	0	0			0	0
Detector 1 Position(ft)				0		0	0	330			330	0
Detector 1 Size(ft)				20		20	40	6			6	40
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)								0			0	
Detector 2 Size(ft)								0			0	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	
Turn Type				Prot		Perm	D.P+P	NA			NA	Perm
Protected Phases				8			1	6			2	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases						8	2					2
Detector Phase				8		8	1	6			2	2
Switch Phase												
Minimum Initial (s)				9.0		9.0	9.0	16.0			16.0	16.0
Minimum Split (s)				15.0		15.0	15.0	22.0			22.0	22.0
Total Split (s)				52.0		52.0	15.0	88.0			73.0	73.0
Total Split (%)				37.1%		37.1%	10.7%	62.9%			52.1%	52.1%
Maximum Green (s)				46.0		46.0	9.0	82.0			67.0	67.0
Yellow Time (s)				4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)				2.0		2.0	2.0	2.0			2.0	2.0
Lost Time Adjust (s)				-3.0		-3.0	-2.5	-1.5			-1.5	-1.5
Total Lost Time (s)				3.0		3.0	3.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	5.0			5.0	5.0
Recall Mode				None		None	None	C-Max			C-Max	C-Max
Act Effct Green (s)				49.0		49.0	81.7	83.5			71.5	71.5
Actuated g/C Ratio				0.35		0.35	0.58	0.60			0.51	0.51
v/c Ratio				0.74		1.17	0.37	0.78			1.05	0.51
Control Delay (s/veh)				44.7		130.2	45.3	0.7			49.0	0.5
Queue Delay				0.0		0.0	0.0	1.3			21.3	0.2
Total Delay (s/veh)				44.7		130.2	45.3	2.1			70.4	0.7
LOS				D		F	D	A			E	A
Approach Delay (s/veh)					82.5			3.9			58.8	
Approach LOS					F			A			E	
Queue Length 50th (ft)				334		~657	30	0			~987	0
Queue Length 95th (ft)				412		#898	m29	m0			m#876	m0
Internal Link Dist (ft)		1071			1447			892			686	
Turn Bay Length (ft)				700		700	175					550
Base Capacity (vph)				1104		554	193	2070			2523	1043
Starvation Cap Reductn				0		0	0	257			118	86
Spillback Cap Reductn				0		0	0	0			0	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.74		1.17	0.37	0.89			1.10	0.55

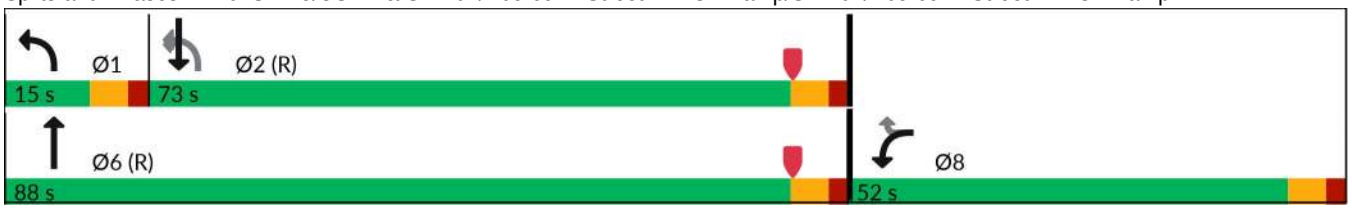
Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 132 (94%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.17			
Intersection Signal Delay (s/veh): 49.7		Intersection LOS: D	
Intersection Capacity Utilization 107.3%		ICU Level of Service G	
Analysis Period (min) 15			

~ 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.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: SR 25/US 17 & SR 204/Abercorm Street WB On Ramp/SR 204/Abercorm Street WB Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	750	0	595	65	1480	0	0	2435	485
Future Volume (veh/h)	0	0	0	750	0	595	65	1480	0	0	2435	485
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1737	0	1737	1841	1841	0	0	1826	1826
Adj Flow Rate, veh/h				815	0	0	71	1609	0	0	2647	527
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				11	0	11	4	4	0	0	5	5
Cap, veh/h				942	0		225	2284	0	0	2741	851
Arrive On Green				0.29	0.00	0.00	0.16	1.00	0.00	0.00	1.00	1.00
Sat Flow, veh/h				3209	0	1472	1753	3589	0	0	5149	1547
Grp Volume(v), veh/h				815	0	0	71	1609	0	0	2647	527
Grp Sat Flow(s),veh/h/ln				1605	0	1472	1753	1749	0	0	1662	1547
Q Serve(g_s), s				33.7	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				33.7	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				942	0		225	2284	0	0	2741	851
V/C Ratio(X)				0.87	0.00		0.32	0.70	0.00	0.00	0.97	0.62
Avail Cap(c_a), veh/h				1123	0		232	2284	0	0	2741	851
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	0.00	0.09	0.09	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh				46.8	0.0	0.0	8.9	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				6.3	0.0	0.0	0.1	0.2	0.0	0.0	1.5	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
%ile BackOfQ(50%),veh/ln				13.9	0.0	0.0	0.7	0.1	0.0	0.0	0.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				53.2	0.0	0.0	8.9	0.2	0.0	0.0	1.5	0.3
LnGrp LOS				D			A	A			A	A
Approach Vol, veh/h					815			1680			3174	
Approach Delay, s/veh					53.2			0.5			1.3	
Approach LOS					D			A			A	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	14.4	81.5				95.9		44.1				
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0				
Max Green Setting (Gmax), s	9.0	67.0				82.0		46.0				
Max Q Clear Time (g_c+I1), s	4.1	2.0				2.0		35.7				
Green Ext Time (p_c), s	0.1	64.8				73.2		2.4				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			8.5									
HCM 6th LOS			A									

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1000	5	1355	5	5	5	640	1435	5	5	1565	340
Future Volume (vph)	1000	5	1355	5	5	5	640	1435	5	5	1565	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	0		0	500		0	250		225
Storage Lanes	1		1	0		0	2		0	1		1
Taper Length (ft)	100			25			100			100		
Lane Util. Factor	0.95	0.95	0.88	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.955			0.999				0.850
Flt Protected	0.950	0.953			0.984		0.950			0.950		
Satd. Flow (prot)	1559	1565	2608	0	1785	0	3303	3403	0	1805	3438	1495
Flt Permitted	0.950	0.953			0.741		0.950			0.159		
Satd. Flow (perm)	1559	1565	2608	0	1345	0	3303	3403	0	302	3438	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			262		5							319
Link Speed (mph)		45			30			45			45	
Link Distance (ft)		1448			458			766			593	
Travel Time (s)		21.9			10.4			11.6			9.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	10%	0%	9%	0%	0%	0%	6%	6%	0%	0%	5%	8%
Adj. Flow (vph)	1031	5	1397	5	5	5	660	1479	5	5	1613	351
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	515	521	1397	0	15	0	660	1484	0	5	1613	351
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			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			35			35	
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	1	2		1	2		1	2	1
Detector Template				Left								
Leading Detector (ft)	40	40	40	20	40		40	336		40	336	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	330		0	330	0
Detector 1 Size(ft)	40	40	40	20	40		40	6		40	6	40
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)		0			0			0			0	
Detector 2 Size(ft)		0			0			0			0	
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	Split	NA	pt+ov	Perm	NA		Prot	NA		Perm	NA	pm+ov
Protected Phases	4	4	4 5		8		5	2			6	4



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				8						6		6
Detector Phase	4	4	4 5	8	8		5	2		6	6	4
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		9.0	16.0		16.0	16.0	9.0
Minimum Split (s)	15.0	15.0		15.0	15.0		15.0	22.0		22.0	22.0	15.0
Total Split (s)	42.0	42.0		15.0	15.0		25.0	83.0		58.0	58.0	42.0
Total Split (%)	30.0%	30.0%		10.7%	10.7%		17.9%	59.3%		41.4%	41.4%	30.0%
Maximum Green (s)	36.0	36.0		9.0	9.0		19.0	77.0		52.0	52.0	36.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	0.0			0.0		-2.5	-3.0		0.0	-3.0	-3.0
Total Lost Time (s)	3.0	6.0			6.0		3.5	3.0		6.0	3.0	3.0
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	5.0		5.0	5.0	3.0
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	None
Act Effct Green (s)	39.0	36.0	71.8		9.0		30.5	89.0		52.0	55.0	97.0
Actuated g/C Ratio	0.28	0.26	0.51		0.06		0.22	0.64		0.37	0.39	0.69
v/c Ratio	1.19	1.30	0.95		0.16		0.92	0.69		0.04	1.19	0.31
Control Delay (s/veh)	148.7	192.0	38.3		51.7		72.9	11.7		24.4	122.7	0.5
Queue Delay	0.0	0.0	1.9		0.0		0.0	0.4		0.0	1.3	0.0
Total Delay (s/veh)	148.7	192.0	40.3		51.7		72.9	12.2		24.4	124.0	0.5
LOS	F	F	D		D		E	B		C	F	A
Approach Delay (s/veh)		95.7			51.7			30.9			101.7	
Approach LOS		F			D			C			F	
Queue Length 50th (ft)	~592	~635	517		9		302	204		2	~937	0
Queue Length 95th (ft)	#829	#872	#657		33		m#464	m328		m3	m#960	m1
Internal Link Dist (ft)		1368			378			686			513	
Turn Bay Length (ft)	150		150				500			250		225
Base Capacity (vph)	434	402	1465		91		719	2163		112	1350	1133
Starvation Cap Reductn	0	0	0		0		0	252		0	0	0
Spillback Cap Reductn	0	0	26		0		0	0		0	348	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	1.19	1.30	0.97		0.16		0.92	0.78		0.04	1.61	0.31

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 119 (85%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.30			
Intersection Signal Delay (s/veh): 76.2		Intersection LOS: E	
Intersection Capacity Utilization 109.8%		ICU Level of Service H	
Analysis Period (min) 15			

~ 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.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: SR 25/US 17 & Little Neck Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1000	5	1355	5	5	5	640	1435	5	5	1565	340
Future Volume (veh/h)	1000	5	1355	5	5	5	640	1435	5	5	1565	340
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1900	1767	1900	1900	1900	1811	1811	1900	1900	1826	1781
Adj Flow Rate, veh/h	1035	0	1397	5	5	5	660	1479	5	5	1613	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	10	0	9	0	0	0	6	6	0	0	5	8
Cap, veh/h	930	0	1305	17	17	17	514	2136	7	198	1487	
Arrive On Green	0.28	0.00	0.28	0.03	0.03	0.03	0.31	1.00	1.00	0.41	0.43	0.00
Sat Flow, veh/h	3337	0	2994	588	588	588	3346	3518	12	361	3469	1510
Grp Volume(v), veh/h	1035	0	1397	15	0	0	660	723	761	5	1613	0
Grp Sat Flow(s),veh/h/ln	1668	0	1497	1765	0	0	1673	1721	1809	361	1735	1510
Q Serve(g_s), s	39.0	0.0	39.0	1.2	0.0	0.0	21.5	0.0	0.0	1.2	60.0	0.0
Cycle Q Clear(g_c), s	39.0	0.0	39.0	1.2	0.0	0.0	21.5	0.0	0.0	1.2	60.0	0.0
Prop In Lane	1.00		1.00	0.33		0.33	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	930	0	1305	50	0	0	514	1045	1099	198	1487	
V/C Ratio(X)	1.11	0.00	1.07	0.30	0.00	0.00	1.28	0.69	0.69	0.03	1.08	
Avail Cap(c_a), veh/h	930	0	1305	113	0	0	514	1045	1099	198	1487	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.34	0.34	0.34	1.00	1.00	0.00
Uniform Delay (d), s/veh	50.5	0.0	39.5	66.6	0.0	0.0	48.5	0.0	0.0	24.9	40.0	0.0
Incr Delay (d2), s/veh	65.8	0.0	46.2	3.3	0.0	0.0	133.1	1.3	1.2	0.2	49.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.3	0.0	30.4	0.6	0.0	0.0	16.8	0.4	0.4	0.1	34.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	116.3	0.0	85.7	69.9	0.0	0.0	181.6	1.3	1.2	25.2	89.8	0.0
LnGrp LOS	F		F	E			F	A	A	C	F	
Approach Vol, veh/h		2432			15			2144			1618	
Approach Delay, s/veh		98.7			69.9			56.8			89.6	
Approach LOS		F			E			E			F	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		88.0		42.0	25.0	63.0		10.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		77.0		36.0	19.0	52.0		9.0				
Max Q Clear Time (g_c+I1), s		2.0		41.0	23.5	62.0		3.2				
Green Ext Time (p_c), s		66.6		0.0	0.0	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay, s/veh	81.8	
HCM 6th LOS	F	

Notes

User approved volume balancing among the lanes for turning movement.

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



Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	5	5	5	2425	5	5	1895
Future Volume (vph)	5	5	5	2425	5	5	1895
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150		0	125	
Storage Lanes	1	0	1		0	1	
Taper Length (ft)	25		150			150	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.932						
Flt Protected	0.976		0.950			0.950	
Satd. Flow (prot)	1728	0	1357	3406	0	1805	3374
Flt Permitted	0.976		0.950			0.950	
Satd. Flow (perm)	1728	0	1357	3406	0	1805	3374
Link Speed (mph)	30			45			45
Link Distance (ft)	1197			593			2345
Travel Time (s)	27.2			9.0			35.5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	33%	6%	0%	0%	7%
Adj. Flow (vph)	5	5	5	2580	5	5	2016
Shared Lane Traffic (%)							
Lane Group Flow (vph)	10	0	5	2585	0	5	2016
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	Left	Left
Median Width(ft)	12			40			40
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		9	15	
Sign Control	Stop			Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	77.2%	ICU Level of Service	D
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	5	5	5	2425	5	5	1895
Future Vol, veh/h	5	5	5	2425	5	5	1895
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	-	150	-	-	125	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	33	6	0	0	7
Mvmt Flow	5	5	5	2580	5	5	2016

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	3611	1293	2016	0	0	2585	0
Stage 1	2593	-	-	-	-	-	-
Stage 2	1018	-	-	-	-	-	-
Critical Hdwy	6.8	6.9	7.06	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.83	-	-	2.2	-
Pot Cap-1 Maneuver	~ 4	156	49	-	-	171	-
Stage 1	43	-	-	-	-	-	-
Stage 2	314	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	~ 3	156	49	-	-	171	-
Mov Cap-2 Maneuver	32	-	-	-	-	-	-
Stage 1	39	-	-	-	-	-	-
Stage 2	305	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	89.2	0.2	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	49	-	-	53	171	-
HCM Lane V/C Ratio	0.109	-	-	0.201	0.031	-
HCM Control Delay (s/veh)	87.2	-	-	89.2	26.7	-
HCM Lane LOS	F	-	-	F	D	-
HCM 95th %tile Q (veh)	0.3	-	-	0.7	0.1	-

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



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	45	65	25	2400	45	1830	15
Future Volume (vph)	45	65	25	2400	45	1830	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	100	175		100		200
Storage Lanes	1	1	1		1		1
Taper Length (ft)	25		150		150		
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	1.00
Frt		0.850					0.850
Flt Protected	0.950		0.950		0.950		
Satd. Flow (prot)	1805	1568	1805	3406	1805	3374	1615
Flt Permitted	0.950		0.950		0.950		
Satd. Flow (perm)	1805	1568	1805	3406	1805	3374	1615
Link Speed (mph)	25			45		45	
Link Distance (ft)	1168			1309		778	
Travel Time (s)	31.9			19.8		11.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	3%	0%	6%	0%	7%	0%
Adj. Flow (vph)	48	70	27	2581	48	1968	16
Shared Lane Traffic (%)							
Lane Group Flow (vph)	48	70	27	2581	48	1968	16
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	24			22		22	
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	76.3%	ICU Level of Service	D
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	45	65	25	2400	45	1830	15
Future Vol, veh/h	45	65	25	2400	45	1830	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	-	Yield
Storage Length	0	100	175	-	100	-	200
Veh in Median Storage, #	1	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93
Heavy Vehicles, %	0	3	0	6	0	7	0
Mvmt Flow	48	70	27	2581	48	1968	16

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	3409	984	1968	0	2581	-	0
Stage 1	2064	-	-	-	-	-	-
Stage 2	1345	-	-	-	-	-	-
Critical Hdwy	6.8	6.96	4.1	-	6.4	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.33	2.2	-	2.5	-	-
Pot Cap-1 Maneuver	~ 6	246	299	-	~ 31	-	-
Stage 1	86	-	-	-	-	-	-
Stage 2	211	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	0	246	299	-	~ 31	-	-
Mov Cap-2 Maneuver	~ -114	-	-	-	-	-	-
Stage 1	78	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v		0.2	13.3
HCM LOS	-		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBU	SBT	SBR
Capacity (veh/h)	299	-	+	246	~ 31	-	-
HCM Lane V/C Ratio	0.09	-	-	0.284	1.561	-	-
HCM Control Delay (s/veh)	18.2	-	-	25.3	$ 559.6	-	-
HCM Lane LOS	C	-	-	D	F	-	-
HCM 95th %tile Q (veh)	0.3	-	-	1.1	5.5	-	-

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	130	0	0	150	30	2425	35	15	1760	35
Future Volume (vph)	0	0	130	0	0	150	30	2425	35	15	1760	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	250		175	150		225
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			100			100		
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			0.865			0.865			0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1596	0	0	1550	1805	3406	1335	1805	3374	1509
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	0	1596	0	0	1550	1805	3406	1335	1805	3374	1509
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		951			1550			778			844	
Travel Time (s)		25.9			42.3			11.8			12.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	3%	0%	0%	6%	0%	6%	21%	0%	7%	7%
Adj. Flow (vph)	0	0	138	0	0	160	32	2580	37	16	1872	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	138	0	0	160	32	2580	37	16	1872	37
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			0			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 83.0%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	130	0	0	150	30	2425	35	15	1760	35
Future Vol, veh/h	0	0	130	0	0	150	30	2425	35	15	1760	35
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	-	-	Stop	-	-	Stop	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	0	250	-	175	150	-	225
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	3	0	0	6	0	6	21	0	7	7
Mvmt Flow	0	0	138	0	0	160	32	2580	37	16	1872	37

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	936	-	-	1290	1872	0	0	2580	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.96	-	-	7.02	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.33	-	-	3.36	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	265	0	0	~ 149	326	-	-	172	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	265	-	-	~ 149	326	-	-	172	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	32.5	154.2	0.2	0.2
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	326	-	-	265	149	172	-	-
HCM Lane V/C Ratio	0.098	-	-	0.522	1.071	0.093	-	-
HCM Control Delay (s/veh)	17.2	-	-	32.5	154.2	28.1	-	-
HCM Lane LOS	C	-	-	D	F	D	-	-
HCM 95th %tile Q (veh)	0.3	-	-	2.8	8.4	0.3	-	-

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

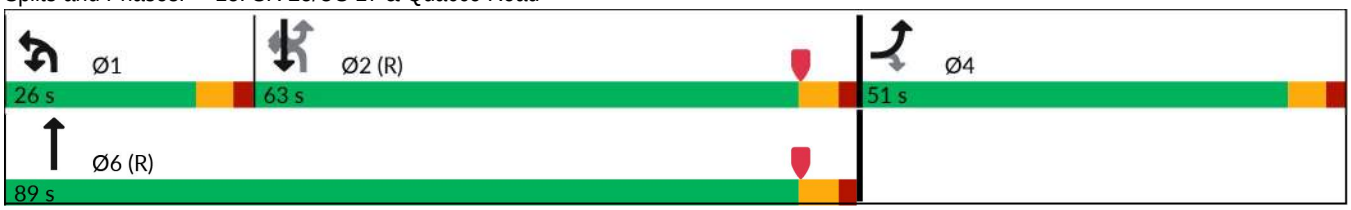
Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	765	695	50	515	2010	5	1065	290
Future Volume (vph)	765	695	50	515	2010	5	1065	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250	0		300		75		300
Storage Lanes	1	1		2		1		1
Taper Length (ft)	100			175		175		
Lane Util. Factor	0.97	1.00	0.95	0.97	0.95	1.00	0.95	1.00
Frt		0.850						0.850
Flt Protected	0.950			0.950		0.950		
Satd. Flow (prot)	3467	1583	0	3378	3406	1805	3282	1553
Flt Permitted	0.950			0.089		0.069		
Satd. Flow (perm)	3467	1583	0	317	3406	131	3282	1553
Right Turn on Red		Yes						Yes
Satd. Flow (RTOR)		216						296
Link Speed (mph)	40				45		45	
Link Distance (ft)	1368				844		1076	
Travel Time (s)	23.3				12.8		16.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	2%	0%	4%	6%	0%	10%	4%
Adj. Flow (vph)	832	755	54	560	2185	5	1158	315
Shared Lane Traffic (%)								
Lane Group Flow (vph)	832	755	0	614	2185	5	1158	315
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	32				32		32	
Link Offset(ft)	0				0		0	
Crosswalk Width(ft)	25				16		30	
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)	15	9	9	15		9		9
Number of Detectors	1	0	1	1	1	1	1	0
Detector Template			Left					
Leading Detector (ft)	40	0	20	40	336	40	336	0
Trailing Detector (ft)	0	0	0	0	330	0	330	0
Detector 1 Position(ft)	0	0	0	0	330	0	330	0
Detector 1 Size(ft)	40	20	20	40	6	40	6	20
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
Turn Type	Prot	Perm	D.P+P	D.P+P	NA	Perm	NA	Perm
Protected Phases	4		1	1	6		2	
Permitted Phases		4	2	2		2		2
Detector Phase	4	4	1	1	6	2	2	2
Switch Phase								
Minimum Initial (s)	9.0	9.0	9.0	9.0	16.0	16.0	16.0	16.0
Minimum Split (s)	15.0	15.0	15.0	15.0	22.0	22.0	22.0	22.0



Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Total Split (s)	51.0	51.0	26.0	26.0	89.0	63.0	63.0	63.0
Total Split (%)	36.4%	36.4%	18.6%	18.6%	63.6%	45.0%	45.0%	45.0%
Maximum Green (s)	45.0	45.0	20.0	20.0	83.0	57.0	57.0	57.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.9	-1.9		-1.4	-1.3	-1.0	-1.3	-1.3
Total Lost Time (s)	4.1	4.1		4.6	4.7	5.0	4.7	4.7
Lead/Lag			Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?			Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	46.9	46.9		79.8	84.3	58.0	58.3	58.3
Actuated g/C Ratio	0.34	0.34		0.57	0.60	0.41	0.42	0.42
v/c Ratio	0.72	1.12		0.95	1.07	0.09	0.85	0.38
Control Delay (s/veh)	44.9	104.1		59.1	64.2	24.8	31.3	2.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.9	104.1		59.1	64.2	24.8	31.3	2.5
LOS	D	F		E	E	C	C	A
Approach Delay (s/veh)	73.1				63.1		25.1	
Approach LOS	E				E		C	
Queue Length 50th (ft)	341	~652		212	~1170	2	387	9
Queue Length 95th (ft)	417	#904		m#238	m#1092	m4	365	23
Internal Link Dist (ft)	1288				764		996	
Turn Bay Length (ft)	250			300		75		300
Base Capacity (vph)	1161	673		648	2050	54	1366	819
Starvation Cap Reductn	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0
Reduced v/c Ratio	0.72	1.12		0.95	1.07	0.09	0.85	0.38

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 22 (16%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.12			
Intersection Signal Delay (s/veh): 56.2		Intersection LOS: E	
Intersection Capacity Utilization 102.2%		ICU Level of Service G	
Analysis Period (min) 15			
~ 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.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 15: SR 25/US 17 & Quacco Road





Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (veh/h)	765	695	50	515	2010	5	1065	290
Future Volume (veh/h)	765	695	50	515	2010	5	1065	290
Initial Q (Qb), veh	0	0		0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00				1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00
Work Zone On Approach	No				No		No	
Adj Sat Flow, veh/h/ln	1885	1870		1841	1811		1752	1841
Adj Flow Rate, veh/h	832	0		560	2185		1158	0
Peak Hour Factor	0.92	0.92		0.92	0.92		0.92	0.92
Percent Heavy Veh, %	1	2		4	6		10	4
Cap, veh/h	962			716	2274		1730	
Arrive On Green	0.28	0.00		0.11	0.66		0.52	0.00
Sat Flow, veh/h	3483	1585		3401	3532		3416	1560
Grp Volume(v), veh/h	832	0		560	2185		1158	0
Grp Sat Flow(s),veh/h/ln	1742	1585		1700	1721		1664	1560
Q Serve(g_s), s	31.8	0.0		10.2	82.6		35.9	0.0
Cycle Q Clear(g_c), s	31.8	0.0		10.2	82.6		35.9	0.0
Prop In Lane	1.00	1.00		1.00				1.00
Lane Grp Cap(c), veh/h	962			716	2274		1730	
V/C Ratio(X)	0.86			0.78	0.96		0.67	
Avail Cap(c_a), veh/h	1167			868	2274		1730	
HCM Platoon Ratio	1.00	1.00		1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	1.00		1.00	0.00
Uniform Delay (d), s/veh	48.2	0.0		22.4	22.0		24.8	0.0
Incr Delay (d2), s/veh	6.0	0.0		3.9	11.7		2.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	14.4	0.0		4.9	32.5		13.9	0.0
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh	54.2	0.0		26.3	33.7		26.8	0.0
LnGrp LOS	D			C	C		C	
Approach Vol, veh/h	832				2745		1158	
Approach Delay, s/veh	54.2				32.2		26.8	
Approach LOS	D				C		C	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	19.8	77.5	42.8	97.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	20.0	57.0	45.0	83.0
Max Q Clear Time (g_c+I1), s	12.2	37.9	33.8	84.6
Green Ext Time (p_c), s	1.5	17.1	3.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	34.7
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

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

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	40	25	5	20	2755	5	1330	30
Future Volume (vph)	40	25	5	20	2755	5	1330	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0		150		100		250
Storage Lanes	1	1		1		1		1
Taper Length (ft)	125			125		175		
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt		0.850						0.850
Flt Protected	0.950			0.950		0.950		
Satd. Flow (prot)	1805	1615	0	1657	3471	1805	3312	1538
Flt Permitted	0.950			0.950		0.950		
Satd. Flow (perm)	1805	1615	0	1657	3471	1805	3312	1538
Link Speed (mph)	25				45		45	
Link Distance (ft)	1147				1076		2138	
Travel Time (s)	31.3				16.3		32.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	11%	4%	0%	9%	5%
Adj. Flow (vph)	43	27	5	22	2962	5	1430	32
Shared Lane Traffic (%)								
Lane Group Flow (vph)	43	27	0	27	2962	5	1430	32
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	12				22		22	
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)	15	9	9	15		9		9
Sign Control	Stop				Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	86.2%	ICU Level of Service	E
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	40	25	5	20	2755	5	1330	30
Future Vol, veh/h	40	25	5	20	2755	5	1330	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	-	Yield
Storage Length	150	0	-	150	-	100	-	250
Veh in Median Storage, #	1	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	11	4	0	9	5
Mvmt Flow	43	27	5	22	2962	5	1430	32

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	2975	715	1430	1430	0	2962	-	0
Stage 1	1440	-	-	-	-	-	-	-
Stage 2	1535	-	-	-	-	-	-	-
Critical Hdwy	6.8	6.9	6.4	4.32	-	6.4	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.5	2.31	-	2.5	-	-
Pot Cap-1 Maneuver	~ 11	378	179	428	-	18	-	-
Stage 1	188	-	-	-	-	-	-	-
Stage 2	167	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	~ 7	378	326	326	-	18	-	-
Mov Cap-2 Maneuver	66	-	-	-	-	-	-	-
Stage 1	172	-	-	-	-	-	-	-
Stage 2	121	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	85.9	0.2	1
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBU	SBT	SBR
Capacity (veh/h)	326	-	66	378	18	-	-
HCM Lane V/C Ratio	0.082	-	0.652	0.071	0.299	-	-
HCM Control Delay (s/veh)	17	-	130	15.3	274.8	-	-
HCM Lane LOS	C	-	F	C	F	-	-
HCM 95th %tile Q (veh)	0.3	-	2.8	0.2	0.8	-	-

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



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	5	55	30	2765	5	1305	5
Future Volume (vph)	5	55	30	2765	5	1305	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	175		100		225
Storage Lanes	1	0	1		1		1
Taper Length (ft)	25		150		175		
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	1.00
Frt	0.876						0.850
Flt Protected	0.996		0.950		0.950		
Satd. Flow (prot)	1658	0	1805	3471	1805	3312	1615
Flt Permitted	0.996		0.950		0.950		
Satd. Flow (perm)	1658	0	1805	3471	1805	3312	1615
Link Speed (mph)	25			45		45	
Link Distance (ft)	865			2138		1003	
Travel Time (s)	23.6			32.4		15.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	4%	0%	9%	0%
Adj. Flow (vph)	5	57	31	2880	5	1359	5
Shared Lane Traffic (%)							
Lane Group Flow (vph)	62	0	31	2880	5	1359	5
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	12			22		22	
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 86.8%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	5	55	30	2765	5	1305	5
Future Vol, veh/h	5	55	30	2765	5	1305	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	-	Yield
Storage Length	0	-	175	-	100	-	225
Veh in Median Storage, #	1	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	4	0	9	0
Mvmt Flow	5	57	31	2880	5	1359	5

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	2871	680	1359	0	2880	-	0
Stage 1	1369	-	-	-	-	-	-
Stage 2	1502	-	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	6.4	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	2.5	-	-
Pot Cap-1 Maneuver	14	398	512	-	20	-	-
Stage 1	205	-	-	-	-	-	-
Stage 2	174	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	10	398	512	-	20	-	-
Mov Cap-2 Maneuver	74	-	-	-	-	-	-
Stage 1	192	-	-	-	-	-	-
Stage 2	131	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.7	0.1	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	512	-	434	20	-	-
HCM Lane V/C Ratio	0.061	-	0.144	0.26	-	-
HCM Control Delay (s/veh)	12.5	-	14.7	239.5	-	-
HCM Lane LOS	B	-	B	F	-	-
HCM 95th %tile Q (veh)	0.2	-	0.5	0.8	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	505	5	550	5	5	5	495	2275	5	5	5	760
Future Volume (vph)	505	5	550	5	5	5	495	2275	5	5	5	760
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	0		0	300		0		100	
Storage Lanes	2		1	0		0	1		0		1	
Taper Length (ft)	50			25			75				150	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95
Frt			0.850		0.955							
Flt Protected	0.950	0.953			0.984		0.950				0.950	
Satd. Flow (prot)	1681	1687	1583	0	1785	0	1770	3471	0	0	1787	3312
Flt Permitted	0.950	0.953			0.777		0.220				0.070	
Satd. Flow (perm)	1681	1687	1583	0	1410	0	410	3471	0	0	132	3312
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			201		5							
Link Speed (mph)		35			25			45				45
Link Distance (ft)		1433			1055			1003				1476
Travel Time (s)		27.9			28.8			15.2				22.4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	0%	2%	0%	0%	0%	2%	4%	0%	2%	0%	9%
Adj. Flow (vph)	537	5	585	5	5	5	527	2420	5	5	5	809
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	268	274	585	0	15	0	527	2425	0	0	10	809
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)		12			0			22				22
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	9	15	
Number of Detectors	1	1	0	1	1		1	1		1	1	1
Detector Template				Left						Left		
Leading Detector (ft)	40	40	0	20	20		40	336		20	40	336
Trailing Detector (ft)	0	0	0	0	0		0	330		0	0	330
Detector 1 Position(ft)	0	0	0	0	0		0	330		0	0	330
Detector 1 Size(ft)	40	40	20	20	20		40	6		20	40	6
Detector 1 Type	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
Detector 1 Queue (s)	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
Turn Type	Split	NA	pm+ov	Perm	NA		D.P+P	NA		Perm	Perm	NA
Protected Phases	4	4	1		8		1	6				2
Permitted Phases			4	8			2			2	2	
Detector Phase	4	4	1	8	8		1	6		2	2	2
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0		9.0	16.0		16.0	16.0	16.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0		15.0	22.0		22.0	22.0	22.0



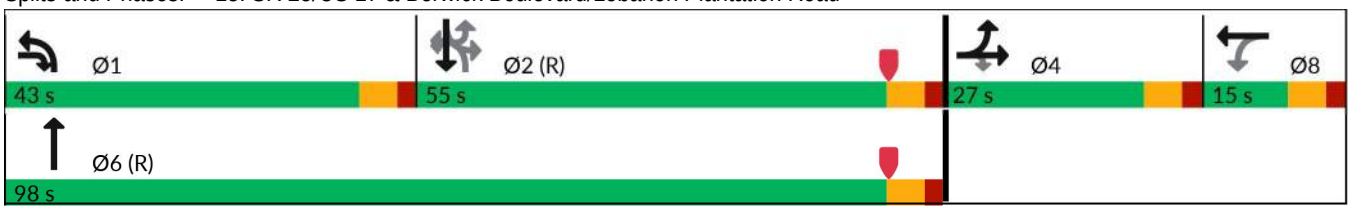
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	175
Future Volume (vph)	175
Ideal Flow (vphpl)	1900
Storage Length (ft)	400
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	186
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.94
Heavy Vehicles (%)	2%
Adj. Flow (vph)	186
Shared Lane Traffic (%)	
Lane Group Flow (vph)	186
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	0
Detector Template	
Leading Detector (ft)	0
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
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	16.0
Minimum Split (s)	22.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Total Split (s)	27.0	27.0	43.0	15.0	15.0		43.0	98.0		55.0	55.0	55.0
Total Split (%)	19.3%	19.3%	30.7%	10.7%	10.7%		30.7%	70.0%		39.3%	39.3%	39.3%
Maximum Green (s)	21.0	21.0	37.0	9.0	9.0		37.0	92.0		49.0	49.0	49.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-1.2	-1.2	-1.2		-1.2		-1.2	-1.5			-1.2	-1.5
Total Lost Time (s)	4.8	4.8	4.8		4.8		4.8	4.5			4.8	4.5
Lead/Lag			Lead				Lead			Lag	Lag	Lag
Lead-Lag Optimize?			Yes				Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	5.0		5.0	5.0	5.0
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	C-Max
Act Effct Green (s)	22.2	22.2	61.4		10.2		97.4	102.5			61.1	61.4
Actuated g/C Ratio	0.16	0.16	0.44		0.07		0.70	0.73			0.44	0.44
v/c Ratio	1.01	1.03	0.73		0.14		0.83	0.95			0.18	0.56
Control Delay (s/veh)	114.9	118.8	23.5		49.6		25.2	18.1			25.6	18.3
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay (s/veh)	114.9	118.8	23.5		49.6		25.2	18.1			25.6	18.3
LOS	F	F	C		D		C	B			C	B
Approach Delay (s/veh)		68.4			49.6			19.3				15.3
Approach LOS		E			D			B				B
Queue Length 50th (ft)	~262	~278	270		9		204	536			3	146
Queue Length 95th (ft)	#461	#471	328		33		m291	m#1198			m10	325
Internal Link Dist (ft)		1353			975			923				1396
Turn Bay Length (ft)	300						300				100	
Base Capacity (vph)	266	267	829		107		663	2541			57	1452
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
Reduced v/c Ratio	1.01	1.03	0.71		0.14		0.79	0.95			0.18	0.56

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 116 (83%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay (s/veh): 29.5		Intersection LOS: C	
Intersection Capacity Utilization 108.9%		ICU Level of Service G	
Analysis Period (min) 15			
~ 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.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 18: SR 25/US 17 & Berwick Boulevard/Lebanon Plantation Road





Lane Group	SBR
Total Split (s)	55.0
Total Split (%)	39.3%
Maximum Green (s)	49.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-1.5
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	5.0
Recall Mode	C-Max
Act Effct Green (s)	61.4
Actuated g/C Ratio	0.44
v/c Ratio	0.23
Control Delay (s/veh)	1.7
Queue Delay	0.0
Total Delay (s/veh)	1.7
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	7
Queue Length 95th (ft)	11
Internal Link Dist (ft)	
Turn Bay Length (ft)	400
Base Capacity (vph)	798
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.23

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	505	5	550	5	5	5	495	2275	5	5	5	760
Future Volume (veh/h)	505	5	550	5	5	5	495	2275	5	5	5	760
Initial Q (Qb), veh	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	
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
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1870	1900	1870	1900	1900	1900	1870	1841	1900		1900	1767
Adj Flow Rate, veh/h	541	0	0	5	5	5	527	2420	5		5	809
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94		0.94	0.94
Percent Heavy Veh, %	2	0	2	0	0	0	2	4	0		0	9
Cap, veh/h	565	0		22	22	22	692	2520	5		63	1658
Arrive On Green	0.16	0.00	0.00	0.03	0.04	0.03	0.18	0.70	0.69		0.98	0.99
Sat Flow, veh/h	3563	0	1585	588	588	588	1781	3581	7		144	3357
Grp Volume(v), veh/h	541	0	0	15	0	0	527	1181	1244		5	809
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1765	0	0	1781	1749	1839		144	1678
Q Serve(g_s), s	21.1	0.0	0.0	1.2	0.0	0.0	19.6	86.4	86.6		4.4	0.8
Cycle Q Clear(g_c), s	21.1	0.0	0.0	1.2	0.0	0.0	19.6	86.4	86.6		61.6	0.8
Prop In Lane	1.00		1.00	0.33		0.33	1.00		0.00		1.00	
Lane Grp Cap(c), veh/h	565	0		65	0	0	692	1231	1294		63	1658
V/C Ratio(X)	0.96	0.00		0.23	0.00	0.00	0.76	0.96	0.96		0.08	0.49
Avail Cap(c_a), veh/h	565	0		129	0	0	865	1231	1294		63	1658
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	58.4	0.0	0.0	65.9	0.0	0.0	11.0	18.9	19.0		26.7	0.4
Incr Delay (d2), s/veh	27.5	0.0	0.0	1.8	0.0	0.0	3.1	17.7	17.2		2.4	1.0
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
%ile BackOfQ(50%),veh/ln	11.6	0.0	0.0	0.6	0.0	0.0	7.6	35.1	36.8		0.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	86.0	0.0	0.0	67.6	0.0	0.0	14.1	36.6	36.2		29.1	1.5
LnGrp LOS	F			E			B	D	D		C	A
Approach Vol, veh/h		541			15			2952				814
Approach Delay, s/veh		86.0			67.6			32.4				1.6
Approach LOS		F			E			C				A

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	29.4	73.7		27.0		103.0		10.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	37.0	49.0		21.0		92.0		9.0				
Max Q Clear Time (g_c+I1), s	21.6	63.6		23.1		88.6		3.2				
Green Ext Time (p_c), s	1.8	0.0		0.0		3.4		0.0				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			33.5									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

User approved ignoring U-Turning movement.

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



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	175
Future Volume (veh/h)	175
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1870
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.94
Percent Heavy Veh, %	2
Cap, veh/h	
Arrive On Green	0.00
Sat Flow, veh/h	1585
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1585
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	2.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	5	15	5	5	5	30	2735	20	10	925	50
Future Volume (vph)	20	5	15	5	5	5	30	2735	20	10	925	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	0		0	150		250	150		300
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	25			25			150			150		
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		0.955				0.850			0.850
Flt Protected		0.961			0.984		0.950			0.950		
Satd. Flow (prot)	0	1826	1615	0	1785	0	1805	3471	1615	1543	3312	1615
Flt Permitted		0.961			0.984		0.950			0.950		
Satd. Flow (perm)	0	1826	1615	0	1785	0	1805	3471	1615	1543	3312	1615
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		711			409			1476			1006	
Travel Time (s)		19.4			11.2			22.4			15.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	4%	0%	17%	9%	0%
Adj. Flow (vph)	21	5	16	5	5	5	31	2849	21	10	964	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	16	0	15	0	31	2849	21	10	964	52
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			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 87.5%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	5	15	5	5	5	30	2735	20	10	925	50
Future Vol, veh/h	20	5	15	5	5	5	30	2735	20	10	925	50
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	-	-	None	-	-	Yield	-	-	Yield
Storage Length	-	-	200	-	-	-	150	-	250	150	-	300
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	17	9	0
Mvmt Flow	21	5	16	5	5	5	31	2849	21	10	964	52

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2473	3895	482	3416	3895	1425	964	0	0	2849	0	0
Stage 1	984	984	-	2911	2911	-	-	-	-	-	-	-
Stage 2	1489	2911	-	505	984	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.44	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.37	-	-
Pot Cap-1 Maneuver	~ 16	~ 3	536	~ 3	~ 3	127	722	-	-	100	-	-
Stage 1	270	329	-	16	35	-	-	-	-	-	-	-
Stage 2	132	35	-	523	329	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 12	~ 3	536	~ 2	~ 3	127	722	-	-	100	-	-
Mov Cap-2 Maneuver	66	20	-	13	27	-	-	-	-	-	-	-
Stage 1	258	296	-	15	33	-	-	-	-	-	-	-
Stage 2	102	33	-	449	296	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	106.3	282.8	0.1	0.5
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	722	-	-	45	536	25	100	-	-
HCM Lane V/C Ratio	0.043	-	-	0.579	0.029	0.625	0.104	-	-
HCM Control Delay (s/veh)	10.2	-	-	162.9	11.9	282.8	45.1	-	-
HCM Lane LOS	B	-	-	F	B	F	E	-	-
HCM 95th %tile Q (veh)	0.1	-	-	2.2	0.1	1.9	0.3	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	245	15	10	185	5	420	5	2705	55	35	105	790
Future Volume (vph)	245	15	10	185	5	420	5	2705	55	35	105	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		175	75		0	100		175		175	
Storage Lanes	1		1	1		0	1		1		1	
Taper Length (ft)	50			50			150				175	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt			0.850		0.852				0.850			
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1770	1900	1615	1752	1603	0	1805	3471	1553	0	1757	3282
Flt Permitted	0.196			0.748			0.307				0.050	
Satd. Flow (perm)	365	1900	1615	1380	1603	0	583	3471	1553	0	92	3282
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			117		68				70			
Link Speed (mph)		25			25			45				45
Link Distance (ft)		388			1293			1006				1780
Travel Time (s)		10.6			35.3			15.2				27.0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	0%	0%	3%	0%	1%	0%	4%	4%	5%	2%	10%
Adj. Flow (vph)	250	15	10	189	5	429	5	2760	56	36	107	806
Shared Lane Traffic (%)												
Lane Group Flow (vph)	250	15	10	189	434	0	5	2760	56	0	143	806
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)		12			12			22				22
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	9	15	
Number of Detectors	1	1	0	1	1		1	1	0	1	1	1
Detector Template										Left		
Leading Detector (ft)	40	40	0	40	40		40	336	0	20	40	336
Trailing Detector (ft)	0	0	0	0	0		0	330	0	0	0	330
Detector 1 Position(ft)	0	0	0	0	0		0	330	0	0	0	330
Detector 1 Size(ft)	40	40	20	40	40		40	6	20	20	40	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
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
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
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
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Perm	NA	pm+ov	D.P+P	D.P+P	NA
Protected Phases	7	4		3	8			6	3	5	5	2
Permitted Phases	8		4	4			6		6	6	6	
Detector Phase	7	4	4	3	8		6	6	3	5	5	2
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0		16.0	16.0	9.0	9.0	9.0	16.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0		22.0	22.0	15.0	15.0	15.0	22.0

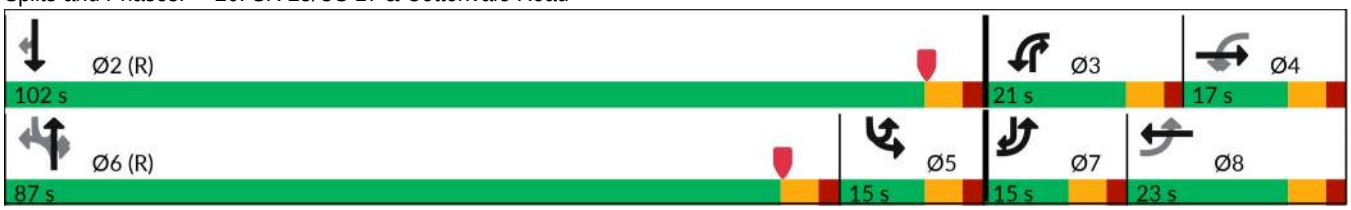


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	55
Future Volume (vph)	55
Ideal Flow (vphpl)	1900
Storage Length (ft)	225
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Right Turn on Red	Yes
Satd. Flow (RTOR)	56
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.98
Heavy Vehicles (%)	0%
Adj. Flow (vph)	56
Shared Lane Traffic (%)	
Lane Group Flow (vph)	56
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	0
Detector Template	
Leading Detector (ft)	0
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
Turn Type	pm+ov
Protected Phases	7
Permitted Phases	2
Detector Phase	7
Switch Phase	
Minimum Initial (s)	9.0
Minimum Split (s)	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Total Split (s)	15.0	17.0	17.0	21.0	23.0		87.0	87.0	21.0	15.0	15.0	102.0
Total Split (%)	10.7%	12.1%	12.1%	15.0%	16.4%		62.1%	62.1%	15.0%	10.7%	10.7%	72.9%
Maximum Green (s)	9.0	11.0	11.0	15.0	17.0		81.0	81.0	15.0	9.0	9.0	96.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.3	-1.3	-1.3	-1.3		-1.1	-1.4	-1.4		-1.3	-1.4
Total Lost Time (s)	5.0	4.7	4.7	4.7	4.7		4.9	4.6	4.6		4.7	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		5.0	5.0	3.0	3.0	3.0	5.0
Recall Mode	None	None	None	None	None		C-Max	C-Max	None	None	None	C-Max
Act Effct Green (s)	28.0	11.5	11.5	30.5	18.3		82.1	82.4	107.4		92.6	97.4
Actuated g/C Ratio	0.20	0.08	0.08	0.22	0.13		0.59	0.59	0.77		0.66	0.70
v/c Ratio	1.45	0.10	0.04	0.52	1.62		0.01	1.35	0.05		0.78	0.35
Control Delay (s/veh)	265.1	60.5	0.3	51.9	326.8		14.4	184.7	0.6		72.2	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	265.1	60.5	0.3	51.9	326.8		14.4	184.7	0.6		72.2	3.7
LOS	F	E	A	D	F		B	F	A		E	A
Approach Delay (s/veh)		244.3			243.4			180.7				13.3
Approach LOS		F			F			F				B
Queue Length 50th (ft)	~263	13	0	148	~513		2	~1733	0		90	58
Queue Length 95th (ft)	#439	36	0	227	#730		m2	m#1823	m0		m#177	m66
Internal Link Dist (ft)		308			1213			926				1700
Turn Bay Length (ft)	175		175	75			100		175		175	
Base Capacity (vph)	173	166	248	361	268		341	2042	1208		183	2283
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0
Reduced v/c Ratio	1.45	0.09	0.04	0.52	1.62		0.01	1.35	0.05		0.78	0.35

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 115 (82%), Referenced to phase 2:SBT and 6:NBSB, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.62			
Intersection Signal Delay (s/veh): 157.1		Intersection LOS: F	
Intersection Capacity Utilization 137.9%		ICU Level of Service H	
Analysis Period (min) 15			
~ 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.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 20: SR 25/US 17 & Cottonvale Road





Lane Group	SBR
Total Split (s)	15.0
Total Split (%)	10.7%
Maximum Green (s)	9.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-1.4
Total Lost Time (s)	4.6
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Act Effct Green (s)	112.4
Actuated g/C Ratio	0.80
v/c Ratio	0.04
Control Delay (s/veh)	0.3
Queue Delay	0.0
Total Delay (s/veh)	0.3
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	m2
Internal Link Dist (ft)	
Turn Bay Length (ft)	225
Base Capacity (vph)	1307
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.04

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	245	15	10	185	5	420	5	2705	55	35	105	790
Future Volume (veh/h)	245	15	10	185	5	420	5	2705	55	35	105	790
Initial Q (Qb), veh	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	
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
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1870	1900	1900	1856	1900	1885	1900	1841	1841		1870	1752
Adj Flow Rate, veh/h	250	15	0	189	5	429	5	2760	56		107	806
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98		0.98	0.98
Percent Heavy Veh, %	2	0	0	3	0	1	0	4	4		2	10
Cap, veh/h	179	167		369	2	208	387	2058	1101		182	2316
Arrive On Green	0.07	0.09	0.00	0.12	0.13	0.12	0.59	0.59	0.59		0.07	0.70
Sat Flow, veh/h	1781	1900	1610	1767	19	1594	687	3497	1560		1781	3328
Grp Volume(v), veh/h	250	15	0	189	0	434	5	2760	56		107	806
Grp Sat Flow(s),veh/h/ln	1781	1900	1610	1767	0	1613	687	1749	1560		1781	1664
Q Serve(g_s), s	10.0	1.0	0.0	13.3	0.0	18.3	0.5	82.4	0.6		4.0	13.6
Cycle Q Clear(g_c), s	10.0	1.0	0.0	13.3	0.0	18.3	14.1	82.4	0.6		4.0	13.6
Prop In Lane	1.00		1.00	1.00		0.99	1.00		1.00		1.00	
Lane Grp Cap(c), veh/h	179	167		369	0	211	387	2058	1101		182	2316
V/C Ratio(X)	1.40	0.09		0.51	0.00	2.06	0.01	1.34	0.05		0.59	0.35
Avail Cap(c_a), veh/h	179	167		369	0	211	387	2058	1101		182	2316
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
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	53.6	58.7	0.0	49.6	0.0	61.5	18.4	28.8	1.6		61.0	8.6
Incr Delay (d2), s/veh	209.9	0.2	0.0	1.2	0.0	492.3	0.1	156.7	0.1		4.8	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
%ile BackOfQ(50%),veh/ln	11.9	0.5	0.0	6.1	0.0	36.4	0.1	75.9	0.3		3.8	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	263.5	58.9	0.0	50.8	0.0	553.8	18.5	185.5	1.7		65.8	9.0
LnGrp LOS	F	E		D		F	B	F	A		E	A
Approach Vol, veh/h		265			623			2821				913
Approach Delay, s/veh		251.9			401.2			181.6				15.6
Approach LOS		F			F			F				B

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	102.0	21.0	17.0	15.0	87.0	15.0	23.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	96.0	15.0	11.0	9.0	81.0	9.0	17.0
Max Q Clear Time (g_c+I1), s	15.6	15.3	3.0	6.0	85.4	12.0	20.3
Green Ext Time (p_c), s	36.0	0.0	0.0	0.1	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	182.4
HCM 6th LOS	F

Notes

User approved ignoring U-Turning movement.

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



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	55
Future Volume (veh/h)	55
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.98
Percent Heavy Veh, %	0
Cap, veh/h	
Arrive On Green	0.00
Sat Flow, veh/h	1610
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1610
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	20	25	15	5	3385	20	945	20
Future Volume (vph)	20	25	15	5	3385	20	945	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		125		100		150
Storage Lanes	1	0		1		1		1
Taper Length (ft)	25			150		150		
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt	0.925							0.850
Flt Protected	0.978			0.950		0.950		
Satd. Flow (prot)	1674	0	0	1699	3505	1805	3312	1324
Flt Permitted	0.978			0.950		0.950		
Satd. Flow (perm)	1674	0	0	1699	3505	1805	3312	1324
Link Speed (mph)	30				45		45	
Link Distance (ft)	1221				1780		1647	
Travel Time (s)	27.8				27.0		25.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	6%	0%	0%	25%	3%	0%	9%	22%
Adj. Flow (vph)	21	26	15	5	3490	21	974	21
Shared Lane Traffic (%)								
Lane Group Flow (vph)	47	0	0	20	3490	21	974	21
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	12				22		22	
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)	15	9	9	15		9		9
Sign Control	Stop				Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 103.6%		ICU Level of Service G	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	20	25	15	5	3385	20	945	20
Future Vol, veh/h	20	25	15	5	3385	20	945	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	Yield
Storage Length	0	-	-	125	-	100	-	150
Veh in Median Storage, #	1	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97
Heavy Vehicles, %	6	0	0	25	3	0	9	22
Mvmt Flow	21	26	15	5	3490	21	974	21

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	2801	487	974	974	0	3490	-	0
Stage 1	1016	-	-	-	-	-	-	-
Stage 2	1785	-	-	-	-	-	-	-
Critical Hdwy	6.92	6.9	6.4	4.6	-	6.4	-	-
Critical Hdwy Stg 1	5.92	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.92	-	-	-	-	-	-	-
Follow-up Hdwy	3.56	3.3	2.5	2.45	-	2.5	-	-
Pot Cap-1 Maneuver	~ 14	532	351	579	-	~ 8	-	-
Stage 1	302	-	-	-	-	-	-	-
Stage 2	114	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	0	532	374	374	-	~ 8	-	-
Mov Cap-2 Maneuver	~ -21	-	-	-	-	-	-	-
Stage 1	285	-	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v		0.1	32.8
HCM LOS	-		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	374	-	+	~ 8	-	-
HCM Lane V/C Ratio	0.055	-	-	2.577	-	-
HCM Control Delay (s/veh)	15.2	-	$	1614.8	-	-
HCM Lane LOS	C	-	-	F	-	-
HCM 95th %tile Q (veh)	0.2	-	-	3.7	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	0	0	5	0	0	105	5	15	3390	15	5	35
Future Volume (vph)	0	0	5	0	0	105	5	15	3390	15	5	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		175		225		150
Storage Lanes	0		1	0		1		1		1		1
Taper Length (ft)	25			25				175				150
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.865			0.865				0.850		
Flt Protected								0.950				0.950
Satd. Flow (prot)	0	0	1370	0	0	1508	0	1645	3505	1509	0	1565
Flt Permitted								0.950				0.950
Satd. Flow (perm)	0	0	1370	0	0	1508	0	1645	3505	1509	0	1565
Link Speed (mph)		25			30				45			
Link Distance (ft)		1105			1087				1647			
Travel Time (s)		30.1			24.7				25.0			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	20%	14%	0%	9%	0%	13%	3%	7%	25%	14%
Adj. Flow (vph)	0	0	5	0	0	107	5	15	3459	15	5	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	5	0	0	107	0	20	3459	15	0	41
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				22			
Link Offset(ft)		-25			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
Sign Control		Stop			Stop				Free			

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 106.9%		ICU Level of Service G	
Analysis Period (min) 15			



Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	975	15
Future Volume (vph)	975	15
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3312	1615
Flt Permitted		
Satd. Flow (perm)	3312	1615
Link Speed (mph)	45	
Link Distance (ft)	1342	
Travel Time (s)	20.3	
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	9%	0%
Adj. Flow (vph)	995	15
Shared Lane Traffic (%)		
Lane Group Flow (vph)	995	15
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Free	

Intersection Summary

Intersection	
Int Delay, s/veh	8.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	0	0	5	0	0	105	5	15	3390	15	5	35	975	15
Future Vol, veh/h	0	0	5	0	0	105	5	15	3390	15	5	35	975	15
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	-	-	Stop	-	-	Stop	-	-	-	Yield	-	-	-	Yield
Storage Length	-	-	0	-	-	0	-	175	-	225	-	150	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	20	14	0	9	0	13	3	7	25	14	9	0
Mvmt Flow	0	0	5	0	0	107	5	15	3459	15	5	36	995	15

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	-	-	498	-	-	1730	995	995	0	0	3459	3459	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.3	-	-	7.08	6.4	4.36	-	-	6.9	4.38	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.5	-	-	3.39	2.5	2.33	-	-	2.75	2.34	-	-
Pot Cap-1 Maneuver	0	0	473	0	0	~ 72	340	628	-	-	~ 5	58	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	-	-	473	-	-	~ 72	516	516	-	-	~ -21	~ -21	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.7	$ 378.2	0.1	
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	516	-	-	473	72	+	-	-
HCM Lane V/C Ratio	0.04	-	-	0.011	1.488	-	-	-
HCM Control Delay (s/veh)	12.3	-	-	12.7	$ 378.2	-	-	-
HCM Lane LOS	B	-	-	B	F	-	-	-
HCM 95th %tile Q (veh)	0.1	-	-	0	8.9	-	-	-

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



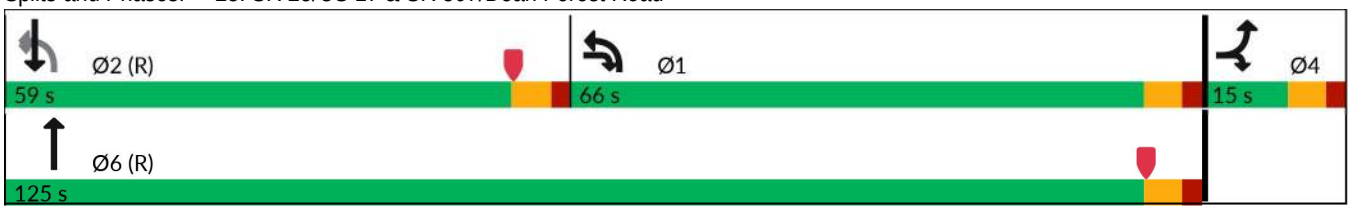
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	215	245	690	2785	760	195
Future Volume (vph)	215	245	690	2785	760	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	275	175			225
Storage Lanes	2	1	1			1
Taper Length (ft)	25		50			
Lane Util. Factor	0.97	0.91	1.00	0.95	0.95	1.00
Frt	0.952	0.850				0.850
Flt Protected	0.967		0.950			
Satd. Flow (prot)	3041	1278	1703	3505	3343	1404
Flt Permitted	0.967		0.205			
Satd. Flow (perm)	3041	1278	367	3505	3343	1404
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	46	66				206
Link Speed (mph)	35			45	45	
Link Distance (ft)	2461			1129	2465	
Travel Time (s)	47.9			17.1	37.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	10%	15%	6%	3%	8%	15%
Adj. Flow (vph)	231	263	742	2995	817	210
Shared Lane Traffic (%)		41%				
Lane Group Flow (vph)	339	155	742	2995	817	210
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	40			12	16	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	30			25	25	
Two way Left Turn Lane					Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	0	1	1	1	0
Detector Template						
Leading Detector (ft)	40	0	40	336	336	0
Trailing Detector (ft)	0	0	0	330	330	0
Detector 1 Position(ft)	0	0	0	330	330	0
Detector 1 Size(ft)	40	20	40	6	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
Turn Type	Prot	pt+ov	D.P+P	NA	NA	Perm
Protected Phases	4	1 4	1	6	2	
Permitted Phases			2			2
Detector Phase	4	1 4	1	6	2	2
Switch Phase						
Minimum Initial (s)	9.0		9.0	16.0	16.0	16.0
Minimum Split (s)	15.0		15.0	22.0	22.0	22.0



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (s)	15.0		66.0	125.0	59.0	59.0
Total Split (%)	10.7%		47.1%	89.3%	42.1%	42.1%
Maximum Green (s)	9.0		60.0	119.0	53.0	53.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.5		-2.5	-1.5	-1.5	-1.5
Total Lost Time (s)	2.5		3.5	4.5	4.5	4.5
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	4.0		3.0	5.0	5.0	5.0
Recall Mode	None		None	C-Max	C-Max	C-Max
Act Effct Green (s)	12.5	75.0	118.0	120.5	54.5	54.5
Actuated g/C Ratio	0.09	0.54	0.84	0.86	0.39	0.39
v/c Ratio	1.08	0.22	0.82	0.99	0.63	0.31
Control Delay (s/veh)	124.9	10.4	10.0	12.3	23.3	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	124.9	10.4	10.0	12.3	23.3	3.2
LOS	F	B	A	B	C	A
Approach Delay (s/veh)	89.0			11.8	19.2	
Approach LOS	F			B	B	
Queue Length 50th (ft)	~156	42	266	355	218	9
Queue Length 95th (ft)	#260	87	m98	m21	m275	m25
Internal Link Dist (ft)	2381			1049	2385	
Turn Bay Length (ft)		275	175			225
Base Capacity (vph)	313	715	905	3016	1301	672
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.08	0.22	0.82	0.99	0.63	0.31

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 138 (99%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay (s/veh): 20.5		Intersection LOS: C	
Intersection Capacity Utilization 92.8%		ICU Level of Service F	
Analysis Period (min) 15			
~ 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.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 23: SR 25/US 17 & SR 307/Dean Forest Road





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	215	245	690	2785	760	195
Future Volume (veh/h)	215	245	690	2785	760	195
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1678	1811	1856	1781	1678
Adj Flow Rate, veh/h	323	165	742	2995	817	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	10	15	6	3	8	15
Cap, veh/h	298	701	952	3034	1318	
Arrive On Green	0.09	0.06	0.45	0.86	0.39	0.00
Sat Flow, veh/h	3337	1422	1725	3618	3474	1422
Grp Volume(v), veh/h	323	165	742	2995	817	0
Grp Sat Flow(s),veh/h/ln	1668	1422	1725	1763	1692	1422
Q Serve(g_s), s	12.5	0.0	32.5	110.1	27.2	0.0
Cycle Q Clear(g_c), s	12.5	0.0	32.5	110.1	27.2	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	298	701	952	3034	1318	
V/C Ratio(X)	1.08	0.24	0.78	0.99	0.62	
Avail Cap(c_a), veh/h	298	701	952	3034	1318	
HCM Platoon Ratio	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	0.00
Uniform Delay (d), s/veh	63.7	20.4	24.0	9.0	34.4	0.0
Incr Delay (d2), s/veh	76.4	0.2	4.2	13.6	2.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	6.5	17.6	24.2	11.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	140.2	20.6	28.1	22.6	36.6	0.0
LnGrp LOS	F	C	C	C	D	
Approach Vol, veh/h	488			3737	817	
Approach Delay, s/veh	99.8			23.7	36.6	
Approach LOS	F			C	D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	66.0	59.0		15.0		125.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	60.0	53.0		9.0		119.0
Max Q Clear Time (g_c+I1), s	34.5	29.2		14.5		112.1
Green Ext Time (p_c), s	3.2	17.0		0.0		6.9

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	33.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	35	50	55	2945	905	15
Future Volume (vph)	35	50	55	2945	905	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	235			225
Storage Lanes	1	0	1			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	0.920					0.850
Flt Protected	0.980		0.950			
Satd. Flow (prot)	1713	0	1805	3505	3312	1615
Flt Permitted	0.980		0.950			
Satd. Flow (perm)	1713	0	1805	3505	3312	1615
Link Speed (mph)	25			45	45	
Link Distance (ft)	1440			2465	2561	
Travel Time (s)	39.3			37.3	38.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	3%	9%	0%
Adj. Flow (vph)	37	53	58	3100	953	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	90	0	58	3100	953	16
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 93.1%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	50	55	2945	905	15
Future Vol, veh/h	35	50	55	2945	905	15
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	-	235	-	-	225
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	3	9	0
Mvmt Flow	37	53	58	3100	953	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2619	477	969	0	-	0
Stage 1	953	-	-	-	-	-
Stage 2	1666	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 20	540	719	-	-	-
Stage 1	340	-	-	-	-	-
Stage 2	142	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 18	540	719	-	-	-
Mov Cap-2 Maneuver	96	-	-	-	-	-
Stage 1	312	-	-	-	-	-
Stage 2	142	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	41.1	0.2	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	719	-	186	-	-
HCM Lane V/C Ratio	0.081	-	0.481	-	-
HCM Control Delay (s/veh)	10.4	-	41.1	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q (veh)	0.3	-	2.3	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	35	5	5	5	5	2945	5	5	885	5
Future Volume (vph)	5	5	35	5	5	5	5	2945	5	5	885	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	235		0	235		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
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	0.95
Frt		0.894			0.955						0.999	
Flt Protected		0.995			0.984		0.950			0.950		
Satd. Flow (prot)	0	1626	0	0	1785	0	1805	3505	0	1805	3310	0
Flt Permitted		0.995			0.984		0.950			0.950		
Satd. Flow (perm)	0	1626	0	0	1785	0	1805	3505	0	1805	3310	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		1154			381			2561			1145	
Travel Time (s)		31.5			10.4			38.8			17.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	5%	0%	0%	0%	0%	3%	0%	0%	9%	0%
Adj. Flow (vph)	5	5	36	5	5	5	5	3005	5	5	903	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	46	0	0	15	0	5	3010	0	5	908	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 91.6%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	5	35	5	5	5	5	2945	5	5	885	5
Future Vol, veh/h	5	5	35	5	5	5	5	2945	5	5	885	5
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	-	-	-	-	-	-	235	-	-	235	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	5	0	0	0	0	3	0	0	9	0
Mvmt Flow	5	5	36	5	5	5	5	3005	5	5	903	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2431	3936	454	3482	3936	1505	908	0	0	3010	0	0
Stage 1	916	916	-	3018	3018	-	-	-	-	-	-	-
Stage 2	1515	3020	-	464	918	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.35	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	17	~ 3	545	~ 3	~ 3	112	758	-	-	116	-	-
Stage 1	297	354	-	14	31	-	-	-	-	-	-	-
Stage 2	128	31	-	553	353	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	13	~ 3	545	~ 2	~ 3	112	758	-	-	116	-	-
Mov Cap-2 Maneuver	70	22	-	13	26	-	-	-	-	-	-	-
Stage 1	295	339	-	14	31	-	-	-	-	-	-	-
Stage 2	101	31	-	487	338	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	50.2	296.4	0	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	758	-	-	124	24	116	-	-
HCM Lane V/C Ratio	0.007	-	-	0.37	0.638	0.044	-	-
HCM Control Delay (s/veh)	9.8	-	-	50.2	296.4	37.5	-	-
HCM Lane LOS	A	-	-	F	F	E	-	-
HCM 95th %tile Q (veh)	0	-	-	1.5	1.9	0.1	-	-

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



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	5	2950	5	5	890
Future Volume (vph)	5	5	2950	5	5	890
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	235	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.932					
Flt Protected	0.976				0.950	
Satd. Flow (prot)	1728	0	3505	0	1805	3312
Flt Permitted	0.976				0.950	
Satd. Flow (perm)	1728	0	3505	0	1805	3312
Link Speed (mph)	25		45			45
Link Distance (ft)	866		1145			1404
Travel Time (s)	23.6		17.3			21.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	3%	0%	0%	9%
Adj. Flow (vph)	5	5	3041	5	5	918
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	3046	0	5	918
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 91.7%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	5	2950	5	5	890
Future Vol, veh/h	5	5	2950	5	5	890
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	-	-	-	235	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	3	0	0	9
Mvmt Flow	5	5	3041	5	5	918

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3513	1523	0	0	3046	0
Stage 1	3044	-	-	-	-	-
Stage 2	469	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 5	109	-	-	112	-
Stage 1	24	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 5	109	-	-	112	-
Mov Cap-2 Maneuver	21	-	-	-	-	-
Stage 1	24	-	-	-	-	-
Stage 2	575	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	146.2	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	35	112	-
HCM Lane V/C Ratio	-	-	0.295	0.046	-
HCM Control Delay (s/veh)	-	-	146.2	38.7	-
HCM Lane LOS	-	-	F	E	-
HCM 95th %tile Q (veh)	-	-	1	0.1	-

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

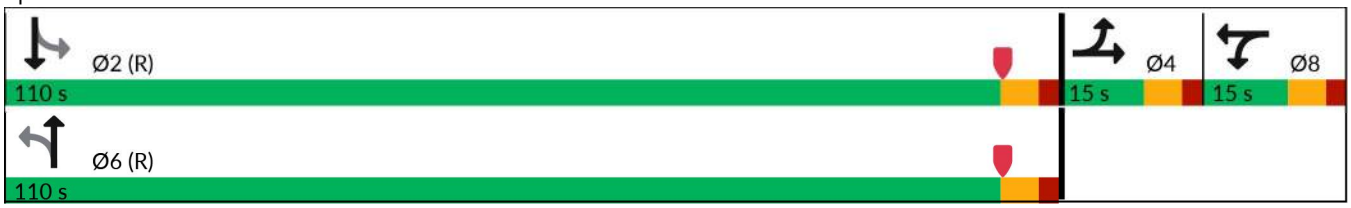
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	5	5	110	5	65	20	2805	130	25	775	50
Future Volume (vph)	60	5	5	110	5	65	20	2805	130	25	775	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	235		0	235		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
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	0.95
Frt		0.990			0.951			0.993			0.991	
Flt Protected		0.959			0.970		0.950			0.950		
Satd. Flow (prot)	0	1773	0	0	1753	0	1805	3483	0	1671	3267	0
Flt Permitted		0.959			0.970		0.310			0.038		
Satd. Flow (perm)	0	1773	0	0	1753	0	589	3483	0	67	3267	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			16			10			14	
Link Speed (mph)		25			40			45			45	
Link Distance (ft)		1154			1877			1404			2006	
Travel Time (s)		31.5			32.0			21.3			30.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	3%	1%	8%	10%	2%
Adj. Flow (vph)	61	5	5	112	5	66	20	2862	133	26	791	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	71	0	0	183	0	20	2995	0	26	842	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	1		1	1		1	1		1	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	40		20	40		40	336		40	336	
Trailing Detector (ft)	0	0		0	0		0	330		0	330	
Detector 1 Position(ft)	0	0		0	0		0	330		0	330	
Detector 1 Size(ft)	20	40		20	40		40	6		40	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	
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			6			2	
Permitted Phases							6			2		
Detector Phase	4	4		8	8		6	6		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		22.0	22.0		22.0	22.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	15.0	15.0		15.0	15.0		110.0	110.0		110.0	110.0	
Total Split (%)	10.7%	10.7%		10.7%	10.7%		78.6%	78.6%		78.6%	78.6%	
Maximum Green (s)	9.0	9.0		9.0	9.0		104.0	104.0		104.0	104.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-2.0			-2.0		-2.5	-2.5		-2.5	-2.5	
Total Lost Time (s)		4.0			4.0		3.5	3.5		3.5	3.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		11.0			14.0		106.5	106.5		106.5	106.5	
Actuated g/C Ratio		0.08			0.10		0.76	0.76		0.76	0.76	
v/c Ratio		0.50			0.97		0.04	1.13		0.52	0.34	
Control Delay (s/veh)		73.1			113.8		2.9	74.5		28.4	0.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		73.1			113.8		2.9	74.5		28.4	0.4	
LOS		E			F		A	E		C	A	
Approach Delay (s/veh)		73.1			113.8			74.0			1.2	
Approach LOS		E			F			E			A	
Queue Length 50th (ft)		61			~188		3	~1660		0	4	
Queue Length 95th (ft)		115			#347		m3	m#1667		m0	m4	
Internal Link Dist (ft)		1074			1797			1324			1926	
Turn Bay Length (ft)							235			235		
Base Capacity (vph)		141			189		448	2651		50	2488	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.50			0.97		0.04	1.13		0.52	0.34	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 33 (24%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.13			
Intersection Signal Delay (s/veh): 60.5		Intersection LOS: E	
Intersection Capacity Utilization 98.4%		ICU Level of Service F	
Analysis Period (min) 15			
~ 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.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 27: SR 25/US 17 & Fall Avenue/Buckhalter Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	5	5	110	5	65	20	2805	130	25	775	50
Future Volume (veh/h)	60	5	5	110	5	65	20	2805	130	25	775	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1900	1900	1900	1900	1856	1885	1781	1752	1870
Adj Flow Rate, veh/h	61	5	5	112	5	66	20	2862	133	26	791	51
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	0	0	0	0	0	0	3	1	8	10	2
Cap, veh/h	115	9	9	83	4	49	507	2624	121	51	2428	157
Arrive On Green	0.06	0.07	0.06	0.06	0.08	0.06	0.76	0.76	0.75	0.76	0.76	0.75
Sat Flow, veh/h	1546	127	127	1061	47	625	664	3432	158	76	3175	205
Grp Volume(v), veh/h	71	0	0	183	0	0	20	1459	1536	26	415	427
Grp Sat Flow(s),veh/h/ln	1800	0	0	1734	0	0	664	1763	1827	76	1664	1715
Q Serve(g_s), s	5.4	0.0	0.0	11.0	0.0	0.0	1.4	107.1	107.1	0.0	10.9	11.0
Cycle Q Clear(g_c), s	5.4	0.0	0.0	11.0	0.0	0.0	12.4	107.1	107.1	107.1	10.9	11.0
Prop In Lane	0.86		0.07	0.61		0.36	1.00		0.09	1.00		0.12
Lane Grp Cap(c), veh/h	134	0	0	136	0	0	507	1348	1397	51	1273	1312
V/C Ratio(X)	0.53	0.00	0.00	1.34	0.00	0.00	0.04	1.08	1.10	0.51	0.33	0.33
Avail Cap(c_a), veh/h	141	0	0	136	0	0	507	1348	1397	51	1273	1312
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.3	0.0	0.0	65.5	0.0	0.0	7.1	16.5	16.6	70.0	5.2	5.2
Incr Delay (d2), s/veh	4.6	0.0	0.0	195.2	0.0	0.0	0.1	50.0	56.0	31.4	0.7	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	0.0	12.3	0.0	0.0	0.2	50.9	55.2	1.4	3.3	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.9	0.0	0.0	260.7	0.0	0.0	7.3	66.5	72.6	101.4	5.8	5.9
LnGrp LOS	E			F			A	F	F	F	A	A
Approach Vol, veh/h		71			183			3015			868	
Approach Delay, s/veh		67.9			260.7			69.2			8.7	
Approach LOS		E			F			E			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		110.6		14.4		110.6		15.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		104.0		9.0		104.0		9.0				
Max Q Clear Time (g_c+I1), s		109.1		7.4		109.1		13.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			65.0									
HCM 6th LOS			E									



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	5	2925	845	15
Future Volume (vph)	5	5	5	2925	845	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	50	235			150
Storage Lanes	1	1	1			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1504	1077	1504	3471	3282	1615
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1504	1077	1504	3471	3282	1615
Link Speed (mph)	30			45	45	
Link Distance (ft)	1128			2006	1284	
Travel Time (s)	25.6			30.4	19.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	20%	50%	20%	4%	10%	0%
Adj. Flow (vph)	5	5	5	3047	880	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	5	5	3047	880	16
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 90.9%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	5	2925	845	15
Future Vol, veh/h	5	5	5	2925	845	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	50	235	-	-	150
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	20	50	20	4	10	0
Mvmt Flow	5	5	5	3047	880	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2414	440	880	0	-	0
Stage 1	880	-	-	-	-	-
Stage 2	1534	-	-	-	-	-
Critical Hdwy	7.2	7.9	4.5	-	-	-
Critical Hdwy Stg 1	6.2	-	-	-	-	-
Critical Hdwy Stg 2	6.2	-	-	-	-	-
Follow-up Hdwy	3.7	3.8	2.4	-	-	-
Pot Cap-1 Maneuver	21	451	660	-	-	-
Stage 1	325	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	21	451	660	-	-	-
Mov Cap-2 Maneuver	96	-	-	-	-	-
Stage 1	322	-	-	-	-	-
Stage 2	138	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	28.9	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	660	-	96	451	-	-
HCM Lane V/C Ratio	0.008	-	0.054	0.012	-	-
HCM Control Delay (s/veh)	10.5	-	44.6	13.1	-	-
HCM Lane LOS	B	-	E	B	-	-
HCM 95th %tile Q (veh)	0	-	0.2	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	15	40	2890	845	40
Future Volume (vph)	20	15	40	2890	845	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	235			150
Storage Lanes	1	0	1			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	0.942					0.850
Flt Protected	0.972		0.950			
Satd. Flow (prot)	1082	0	1556	3471	3343	1369
Flt Permitted	0.972		0.950			
Satd. Flow (perm)	1082	0	1556	3471	3343	1369
Link Speed (mph)	30			45	45	
Link Distance (ft)	1102			1284	794	
Travel Time (s)	25.0			19.5	12.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	50%	75%	16%	4%	8%	18%
Adj. Flow (vph)	21	16	42	3042	889	42
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	42	3042	889	42
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 89.9%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	15	40	2890	845	40
Future Vol, veh/h	20	15	40	2890	845	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	235	-	-	150
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	50	75	16	4	8	18
Mvmt Flow	21	16	42	3042	889	42

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2494	445	889	0	-	0
Stage 1	889	-	-	-	-	-
Stage 2	1605	-	-	-	-	-
Critical Hdwy	7.8	8.4	4.42	-	-	-
Critical Hdwy Stg 1	6.8	-	-	-	-	-
Critical Hdwy Stg 2	6.8	-	-	-	-	-
Follow-up Hdwy	4	4.05	2.36	-	-	-
Pot Cap-1 Maneuver	~ 12	400	676	-	-	-
Stage 1	264	-	-	-	-	-
Stage 2	93	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 11	400	676	-	-	-
Mov Cap-2 Maneuver	66	-	-	-	-	-
Stage 1	248	-	-	-	-	-
Stage 2	93	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	58.3	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	676	-	103	-	-
HCM Lane V/C Ratio	0.062	-	0.358	-	-
HCM Control Delay (s/veh)	10.7	-	58.3	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q (veh)	0.2	-	1.4	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	5	5	5	5	5	2905	5	5	880	30
Future Volume (vph)	5	5	5	5	5	5	5	2905	5	5	880	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	235		0	235		125
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			100			100		
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		0.955			0.955							0.850
Flt Protected		0.984			0.984		0.950			0.950		
Satd. Flow (prot)	0	1774	0	0	1785	0	1805	3471	0	1805	3312	1615
Flt Permitted		0.984			0.984		0.950			0.950		
Satd. Flow (perm)	0	1774	0	0	1785	0	1805	3471	0	1805	3312	1615
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		862			878			794			1827	
Travel Time (s)		23.5			23.9			12.0			27.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	4%	0%	0%	9%	0%
Adj. Flow (vph)	5	5	5	5	5	5	5	3026	5	5	917	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	15	0	5	3031	0	5	917	31
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								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 90.5%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	5	5	5	5	5	5	2905	5	5	880	30
Future Vol, veh/h	5	5	5	5	5	5	5	2905	5	5	880	30
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	-	-	-	-	-	-	235	-	-	235	-	125
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	0	0	0	0	0	0	4	0	0	9	0
Mvmt Flow	5	5	5	5	5	5	5	3026	5	5	917	31

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2453	3968	459	3510	3997	1516	948	0	0	3031	0	0
Stage 1	927	927	-	3039	3039	-	-	-	-	-	-	-
Stage 2	1526	3041	-	471	958	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.54	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	16	~ 3	554	~ 2	~ 3	110	732	-	-	114	-	-
Stage 1	289	350	-	13	30	-	-	-	-	-	-	-
Stage 2	123	30	-	548	338	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	12	~ 3	554	~ 2	~ 3	110	732	-	-	114	-	-
Mov Cap-2 Maneuver	67	22	-	12	25	-	-	-	-	-	-	-
Stage 1	287	335	-	13	30	-	-	-	-	-	-	-
Stage 2	96	30	-	511	323	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	112.7	$ 319.7	0	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	732	-	-	48	23	114	-	-
HCM Lane V/C Ratio	0.007	-	-	0.326	0.679	0.046	-	-
HCM Control Delay (s/veh)	10	-	-	112.7	$ 319.7	38.1	-	-
HCM Lane LOS	A	-	-	F	F	E	-	-
HCM 95th %tile Q (veh)	0	-	-	1.1	2	0.1	-	-

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

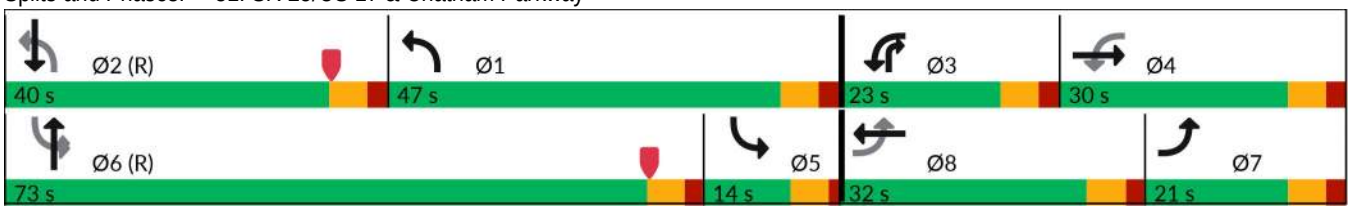
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	270	415	115	255	730	65	615	1745	550	30	540	165
Future Volume (vph)	270	415	115	255	730	65	615	1745	550	30	540	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	100		0	235		225	235		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	100			75			100			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.967			0.988				0.850		0.965	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1597	3314	0	1752	3449	0	1752	3438	1599	1337	3072	0
Flt Permitted	0.143			0.154			0.118			0.054		
Satd. Flow (perm)	240	3314	0	284	3449	0	218	3438	1599	76	3072	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			6				267		28	
Link Speed (mph)		45			35			45			45	
Link Distance (ft)		548			1720			1827			458	
Travel Time (s)		8.3			33.5			27.7			6.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	13%	6%	3%	3%	3%	8%	3%	5%	1%	35%	12%	18%
Adj. Flow (vph)	284	437	121	268	768	68	647	1837	579	32	568	174
Shared Lane Traffic (%)												
Lane Group Flow (vph)	284	558	0	268	836	0	647	1837	579	32	742	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)		20			20			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		30			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	1		1	1		1	1	0	1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	336	0	40	336	
Trailing Detector (ft)	0	0		0	0		0	330	0	0	330	
Detector 1 Position(ft)	0	0		0	0		0	330	0	0	330	
Detector 1 Size(ft)	40	40		40	40		40	6	0	40	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	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA	pm+ov	D.P+P	NA	
Protected Phases	7	4		3	8		1	6	3	5	2	
Permitted Phases	8			4			2		6	6		
Detector Phase	7	4		3	8		1	6	3	5	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		9.0	16.0	9.0	9.0	16.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		15.0	22.0	15.0	14.0	22.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	21.0	30.0		23.0	32.0		47.0	73.0	23.0	14.0	40.0	
Total Split (%)	15.0%	21.4%		16.4%	22.9%		33.6%	52.1%	16.4%	10.0%	28.6%	
Maximum Green (s)	15.0	24.0		17.0	26.0		41.0	67.0	17.0	9.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0		-2.0	-3.0	-3.0	-3.0	-3.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	3.0	3.0	2.0	3.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0	3.0	3.0	5.0	
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	
Act Effct Green (s)	45.0	26.0		45.0	28.0		79.0	75.6	96.8	83.8	37.0	
Actuated g/C Ratio	0.32	0.19		0.32	0.20		0.56	0.54	0.69	0.60	0.26	
v/c Ratio	1.18	0.88		0.92	1.20		1.09	0.99	0.49	0.21	0.89	
Control Delay (s/veh)	162.7	69.6		75.7	152.0		74.5	27.0	3.3	40.8	50.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	162.7	69.6		75.7	152.0		74.5	27.0	3.3	40.8	50.7	
LOS	F	E		E	F		E	C	A	D	D	
Approach Delay (s/veh)		101.0			133.5			32.6			50.3	
Approach LOS		F			F			C			D	
Queue Length 50th (ft)	~263	253		192	~485		~604	~967	80	18	346	
Queue Length 95th (ft)	#452	#352		#366	#620		m462	m687	m63	m38	#447	
Internal Link Dist (ft)		468			1640			1747			378	
Turn Bay Length (ft)	150			100			235		225	235		
Base Capacity (vph)	241	633		290	694		594	1856	1188	153	832	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	1.18	0.88		0.92	1.20		1.09	0.99	0.49	0.21	0.89	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 76 (54%), Referenced to phase 2:NBSB and 6:NBSB, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.20			
Intersection Signal Delay (s/veh): 64.2		Intersection LOS: E	
Intersection Capacity Utilization 106.3%		ICU Level of Service G	
Analysis Period (min) 15			
~ 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.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 31: SR 25/US 17 & Chatham Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	415	115	255	730	65	615	1745	550	30	540	165
Future Volume (veh/h)	270	415	115	255	730	65	615	1745	550	30	540	165
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1811	1856	1856	1856	1781	1856	1826	1885	1381	1722	1633
Adj Flow Rate, veh/h	284	437	121	268	768	0	647	1837	579	32	568	174
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	13	6	3	3	3	8	3	5	1	35	12	18
Cap, veh/h	249	495	136	312	705		620	1735	1027	155	652	199
Arrive On Green	0.12	0.19	0.17	0.14	0.20	0.00	0.31	0.50	0.50	0.08	0.26	0.24
Sat Flow, veh/h	1626	2668	732	1767	3618	0	1767	3469	1598	1316	2469	754
Grp Volume(v), veh/h	284	281	277	268	768	0	647	1837	579	32	376	366
Grp Sat Flow(s),veh/h/ln	1626	1721	1679	1767	1763	0	1767	1735	1598	1316	1636	1586
Q Serve(g_s), s	17.0	22.2	22.6	17.0	28.0	0.0	43.0	70.0	15.3	0.0	30.7	31.0
Cycle Q Clear(g_c), s	17.0	22.2	22.6	17.0	28.0	0.0	43.0	70.0	15.3	0.0	30.7	31.0
Prop In Lane	1.00		0.44	1.00		0.00	1.00		1.00	1.00		0.48
Lane Grp Cap(c), veh/h	249	320	312	312	705		620	1735	1027	155	432	419
V/C Ratio(X)	1.14	0.88	0.89	0.86	1.09		1.04	1.06	0.56	0.21	0.87	0.87
Avail Cap(c_a), veh/h	249	320	312	312	705		620	1735	1027	164	432	419
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.7	55.5	56.0	40.3	56.0	0.0	45.7	35.0	4.8	59.4	49.2	50.0
Incr Delay (d2), s/veh	100.5	23.1	25.5	20.7	60.7	0.0	48.1	39.2	2.2	0.7	20.5	21.5
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	15.2	11.5	11.6	9.1	18.3	0.0	27.9	37.0	4.6	1.1	14.7	14.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	160.2	78.5	81.5	61.0	116.7	0.0	93.8	74.2	7.0	60.1	69.7	71.4
LnGrp LOS	F	E	F	E	F		F	F	A	E	E	E
Approach Vol, veh/h		842			1036			3063			774	
Approach Delay, s/veh		107.1			102.3			65.6			70.1	
Approach LOS		F			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	47.0	40.0	23.0	30.0	14.0	73.0	21.0	32.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	* 6	6.0	6.0
Max Green Setting (Gmax), s	41.0	34.0	17.0	24.0	9.0	* 67	15.0	26.0
Max Q Clear Time (g_c+I1), s	45.0	33.0	19.0	24.6	2.0	72.0	19.0	30.0
Green Ext Time (p_c), s	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	79.0
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	780	35	0	1485	25	0	0	15	5	0	110
Future Volume (vph)	25	780	35	0	1485	25	0	0	15	5	0	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		125	0		100	0		0	0		50
Storage Lanes	1		1	0		1	0		1	1		1
Taper Length (ft)	100			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.865			0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1719	3343	1553	0	3438	1509	0	0	1315	1805	0	1538
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1719	3343	1553	0	3438	1509	0	0	1315	1805	0	1538
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1209			548			511			465	
Travel Time (s)		18.3			8.3			11.6			10.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	8%	4%	0%	5%	7%	7%	0%	25%	0%	0%	5%
Adj. Flow (vph)	26	821	37	0	1563	26	0	0	16	5	0	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	821	37	0	1563	26	0	0	16	5	0	116
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	780	35	0	1485	25	0	0	15	5	0	110
Future Vol, veh/h	25	780	35	0	1485	25	0	0	15	5	0	110
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	Yield	-	-	None
Storage Length	150	-	125	-	-	100	-	-	0	0	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	8	4	0	5	7	7	0	25	0	0	5
Mvmt Flow	26	821	37	0	1563	26	0	0	16	5	0	116

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1589	0	0	-	-	0	-	-	411	2026	-	782
Stage 1	-	-	-	-	-	-	-	-	-	1563	-	-
Stage 2	-	-	-	-	-	-	-	-	-	463	-	-
Critical Hdwy	4.2	-	-	-	-	-	-	-	7.4	7.5	-	7
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.5	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.5	-	-
Follow-up Hdwy	2.25	-	-	-	-	-	-	-	3.55	3.5	-	3.35
Pot Cap-1 Maneuver	395	-	-	0	-	-	0	0	530	35	0	331
Stage 1	-	-	-	0	-	-	0	0	-	119	0	-
Stage 2	-	-	-	0	-	-	0	0	-	554	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	395	-	-	-	-	-	-	-	530	32	-	331
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	91	-	-
Stage 1	-	-	-	-	-	-	-	-	-	111	-	-
Stage 2	-	-	-	-	-	-	-	-	-	502	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.4	0	12	22.7
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	530	395	-	-	-	-	91	331
HCM Lane V/C Ratio	0.03	0.067	-	-	-	-	0.058	0.35
HCM Control Delay (s/veh)	12	14.8	-	-	-	-	47	21.6
HCM Lane LOS	B	B	-	-	-	-	E	C
HCM 95th %tile Q (veh)	0.1	0.2	-	-	-	-	0.2	1.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	5	55	35	5	105	25	1965	90	20	645	110
Future Volume (vph)	70	5	55	35	5	105	25	1965	90	20	645	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		175	150		125
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			100			100		
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		0.943			0.902				0.850			0.850
Flt Protected		0.974			0.988		0.950			0.950		
Satd. Flow (prot)	0	1628	0	0	1483	0	1805	3406	1482	1517	3195	1568
Flt Permitted		0.974			0.988		0.950			0.950		
Satd. Flow (perm)	0	1628	0	0	1483	0	1805	3406	1482	1517	3195	1568
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		558			382			458			1131	
Travel Time (s)		12.7			8.7			6.9			17.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	17%	23%	20%	11%	0%	6%	9%	19%	13%	3%
Adj. Flow (vph)	75	5	59	38	5	113	27	2113	97	22	694	118
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	139	0	0	156	0	27	2113	97	22	694	118
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			-10			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 75.2%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	38.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	70	5	55	35	5	105	25	1965	90	20	645	110
Future Vol, veh/h	70	5	55	35	5	105	25	1965	90	20	645	110
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	-	-	None
Storage Length	-	-	-	-	-	-	100	-	175	150	-	125
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	17	23	20	11	0	6	9	19	13	3
Mvmt Flow	75	5	59	38	5	113	27	2113	97	22	694	118

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1851	2905	347	2561	3023	1057	812	0	0	2113	0	0
Stage 1	738	738	-	2167	2167	-	-	-	-	-	-	-
Stage 2	1113	2167	-	394	856	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7.24	7.96	6.9	7.12	4.1	-	-	4.48	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.96	5.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.96	5.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.47	3.73	4.2	3.41	2.2	-	-	2.39	-	-
Pot Cap-1 Maneuver	~ 47	16	607	~ 10	9	207	823	-	-	202	-	-
Stage 1	380	427	-	~ 37	68	-	-	-	-	-	-	-
Stage 2	226	87	-	549	333	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 18	14	607	~ 7	8	207	823	-	-	202	-	-
Mov Cap-2 Maneuver	~ 57	52	-	~ 31	51	-	-	-	-	-	-	-
Stage 1	367	380	-	~ 36	66	-	-	-	-	-	-	-
Stage 2	91	84	-	435	297	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	$ 362	$ 510.5	0.1	0.6
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	823	-	-	92	84	202	-	-
HCM Lane V/C Ratio	0.033	-	-	1.519	1.856	0.106	-	-
HCM Control Delay (s/veh)	9.5	-	-	$ 362	$ 510.5	24.9	-	-
HCM Lane LOS	A	-	-	F	F	C	-	-
HCM 95th %tile Q (veh)	0.1	-	-	10.8	13.4	0.4	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	5	30	5	5	15	25	2100	15	10	745	25
Future Volume (vph)	20	5	30	5	5	15	25	2100	15	10	745	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	235		0	235		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
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	0.95
Frt		0.926			0.917			0.999			0.995	
Flt Protected		0.982			0.990		0.950			0.950		
Satd. Flow (prot)	0	1014	0	0	1725	0	1121	3404	0	1805	3215	0
Flt Permitted		0.982			0.990		0.950			0.950		
Satd. Flow (perm)	0	1014	0	0	1725	0	1121	3404	0	1805	3215	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		941			754			1131			2483	
Travel Time (s)		21.4			17.1			17.1			37.6	
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
Heavy Vehicles (%)	78%	0%	76%	0%	0%	0%	61%	6%	0%	0%	10%	63%
Adj. Flow (vph)	22	5	33	5	5	16	27	2283	16	11	810	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	60	0	0	26	0	27	2299	0	11	837	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.8%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	5	30	5	5	15	25	2100	15	10	745	25
Future Vol, veh/h	20	5	30	5	5	15	25	2100	15	10	745	25
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	-	-	-	-	-	-	235	-	-	235	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	78	0	76	0	0	0	61	6	0	0	10	63
Mvmt Flow	22	5	33	5	5	16	27	2283	16	11	810	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2044	3199	419	2775	3204	1150	837	0	0	2299	0	0
Stage 1	846	846	-	2345	2345	-	-	-	-	-	-	-
Stage 2	1198	2353	-	430	859	-	-	-	-	-	-	-
Critical Hdwy	9.06	6.5	8.42	7.5	6.5	6.9	5.32	-	-	4.1	-	-
Critical Hdwy Stg 1	8.06	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	8.06	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.28	4	4.06	3.5	4	3.3	2.81	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 13	10	418	9	10	195	507	-	-	222	-	-
Stage 1	201	381	-	38	70	-	-	-	-	-	-	-
Stage 2	108	70	-	579	376	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 10	9	418	7	9	195	507	-	-	222	-	-
Mov Cap-2 Maneuver	53	45	-	31	52	-	-	-	-	-	-	-
Stage 1	190	362	-	36	66	-	-	-	-	-	-	-
Stage 2	86	66	-	500	357	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	87.3	78.1	0.1	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	507	-	-	98	75	222	-	-
HCM Lane V/C Ratio	0.054	-	-	0.61	0.362	0.049	-	-
HCM Control Delay (s/veh)	12.5	-	-	87.3	78.1	22	-	-
HCM Lane LOS	B	-	-	F	F	C	-	-
HCM 95th %tile Q (veh)	0.2	-	-	2.9	1.4	0.2	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	15	15	35	5	145	15	2050	70	105	730	20
Future Volume (vph)	25	15	15	35	5	145	15	2050	70	105	730	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	235		0	235		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
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	0.95
Frt		0.963				0.850		0.995			0.996	
Flt Protected		0.978			0.958		0.950			0.950		
Satd. Flow (prot)	0	1684	0	0	1364	1429	1641	3371	0	1492	3248	0
Flt Permitted		0.836			0.756		0.353			0.039		
Satd. Flow (perm)	0	1439	0	0	1076	1429	610	3371	0	61	3248	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				23		6			9	
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		369			1049			2483			559	
Travel Time (s)		8.4			28.6			37.6			8.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	0%	13%	38%	0%	13%	10%	6%	23%	21%	11%	0%
Adj. Flow (vph)	26	16	16	37	5	153	16	2158	74	111	768	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	58	0	0	42	153	16	2232	0	111	789	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	1	2		1	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	40		20	330	40	40	336		40	336	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	330		0	330	
Detector 1 Size(ft)	20	40		20	40	40	40	6		40	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)		0			330			0			0	
Detector 2 Size(ft)		0			0			0			0	
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	pm+ov	Perm	NA		D.P+P	NA	
Protected Phases		4			8	5		6		5	2	

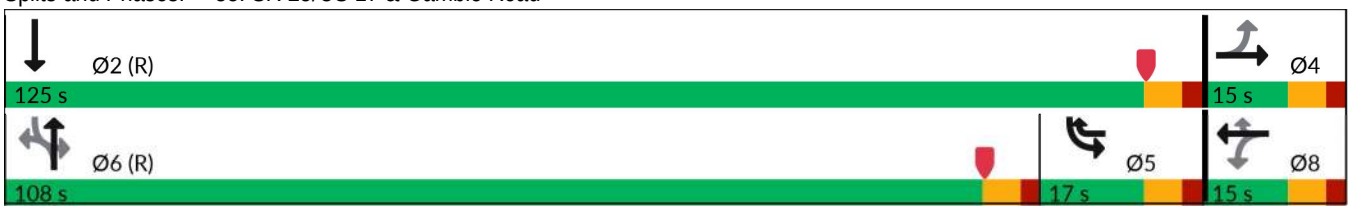


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6			6		
Detector Phase	4	4		8	8	5	6	6		5	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0	9.0	16.0	16.0		9.0	16.0	
Minimum Split (s)	15.0	15.0		15.0	15.0	15.0	22.0	22.0		15.0	22.0	
Total Split (s)	15.0	15.0		15.0	15.0	17.0	108.0	108.0		17.0	125.0	
Total Split (%)	10.7%	10.7%		10.7%	10.7%	12.1%	77.1%	77.1%		12.1%	89.3%	
Maximum Green (s)	9.0	9.0		9.0	9.0	11.0	102.0	102.0		11.0	119.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag						Lag	Lead	Lead		Lag		
Lead-Lag Optimize?						Yes	Yes	Yes		Yes		
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	5.0	5.0		4.0	5.0	
Recall Mode	None	None		None	None	None	C-Max	C-Max		None	C-Max	
Act Effct Green (s)		9.0			9.0	23.0	105.0	105.0		116.0	123.2	
Actuated g/C Ratio		0.06			0.06	0.16	0.75	0.75		0.83	0.88	
v/c Ratio		0.57			0.61	0.60	0.04	0.88		0.69	0.28	
Control Delay (s/veh)		75.2			98.2	55.4	1.8	6.9		66.3	0.7	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		75.2			98.2	55.4	1.8	6.9		66.3	0.7	
LOS		E			F	E	A	A		E	A	
Approach Delay (s/veh)		75.2			64.6			6.9			8.8	
Approach LOS		E			E			A			A	
Queue Length 50th (ft)		43			38	108	1	144		63	16	
Queue Length 95th (ft)		#103			#97	184	m2	m143		#147	15	
Internal Link Dist (ft)		289			969			2403			479	
Turn Bay Length (ft)						200	235			235		
Base Capacity (vph)		101			69	254	457	2529		162	2859	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.57			0.61	0.60	0.04	0.88		0.69	0.28	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 46 (33%), Referenced to phase 2:SBT and 6:NBSB, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay (s/veh): 11.9 Intersection LOS: B
Intersection Capacity Utilization 91.1% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 35: SR 25/US 17 & Gamble Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	15	15	35	5	145	15	2050	70	105	730	20
Future Volume (veh/h)	25	15	15	35	5	145	15	2050	70	105	730	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1900	1707	1337	1900	1707	1752	1811	1559	1589	1737	1900
Adj Flow Rate, veh/h	26	16	16	37	5	0	16	2158	74	111	768	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	0	13	38	0	13	10	6	23	21	11	0
Cap, veh/h	75	39	29	133	15		491	2474	84	208	2793	76
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.00	0.73	0.73	0.73	0.08	0.85	0.85
Sat Flow, veh/h	595	620	463	1352	241	1447	643	3395	116	1513	3281	90
Grp Volume(v), veh/h	58	0	0	42	0	0	16	1087	1145	111	386	403
Grp Sat Flow(s),veh/h/ln	1679	0	0	1593	0	1447	643	1721	1790	1513	1650	1721
Q Serve(g_s), s	1.2	0.0	0.0	0.0	0.0	0.0	1.1	65.3	67.4	1.5	6.4	6.4
Cycle Q Clear(g_c), s	4.5	0.0	0.0	3.2	0.0	0.0	7.5	65.3	67.4	1.5	6.4	6.4
Prop In Lane	0.45		0.28	0.88		1.00	1.00		0.06	1.00		0.05
Lane Grp Cap(c), veh/h	143	0	0	149	0		491	1254	1304	208	1405	1465
V/C Ratio(X)	0.41	0.00	0.00	0.28	0.00		0.03	0.87	0.88	0.53	0.27	0.27
Avail Cap(c_a), veh/h	145	0	0	151	0		491	1254	1304	208	1405	1465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.5	0.0	0.0	63.0	0.0	0.0	7.2	14.0	14.3	53.7	2.0	2.0
Incr Delay (d2), s/veh	2.6	0.0	0.0	1.5	0.0	0.0	0.1	8.3	8.6	3.4	0.5	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	2.1	0.0	0.0	1.5	0.0	0.0	0.2	23.5	25.3	3.8	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.1	0.0	0.0	64.4	0.0	0.0	7.3	22.3	22.9	57.2	2.5	2.5
LnGrp LOS	E			E			A	C	C	E	A	A
Approach Vol, veh/h		58			42			2248			900	
Approach Delay, s/veh		66.1			64.4			22.5			9.2	
Approach LOS		E			E			C			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		125.2		14.8	17.2	108.0		14.8				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		119.0		9.0	11.0	102.0		9.0				
Max Q Clear Time (g_c+I1), s		8.4		6.5	3.5	69.4		5.2				
Green Ext Time (p_c), s		37.4		0.0	0.2	32.6		0.1				

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		20.1
HCM 6th LOS		C

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	5	5	5	5	5	2210	5	5	850	5
Future Volume (vph)	5	5	5	5	5	5	5	2210	5	5	850	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	235		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
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	0.95
Frt		0.955			0.955						0.999	
Flt Protected		0.984			0.984		0.950			0.950		
Satd. Flow (prot)	0	1785	0	0	1785	0	1805	3406	0	1805	3251	0
Flt Permitted		0.984			0.984		0.950			0.950		
Satd. Flow (perm)	0	1785	0	0	1785	0	1805	3406	0	1805	3251	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		840			519			559			2261	
Travel Time (s)		19.1			11.8			8.5			34.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	11%	0%
Adj. Flow (vph)	5	5	5	5	5	5	5	2302	5	5	885	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	15	0	5	2307	0	5	890	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 71.2%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	5	5	5	5	5	5	2210	5	5	850	5
Future Vol, veh/h	5	5	5	5	5	5	5	2210	5	5	850	5
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	-	-	-	-	-	-	150	-	-	235	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	6	0	0	11	0
Mvmt Flow	5	5	5	5	5	5	5	2302	5	5	885	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2062	3215	445	2770	3215	1154	890	0	0	2307	0	0
Stage 1	898	898	-	2315	2315	-	-	-	-	-	-	-
Stage 2	1164	2317	-	455	900	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	32	10	566	9	10	194	770	-	-	221	-	-
Stage 1	305	361	-	40	73	-	-	-	-	-	-	-
Stage 2	210	73	-	560	360	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	28	10	566	8	10	194	770	-	-	221	-	-
Mov Cap-2 Maneuver	116	54	-	35	58	-	-	-	-	-	-	-
Stage 1	303	353	-	40	73	-	-	-	-	-	-	-
Stage 2	189	73	-	534	352	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	45.6	86.7	0	0.1
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	770	-	-	104	59	221	-	-
HCM Lane V/C Ratio	0.007	-	-	0.15	0.265	0.024	-	-
HCM Control Delay (s/veh)	9.7	-	-	45.6	86.7	21.7	-	-
HCM Lane LOS	A	-	-	E	F	C	-	-
HCM 95th %tile Q (veh)	0	-	-	0.5	0.9	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	40	5	50	20	5	40	40	2115	60	5	65	785
Future Volume (vph)	40	5	50	20	5	40	40	2115	60	5	65	785
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		100		200	
Storage Lanes	0		0	0		0	1		1		1	
Taper Length (ft)	25			25			50				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt		0.928			0.917				0.850			
Flt Protected		0.980			0.985		0.950				0.950	
Satd. Flow (prot)	0	1410	0	0	1685	0	1736	3374	1615	0	1805	3252
Flt Permitted		0.980			0.985		0.950				0.950	
Satd. Flow (perm)	0	1410	0	0	1685	0	1736	3374	1615	0	1805	3252
Link Speed (mph)		30			25			45				45
Link Distance (ft)		605			773			2261				494
Travel Time (s)		13.8			21.1			34.3				7.5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	31%	0%	18%	0%	0%	3%	4%	7%	0%	0%	0%	11%
Adj. Flow (vph)	41	5	52	21	5	41	41	2180	62	5	67	809
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	67	0	41	2180	62	0	72	809
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			20				25
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	9	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.5%		ICU Level of Service D	
Analysis Period (min) 15			



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	65
Future Volume (vph)	65
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)	1429
Flt Permitted	
Satd. Flow (perm)	1429
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	13%
Adj. Flow (vph)	67
Shared Lane Traffic (%)	
Lane Group Flow (vph)	67
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
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	40	5	50	20	5	40	40	2115	60	5	65	785	65
Future Vol, veh/h	40	5	50	20	5	40	40	2115	60	5	65	785	65
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	-	-	-	-	-	-	100	-	100	-	200	-	0
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	31	0	18	0	0	3	4	7	0	0	0	11	13
Mvmt Flow	41	5	52	21	5	41	41	2180	62	5	67	809	67

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	2128	3277	405	2813	3215	1090	809	0	0	2180	2242	0	0
Stage 1	953	953	-	2262	2262	-	-	-	-	-	-	-	-
Stage 2	1175	2324	-	551	953	-	-	-	-	-	-	-	-
Critical Hdwy	8.12	6.5	7.26	7.5	6.5	6.96	4.18	-	-	6.4	4.1	-	-
Critical Hdwy Stg 1	7.12	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.12	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.81	4	3.48	3.5	4	3.33	2.24	-	-	2.5	2.2	-	-
Pot Cap-1 Maneuver	~ 20	9	552	~ 9	10	209	800	-	-	58	234	-	-
Stage 1	228	340	-	43	78	-	-	-	-	-	-	-	-
Stage 2	162	72	-	491	340	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	~ 10	~ 5	552	~ 10	6	209	800	-	-	182	182	-	-
Mov Cap-2 Maneuver	~ 35	~ -4	-	34	49	-	-	-	-	-	-	-	-
Stage 1	216	206	-	41	74	-	-	-	-	-	-	-	-
Stage 2	115	68	-	263	206	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	4.4	174.8	0.2	2.8
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	800	-	-	+	74	182	-	-
HCM Lane V/C Ratio	0.052	-	-	-	0.906	0.397	-	-
HCM Control Delay (s/veh)	9.7	-	-	4.4	174.8	37.1	-	-
HCM Lane LOS	A	-	-	A	F	E	-	-
HCM 95th %tile Q (veh)	0.2	-	-	-	4.6	1.7	-	-

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

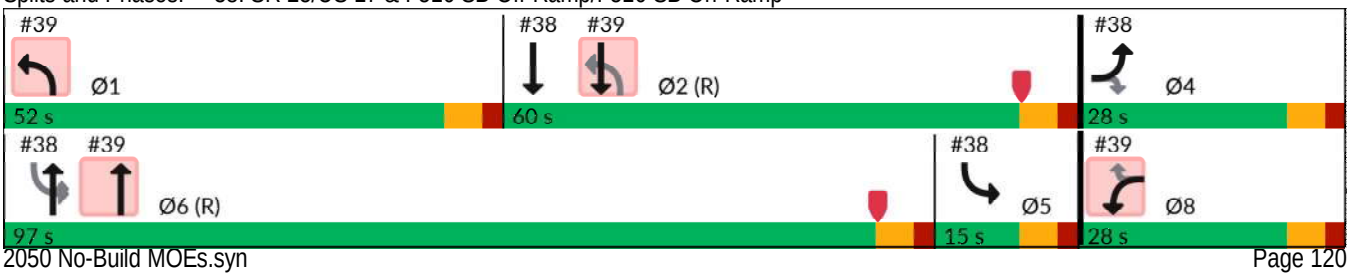
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	375	0	265	0	0	0	0	2025	175	100	655	0
Future Volume (vph)	375	0	265	0	0	0	0	2025	175	100	655	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	0		0	150		0	100		0
Storage Lanes	2		0	0		0	1		1	0		0
Taper Length (ft)	225			25			100			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3400	0	1380	0	0	0	0	4848	1538	1770	3374	0
Flt Permitted	0.950									0.059		
Satd. Flow (perm)	3400	0	1380	0	0	0	0	4848	1538	110	3374	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			273						180			
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		900			769			494			497	
Travel Time (s)		13.6			11.7			7.5			7.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	0%	17%	0%	0%	0%	0%	7%	5%	2%	7%	0%
Adj. Flow (vph)	387	0	273	0	0	0	0	2088	180	103	675	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	387	0	273	0	0	0	0	2088	180	103	675	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			40	
Link Offset(ft)		0			70			0			0	
Crosswalk Width(ft)		16			16			16			80	
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		0					1	0	1	1	
Detector Template												
Leading Detector (ft)	40		0					336	0	40	276	
Trailing Detector (ft)	0		0					330	0	0	270	
Detector 1 Position(ft)	0		0					330	0	0	270	
Detector 1 Size(ft)	40		20					6	20	40	6	
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	
Turn Type	Prot		Perm					NA	Perm	D.P+P	NA	
Protected Phases	4							6		5	2	
Permitted Phases			4						6	6		
Detector Phase	4		4					6	6	5	2	
Switch Phase												
Minimum Initial (s)	9.0		9.0					16.0	16.0	9.0	16.0	
Minimum Split (s)	15.0		15.0					22.0	22.0	15.0	22.0	

Lane Group	Ø1	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	1	8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	9.0	9.0
Minimum Split (s)	15.0	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	28.0		28.0					97.0	97.0	15.0	60.0	
Total Split (%)	20.0%		20.0%					69.3%	69.3%	10.7%	42.9%	
Maximum Green (s)	22.0		22.0					91.0	91.0	9.0	54.0	
Yellow Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-1.5		-1.5					-1.5	-1.5	-1.5	-1.5	
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)	5.0		5.0					5.0	5.0	2.0	5.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	22.6		22.6					93.4	93.4	103.9	65.1	
Actuated g/C Ratio	0.16		0.16					0.67	0.67	0.74	0.47	
v/c Ratio	0.71		0.61					0.65	0.17	0.50	0.43	
Control Delay (s/veh)	63.1		11.8					5.5	0.3	30.1	14.9	
Queue Delay	0.0		0.0					0.1	0.0	0.0	0.1	
Total Delay (s/veh)	63.1		11.8					5.6	0.3	30.1	15.0	
LOS	E		B					A	A	C	B	
Approach Delay (s/veh)		41.9						5.2			17.0	
Approach LOS		D						A			B	
Queue Length 50th (ft)	172		0					189	1	58	78	
Queue Length 95th (ft)	229		86					210	m2	116	91	
Internal Link Dist (ft)		820			689			414			417	
Turn Bay Length (ft)	200		200							100		
Base Capacity (vph)	570		458					3234	1086	206	1568	
Starvation Cap Reductn	0		0					0	0	0	155	
Spillback Cap Reductn	0		0					266	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.68		0.60					0.70	0.17	0.50	0.48	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 94 (67%), Referenced to phase 2:SBT and 6:NBSB, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay (s/veh): 14.2		Intersection LOS: B	
Intersection Capacity Utilization 76.5%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 38: SR 25/US 17 & I-516 SB Off-Ramp/I-516 SB On-Ramp



Lane Group	Ø1	Ø8
Total Split (s)	52.0	28.0
Total Split (%)	37%	20%
Maximum Green (s)	46.0	22.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	2.0	5.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.



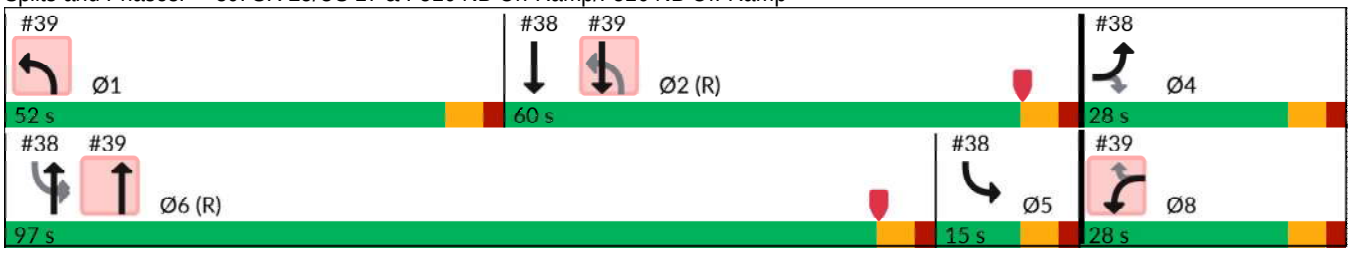
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	115	0	275	520	1880	0	0	640	155
Future Volume (vph)	0	0	0	115	0	275	520	1880	0	0	640	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	250		250	100		0	235		0
Storage Lanes	0		0	2		0	0		0	1		0
Taper Length (ft)	25			225			50			100		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	0.91
Frt						0.850					0.971	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	3183	0	1599	1612	3471	0	0	4691	0
Flt Permitted				0.950			0.274					
Satd. Flow (perm)	0	0	0	3183	0	1599	465	3471	0	0	4691	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						122					48	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		692			1022			497			616	
Travel Time (s)		10.5			15.5			7.5			9.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	10%	0%	1%	12%	4%	0%	0%	6%	13%
Adj. Flow (vph)	0	0	0	120	0	286	542	1958	0	0	667	161
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	120	0	286	542	1958	0	0	828	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			40	
Link Offset(ft)		50			0			0			0	
Crosswalk Width(ft)		16			16			75			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		0	1	1			1	
Detector Template												
Leading Detector (ft)				40		0	40	256			336	
Trailing Detector (ft)				0		0	0	250			330	
Detector 1 Position(ft)				0		0	0	250			330	
Detector 1 Size(ft)				40		20	40	6			6	
Detector 1 Type				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	
Detector 1 Queue (s)				0.0		0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0		0.0	0.0	0.0			0.0	
Turn Type				Prot		Perm	D.P+P	NA			NA	
Protected Phases				8			1	6			2	
Permitted Phases						8	2					
Detector Phase				8		8	1	6			2	
Switch Phase												
Minimum Initial (s)				9.0		9.0	9.0	16.0			16.0	
Minimum Split (s)				15.0		15.0	15.0	22.0			22.0	

Lane Group	Ø4	Ø5
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	4	5
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	9.0	9.0
Minimum Split (s)	15.0	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)				28.0		28.0	52.0	97.0			60.0	
Total Split (%)				20.0%		20.0%	37.1%	69.3%			42.9%	
Maximum Green (s)				22.0		22.0	46.0	91.0			54.0	
Yellow Time (s)				4.0		4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0		2.0	2.0	2.0			2.0	
Lost Time Adjust (s)				-1.5		-1.5	-1.5	-1.5			-1.5	
Total Lost Time (s)				4.5		4.5	4.5	4.5			4.5	
Lead/Lag							Lead	Lead			Lag	
Lead-Lag Optimize?							Yes	Yes			Yes	
Vehicle Extension (s)				5.0		5.0	2.0	5.0			5.0	
Recall Mode				None		None	None	C-Max			C-Max	
Act Effct Green (s)				22.6		22.6	103.9	93.4			65.1	
Actuated g/C Ratio				0.16		0.16	0.74	0.67			0.47	
v/c Ratio				0.23		0.79	0.82	0.85			0.38	
Control Delay (s/veh)				52.1		48.6	22.4	14.4			34.0	
Queue Delay				0.0		0.3	0.2	1.1			0.0	
Total Delay (s/veh)				52.1		49.0	22.6	15.5			34.0	
LOS				D		D	C	B			C	
Approach Delay (s/veh)					49.9			17.0			34.0	
Approach LOS					D			B			C	
Queue Length 50th (ft)				49		147	118	574			221	
Queue Length 95th (ft)				79		#278	141	757			m268	
Internal Link Dist (ft)		612			942			417			536	
Turn Bay Length (ft)				250		250	100					
Base Capacity (vph)				534		369	745	2315			2206	
Starvation Cap Reductn				0		0	14	0			0	
Spillback Cap Reductn				0		5	0	162			0	
Storage Cap Reductn				0		0	0	0			0	
Reduced v/c Ratio				0.22		0.79	0.74	0.91			0.38	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 94 (67%), Referenced to phase 2:SBT and 6:NBSB, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay (s/veh): 24.4		Intersection LOS: C	
Intersection Capacity Utilization 76.5%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 39: SR 25/US 17 & I-516 NB On-Ramp/I-516 NB Off-Ramp



Lane Group	Ø4	Ø5
Total Split (s)	28.0	15.0
Total Split (%)	20%	11%
Maximum Green (s)	22.0	9.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lag
Lead-Lag Optimize?		Yes
Vehicle Extension (s)	5.0	2.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	5	20	10	315	10	5	5	25	1250	875	20	465
Future Volume (vph)	5	20	10	315	10	5	5	25	1250	875	20	465
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	250		250		100		0	400	
Storage Lanes	1		1	1		1		1		1	1	
Taper Length (ft)	25			100				100			100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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)	1357	1681	1455	1626	1900	1417	0	1805	1827	1553	1671	3471
Flt Permitted	0.751			0.744				0.467			0.044	
Satd. Flow (perm)	1073	1681	1455	1274	1900	1417	0	887	1827	1553	77	3471
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			70			23				719		
Link Speed (mph)		25			45				45			45
Link Distance (ft)		895			696				616			875
Travel Time (s)		24.4			10.5				9.3			13.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	33%	13%	11%	11%	0%	14%	0%	0%	4%	4%	8%	4%
Adj. Flow (vph)	5	21	10	325	10	5	5	26	1289	902	21	479
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	21	10	325	10	5	0	31	1289	902	21	479
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)		12			12				40			40
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	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left		Right	Left		Right	Left					
Leading Detector (ft)	40	40	40	40	40	40	20	40	336	40	40	336
Trailing Detector (ft)	0	0	0	0	0	0	0	0	330	0	0	330
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	330	0	0	330
Detector 1 Size(ft)	40	40	40	40	40	40	20	40	6	40	40	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
Turn Type	Perm	NA	Perm	D.P+P	NA	Perm	Perm	Perm	NA	pm+ov	Perm	NA
Protected Phases		4		3	8				2	3		6
Permitted Phases	4		4	4		8	2	2		2	6	
Detector Phase	4	4	4	3	8	8	2	2	2	3	6	6
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	16.0	16.0	16.0	9.0	16.0	16.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0	15.0	22.0	22.0	22.0	15.0	22.0	22.0



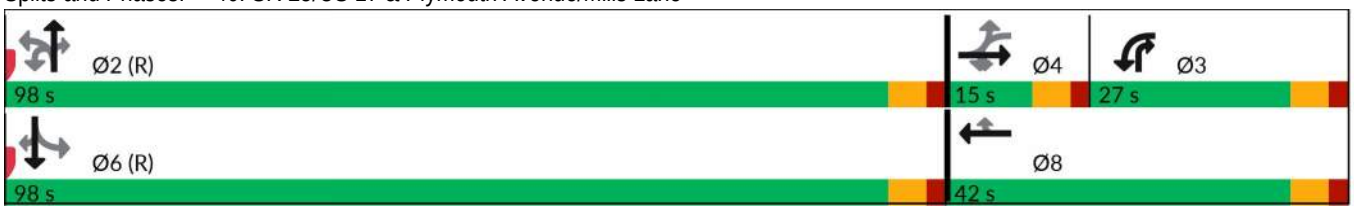
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	5
Future Volume (vph)	5
Ideal Flow (vphpl)	1900
Storage Length (ft)	400
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Right Turn on Red	Yes
Satd. Flow (RTOR)	70
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Adj. Flow (vph)	5
Shared Lane Traffic (%)	
Lane Group Flow (vph)	5
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)	40
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	40
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
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	16.0
Minimum Split (s)	22.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Total Split (s)	15.0	15.0	15.0	27.0	42.0	42.0	98.0	98.0	98.0	27.0	98.0	98.0
Total Split (%)	10.7%	10.7%	10.7%	19.3%	30.0%	30.0%	70.0%	70.0%	70.0%	19.3%	70.0%	70.0%
Maximum Green (s)	9.0	9.0	9.0	21.0	36.0	36.0	92.0	92.0	92.0	21.0	92.0	92.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
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)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag						Lag		
Lead-Lag Optimize?	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	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	9.0	9.0	9.0	31.9	35.5	35.5		92.5	92.5	127.4	92.5	92.5
Actuated g/C Ratio	0.06	0.06	0.06	0.23	0.25	0.25		0.66	0.66	0.91	0.66	0.66
v/c Ratio	0.07	0.19	0.06	0.91	0.02	0.01		0.05	1.07	0.61	0.42	0.21
Control Delay (s/veh)	64.2	66.7	0.8	82.1	39.1	0.0		2.6	53.6	1.0	41.5	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.2	0.0	0.0
Total Delay (s/veh)	64.2	66.7	0.8	82.1	39.1	0.0		2.6	53.6	1.2	41.5	9.7
LOS	E	E	A	F	D	A		A	D	A	D	A
Approach Delay (s/veh)		48.0			79.6				31.6			10.9
Approach LOS		D			E				C			B
Queue Length 50th (ft)	4	18	0	276	7	0		3	~1304	0	8	85
Queue Length 95th (ft)	20	48	0	#501	22	0		m4	#1576	0	#52	110
Internal Link Dist (ft)		815			616				536			795
Turn Bay Length (ft)			50	250		250		100			400	
Base Capacity (vph)	68	108	159	357	488	381		585	1206	1477	50	2291
Starvation Cap Reductn	0	0	0	0	0	0		0	0	129	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	0.07	0.19	0.06	0.91	0.02	0.01		0.05	1.07	0.67	0.42	0.21

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 10 (7%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay (s/veh): 33.7		Intersection LOS: C	
Intersection Capacity Utilization 99.9%		ICU Level of Service F	
Analysis Period (min) 15			
~ 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.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 40: SR 25/US 17 & Plymouth Avenue/Mills Lane





Lane Group	SBR
Total Split (s)	98.0
Total Split (%)	70.0%
Maximum Green (s)	92.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Act Effct Green (s)	92.5
Actuated g/C Ratio	0.66
v/c Ratio	0.00
Control Delay (s/veh)	0.0
Queue Delay	0.0
Total Delay (s/veh)	0.0
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	400
Base Capacity (vph)	1090
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.00

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	5	20	10	315	10	5	5	25	1250	875	20	465
Future Volume (veh/h)	5	20	10	315	10	5	5	25	1250	875	20	465
Initial Q (Qb), veh	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	
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
Work Zone On Approach		No			No				No			No
Adj Sat Flow, veh/h/ln	1411	1707	1737	1737	1900	1693		1900	1841	1841	1781	1841
Adj Flow Rate, veh/h	5	21	10	325	10	0		26	1289	0	21	479
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	33	13	11	11	0	14		0	4	4	8	4
Cap, veh/h	104	91	79	345	459			626	1238		51	2353
Arrive On Green	0.05	0.05	0.05	0.15	0.24	0.00		0.89	0.89	0.00	0.67	0.67
Sat Flow, veh/h	1060	1707	1472	1654	1900	1434		926	1841	1560	408	3497
Grp Volume(v), veh/h	5	21	10	325	10	0		26	1289	0	21	479
Grp Sat Flow(s),veh/h/ln	1060	1707	1472	1654	1900	1434		926	1841	1560	408	1749
Q Serve(g_s), s	0.6	1.7	0.9	18.2	0.6	0.0		0.7	94.2	0.0	0.0	7.3
Cycle Q Clear(g_c), s	1.2	1.7	0.9	18.2	0.6	0.0		8.0	94.2	0.0	94.2	7.3
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	104	91	79	345	459			626	1238		51	2353
V/C Ratio(X)	0.05	0.23	0.13	0.94	0.02			0.04	1.04		0.41	0.20
Avail Cap(c_a), veh/h	115	110	95	353	489			626	1238		51	2353
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.33	1.33	1.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00		0.43	0.43	0.00	1.00	1.00
Uniform Delay (d), s/veh	63.5	63.5	63.1	55.5	40.5	0.0		3.5	7.4	0.0	70.0	8.7
Incr Delay (d2), s/veh	0.2	1.3	0.7	32.9	0.0	0.0		0.1	28.6	0.0	22.3	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
%ile BackOfQ(50%),veh/ln	0.2	0.8	0.4	14.2	0.3	0.0		0.1	14.5	0.0	1.1	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.7	64.8	63.8	88.4	40.5	0.0		3.5	36.0	0.0	92.3	8.9
LnGrp LOS	E	E	E	F	D			A	F		F	A
Approach Vol, veh/h		36			335				1315			505
Approach Delay, s/veh		64.4			87.0				35.4			12.3
Approach LOS		E			F				D			B

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		100.2	26.3	13.5		100.2		39.8				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s		92.0	21.0	9.0		92.0		36.0				
Max Q Clear Time (g_c+I1), s		96.2	20.2	3.7		96.2		2.6				
Green Ext Time (p_c), s		0.0	0.1	0.0		0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		38.4
HCM 6th LOS		D

Notes

User approved ignoring U-Turning movement.

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



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	5
Future Volume (veh/h)	5
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	5
Peak Hour Factor	0.97
Percent Heavy Veh, %	0
Cap, veh/h	1083
Arrive On Green	0.67
Sat Flow, veh/h	1610
Grp Volume(v), veh/h	5
Grp Sat Flow(s),veh/h/ln	1610
Q Serve(g_s), s	0.1
Cycle Q Clear(g_c), s	0.1
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	1083
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	1083
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	7.5
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	7.5
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	130	0	0	5	0	2465	0	5	1600	5
Future Volume (vph)	0	0	130	0	0	5	0	2465	0	5	1600	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	230		160	230		175
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			100			100		
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			0.865			0.865						0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	0	1611	0	0	1611	1863	3539	1863	1687	3374	1509
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	1611	0	0	1611	1863	3539	1863	1687	3374	1509
Link Speed (mph)		30			30			35			45	
Link Distance (ft)		565			317			736			709	
Travel Time (s)		12.8			7.2			14.3			10.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	7%	7%	7%
Adj. Flow (vph)	0	0	138	0	0	5	0	2622	0	5	1702	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	138	0	0	5	0	2622	0	5	1702	5
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)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	130	0	0	5	0	2465	0	5	1600	5
Future Vol, veh/h	0	0	130	0	0	5	0	2465	0	5	1600	5
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	-	-	Stop	-	-	Stop	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	0	230	-	160	230	-	175
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	7	7	7
Mvmt Flow	0	0	138	0	0	5	0	2622	0	5	1702	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	851	-	-	1311	1702	0	0	2622	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.24	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.27	-	-
Pot Cap-1 Maneuver	0	0	303	0	0	149	370	-	-	148	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	303	-	-	149	370	-	-	148	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	26.5	30.1	0	0.1
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	370	-	-	303	149	148	-	-
HCM Lane V/C Ratio	-	-	-	0.456	0.036	0.036	-	-
HCM Control Delay (s/veh)	0	-	-	26.5	30.1	30.2	-	-
HCM Lane LOS	A	-	-	D	D	D	-	-
HCM 95th %tile Q (veh)	0	-	-	2.3	0.1	0.1	-	-

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	1675	1395	0	0	0
Future Volume (vph)	0	1675	1395	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3610	3610	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	3610	3610	0	0	0
Link Speed (mph)		30	55		30	
Link Distance (ft)		413	854		136	
Travel Time (s)		9.4	10.6		3.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1821	1516	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1821	1516	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		20	20		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.6%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	2425	0	0	1895	0	0
Future Volume (vph)	2425	0	0	1895	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3539	0	0	3539	0	0
Flt Permitted						
Satd. Flow (perm)	3539	0	0	3539	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	2345			1309	375	
Travel Time (s)	53.3			29.8	8.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	0%	0%
Adj. Flow (vph)	2636	0	0	2060	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2636	0	0	2060	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.4%		ICU Level of Service C	
Analysis Period (min) 15			



Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	25	3475	0	0	1005	0	0
Future Volume (vph)	25	3475	0	0	1005	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		0	0		0	0
Storage Lanes	1		0	0		0	0
Taper Length (ft)	100			25		25	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Frt							
Flt Protected	0.950						
Satd. Flow (prot)	1805	3610	0	0	3610	0	0
Flt Permitted	0.950						
Satd. Flow (perm)	1805	3610	0	0	3610	0	0
Link Speed (mph)		45			45	30	
Link Distance (ft)		1342			1129	339	
Travel Time (s)		20.3			17.1	7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	3777	0	0	1092	0	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	27	3777	0	0	1092	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	Left	Left	Left	Right
Median Width(ft)		12			12	0	
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)	9		9	15		15	9
Sign Control		Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 99.4%		ICU Level of Service F	
Analysis Period (min) 15			

2050 NO-BUILD
PM PEAK HOUR

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	5	5	5	15	5	1085	5	5	2110	5
Future Volume (vph)	5	5	5	5	5	15	5	1085	5	5	2110	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	250		350	250		350
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			150			125		
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		0.955			0.917				0.850			0.850
Flt Protected		0.984			0.990		0.950			0.950		
Satd. Flow (prot)	0	1785	0	0	1725	0	1805	3505	1615	1805	3574	1615
Flt Permitted		0.984			0.990		0.950			0.950		
Satd. Flow (perm)	0	1785	0	0	1725	0	1805	3505	1615	1805	3574	1615
Link Speed (mph)		30			25			55			55	
Link Distance (ft)		1583			819			854			5845	
Travel Time (s)		36.0			22.3			10.6			72.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	1%	0%
Adj. Flow (vph)	5	5	5	5	5	16	5	1130	5	5	2198	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	26	0	5	1130	5	5	2198	5
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			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	68.3%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	5	5	5	5	15	5	1085	5	5	2110	5
Future Vol, veh/h	5	5	5	5	5	15	5	1085	5	5	2110	5
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	-	-	-	-	-	-	250	-	350	250	-	350
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	0	1	0
Mvmt Flow	5	5	5	5	5	16	5	1130	5	5	2198	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2786	3348	1099	2252	3348	565	2198	0	0	1130	0	0
Stage 1	2208	2208	-	1140	1140	-	-	-	-	-	-	-
Stage 2	578	1140	-	1112	2208	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	9	8	211	23	8	473	243	-	-	626	-	-
Stage 1	46	83	-	217	278	-	-	-	-	-	-	-
Stage 2	474	278	-	226	83	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	8	8	211	20	8	473	243	-	-	626	-	-
Mov Cap-2 Maneuver	38	60	-	103	57	-	-	-	-	-	-	-
Stage 1	45	82	-	212	272	-	-	-	-	-	-	-
Stage 2	440	272	-	205	82	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	80	34.2	0.1	0
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	243	-	-	63	149	626	-	-
HCM Lane V/C Ratio	0.021	-	-	0.248	0.175	0.008	-	-
HCM Control Delay (s/veh)	20.1	-	-	80	34.2	10.8	-	-
HCM Lane LOS	C	-	-	F	D	B	-	-
HCM 95th %tile Q (veh)	0.1	-	-	0.9	0.6	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	20	60	5	450	15	1015	75	475	2035	25
Future Volume (vph)	5	5	20	60	5	450	15	1015	75	475	2035	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		400	350		200	325		275
Storage Lanes	0		0	0		1	1		1	1		1
Taper Length (ft)	25			25			100			125		
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		0.909				0.850			0.850			0.850
Flt Protected		0.992			0.956		0.950			0.950		
Satd. Flow (prot)	0	1713	0	0	1736	1568	1805	3505	1553	1752	3574	1538
Flt Permitted		0.992			0.956		0.950			0.950		
Satd. Flow (perm)	0	1713	0	0	1736	1568	1805	3505	1553	1752	3574	1538
Link Speed (mph)		25			25			55			45	
Link Distance (ft)		701			814			5845			1908	
Travel Time (s)		19.1			22.2			72.5			28.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	5%	0%	3%	0%	3%	4%	3%	1%	5%
Adj. Flow (vph)	5	5	21	62	5	464	15	1046	77	490	2098	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	0	0	67	464	15	1046	77	490	2098	26
Enter Blocked Intersection	No	No	No	1 veh	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			12			20			20	
Link Offset(ft)		0			10			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	25		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	5	20	60	5	450	15	1015	75	475	2035	25
Future Vol, veh/h	5	5	20	60	5	450	15	1015	75	475	2035	25
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	-	-	Yield	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	400	350	-	200	325	-	275
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	5	0	3	0	3	4	3	1	5
Mvmt Flow	5	5	21	62	5	464	15	1046	77	490	2098	26

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3634	4154	1049	3108	4180	523	2124	0	0	1046	0	0
Stage 1	3078	3078	-	1076	1076	-	-	-	-	-	-	-
Stage 2	556	1076	-	2032	3104	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.6	6.5	6.96	4.1	-	-	4.16	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.6	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.6	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.55	4	3.33	2.2	-	-	2.23	-	-
Pot Cap-1 Maneuver	~ 2	~ 2	227	~ 5	~ 2	496	260	-	-	655	-	-
Stage 1	13	29	-	229	298	-	-	-	-	-	-	-
Stage 2	488	298	-	~ 57	28	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	0	0	227	~ 2	0	496	260	-	-	655	-	-
Mov Cap-2 Maneuver	11	7	-	~ -12	~ -8	-	-	-	-	-	-	-
Stage 1	12	7	-	216	281	-	-	-	-	-	-	-
Stage 2	29	281	-	~ 3	7	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	$ 521.9		0.3	4.7
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	260	-	-	24	+	496	655	-	-
HCM Lane V/C Ratio	0.059	-	-	1.289	-	0.935	0.748	-	-
HCM Control Delay (s/veh)	19.7	-	-	$ 521.9	-	54.9	24.9	-	-
HCM Lane LOS	C	-	-	F	-	F	C	-	-
HCM 95th %tile Q (veh)	0.2	-	-	3.9	-	11.3	6.7	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	215	20	250	35	20	70	5	115	1315	35	50	75
Future Volume (vph)	215	20	250	35	20	70	5	115	1315	35	50	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		130	150		0		300		200		250
Storage Lanes	1		1	1		1		1		1		1
Taper Length (ft)	50			100				100				100
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	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)	1770	1900	1583	1805	1900	1615	0	1722	3505	1615	0	1805
Flt Permitted	0.744			0.744				0.044				0.137
Satd. Flow (perm)	1386	1900	1583	1414	1900	1615	0	80	3505	1615	0	260
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			117			164				117		
Link Speed (mph)		35			30				45			
Link Distance (ft)		1184			773				1908			
Travel Time (s)		23.1			17.6				28.9			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	0%	2%	0%	0%	0%	0%	5%	3%	0%	0%	0%
Adj. Flow (vph)	222	21	258	36	21	72	5	119	1356	36	52	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	222	21	258	36	21	72	0	124	1356	36	0	129
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)		12			12				20			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		25			16				25			
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	1	1	1	1
Detector Template						Right	Left			Right		
Leading Detector (ft)	40	40	40	40	40	20	20	40	336	20	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	330	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	330	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	20	20	40	6	20	40	40
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)		0			0							
Detector 2 Size(ft)		0			0							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	Perm	NA	Perm	D.P+P	D.P+P	NA	Perm	D.P+P	D.P+P
Protected Phases	7	4			8		1	1	6		5	5

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	2245	315
Future Volume (vph)	2245	315
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1568
Flt Permitted		
Satd. Flow (perm)	3539	1568
Right Turn on Red		Yes
Satd. Flow (RTOR)		195
Link Speed (mph)	45	
Link Distance (ft)	740	
Travel Time (s)	11.2	
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	2%	3%
Adj. Flow (vph)	2314	325
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2314	325
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	20	
Link Offset(ft)	0	
Crosswalk Width(ft)	60	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	1	0
Detector Template		
Leading Detector (ft)	336	0
Trailing Detector (ft)	330	0
Detector 1 Position(ft)	330	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)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type	NA	pm+ov
Protected Phases	2	7



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases	8		4	8		8	2	2		6	6	6
Detector Phase	7	4	4	8	8	8	1	1	6	6	5	5
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	16.0	16.0	9.0	9.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	22.0	22.0	15.0	15.0
Total Split (s)	15.0	30.0	30.0	15.0	15.0	15.0	15.0	15.0	94.0	94.0	16.0	16.0
Total Split (%)	10.7%	21.4%	21.4%	10.7%	10.7%	10.7%	10.7%	10.7%	67.1%	67.1%	11.4%	11.4%
Maximum Green (s)	9.0	24.0	24.0	9.0	9.0	9.0	9.0	9.0	88.0	88.0	10.0	10.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.1	0.0	-2.1	0.0	0.0	0.0		-2.0	-1.5	0.0		0.0
Total Lost Time (s)	3.9	6.0	3.9	6.0	6.0	6.0		4.0	4.5	6.0		6.0
Lead/Lag	Lag			Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	5.0	5.0	5.0	3.0	3.0	3.0	4.0	4.0	5.0	5.0	3.0	3.0
Recall Mode	None	Min	Min	Min	Min	Min	None	None	C-Max	C-Max	None	None
Act Effct Green (s)	22.2	24.0	26.1	9.0	9.0	9.0		102.0	90.3	88.8		98.0
Actuated g/C Ratio	0.16	0.17	0.19	0.06	0.06	0.06		0.73	0.65	0.63		0.70
v/c Ratio	0.89	0.06	0.66	0.40	0.17	0.28		0.66	0.60	0.03		0.46
Control Delay (s/veh)	90.5	49.4	37.4	76.5	65.6	2.7		57.9	15.8	0.1		5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay (s/veh)	90.5	49.4	37.4	76.5	65.6	2.7		57.9	15.8	0.1		5.7
LOS	F	D	D	E	E	A		E	B	A		A
Approach Delay (s/veh)		61.4			33.5				18.9			
Approach LOS		E			C				B			
Queue Length 50th (ft)	190	16	121	32	18	0		60	351	0		9
Queue Length 95th (ft)	#351	42	221	71	47	0		#141	425	0		m9
Internal Link Dist (ft)		1104			693				1828			
Turn Bay Length (ft)	200		130	150				300		200		250
Base Capacity (vph)	250	325	390	90	122	257		187	2260	1067		294
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0		0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0		0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0		0
Reduced v/c Ratio	0.89	0.06	0.66	0.40	0.17	0.28		0.66	0.60	0.03		0.44

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 83 (59%), Referenced to phase 2:NBSB and 6:NBSB, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay (s/veh): 20.4		Intersection LOS: C	
Intersection Capacity Utilization 108.0%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

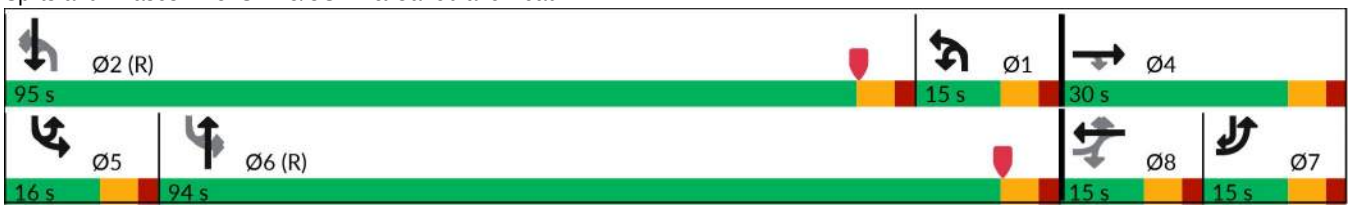
Lane Group	SBT	SBR
Permitted Phases		2
Detector Phase	2	7
Switch Phase		
Minimum Initial (s)	16.0	9.0
Minimum Split (s)	22.0	15.0
Total Split (s)	95.0	15.0
Total Split (%)	67.9%	10.7%
Maximum Green (s)	89.0	9.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	-1.5	-1.5
Total Lost Time (s)	4.5	4.5
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	5.0	5.0
Recall Mode	C-Max	None
Act Effct Green (s)	90.5	105.5
Actuated g/C Ratio	0.65	0.75
v/c Ratio	1.01	0.26
Control Delay (s/veh)	15.5	0.1
Queue Delay	0.0	0.0
Total Delay (s/veh)	15.5	0.1
LOS	B	A
Approach Delay (s/veh)	13.3	
Approach LOS	B	
Queue Length 50th (ft)	~421	1
Queue Length 95th (ft)	m121	m0
Internal Link Dist (ft)	660	
Turn Bay Length (ft)		150
Base Capacity (vph)	2287	1229
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.01	0.26

Intersection Summary

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: SR 25/US 17 & Canebrake Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	215	20	250	35	20	70	5	115	1315	35	50	75
Future Volume (veh/h)	215	20	250	35	20	70	5	115	1315	35	50	75
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1870	1900	1870	1900	1900	1900		1826	1856	1900		1900
Adj Flow Rate, veh/h	222	21	258	36	21	0		119	1356	0		77
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97		0.97
Percent Heavy Veh, %	2	0	2	0	0	0		5	3	0		0
Cap, veh/h	288	326	295	113	122			188	2290			333
Arrive On Green	0.08	0.17	0.19	0.06	0.06	0.00		0.08	0.65	0.00		0.06
Sat Flow, veh/h	1781	1900	1585	1118	1900	1610		1739	3526	1610		1810
Grp Volume(v), veh/h	222	21	258	36	21	0		119	1356	0		77
Grp Sat Flow(s),veh/h/ln	1781	1900	1585	1118	1900	1610		1739	1763	1610		1810
Q Serve(g_s), s	5.1	1.3	22.1	4.4	1.5	0.0		5.0	30.7	0.0		1.9
Cycle Q Clear(g_c), s	5.1	1.3	22.1	5.7	1.5	0.0		5.0	30.7	0.0		1.9
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	288	326	295	113	122			188	2290			333
V/C Ratio(X)	0.77	0.06	0.87	0.32	0.17			0.63	0.59			0.23
Avail Cap(c_a), veh/h	288	326	295	113	122			188	2290			352
HCM Platoon Ratio	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	0.00		1.00	1.00	0.00		1.00
Uniform Delay (d), s/veh	57.9	48.6	55.3	64.6	62.0	0.0		60.6	14.0	0.0		10.7
Incr Delay (d2), s/veh	13.9	0.2	25.1	1.6	0.7	0.0		7.7	1.1	0.0		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
%ile BackOfQ(50%),veh/ln	8.6	0.6	10.9	1.3	0.7	0.0		4.4	11.4	0.0		0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	71.8	48.8	80.5	66.2	62.6	0.0		68.3	15.1	0.0		11.1
LnGrp LOS	E	D	F	E	E			E	B			B
Approach Vol, veh/h		501			57				1475			
Approach Delay, s/veh		75.3			64.9				19.4			
Approach LOS		E			E				B			

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	95.0		30.0	14.5	95.5	15.0	15.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	89.0		24.0	10.0	88.0	9.0	9.0
Max Q Clear Time (g_c+I1), s	7.0	92.5		24.1	3.9	32.7	7.1	7.7
Green Ext Time (p_c), s	0.1	0.0		0.0	0.1	48.0	0.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	37.5
HCM 6th LOS	D

Notes

User approved ignoring U-Turning movement.

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

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	2245	315
Future Volume (veh/h)	2245	315
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1856
Adj Flow Rate, veh/h	2314	325
Peak Hour Factor	0.97	0.97
Percent Heavy Veh, %	2	3
Cap, veh/h	2297	1134
Arrive On Green	0.65	0.65
Sat Flow, veh/h	3554	1572
Grp Volume(v), veh/h	2314	325
Grp Sat Flow(s),veh/h/ln	1777	1572
Q Serve(g_s), s	90.5	0.0
Cycle Q Clear(g_c), s	90.5	0.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2297	1134
V/C Ratio(X)	1.01	0.29
Avail Cap(c_a), veh/h	2297	1134
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	24.8	6.8
Incr Delay (d2), s/veh	20.6	0.6
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	39.7	3.5
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	45.3	7.5
LnGrp LOS	F	A
Approach Vol, veh/h	2716	
Approach Delay, s/veh	39.8	
Approach LOS	D	
Timer - Assigned Phs		



Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	5	50	5	1620	25	5	20	2675
Future Volume (vph)	5	50	5	1620	25	5	20	2675
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	275		225		300	
Storage Lanes	1	1	1		1		1	
Taper Length (ft)	25		75				100	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt		0.850			0.850			
Flt Protected	0.950		0.950				0.950	
Satd. Flow (prot)	1805	1553	1357	3505	1509	0	1545	3539
Flt Permitted	0.950		0.950				0.950	
Satd. Flow (perm)	1805	1553	1357	3505	1509	0	1545	3539
Link Speed (mph)	30			45				45
Link Distance (ft)	633			740				736
Travel Time (s)	14.4			11.2				11.2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	4%	33%	3%	7%	0%	21%	2%
Adj. Flow (vph)	5	51	5	1653	26	5	20	2730
Shared Lane Traffic (%)								
Lane Group Flow (vph)	5	51	5	1653	26	0	25	2730
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	R NA	Left	Left
Median Width(ft)	12			20				20
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)	15	9	9		9	9	15	
Sign Control	Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 83.9%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Vol, veh/h	5	50	5	1620	25	5	20	2675
Future Vol, veh/h	5	50	5	1620	25	5	20	2675
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	Yield	-	-	None
Storage Length	0	0	275	-	225	-	300	-
Veh in Median Storage, #	1	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	4	33	3	7	0	21	2
Mvmt Flow	5	51	5	1653	26	5	20	2730

Major/Minor	Minor1		Major1			Major2		
Conflicting Flow All	3078	827	2730	0	0	1653	1653	0
Stage 1	1663	-	-	-	-	-	-	-
Stage 2	1415	-	-	-	-	-	-	-
Critical Hdwy	6.8	6.98	7.06	-	-	6.4	4.52	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.34	2.83	-	-	2.5	2.41	-
Pot Cap-1 Maneuver	10	311	15	-	-	128	310	-
Stage 1	142	-	-	-	-	-	-	-
Stage 2	194	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	6	311	15	-	-	225	225	-
Mov Cap-2 Maneuver	58	-	-	-	-	-	-	-
Stage 1	95	-	-	-	-	-	-	-
Stage 2	171	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	23.7	1	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	15	-	-	58	311	225	-
HCM Lane V/C Ratio	0.34	-	-	0.088	0.164	0.113	-
HCM Control Delay (s/veh)	$ 339	-	-	73	18.8	23.1	-
HCM Lane LOS	F	-	-	F	C	C	-
HCM 95th %tile Q (veh)	0.9	-	-	0.3	0.6	0.4	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	5	5	40	5	5	5	15	1655	5	15	5	2580
Future Volume (vph)	5	5	40	5	5	5	15	1655	5	15	5	2580
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		100	300		150		350	
Storage Lanes	0		0	0		1	1		1		1	
Taper Length (ft)	25			25			100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt		0.891				0.850			0.850			
Flt Protected		0.995			0.976		0.950				0.950	
Satd. Flow (prot)	0	1559	0	0	1854	1615	1805	3505	1615	0	1805	3539
Flt Permitted		0.995			0.976		0.950				0.950	
Satd. Flow (perm)	0	1559	0	0	1854	1615	1805	3505	1615	0	1805	3539
Link Speed (mph)		30			30			35				35
Link Distance (ft)		920			795			709				1015
Travel Time (s)		20.9			18.1			13.8				19.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	10%	0%	0%	0%	0%	3%	0%	0%	0%	2%
Adj. Flow (vph)	5	5	42	5	5	5	16	1724	5	16	5	2688
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	52	0	0	10	5	16	1724	5	0	21	2688
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			20				20
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	9	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	85.4%	ICU Level of Service	E
Analysis Period (min)	15		



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	30
Future Volume (vph)	30
Ideal Flow (vphpl)	1900
Storage Length (ft)	400
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1553
Flt Permitted	
Satd. Flow (perm)	1553
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.96
Heavy Vehicles (%)	4%
Adj. Flow (vph)	31
Shared Lane Traffic (%)	
Lane Group Flow (vph)	31
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
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	5	5	40	5	5	5	15	1655	5	15	5	2580	30
Future Vol, veh/h	5	5	40	5	5	5	15	1655	5	15	5	2580	30
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	-	-	Yield	-	-	Yield	-	-	-	Yield
Storage Length	-	-	-	-	-	100	300	-	150	-	350	-	400
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	10	0	0	0	0	3	0	0	0	2	4
Mvmt Flow	5	5	42	5	5	5	16	1724	5	16	5	2688	31

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	3627	4486	1344	3145	4486	862	2688	0	0	1724	1724	0	0
Stage 1	2730	2730	-	1756	1756	-	-	-	-	-	-	-	-
Stage 2	897	1756	-	1389	2730	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7.1	7.5	6.5	6.9	4.1	-	-	6.4	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.4	3.5	4	3.3	2.2	-	-	2.5	2.2	-	-
Pot Cap-1 Maneuver	~ 2	~ 1	132	~ 5	~ 1	302	156	-	-	115	372	-	-
Stage 1	21	44	-	90	140	-	-	-	-	-	-	-	-
Stage 2	305	140	-	153	44	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	~ 1	~ 1	132	~ 2	~ 1	302	156	-	-	137	137	-	-
Mov Cap-2 Maneuver	16	25	-	32	17	-	-	-	-	-	-	-	-
Stage 1	19	37	-	81	126	-	-	-	-	-	-	-	-
Stage 2	258	126	-	76	37	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	185.3	186.6	0.3	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	156	-	-	61	22	302	137	-	-
HCM Lane V/C Ratio	0.1	-	-	0.854	0.473	0.017	0.152	-	-
HCM Control Delay (s/veh)	30.6	-	-	185.3	271.3	17.1	36	-	-
HCM Lane LOS	D	-	-	F	F	C	E	-	-
HCM 95th %tile Q (veh)	0.3	-	-	3.9	1.4	0.1	0.5	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	75	5	5	255	5	150	15	5	1505	160	5	150
Future Volume (vph)	75	5	5	255	5	150	15	5	1505	160	5	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		250		300		200		300
Storage Lanes	0		0	0		1		1		1		1
Taper Length (ft)	25			25				100				125
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt		0.992				0.850				0.850		
Flt Protected		0.958			0.953			0.950				0.950
Satd. Flow (prot)	0	1774	0	0	1793	1538	0	1805	3505	1583	0	1771
Flt Permitted		0.150			0.953			0.057				0.057
Satd. Flow (perm)	0	278	0	0	1793	1538	0	108	3505	1583	0	106
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		2				156				117		
Link Speed (mph)		30			40				45			
Link Distance (ft)		883			1109				1015			
Travel Time (s)		20.1			18.9				15.4			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	0%	1%	0%	5%	0%	0%	3%	2%	0%	2%
Adj. Flow (vph)	78	5	5	266	5	156	16	5	1568	167	5	156
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	88	0	0	271	156	0	21	1568	167	0	161
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				20			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			25				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	2	1	1	1	2	1	1	1
Detector Template	Left			Left			Left	Left		Right	Left	Left
Leading Detector (ft)	20	40		20	40	40	20	40	336	40	20	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	330	0	0	0
Detector 1 Size(ft)	20	40		20	40	40	20	40	6	40	20	40
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
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
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
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
Detector 2 Position(ft)		0			0				0			
Detector 2 Size(ft)		0			0				0			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA		Split	NA	Perm	Perm	Perm	NA	Perm	custom	D.P+P
Protected Phases		4		8	8				6			5

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	2355	25
Future Volume (vph)	2355	25
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		200
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1357
Flt Permitted		
Satd. Flow (perm)	3539	1357
Right Turn on Red		Yes
Satd. Flow (RTOR)		70
Link Speed (mph)	45	
Link Distance (ft)	837	
Travel Time (s)	12.7	
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	2%	19%
Adj. Flow (vph)	2453	26
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2453	26
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	20	
Link Offset(ft)	0	
Crosswalk Width(ft)	20	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template		Right
Leading Detector (ft)	336	40
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	330	0
Detector 1 Size(ft)	6	40
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)	0	
Detector 2 Size(ft)	0	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases	4					8	6	6		6	5	6
Detector Phase	4	4		8	8	8	6	6	6	6	5	5
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0	9.0	16.0	16.0	16.0	16.0	9.0	9.0
Minimum Split (s)	15.0	15.0		15.0	15.0	15.0	22.0	22.0	22.0	22.0	15.0	15.0
Total Split (s)	29.0	29.0		22.0	22.0	22.0	74.0	74.0	74.0	74.0	15.0	15.0
Total Split (%)	20.7%	20.7%		15.7%	15.7%	15.7%	52.9%	52.9%	52.9%	52.9%	10.7%	10.7%
Maximum Green (s)	23.0	23.0		16.0	16.0	16.0	68.0	68.0	68.0	68.0	9.0	9.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		-2.1			-2.0	-2.0		-2.0	-1.5	-1.5		-2.0
Total Lost Time (s)		3.9			4.0	4.0		4.0	4.5	4.5		4.0
Lead/Lag							Lead	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	5.0	5.0	5.0	5.0	4.0	4.0
Recall Mode	Min	Min		Min	Min	Min	C-Max	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)		25.1			18.0	18.0		70.0	69.5	69.5		81.0
Actuated g/C Ratio		0.18			0.13	0.13		0.50	0.50	0.50		0.58
v/c Ratio		1.73			1.18	0.47		0.39	0.90	0.20		0.84
Control Delay (s/veh)		428.8			167.3	12.8		39.8	35.8	3.9		44.4
Queue Delay		0.0			0.0	0.0		0.0	0.0	0.0		0.0
Total Delay (s/veh)		428.8			167.3	12.8		39.8	35.8	3.9		44.4
LOS		F			F	B		D	D	A		D
Approach Delay (s/veh)		428.8			110.9				32.8			
Approach LOS		F			F				C			
Queue Length 50th (ft)		~117			~294	0		14	708	31		89
Queue Length 95th (ft)		#234			#476	67		m26	815	m42		m96
Internal Link Dist (ft)		803			1029				935			
Turn Bay Length (ft)						250		300		200		300
Base Capacity (vph)		51			230	333		54	1739	844		192
Starvation Cap Reductn		0			0	0		0	0	0		0
Spillback Cap Reductn		0			0	0		0	0	0		0
Storage Cap Reductn		0			0	0		0	0	0		0
Reduced v/c Ratio		1.73			1.18	0.47		0.39	0.90	0.20		0.84

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 14 (10%), Referenced to phase 2:SBT and 6:NBSB, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.73			
Intersection Signal Delay (s/veh): 72.0		Intersection LOS: E	
Intersection Capacity Utilization 103.9%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.



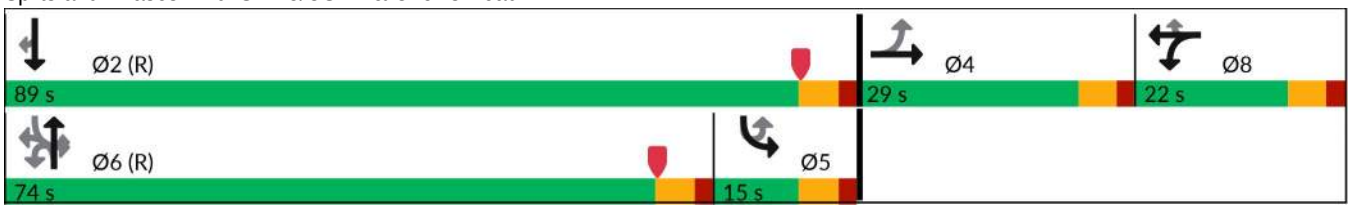
Lane Group	SBT	SBR
Permitted Phases		2
Detector Phase	2	2
Switch Phase		
Minimum Initial (s)	16.0	16.0
Minimum Split (s)	22.0	22.0
Total Split (s)	89.0	89.0
Total Split (%)	63.6%	63.6%
Maximum Green (s)	83.0	83.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	-1.5	-1.5
Total Lost Time (s)	4.5	4.5
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	5.0	5.0
Recall Mode	C-Max	C-Max
Act Effct Green (s)	84.5	84.5
Actuated g/C Ratio	0.60	0.60
v/c Ratio	1.15	0.03
Control Delay (s/veh)	83.0	0.0
Queue Delay	0.0	0.0
Total Delay (s/veh)	83.0	0.0
LOS	F	A
Approach Delay (s/veh)	79.8	
Approach LOS	E	
Queue Length 50th (ft)	~1367	0
Queue Length 95th (ft)	m#1360	m0
Internal Link Dist (ft)	757	
Turn Bay Length (ft)		200
Base Capacity (vph)	2136	846
Starvation Cap Reductn	27	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.16	0.03

Intersection Summary

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SR 25/US 17 & Chevis Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	75	5	5	255	5	150	15	5	1505	160	5	150
Future Volume (veh/h)	75	5	5	255	5	150	15	5	1505	160	5	150
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1870	1900	1900	1885	1900	1826		1900	1856	1870		1870
Adj Flow Rate, veh/h	78	5	0	266	5	0		5	1568	167		156
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		0.96	0.96	0.96		0.96
Percent Heavy Veh, %	2	0	0	1	0	5		0	3	2		2
Cap, veh/h	135	9		229	4			121	1750	787		396
Arrive On Green	0.06	0.08	0.00	0.11	0.13	0.00		0.50	0.50	0.50		0.36
Sat Flow, veh/h	1705	109	0	1778	33	1547		140	3526	1585		1781
Grp Volume(v), veh/h	83	0	0	271	0	0		5	1568	167		156
Grp Sat Flow(s),veh/h/ln	1815	0	0	1811	0	1547		140	1763	1585		1781
Q Serve(g_s), s	6.2	0.0	0.0	18.0	0.0	0.0		2.6	56.5	8.3		2.1
Cycle Q Clear(g_c), s	6.2	0.0	0.0	18.0	0.0	0.0		2.6	56.5	8.3		2.1
Prop In Lane	0.94		0.00	0.98		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	144	0		233	0			121	1750	787		396
V/C Ratio(X)	0.58	0.00		1.16	0.00			0.04	0.90	0.21		0.39
Avail Cap(c_a), veh/h	325	0		233	0			121	1750	787		396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00		1.00	1.00	1.00		0.17
Uniform Delay (d), s/veh	63.2	0.0	0.0	62.0	0.0	0.0		18.1	32.0	19.8		35.9
Incr Delay (d2), s/veh	3.6	0.0	0.0	110.4	0.0	0.0		0.6	7.6	0.6		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
%ile BackOfQ(50%),veh/ln	3.1	0.0	0.0	15.4	0.0	0.0		0.1	24.5	3.1		3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.8	0.0	0.0	172.4	0.0	0.0		18.8	39.6	20.5		36.1
LnGrp LOS	E			F				B	D	C		D
Approach Vol, veh/h		83			271				1740			
Approach Delay, s/veh		66.8			172.4				37.7			
Approach LOS		E			F				D			

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		103.0		15.0	29.0	74.0		22.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		83.0		23.0	9.0	68.0		16.0				
Max Q Clear Time (g_c+I1), s		2.0		8.2	4.1	58.5		20.0				
Green Ext Time (p_c), s		80.7		0.2	0.3	9.4		0.0				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			28.5									
HCM 6th LOS			C									

Notes

User approved ignoring U-Turning movement.

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

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	2355	25
Future Volume (veh/h)	2355	25
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1618
Adj Flow Rate, veh/h	2453	0
Peak Hour Factor	0.96	0.96
Percent Heavy Veh, %	2	19
Cap, veh/h	2500	
Arrive On Green	1.00	0.00
Sat Flow, veh/h	3554	1372
Grp Volume(v), veh/h	2453	0
Grp Sat Flow(s),veh/h/ln	1777	1372
Q Serve(g_s), s	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2500	
V/C Ratio(X)	0.98	
Avail Cap(c_a), veh/h	2500	
HCM Platoon Ratio	2.00	2.00
Upstream Filter(I)	0.17	0.00
Uniform Delay (d), s/veh	0.0	0.0
Incr Delay (d2), s/veh	4.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	4.2	0.0
LnGrp LOS	A	
Approach Vol, veh/h	2609	
Approach Delay, s/veh	6.1	
Approach LOS	A	
Timer - Assigned Phs		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	215	15	195	50	5	55	180	1490	65	5	55	2290
Future Volume (vph)	215	15	195	50	5	55	180	1490	65	5	55	2290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		125	25		75	300		650		250	
Storage Lanes	1		1	1		0	1		1		1	
Taper Length (ft)	50			50			125				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt			0.850		0.862				0.850			
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1805	1900	1599	1805	1638	0	1787	3505	1615	0	1805	3539
Flt Permitted	0.632			0.747			0.043				0.124	
Satd. Flow (perm)	1201	1900	1599	1419	1638	0	81	3505	1615	0	236	3539
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			106		57				70			
Link Speed (mph)		25			25			45				45
Link Distance (ft)		848			774			837				964
Travel Time (s)		23.1			21.1			12.7				14.6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	1%	3%	0%	0%	0%	2%
Adj. Flow (vph)	224	16	203	52	5	57	188	1552	68	5	57	2385
Shared Lane Traffic (%)												
Lane Group Flow (vph)	224	16	203	52	62	0	188	1552	68	0	62	2385
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)		12			14			20				20
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			25				45
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	9	15	
Number of Detectors	1	1	0	1	1		1	1	0	1	1	1
Detector Template										Left		
Leading Detector (ft)	40	40	0	40	40		40	336	0	20	40	336
Trailing Detector (ft)	0	0	0	0	0		0	330	0	0	0	330
Detector 1 Position(ft)	0	0	0	0	0		0	330	0	0	0	330
Detector 1 Size(ft)	40	40	20	40	40		40	6	20	20	40	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
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
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
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
Turn Type	D.P+P	NA	Perm	Perm	NA		D.P+P	NA	Perm	Perm	Perm	NA
Protected Phases	7	4			8		1	6				2
Permitted Phases	8		4	8			2		6	2	2	
Detector Phase	7	4	4	8	8		1	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0		9.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0		15.0	22.0	22.0	22.0	22.0	22.0



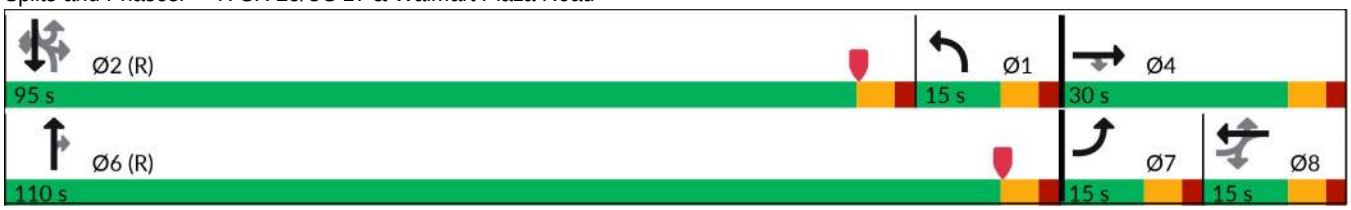
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	340
Future Volume (vph)	340
Ideal Flow (vphpl)	1900
Storage Length (ft)	200
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1599
Flt Permitted	
Satd. Flow (perm)	1599
Right Turn on Red	Yes
Satd. Flow (RTOR)	185
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.96
Heavy Vehicles (%)	1%
Adj. Flow (vph)	354
Shared Lane Traffic (%)	
Lane Group Flow (vph)	354
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	0
Detector Template	
Leading Detector (ft)	0
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
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	16.0
Minimum Split (s)	22.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Total Split (s)	15.0	30.0	30.0	15.0	15.0		15.0	110.0	110.0	95.0	95.0	95.0
Total Split (%)	10.7%	21.4%	21.4%	10.7%	10.7%		10.7%	78.6%	78.6%	67.9%	67.9%	67.9%
Maximum Green (s)	9.0	24.0	24.0	9.0	9.0		9.0	104.0	104.0	89.0	89.0	89.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5		-2.5	-1.5	-1.5		-2.5	-1.5
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	4.5	4.5		3.5	4.5
Lead/Lag	Lead			Lag	Lag		Lag			Lead	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	5.0	5.0	5.0	5.0	5.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	20.7	23.5	23.5	11.5	11.5		106.0	108.5	108.5		94.5	93.5
Actuated g/C Ratio	0.15	0.17	0.17	0.08	0.08		0.76	0.78	0.78		0.68	0.67
v/c Ratio	0.99	0.05	0.57	0.45	0.33		0.94	0.57	0.05		0.39	1.01
Control Delay (s/veh)	112.8	47.1	30.8	74.1	21.8		59.7	1.1	0.0		19.5	39.6
Queue Delay	0.0	0.0	0.1	0.0	0.0		0.0	0.1	0.0		0.0	35.3
Total Delay (s/veh)	112.8	47.1	30.9	74.1	21.8		59.7	1.2	0.0		19.5	74.9
LOS	F	D	C	E	C		E	A	A		B	E
Approach Delay (s/veh)		72.9			45.7			7.3				65.2
Approach LOS		E			D			A				E
Queue Length 50th (ft)	191	12	78	46	4		132	41	0		31	~1227
Queue Length 95th (ft)	#266	34	162	92	51		m#162	m38	m0		m35	m#1264
Internal Link Dist (ft)		768			694			757				884
Turn Bay Length (ft)	275		125	25			300		650		250	
Base Capacity (vph)	226	359	388	116	186		201	2716	1267		159	2363
Starvation Cap Reductn	0	0	0	0	0		0	253	0		0	0
Spillback Cap Reductn	0	0	11	0	0		0	0	0		0	383
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0
Reduced v/c Ratio	0.99	0.04	0.54	0.45	0.33		0.94	0.63	0.05		0.39	1.20

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 18 (13%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay (s/veh): 45.1		Intersection LOS: D	
Intersection Capacity Utilization 102.3%		ICU Level of Service G	
Analysis Period (min) 15			
~ 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.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 7: SR 25/US 17 & Walmart Plaza Road





Lane Group	SBR
Total Split (s)	95.0
Total Split (%)	67.9%
Maximum Green (s)	89.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-1.5
Total Lost Time (s)	4.5
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	5.0
Recall Mode	C-Max
Act Effct Green (s)	93.5
Actuated g/C Ratio	0.67
v/c Ratio	0.31
Control Delay (s/veh)	7.7
Queue Delay	0.0
Total Delay (s/veh)	7.7
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	93
Queue Length 95th (ft)	m109
Internal Link Dist (ft)	
Turn Bay Length (ft)	200
Base Capacity (vph)	1129
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.31

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	215	15	195	50	5	55	180	1490	65	5	55	2290
Future Volume (veh/h)	215	15	195	50	5	55	180	1490	65	5	55	2290
Initial Q (Qb), veh	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	
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
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1900	1900	1885	1900	1900	1900	1885	1856	1900		1900	1870
Adj Flow Rate, veh/h	224	16	0	52	5	0	188	1552	0		57	2385
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96		0.96	0.96
Percent Heavy Veh, %	0	0	1	0	0	0	1	3	0		0	2
Cap, veh/h	309	352		163	149		207	2670			272	2297
Arrive On Green	0.08	0.19	0.00	0.08	0.08	0.00	0.17	1.00	0.00		0.65	0.65
Sat Flow, veh/h	1810	1900	1598	1419	1900	0	1795	3526	1610		338	3554
Grp Volume(v), veh/h	224	16	0	52	5	0	188	1552	0		57	2385
Grp Sat Flow(s),veh/h/ln	1810	1900	1598	1419	1900	0	1795	1763	1610		338	1777
Q Serve(g_s), s	11.5	1.0	0.0	4.9	0.3	0.0	10.2	0.0	0.0		9.8	90.5
Cycle Q Clear(g_c), s	11.5	1.0	0.0	4.9	0.3	0.0	10.2	0.0	0.0		9.8	90.5
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00		1.00	
Lane Grp Cap(c), veh/h	309	352		163	149		207	2670			272	2297
V/C Ratio(X)	0.73	0.05		0.32	0.03		0.91	0.58			0.21	1.04
Avail Cap(c_a), veh/h	309	360		168	156		207	2670			272	2297
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00		1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.39	0.39	0.00		1.00	1.00
Uniform Delay (d), s/veh	56.6	46.8	0.0	61.7	59.6	0.0	55.8	0.0	0.0		10.1	24.8
Incr Delay (d2), s/veh	8.2	0.1	0.0	1.1	0.1	0.0	19.7	0.4	0.0		1.7	29.6
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
%ile BackOfQ(50%),veh/ln	2.7	0.5	0.0	1.8	0.2	0.0	6.9	0.1	0.0		0.8	42.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	64.8	46.9	0.0	62.8	59.7	0.0	75.5	0.4	0.0		11.8	54.3
LnGrp LOS	E	D		E	E		E	A			B	F
Approach Vol, veh/h		240			57			1740				2442
Approach Delay, s/veh		63.6			62.6			8.5				53.3
Approach LOS		E			E			A				D

Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	15.5	95.0		29.5		110.5	15.0	14.5				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	89.0		24.0		104.0	9.0	9.0				
Max Q Clear Time (g_c+I1), s	12.2	92.5		3.0		2.0	13.5	6.9				
Green Ext Time (p_c), s	0.0	0.0		0.0		89.3	0.0	0.0				

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		36.6
HCM 6th LOS		D

Notes

User approved ignoring U-Turning movement.

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



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	340
Future Volume (veh/h)	340
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1885
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.96
Percent Heavy Veh, %	1
Cap, veh/h	
Arrive On Green	0.00
Sat Flow, veh/h	1598
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1598
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	20	5	100	5	5	5	5	35	1720	5	15	2580
Future Volume (vph)	20	5	100	5	5	5	5	35	1720	5	15	2580
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		75		500		100	275	
Storage Lanes	0		1	0		1		1		1	1	
Taper Length (ft)	25			25				125			100	
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			0.976			0.950			0.950	
Satd. Flow (prot)	0	1826	1615	0	1854	1615	0	1743	3505	1615	1805	3539
Flt Permitted		0.961			0.976			0.950			0.950	
Satd. Flow (perm)	0	1826	1615	0	1854	1615	0	1743	3505	1615	1805	3539
Link Speed (mph)		25			30				45			45
Link Distance (ft)		691			1032				964			1323
Travel Time (s)		18.8			23.5				14.6			20.0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	4%	3%	0%	0%	2%
Adj. Flow (vph)	22	5	108	5	5	5	5	38	1849	5	16	2774
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	108	0	10	5	0	43	1849	5	16	2774
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				20			20
Link Offset(ft)		15			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	
Sign Control		Stop			Stop				Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 90.8%		ICU Level of Service E	
Analysis Period (min) 15			



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	45
Future Volume (vph)	45
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)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.93
Heavy Vehicles (%)	0%
Adj. Flow (vph)	48
Shared Lane Traffic (%)	
Lane Group Flow (vph)	48
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
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	20	5	100	5	5	5	5	35	1720	5	15	2580	45
Future Vol, veh/h	20	5	100	5	5	5	5	35	1720	5	15	2580	45
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	-	-	None
Storage Length	-	-	50	-	-	75	-	500	-	100	275	-	150
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	4	3	0	0	2	0
Mvmt Flow	22	5	108	5	5	5	5	38	1849	5	16	2774	48

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	3819	4746	1387	3357	4789	925	2774	2822	0	0	1854	0	0
Stage 1	2806	2806	-	1935	1935	-	-	-	-	-	-	-	-
Stage 2	1013	1940	-	1422	2854	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	6.4	4.18	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.5	2.24	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 1	~ 1	135	~ 3	~ 1	275	23	129	-	-	331	-	-
Stage 1	~ 19	40	-	69	114	-	-	-	-	-	-	-	-
Stage 2	260	113	-	146	38	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	-	0	135	-	0	275	36	~ 36	-	-	331	-	-
Mov Cap-2 Maneuver	~ -74	~ -25	-	~ -23	0	-	-	-	-	-	-	-	-
Stage 1	~ 19	38	-	69	0	-	-	-	-	-	-	-	-
Stage 2	-	0	-	24	36	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v			8.6	0.1
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	~ 36	-	-	-	135	-	275	331	-	-
HCM Lane V/C Ratio	1.195	-	-	-	0.796	-	0.02	0.049	-	-
HCM Control Delay (s/veh)	$ 381	-	-	-	93.8	-	18.4	16.4	-	-
HCM Lane LOS	F	-	-	-	F	-	C	C	-	-
HCM 95th %tile Q (veh)	4.5	-	-	-	4.9	-	0.1	0.2	-	-

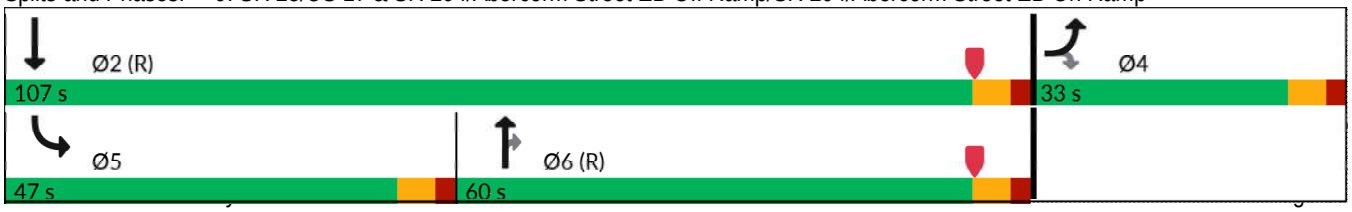
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	625	0	225	0	0	0	0	990	755	995	2415	0
Future Volume (vph)	625	0	225	0	0	0	0	990	755	995	2415	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		75	0		0	0		675	180		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	100			25			25			100		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3155	0	1455	0	0	0	0	3505	1568	3400	3505	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	3155	0	1455	0	0	0	0	3505	1568	3400	3505	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			70						440			
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1603			976			1323			972	
Travel Time (s)		24.3			14.8			20.0			14.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	11%	0%	11%	0%	0%	0%	0%	3%	3%	3%	3%	0%
Adj. Flow (vph)	658	0	237	0	0	0	0	1042	795	1047	2542	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	658	0	237	0	0	0	0	1042	795	1047	2542	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)		24			24			35			44	
Link Offset(ft)		0			25			0			0	
Crosswalk Width(ft)		16			16			16			40	
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		0					1	0	1	1	
Detector Template												
Leading Detector (ft)	40		0					336	0	40	336	
Trailing Detector (ft)	0		0					330	0	0	330	
Detector 1 Position(ft)	0		0					330	0	0	330	
Detector 1 Size(ft)	40		20					6	20	40	6	
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	
Turn Type	Prot		Perm					NA	Perm	Prot	NA	
Protected Phases	4							6		5	2	
Permitted Phases			4						6			
Detector Phase	4		4					6	6	5	2	
Switch Phase												
Minimum Initial (s)	9.0		9.0					16.0	16.0	9.0	16.0	
Minimum Split (s)	16.0		16.0					22.0	22.0	15.0	22.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	33.0		33.0					60.0	60.0	47.0	107.0	
Total Split (%)	23.6%		23.6%					42.9%	42.9%	33.6%	76.4%	
Maximum Green (s)	27.0		27.0					54.0	54.0	41.0	101.0	
Yellow Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-3.0		-3.0					-1.5	-1.5	-3.0	-1.5	
Total Lost Time (s)	3.0		3.0					4.5	4.5	3.0	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					5.0	5.0	3.0	5.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	30.0		30.0					55.5	55.5	44.0	102.5	
Actuated g/C Ratio	0.21		0.21					0.40	0.40	0.31	0.73	
v/c Ratio	0.97		0.65					0.75	0.90	0.98	0.99	
Control Delay (s/veh)	83.0		44.1					28.9	20.2	84.9	14.5	
Queue Delay	0.0		0.0					0.0	0.0	0.0	15.5	
Total Delay (s/veh)	83.0		44.1					28.9	20.2	84.9	30.0	
LOS	F		D					C	C	F	C	
Approach Delay (s/veh)		72.7						25.1			46.0	
Approach LOS		E						C			D	
Queue Length 50th (ft)	309		141					270	83	508	595	
Queue Length 95th (ft)	#435		238					m401	m#212	m394	m345	
Internal Link Dist (ft)		1523			896			1243			892	
Turn Bay Length (ft)	400		75						675	180		
Base Capacity (vph)	676		366					1389	887	1068	2566	
Starvation Cap Reductn	0		0					0	0	0	126	
Spillback Cap Reductn	0		0					0	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.97		0.65					0.75	0.90	0.98	1.04	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 42 (30%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay (s/veh): 43.7		Intersection LOS: D	
Intersection Capacity Utilization 108.5%		ICU Level of Service G	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 9: SR 25/US 17 & SR 204/Abercorm Street EB Off Ramp/SR 204/Abercorm Street EB On Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	625	0	225	0	0	0	0	990	755	995	2415	0
Future Volume (veh/h)	625	0	225	0	0	0	0	990	755	995	2415	0
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1737	0	1737				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	658	0	0				0	1042	0	1047	2542	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	11	0	11				0	3	3	3	3	0
Cap, veh/h	688	0					0	1398		1077	2581	0
Arrive On Green	0.21	0.00	0.00				0.00	0.53	0.00	0.42	0.97	0.00
Sat Flow, veh/h	3209	0	1472				0	3618	1572	3428	3618	0
Grp Volume(v), veh/h	658	0	0				0	1042	0	1047	2542	0
Grp Sat Flow(s),veh/h/ln	1605	0	1472				0	1763	1572	1714	1763	0
Q Serve(g_s), s	28.4	0.0	0.0				0.0	32.2	0.0	41.9	64.6	0.0
Cycle Q Clear(g_c), s	28.4	0.0	0.0				0.0	32.2	0.0	41.9	64.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	688	0					0	1398		1077	2581	0
V/C Ratio(X)	0.96	0.00					0.00	0.75		0.97	0.98	0.00
Avail Cap(c_a), veh/h	688	0					0	1398		1077	2581	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	1.33	1.33	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	54.4	0.0	0.0				0.0	27.6	0.0	40.1	1.3	0.0
Incr Delay (d2), s/veh	24.1	0.0	0.0				0.0	3.7	0.0	3.8	2.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.5	0.0	0.0				0.0	12.4	0.0	16.3	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.5	0.0	0.0				0.0	31.2	0.0	43.9	4.2	0.0
LnGrp LOS	E							C		D	A	
Approach Vol, veh/h		658						1042			3589	
Approach Delay, s/veh		78.5						31.2			15.8	
Approach LOS		E						C			B	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		107.0		33.0	47.0	60.0						
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0						
Max Green Setting (Gmax), s		101.0		27.0	41.0	54.0						
Max Q Clear Time (g_c+I1), s		66.6		30.4	43.9	34.2						
Green Ext Time (p_c), s		34.4		0.0	0.0	16.8						

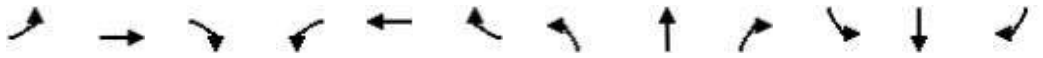
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			26.6									
HCM 6th LOS			C									

Notes

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	1050	0	960	95	1520	0	0	2360	525
Future Volume (vph)	0	0	0	1050	0	960	95	1520	0	0	2360	525
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	700		700	175		0	235		550
Storage Lanes	0		0	1		1	1		0	1		1
Taper Length (ft)	25			225			150			100		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	3155	0	1455	1752	3505	0	0	5036	1568
Flt Permitted				0.950			0.073					
Satd. Flow (perm)	0	0	0	3155	0	1455	135	3505	0	0	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						70						541
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1151			1527			972			766	
Travel Time (s)		17.4			23.1			14.7			11.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	11%	0%	11%	3%	3%	0%	0%	3%	3%
Adj. Flow (vph)	0	0	0	1082	0	990	98	1567	0	0	2433	541
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	1082	0	990	98	1567	0	0	2433	541
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)		24			24			32			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			45			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		1	1	2			2	1
Detector Template				Left		Right						
Leading Detector (ft)				20		20	40	336			336	40
Trailing Detector (ft)				0		0	0	0			0	0
Detector 1 Position(ft)				0		0	0	330			330	0
Detector 1 Size(ft)				20		20	40	6			6	40
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)								0			0	
Detector 2 Size(ft)								0			0	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	
Turn Type				Prot		Perm	D.P+P	NA			NA	Perm
Protected Phases				8			1	6			2	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases						8	2					2
Detector Phase				8		8	1	6			2	2
Switch Phase												
Minimum Initial (s)				9.0		9.0	9.0	16.0			16.0	16.0
Minimum Split (s)				15.0		15.0	15.0	22.0			22.0	22.0
Total Split (s)				67.0		67.0	15.0	73.0			58.0	58.0
Total Split (%)				47.9%		47.9%	10.7%	52.1%			41.4%	41.4%
Maximum Green (s)				61.0		61.0	9.0	67.0			52.0	52.0
Yellow Time (s)				4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)				2.0		2.0	2.0	2.0			2.0	2.0
Lost Time Adjust (s)				-3.0		-3.0	-2.5	-1.5			-1.5	-1.5
Total Lost Time (s)				3.0		3.0	3.5	4.5			4.5	4.5
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	5.0			5.0	5.0
Recall Mode				None		None	None	C-Max			C-Max	C-Max
Act Effct Green (s)				64.0		64.0	66.0	68.5			53.5	53.5
Actuated g/C Ratio				0.46		0.46	0.47	0.49			0.38	0.38
v/c Ratio				0.75		1.41	0.50	0.91			1.26	0.58
Control Delay (s/veh)				35.5		221.7	23.1	36.8			151.5	0.9
Queue Delay				0.0		0.0	0.0	0.0			0.0	0.2
Total Delay (s/veh)				35.5		221.7	23.1	36.8			151.6	1.2
LOS				D		F	C	D			F	A
Approach Delay (s/veh)					124.5			36.0			124.2	
Approach LOS					F			D			F	
Queue Length 50th (ft)				412		~1177	38	425			~1009	0
Queue Length 95th (ft)				498		#1440	m53	m492			m#947	m0
Internal Link Dist (ft)		1071			1447			892			686	
Turn Bay Length (ft)				700		700	175					550
Base Capacity (vph)				1442		703	196	1714			1924	933
Starvation Cap Reductn				0		0	0	0			0	65
Spillback Cap Reductn				0		0	0	0			29	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.75		1.41	0.50	0.91			1.28	0.62

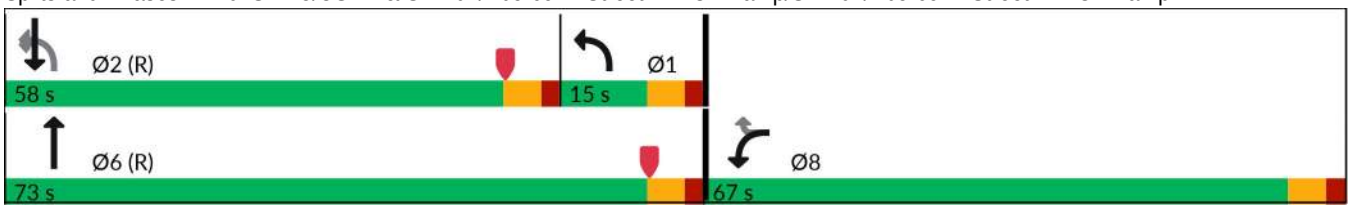
Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 30 (21%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.41			
Intersection Signal Delay (s/veh): 102.4		Intersection LOS: F	
Intersection Capacity Utilization 108.5%		ICU Level of Service G	
Analysis Period (min) 15			

~ 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.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: SR 25/US 17 & SR 204/Abercorm Street WB On Ramp/SR 204/Abercorm Street WB Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	1050	0	960	95	1520	0	0	2360	525
Future Volume (veh/h)	0	0	0	1050	0	960	95	1520	0	0	2360	525
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1737	0	1737	1856	1856	0	0	1856	1856
Adj Flow Rate, veh/h				1082	0	0	98	1567	0	0	2433	541
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				11	0	11	3	3	0	0	3	3
Cap, veh/h				1217	0		335	1999	0	0	1936	601
Arrive On Green				0.38	0.00	0.00	0.32	1.00	0.00	0.00	0.76	0.76
Sat Flow, veh/h				3209	0	1472	1767	3618	0	0	5233	1572
Grp Volume(v), veh/h				1082	0	0	98	1567	0	0	2433	541
Grp Sat Flow(s),veh/h/ln				1605	0	1472	1767	1763	0	0	1689	1572
Q Serve(g_s), s				44.2	0.0	0.0	1.3	0.0	0.0	0.0	53.5	36.4
Cycle Q Clear(g_c), s				44.2	0.0	0.0	1.3	0.0	0.0	0.0	53.5	36.4
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1217	0		335	1999	0	0	1936	601
V/C Ratio(X)				0.89	0.00		0.29	0.78	0.00	0.00	1.26	0.90
Avail Cap(c_a), veh/h				1467	0		335	1999	0	0	1936	601
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	0.00	0.44	0.44	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh				40.7	0.0	0.0	40.1	0.0	0.0	0.0	16.5	14.5
Incr Delay (d2), s/veh				6.2	0.0	0.0	0.2	1.4	0.0	0.0	116.0	2.3
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				17.8	0.0	0.0	2.3	0.4	0.0	0.0	26.7	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				46.9	0.0	0.0	40.3	1.4	0.0	0.0	132.5	16.8
LnGrp LOS				D			D	A			F	B
Approach Vol, veh/h					1082			1665			2974	
Approach Delay, s/veh					46.9			3.7			111.4	
Approach LOS					D			A			F	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	25.9	58.0				83.9		56.1				
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0				
Max Green Setting (Gmax), s	9.0	52.0				67.0		61.0				
Max Q Clear Time (g_c+I1), s	3.3	55.5				2.0		46.2				
Green Ext Time (p_c), s	0.1	0.0				59.7		3.9				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			67.9									
HCM 6th LOS			E									

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	680	20	1245	5	5	10	1095	1385	5	5	1640	725
Future Volume (vph)	680	20	1245	5	5	10	1095	1385	5	5	1640	725
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	0		0	500		0	250		225
Storage Lanes	1		1	0		0	2		0	1		1
Taper Length (ft)	100			25			100			100		
Lane Util. Factor	0.95	0.95	0.88	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.932			0.999				0.850
Flt Protected	0.950	0.955			0.988		0.950			0.950		
Satd. Flow (prot)	1588	1603	2814	0	1750	0	3502	3502	0	1805	3505	1538
Flt Permitted	0.950	0.955			0.795		0.950			0.089		
Satd. Flow (perm)	1588	1603	2814	0	1408	0	3502	3502	0	169	3505	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			269		10			1				218
Link Speed (mph)		45			30			45			45	
Link Distance (ft)		1448			458			766			593	
Travel Time (s)		21.9			10.4			11.6			9.0	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	8%	0%	1%	0%	0%	0%	0%	3%	0%	0%	3%	5%
Adj. Flow (vph)	687	20	1258	5	5	10	1106	1399	5	5	1657	732
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	350	357	1258	0	20	0	1106	1404	0	5	1657	732
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			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			35			35	
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	1	2		1	2		1	2	1
Detector Template				Left								
Leading Detector (ft)	40	40	40	20	40		40	336		40	336	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	330		0	330	0
Detector 1 Size(ft)	40	40	40	20	40		40	6		40	6	40
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)		0			0			0			0	
Detector 2 Size(ft)		0			0			0			0	
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	Split	NA	pt+ov	Perm	NA		Prot	NA		Perm	NA	pm+ov
Protected Phases	4	4	4 5		8		5	2			6	4



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				8						6		6
Detector Phase	4	4	4 5	8	8		5	2		6	6	4
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		9.0	16.0		16.0	16.0	9.0
Minimum Split (s)	15.0	15.0		15.0	15.0		15.0	22.0		22.0	22.0	15.0
Total Split (s)	31.0	31.0		15.0	15.0		38.0	94.0		56.0	56.0	31.0
Total Split (%)	22.1%	22.1%		10.7%	10.7%		27.1%	67.1%		40.0%	40.0%	22.1%
Maximum Green (s)	25.0	25.0		9.0	9.0		32.0	88.0		50.0	50.0	25.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	0.0			0.0		-2.5	-3.0		0.0	-3.0	-3.0
Total Lost Time (s)	3.0	6.0			6.0		3.5	3.0		6.0	3.0	3.0
Lead/Lag							Lag			Lead	Lead	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	5.0		5.0	5.0	3.0
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	None
Act Effct Green (s)	28.0	25.0	66.0		9.0		34.5	97.0		56.0	59.0	88.2
Actuated g/C Ratio	0.20	0.18	0.47		0.06		0.25	0.69		0.40	0.42	0.63
v/c Ratio	1.10	1.25	0.86		0.20		1.28	0.58		0.07	1.12	0.70
Control Delay (s/veh)	132.2	183.7	32.4		45.3		165.3	7.0		22.6	85.6	7.8
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.3		0.0	0.0	0.0
Total Delay (s/veh)	132.2	183.7	32.4		45.3		165.3	7.3		22.6	85.6	7.8
LOS	F	F	C		D		F	A		C	F	A
Approach Delay (s/veh)		77.7			45.3			76.9			61.7	
Approach LOS		E			D			E			E	
Queue Length 50th (ft)	~380	~425	468		9		~667	234		2	~983	190
Queue Length 95th (ft)	#589	#637	590		37		m#596	m216		m3	m#949	m185
Internal Link Dist (ft)		1368			378			686			513	
Turn Bay Length (ft)	150		150				500			250		225
Base Capacity (vph)	317	286	1468		99		862	2426		67	1476	1049
Starvation Cap Reductn	0	0	0		0		0	389		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	1.10	1.25	0.86		0.20		1.28	0.69		0.07	1.12	0.70

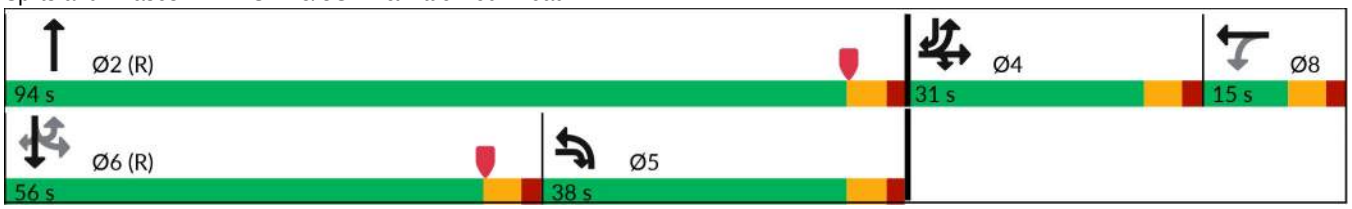
Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 17 (12%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.28			
Intersection Signal Delay (s/veh): 71.7		Intersection LOS: E	
Intersection Capacity Utilization 114.3%		ICU Level of Service H	
Analysis Period (min) 15			

~ 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.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: SR 25/US 17 & Little Neck Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	680	20	1245	5	5	10	1095	1385	5	5	1640	725
Future Volume (veh/h)	680	20	1245	5	5	10	1095	1385	5	5	1640	725
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1900	1885	1900	1900	1900	1900	1856	1900	1900	1856	1826
Adj Flow Rate, veh/h	701	0	1258	5	5	10	1106	1399	5	5	1657	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	8	0	1	0	0	0	0	3	0	0	3	5
Cap, veh/h	679	0	1532	15	15	30	969	2448	9	191	1335	
Arrive On Green	0.20	0.00	0.20	0.03	0.03	0.03	0.55	1.00	1.00	0.36	0.38	0.00
Sat Flow, veh/h	3393	0	3195	431	431	862	3510	3603	13	390	3526	1547
Grp Volume(v), veh/h	701	0	1258	20	0	0	1106	684	720	5	1657	0
Grp Sat Flow(s),veh/h/ln	1697	0	1598	1723	0	0	1755	1763	1853	390	1763	1547
Q Serve(g_s), s	28.0	0.0	8.2	1.6	0.0	0.0	38.6	0.0	0.0	1.2	53.0	0.0
Cycle Q Clear(g_c), s	28.0	0.0	8.2	1.6	0.0	0.0	38.6	0.0	0.0	1.2	53.0	0.0
Prop In Lane	1.00		1.00	0.25		0.50	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	679	0	1532	60	0	0	969	1198	1259	191	1335	
V/C Ratio(X)	1.03	0.00	0.82	0.33	0.00	0.00	1.14	0.57	0.57	0.03	1.24	
Avail Cap(c_a), veh/h	679	0	1532	111	0	0	969	1198	1259	191	1335	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.09	0.09	0.09	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.0	0.0	31.3	66.0	0.0	0.0	31.4	0.0	0.0	29.3	43.5	0.0
Incr Delay (d2), s/veh	43.3	0.0	3.7	3.2	0.0	0.0	65.1	0.2	0.2	0.3	115.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.7	0.0	18.8	0.8	0.0	0.0	19.9	0.1	0.1	0.1	43.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	99.3	0.0	35.0	69.2	0.0	0.0	96.4	0.2	0.2	29.6	158.7	0.0
LnGrp LOS	F		C	E			F	A	A	C	F	
Approach Vol, veh/h		1959			20			2510			1662	
Approach Delay, s/veh		58.0			69.2			42.6			158.3	
Approach LOS		E			E			D			F	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		98.1		31.0	42.1	56.0		10.9				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		88.0		25.0	32.0	50.0		9.0				
Max Q Clear Time (g_c+I1), s		2.0		30.0	40.6	55.0		3.6				
Green Ext Time (p_c), s		72.1		0.0	0.0	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay, s/veh	78.9	
HCM 6th LOS	E	

Notes

User approved volume balancing among the lanes for turning movement.

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

Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	5	10	30	2040	5	5	5	2335
Future Volume (vph)	5	10	30	2040	5	5	5	2335
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150		0		125	
Storage Lanes	1	0	1		0		1	
Taper Length (ft)	25		150				150	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95
Frt	0.910							
Flt Protected	0.984		0.950				0.950	
Satd. Flow (prot)	1492	0	1805	3503	0	0	1805	3505
Flt Permitted	0.984		0.950				0.950	
Satd. Flow (perm)	1492	0	1805	3503	0	0	1805	3505
Link Speed (mph)	30			45				45
Link Distance (ft)	1197			593				2345
Travel Time (s)	27.2			9.0				35.5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	20%	11%	0%	3%	20%	0%	0%	3%
Adj. Flow (vph)	5	10	31	2125	5	5	5	2432
Shared Lane Traffic (%)								
Lane Group Flow (vph)	15	0	31	2130	0	0	10	2432
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	R NA	Left	Left
Median Width(ft)	12			40				40
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)	15	9	9		9	9	15	
Sign Control	Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	74.5%	ICU Level of Service	D
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Vol, veh/h	5	10	30	2040	5	5	5	2335
Future Vol, veh/h	5	10	30	2040	5	5	5	2335
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	150	-	-	-	125	-
Veh in Median Storage, #	1	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	96	96	96	96	96	96	96	96
Heavy Vehicles, %	20	11	0	3	20	0	0	3
Mvmt Flow	5	10	31	2125	5	5	5	2432

Major/Minor	Minor1		Major1			Major2		
Conflicting Flow All	3426	1065	2432	0	0	2130	2130	0
Stage 1	2190	-	-	-	-	-	-	-
Stage 2	1236	-	-	-	-	-	-	-
Critical Hdwy	7.2	7.12	6.4	-	-	6.4	4.1	-
Critical Hdwy Stg 1	6.2	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	-	-	-	-	-	-	-
Follow-up Hdwy	3.7	3.41	2.5	-	-	2.5	2.2	-
Pot Cap-1 Maneuver	~ 4	204	40	-	-	63	259	-
Stage 1	56	-	-	-	-	-	-	-
Stage 2	204	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	~ 1	204	40	-	-	97	97	-
Mov Cap-2 Maneuver	11	-	-	-	-	-	-	-
Stage 1	13	-	-	-	-	-	-	-
Stage 2	183	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	216.6	3.3	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	40	-	-	30	97	-
HCM Lane V/C Ratio	0.781	-	-	0.521	0.107	-
HCM Control Delay (s/veh)	230.3	-	-	216.6	46.3	-
HCM Lane LOS	F	-	-	F	E	-
HCM 95th %tile Q (veh)	2.9	-	-	1.7	0.4	-

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



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	35	40	60	1995	60	2305	60
Future Volume (vph)	35	40	60	1995	60	2305	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	100	175		100		200
Storage Lanes	1	1	1		1		1
Taper Length (ft)	25		150		150		
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	1.00
Frt		0.850					0.850
Flt Protected	0.950		0.950		0.950		
Satd. Flow (prot)	1719	1615	1805	3471	1805	3505	1568
Flt Permitted	0.950		0.950		0.950		
Satd. Flow (perm)	1719	1615	1805	3471	1805	3505	1568
Link Speed (mph)	25			45		45	
Link Distance (ft)	1168			1309		778	
Travel Time (s)	31.9			19.8		11.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	0%	0%	4%	0%	3%	3%
Adj. Flow (vph)	36	42	63	2078	63	2401	63
Shared Lane Traffic (%)							
Lane Group Flow (vph)	36	42	63	2078	63	2401	63
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	24			22		22	
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	73.7%	ICU Level of Service	D
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	35	40	60	1995	60	2305	60
Future Vol, veh/h	35	40	60	1995	60	2305	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	-	Yield
Storage Length	0	100	175	-	100	-	200
Veh in Median Storage, #	1	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96
Heavy Vehicles, %	5	0	0	4	0	3	3
Mvmt Flow	36	42	63	2078	63	2401	63

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	3692	1201	2401	0	2078	-	0
Stage 1	2527	-	-	-	-	-	-
Stage 2	1165	-	-	-	-	-	-
Critical Hdwy	6.9	6.9	4.1	-	6.4	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-	-
Follow-up Hdwy	3.55	3.3	2.2	-	2.5	-	-
Pot Cap-1 Maneuver	~ 3	180	203	-	68	-	-
Stage 1	44	-	-	-	-	-	-
Stage 2	253	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	0	180	203	-	68	-	-
Mov Cap-2 Maneuver	86	-	-	-	-	-	-
Stage 1	~ 30	-	-	-	-	-	-
Stage 2	~ 19	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	51.3	0.9	4.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBU	SBT	SBR
Capacity (veh/h)	203	-	86	180	68	-	-
HCM Lane V/C Ratio	0.308	-	0.424	0.231	0.919	-	-
HCM Control Delay (s/veh)	30.4	-	74.7	30.9	188.8	-	-
HCM Lane LOS	D	-	F	D	F	-	-
HCM 95th %tile Q (veh)	1.2	-	1.7	0.9	4.5	-	-

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	110	0	0	65	60	1970	60	15	80	2315
Future Volume (vph)	0	0	110	0	0	65	60	1970	60	15	80	2315
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	250		175		150	
Storage Lanes	0		1	0		1	1		1		1	
Taper Length (ft)	25			25			100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt			0.865			0.865			0.850			
Flt Protected							0.950				0.950	
Satd. Flow (prot)	0	0	1580	0	0	1536	1805	3471	1509	0	1805	3505
Flt Permitted							0.950				0.950	
Satd. Flow (perm)	0	0	1580	0	0	1536	1805	3471	1509	0	1805	3505
Link Speed (mph)		25			25			45				45
Link Distance (ft)		951			1550			778				844
Travel Time (s)		25.9			42.3			11.8				12.8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	4%	0%	0%	7%	0%	4%	7%	0%	0%	3%
Adj. Flow (vph)	0	0	112	0	0	66	61	2010	61	15	82	2362
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	112	0	0	66	61	2010	61	0	97	2362
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)		12			0			22				22
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	9	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 77.5%		ICU Level of Service D	
Analysis Period (min) 15			



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	95
Future Volume (vph)	95
Ideal Flow (vphpl)	1900
Storage Length (ft)	225
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	0.98
Heavy Vehicles (%)	2%
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
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	110	0	0	65	60	1970	60	15	80	2315	95
Future Vol, veh/h	0	0	110	0	0	65	60	1970	60	15	80	2315	95
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	-	-	Stop	-	-	Stop	-	-	Yield	-	-	-	Yield
Storage Length	-	-	0	-	-	0	250	-	175	-	150	-	225
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	4	0	0	7	0	4	7	0	0	3	2
Mvmt Flow	0	0	112	0	0	66	61	2010	61	15	82	2362	97

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	-	-	1181	-	-	1005	2362	0	0	2010	2010	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.98	-	-	7.04	4.1	-	-	6.4	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.34	-	-	3.37	2.2	-	-	2.5	2.2	-	-
Pot Cap-1 Maneuver	0	0	180	0	0	231	210	-	-	75	288	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	-	-	180	-	-	231	210	-	-	171	171	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	53.4	26.7	0.8	1.9
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	210	-	-	180	231	171	-	-
HCM Lane V/C Ratio	0.292	-	-	0.624	0.287	0.567	-	-
HCM Control Delay (s/veh)	29	-	-	53.4	26.7	50.5	-	-
HCM Lane LOS	D	-	-	F	D	F	-	-
HCM 95th %tile Q (veh)	1.2	-	-	3.5	1.1	3	-	-

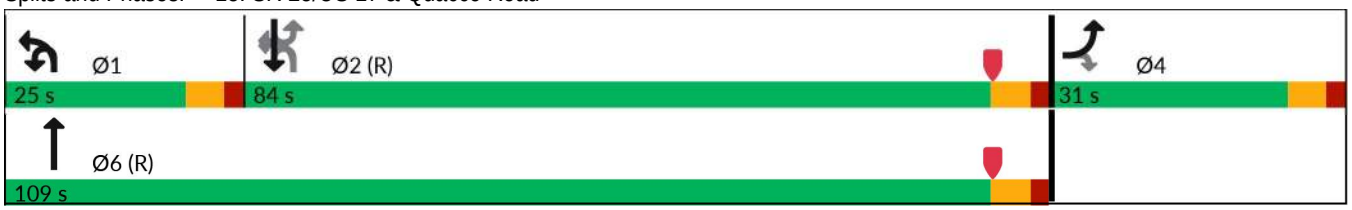
Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	435	495	15	660	1375	5	1995	740
Future Volume (vph)	435	495	15	660	1375	5	1995	740
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250	0		300		75		300
Storage Lanes	1	1		2		1		1
Taper Length (ft)	100			175		175		
Lane Util. Factor	0.97	1.00	0.95	0.97	0.95	1.00	0.95	1.00
Frt		0.850						0.850
Flt Protected	0.950			0.950		0.950		
Satd. Flow (prot)	3335	1583	0	3435	3471	1805	3505	1615
Flt Permitted	0.950			0.050		0.191		
Satd. Flow (perm)	3335	1583	0	181	3471	363	3505	1615
Right Turn on Red		Yes						Yes
Satd. Flow (RTOR)		198						543
Link Speed (mph)	40				45		45	
Link Distance (ft)	1368				844		1076	
Travel Time (s)	23.3				12.8		16.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	2%	0%	2%	4%	0%	3%	0%
Adj. Flow (vph)	444	505	15	673	1403	5	2036	755
Shared Lane Traffic (%)								
Lane Group Flow (vph)	444	505	0	688	1403	5	2036	755
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	32				32		32	
Link Offset(ft)	0				0		0	
Crosswalk Width(ft)	25				16		30	
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)	15	9	9	15		9		9
Number of Detectors	1	0	1	1	1	1	1	0
Detector Template			Left					
Leading Detector (ft)	40	0	20	40	336	40	336	0
Trailing Detector (ft)	0	0	0	0	330	0	330	0
Detector 1 Position(ft)	0	0	0	0	330	0	330	0
Detector 1 Size(ft)	40	20	20	40	6	40	6	20
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
Turn Type	Prot	Perm	D.P+P	D.P+P	NA	Perm	NA	Perm
Protected Phases	4		1	1	6		2	
Permitted Phases		4	2	2		2		2
Detector Phase	4	4	1	1	6	2	2	2
Switch Phase								
Minimum Initial (s)	9.0	9.0	9.0	9.0	16.0	16.0	16.0	16.0
Minimum Split (s)	15.0	15.0	15.0	15.0	22.0	22.0	22.0	22.0



Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Total Split (s)	31.0	31.0	25.0	25.0	109.0	84.0	84.0	84.0
Total Split (%)	22.1%	22.1%	17.9%	17.9%	77.9%	60.0%	60.0%	60.0%
Maximum Green (s)	25.0	25.0	19.0	19.0	103.0	78.0	78.0	78.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.9	-1.9		-1.4	-1.3	-1.0	-1.3	-1.3
Total Lost Time (s)	4.1	4.1		4.6	4.7	5.0	4.7	4.7
Lead/Lag			Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?			Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	26.9	26.9		99.8	104.3	79.0	79.3	79.3
Actuated g/C Ratio	0.19	0.19		0.71	0.75	0.56	0.57	0.57
v/c Ratio	0.69	1.09		1.14	0.54	0.02	1.03	0.66
Control Delay (s/veh)	59.2	99.4		118.2	7.5	4.8	25.6	0.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.2	99.4		118.2	7.5	4.8	25.6	0.3
LOS	E	F		F	A	A	C	A
Approach Delay (s/veh)	80.6				43.9		18.7	
Approach LOS	F				D		B	
Queue Length 50th (ft)	196	~361		~326	253	1	~1022	0
Queue Length 95th (ft)	257	#588		m#389	m258	m1	m151	m0
Internal Link Dist (ft)	1288				764		996	
Turn Bay Length (ft)	250			300		75		300
Base Capacity (vph)	640	464		603	2585	204	1985	1150
Starvation Cap Reductn	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0
Reduced v/c Ratio	0.69	1.09		1.14	0.54	0.02	1.03	0.66

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 60 (43%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.14			
Intersection Signal Delay (s/veh): 37.8		Intersection LOS: D	
Intersection Capacity Utilization 116.2%		ICU Level of Service H	
Analysis Period (min) 15			
~ 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.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 15: SR 25/US 17 & Quacco Road



Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (veh/h)	435	495	15	660	1375	5	1995	740
Future Volume (veh/h)	435	495	15	660	1375	5	1995	740
Initial Q (Qb), veh	0	0		0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00				1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00
Work Zone On Approach	No				No		No	
Adj Sat Flow, veh/h/ln	1826	1870		1870	1841		1856	1900
Adj Flow Rate, veh/h	444	0		673	1403		2036	0
Peak Hour Factor	0.98	0.98		0.98	0.98		0.98	0.98
Percent Heavy Veh, %	5	2		2	4		3	0
Cap, veh/h	544			625	2713		2105	
Arrive On Green	0.16	0.00		0.15	0.78		0.60	0.00
Sat Flow, veh/h	3374	1585		3456	3589		3618	1610
Grp Volume(v), veh/h	444	0		673	1403		2036	0
Grp Sat Flow(s),veh/h/ln	1687	1585		1728	1749		1763	1610
Q Serve(g_s), s	17.8	0.0		20.4	21.0		77.1	0.0
Cycle Q Clear(g_c), s	17.8	0.0		20.4	21.0		77.1	0.0
Prop In Lane	1.00	1.00		1.00				1.00
Lane Grp Cap(c), veh/h	544			625	2713		2105	
V/C Ratio(X)	0.82			1.08	0.52		0.97	
Avail Cap(c_a), veh/h	648			625	2713		2105	
HCM Platoon Ratio	1.00	1.00		1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	1.00		1.00	0.00
Uniform Delay (d), s/veh	56.7	0.0		50.7	5.9		26.9	0.0
Incr Delay (d2), s/veh	6.8	0.0		58.2	0.7		13.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	0.0		15.8	6.3		33.0	0.0
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh	63.5	0.0		108.9	6.6		40.1	0.0
LnGrp LOS	E			F	A		D	
Approach Vol, veh/h	444				2076		2036	
Approach Delay, s/veh	63.5				39.7		40.1	
Approach LOS	E				D		D	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	25.0	88.3	26.7	113.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	78.0	25.0	103.0
Max Q Clear Time (g_c+I1), s	22.4	79.1	19.8	23.0
Green Ext Time (p_c), s	0.0	0.0	0.9	67.5

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	42.2
HCM 6th LOS	D

Notes

User approved ignoring U-Turning movement.

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

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	35	25	5	20	1785	5	2705	55
Future Volume (vph)	35	25	5	20	1785	5	2705	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0		150		100		250
Storage Lanes	1	1		1		1		1
Taper Length (ft)	125			125		175		
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt		0.850						0.850
Flt Protected	0.950			0.950		0.950		
Satd. Flow (prot)	1805	1524	0	1805	3438	1805	3539	1468
Flt Permitted	0.950			0.950		0.950		
Satd. Flow (perm)	1805	1524	0	1805	3438	1805	3539	1468
Link Speed (mph)	25				45		45	
Link Distance (ft)	1147				1076		2138	
Travel Time (s)	31.3				16.3		32.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	6%	0%	0%	5%	0%	2%	10%
Adj. Flow (vph)	36	26	5	20	1821	5	2760	56
Shared Lane Traffic (%)								
Lane Group Flow (vph)	36	26	0	25	1821	5	2760	56
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	12				22		22	
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)	15	9	9	15		9		9
Sign Control	Stop				Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	84.8%	ICU Level of Service	E
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	35	25	5	20	1785	5	2705	55
Future Vol, veh/h	35	25	5	20	1785	5	2705	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	-	Yield
Storage Length	150	0	-	150	-	100	-	250
Veh in Median Storage, #	1	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	6	0	0	5	0	2	10
Mvmt Flow	36	26	5	20	1821	5	2760	56

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	3731	1380	2760	2760	0	1821	-	0
Stage 1	2770	-	-	-	-	-	-	-
Stage 2	961	-	-	-	-	-	-	-
Critical Hdwy	6.8	7.02	6.4	4.1	-	6.4	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.36	2.5	2.2	-	2.5	-	-
Pot Cap-1 Maneuver	~ 3	129	24	146	-	100	-	-
Stage 1	~ 34	-	-	-	-	-	-	-
Stage 2	337	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	~ 2	129	62	62	-	100	-	-
Mov Cap-2 Maneuver	~ 17	-	-	-	-	-	-	-
Stage 1	~ 20	-	-	-	-	-	-	-
Stage 2	320	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	$585.8	1.4	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBU	SBT	SBR
Capacity (veh/h)	62	-	17	129	100	-	-
HCM Lane V/C Ratio	0.411	-	2.101	0.198	0.051	-	-
HCM Control Delay (s/veh)	97.7	-	$ 975.9	39.7	42.9	-	-
HCM Lane LOS	F	-	F	E	E	-	-
HCM 95th %tile Q (veh)	1.6	-	5	0.7	0.2	-	-

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



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	5	40	75	1745	5	2720	15
Future Volume (vph)	5	40	75	1745	5	2720	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	175		100		225
Storage Lanes	1	0	1		1		1
Taper Length (ft)	25		150		175		
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	1.00
Frt	0.879						0.850
Flt Protected	0.995		0.950		0.950		
Satd. Flow (prot)	1662	0	1805	3438	1805	3539	1615
Flt Permitted	0.995		0.950		0.950		
Satd. Flow (perm)	1662	0	1805	3438	1805	3539	1615
Link Speed (mph)	25			45		45	
Link Distance (ft)	865			2138		1003	
Travel Time (s)	23.6			32.4		15.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	5%	0%	2%	0%
Adj. Flow (vph)	5	42	78	1818	5	2833	16
Shared Lane Traffic (%)							
Lane Group Flow (vph)	47	0	78	1818	5	2833	16
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	12			22		22	
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 85.2%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	5	40	75	1745	5	2720	15
Future Vol, veh/h	5	40	75	1745	5	2720	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	-	Yield
Storage Length	0	-	175	-	100	-	225
Veh in Median Storage, #	1	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	5	0	2	0
Mvmt Flow	5	42	78	1818	5	2833	16

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	3908	1417	2833	0	1818	-	0
Stage 1	2843	-	-	-	-	-	-
Stage 2	1065	-	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	6.4	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	2.5	-	-
Pot Cap-1 Maneuver	~ 2	129	137	-	100	-	-
Stage 1	31	-	-	-	-	-	-
Stage 2	297	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	~ 1	129	137	-	100	-	-
Mov Cap-2 Maneuver	11	-	-	-	-	-	-
Stage 1	13	-	-	-	-	-	-
Stage 2	282	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	70.5	2.5	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	137	-	99	100	-	-
HCM Lane V/C Ratio	0.57	-	0.473	0.052	-	-
HCM Control Delay (s/veh)	61.4	-	70.5	43	-	-
HCM Lane LOS	F	-	F	E	-	-
HCM 95th %tile Q (veh)	2.9	-	2.1	0.2	-	-

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

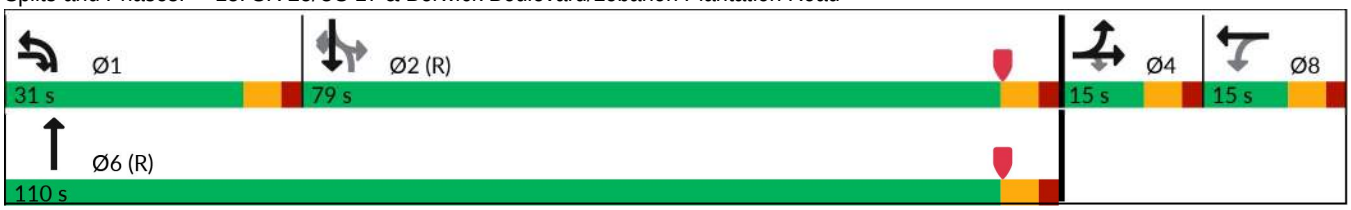
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	240	5	480	5	5	5	460	1290	5	5	2255	285
Future Volume (vph)	240	5	480	5	5	5	460	1290	5	5	2255	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	0		0	300		0	100		400
Storage Lanes	2		1	0		0	1		0	1		1
Taper Length (ft)	50			25			75			150		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.955			0.999				0.850
Flt Protected	0.950	0.954			0.984		0.950			0.950		
Satd. Flow (prot)	1681	1689	1583	0	1785	0	1770	3435	0	1805	3539	1583
Flt Permitted	0.950	0.954			0.834		0.057			0.191		
Satd. Flow (perm)	1681	1689	1583	0	1513	0	106	3435	0	363	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			111		5			1				225
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		1433			1055			1003			1476	
Travel Time (s)		27.9			28.8			15.2			22.4	
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
Heavy Vehicles (%)	2%	0%	2%	0%	0%	0%	2%	5%	0%	0%	2%	2%
Adj. Flow (vph)	261	5	522	5	5	5	500	1402	5	5	2451	310
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	133	133	522	0	15	0	500	1407	0	5	2451	310
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			0			22			22	
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	1	0	1	1		1	1		1	1	0
Detector Template				Left								
Leading Detector (ft)	40	40	0	20	20		40	336		40	336	0
Trailing Detector (ft)	0	0	0	0	0		0	330		0	330	0
Detector 1 Position(ft)	0	0	0	0	0		0	330		0	330	0
Detector 1 Size(ft)	40	40	20	20	20		40	6		40	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Turn Type	Split	NA	pm+ov	Perm	NA		D.P+P	NA		Perm	NA	Perm
Protected Phases	4	4	1		8		1	6			2	
Permitted Phases			4	8			2			2		2
Detector Phase	4	4	1	8	8		1	6		2	2	2
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0		9.0	16.0		16.0	16.0	16.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0		15.0	22.0		22.0	22.0	22.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	15.0	15.0	31.0	15.0	15.0		31.0	110.0		79.0	79.0	79.0
Total Split (%)	10.7%	10.7%	22.1%	10.7%	10.7%		22.1%	78.6%		56.4%	56.4%	56.4%
Maximum Green (s)	9.0	9.0	25.0	9.0	9.0		25.0	104.0		73.0	73.0	73.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-1.2	-1.2	-1.2		-1.2		-1.2	-1.5		-1.2	-1.5	-1.5
Total Lost Time (s)	4.8	4.8	4.8		4.8		4.8	4.5		4.8	4.5	4.5
Lead/Lag			Lead				Lead			Lag	Lag	Lag
Lead-Lag Optimize?			Yes				Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	5.0		5.0	5.0	5.0
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	C-Max
Act Effct Green (s)	10.2	10.2	48.3		10.2		109.4	114.5		74.2	74.5	74.5
Actuated g/C Ratio	0.07	0.07	0.35		0.07		0.78	0.82		0.53	0.53	0.53
v/c Ratio	1.09	1.08	0.84		0.13		1.00	0.50		0.03	1.30	0.33
Control Delay (s/veh)	166.0	163.4	46.0		49.2		73.3	7.0		10.4	163.1	2.6
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	166.0	163.4	46.0		49.2		73.3	7.0		10.4	163.1	2.6
LOS	F	F	D		D		E	A		B	F	A
Approach Delay (s/veh)		86.0			49.2			24.4			144.8	
Approach LOS		F			D			C			F	
Queue Length 50th (ft)	~143	~142	325		9		380	103		1	~1510	31
Queue Length 95th (ft)	#288	#287	#686		33		#762	425		m2	m#1592	m32
Internal Link Dist (ft)		1353			975			923			1396	
Turn Bay Length (ft)	300						300			100		400
Base Capacity (vph)	122	123	618		114		501	2809		192	1883	947
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	1.09	1.08	0.84		0.13		1.00	0.50		0.03	1.30	0.33

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 136 (97%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.30			
Intersection Signal Delay (s/veh): 94.2		Intersection LOS: F	
Intersection Capacity Utilization 113.0%		ICU Level of Service H	
Analysis Period (min) 15			
~ 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.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 18: SR 25/US 17 & Berwick Boulevard/Lebanon Plantation Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	5	480	5	5	5	460	1290	5	5	2255	285
Future Volume (veh/h)	240	5	480	5	5	5	460	1290	5	5	2255	285
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1870	1900	1900	1900	1870	1826	1900	1900	1870	1870
Adj Flow Rate, veh/h	265	0	0	5	5	5	500	1402	5	5	2451	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	0	2	0	0	0	2	5	0	0	2	2
Cap, veh/h	260	0		22	22	22	437	2799	10	271	2019	
Arrive On Green	0.07	0.00	0.00	0.03	0.04	0.03	0.19	0.79	0.78	1.00	1.00	0.00
Sat Flow, veh/h	3563	0	1585	588	588	588	1781	3546	13	389	3554	1585
Grp Volume(v), veh/h	265	0	0	15	0	0	500	686	721	5	2451	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1765	0	0	1781	1735	1824	389	1777	1585
Q Serve(g_s), s	10.2	0.0	0.0	1.2	0.0	0.0	26.2	19.3	19.3	0.0	79.5	0.0
Cycle Q Clear(g_c), s	10.2	0.0	0.0	1.2	0.0	0.0	26.2	19.3	19.3	0.0	79.5	0.0
Prop In Lane	1.00		1.00	0.33		0.33	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	260	0		65	0	0	437	1369	1440	271	2019	
V/C Ratio(X)	1.02	0.00		0.23	0.00	0.00	1.14	0.50	0.50	0.02	1.21	
Avail Cap(c_a), veh/h	260	0		129	0	0	437	1369	1440	271	2019	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	64.9	0.0	0.0	65.9	0.0	0.0	42.5	5.1	5.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	61.4	0.0	0.0	1.8	0.0	0.0	89.0	1.3	1.2	0.1	101.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	0.0	0.0	0.6	0.0	0.0	25.7	5.8	6.0	0.0	28.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	126.3	0.0	0.0	67.6	0.0	0.0	131.4	6.4	6.4	0.1	101.2	0.0
LnGrp LOS	F			E			F	A	A	A	F	
Approach Vol, veh/h		265			15			1907			2456	
Approach Delay, s/veh		126.3			67.6			39.2			101.0	
Approach LOS		F			E			D			F	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	31.0	84.0		15.0		115.0		10.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	25.0	73.0		9.0		104.0		9.0				
Max Q Clear Time (g_c+I1), s	28.2	81.5		12.2		21.3		3.2				
Green Ext Time (p_c), s	0.0	0.0		0.0		69.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay, s/veh		77.0	
HCM 6th LOS		E	

Notes

User approved volume balancing among the lanes for turning movement.

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	5	85	5	5	25	85	1420	25	5	2450	195
Future Volume (vph)	30	5	85	5	5	25	85	1420	25	5	2450	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	0		0	150		250	150		300
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	25			25			150			150		
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		0.902				0.850			0.850
Flt Protected		0.959			0.993		0.950			0.950		
Satd. Flow (prot)	0	1822	1615	0	1702	0	1805	3374	1615	1805	3539	1615
Flt Permitted		0.959			0.993		0.950			0.950		
Satd. Flow (perm)	0	1822	1615	0	1702	0	1805	3374	1615	1805	3539	1615
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		711			409			1476			1006	
Travel Time (s)		19.4			11.2			22.4			15.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	2%	0%
Adj. Flow (vph)	31	5	89	5	5	26	89	1479	26	5	2552	203
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	89	0	36	0	89	1479	26	5	2552	203
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			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	86.3%	ICU Level of Service	E
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	14.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	5	85	5	5	25	85	1420	25	5	2450	195
Future Vol, veh/h	30	5	85	5	5	25	85	1420	25	5	2450	195
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	-	-	None	-	-	Yield	-	-	Yield
Storage Length	-	-	200	-	-	-	150	-	250	150	-	300
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	2	0
Mvmt Flow	31	5	89	5	5	26	89	1479	26	5	2552	203

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3482	4219	1276	2946	4219	740	2552	0	0	1479	0	0
Stage 1	2562	2562	-	1657	1657	-	-	-	-	-	-	-
Stage 2	920	1657	-	1289	2562	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 3	~ 2	160	7	~ 2	364	177	-	-	461	-	-
Stage 1	~ 27	54	-	104	157	-	-	-	-	-	-	-
Stage 2	296	157	-	176	54	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 2	~ 1	160	~ 2	~ 1	364	177	-	-	461	-	-
Mov Cap-2 Maneuver	~ 11	28	-	~ -31	~ -64	-	-	-	-	-	-	-
Stage 1	~ 13	53	-	52	78	-	-	-	-	-	-	-
Stage 2	128	78	-	70	53	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	$489.5		2.5	0
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	177	-	-	12	160	+	461	-	-
HCM Lane V/C Ratio	0.5	-	-	3.038	0.553	-	0.011	-	-
HCM Control Delay (s/veh)	44.1	-	-	$ 1551.3	52.3	-	12.9	-	-
HCM Lane LOS	E	-	-	F	F	-	B	-	-
HCM 95th %tile Q (veh)	2.5	-	-	5.5	2.8	-	0	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	195	70	60	240	45	200	5	65	1170	235	45	275
Future Volume (vph)	195	70	60	240	45	200	5	65	1170	235	45	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		175	75		0		100		175		175
Storage Lanes	1		1	1		0		1		1		1
Taper Length (ft)	50			50				150				175
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.850		0.878					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1805	1900	1615	1770	1655	0	0	1805	3374	1599	0	1790
Flt Permitted	0.400			0.650				0.045				0.163
Satd. Flow (perm)	760	1900	1615	1211	1655	0	0	86	3374	1599	0	307
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			117		123					214		
Link Speed (mph)		25			25				45			
Link Distance (ft)		388			1293				1006			
Travel Time (s)		10.6			35.3				15.2			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	2%	0%	1%	0%	0%	7%	1%	0%	1%
Adj. Flow (vph)	207	74	64	255	48	213	5	69	1245	250	48	293
Shared Lane Traffic (%)												
Lane Group Flow (vph)	207	74	64	255	261	0	0	74	1245	250	0	341
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)		12			12				22			
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	1	0	1	1		1	1	1	0	1	1
Detector Template							Left				Left	
Leading Detector (ft)	40	40	0	40	40		20	40	336	0	20	40
Trailing Detector (ft)	0	0	0	0	0		0	0	330	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	330	0	0	0
Detector 1 Size(ft)	40	40	20	40	40		20	40	6	20	20	40
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
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
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
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
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Perm	Perm	NA	pm+ov	D.P+P	D.P+P
Protected Phases	7	4		3	8				6	3	5	5
Permitted Phases	8		4	4			6	6		6	6	6
Detector Phase	7	4	4	3	8		6	6	6	3	5	5
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0		16.0	16.0	16.0	9.0	9.0	9.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0		22.0	22.0	22.0	15.0	15.0	15.0

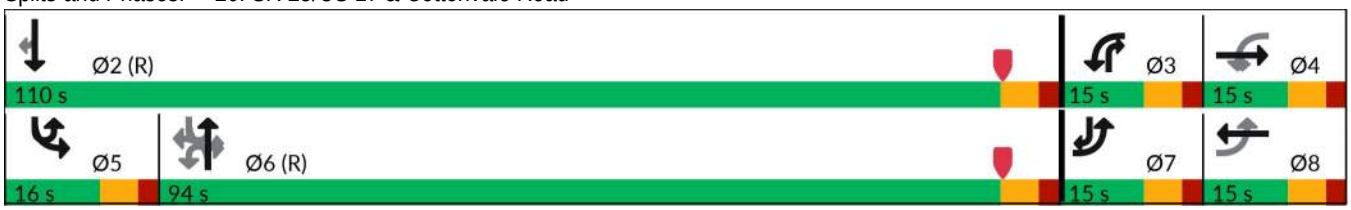
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	2345	260
Future Volume (vph)	2345	260
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		225
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1599
Flt Permitted		
Satd. Flow (perm)	3539	1599
Right Turn on Red		Yes
Satd. Flow (RTOR)		277
Link Speed (mph)	45	
Link Distance (ft)	1780	
Travel Time (s)	27.0	
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	2%	1%
Adj. Flow (vph)	2495	277
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2495	277
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
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	1	0
Detector Template		
Leading Detector (ft)	336	0
Trailing Detector (ft)	330	0
Detector 1 Position(ft)	330	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
Turn Type	NA	pm+ov
Protected Phases	2	7
Permitted Phases		2
Detector Phase	2	7
Switch Phase		
Minimum Initial (s)	16.0	9.0
Minimum Split (s)	22.0	15.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Total Split (s)	15.0	15.0	15.0	15.0	15.0		94.0	94.0	94.0	15.0	16.0	16.0
Total Split (%)	10.7%	10.7%	10.7%	10.7%	10.7%		67.1%	67.1%	67.1%	10.7%	11.4%	11.4%
Maximum Green (s)	9.0	9.0	9.0	9.0	9.0		88.0	88.0	88.0	9.0	10.0	10.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.3	-1.3	-1.3	-1.3			-1.1	-1.4	-1.4		-1.3
Total Lost Time (s)	5.0	4.7	4.7	4.7	4.7			4.9	4.6	4.6		4.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		5.0	5.0	5.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	20.0	10.3	10.3	20.6	10.3			89.1	89.4	104.4		100.6
Actuated g/C Ratio	0.14	0.07	0.07	0.15	0.07			0.64	0.64	0.75		0.72
v/c Ratio	1.13	0.53	0.28	1.16	1.11			1.37	0.58	0.20		1.00
Control Delay (s/veh)	154.7	77.0	3.1	160.5	121.6			263.5	10.9	0.7		56.8
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay (s/veh)	154.7	77.0	3.1	160.5	121.6			263.5	10.9	0.7		56.8
LOS	F	E	A	F	F			F	B	A		E
Approach Delay (s/veh)		109.9			140.8				21.2			
Approach LOS		F			F				C			
Queue Length 50th (ft)	~202	66	0	~263	~160			~89	196	5		~132
Queue Length 95th (ft)	#330	121	1	#367	#343			m#176	m276	m15		m#172
Internal Link Dist (ft)		308			1213				926			
Turn Bay Length (ft)	175		175	75				100		175		175
Base Capacity (vph)	183	139	227	219	235			54	2154	1246		340
Starvation Cap Reductn	0	0	0	0	0			0	0	0		0
Spillback Cap Reductn	0	0	0	0	0			0	0	0		0
Storage Cap Reductn	0	0	0	0	0			0	0	0		0
Reduced v/c Ratio	1.13	0.53	0.28	1.16	1.11			1.37	0.58	0.20		1.00

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 99 (71%), Referenced to phase 2:SBT and 6:NBSB, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.37			
Intersection Signal Delay (s/veh): 34.7		Intersection LOS: C	
Intersection Capacity Utilization 119.4%		ICU Level of Service H	
Analysis Period (min) 15			
~ 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.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 20: SR 25/US 17 & Cottonvale Road





Lane Group	SBT	SBR
Total Split (s)	110.0	15.0
Total Split (%)	78.6%	10.7%
Maximum Green (s)	104.0	9.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	-1.4	-1.4
Total Lost Time (s)	4.6	4.6
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Vehicle Extension (s)	5.0	3.0
Recall Mode	C-Max	None
Act Effct Green (s)	105.4	120.4
Actuated g/C Ratio	0.75	0.86
v/c Ratio	0.94	0.20
Control Delay (s/veh)	11.6	0.2
Queue Delay	0.0	0.0
Total Delay (s/veh)	11.6	0.2
LOS	B	A
Approach Delay (s/veh)	15.6	
Approach LOS	B	
Queue Length 50th (ft)	535	0
Queue Length 95th (ft)	m574	m0
Internal Link Dist (ft)	1700	
Turn Bay Length (ft)		225
Base Capacity (vph)	2664	1413
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.94	0.20

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	195	70	60	240	45	200	5	65	1170	235	45	275
Future Volume (veh/h)	195	70	60	240	45	200	5	65	1170	235	45	275
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1900	1900	1900	1870	1900	1885		1900	1796	1885		1885
Adj Flow Rate, veh/h	207	74	0	255	48	213		69	1245	250		293
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		0.94	0.94	0.94		0.94
Percent Heavy Veh, %	0	0	0	2	0	1		0	7	1		1
Cap, veh/h	181	140		230	22	99		74	2179	1139		322
Arrive On Green	0.07	0.07	0.00	0.07	0.07	0.06		0.43	0.43	0.43		0.08
Sat Flow, veh/h	1810	1900	1610	1781	305	1352		134	3413	1598		1795
Grp Volume(v), veh/h	207	74	0	255	0	261		69	1245	250		293
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1781	0	1657		134	1706	1598		1795
Q Serve(g_s), s	10.0	5.3	0.0	10.3	0.0	10.3		23.6	38.7	11.1		8.6
Cycle Q Clear(g_c), s	10.0	5.3	0.0	10.3	0.0	10.3		89.1	38.7	11.1		8.6
Prop In Lane	1.00		1.00	1.00		0.82		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	181	140		230	0	122		74	2179	1139		322
V/C Ratio(X)	1.15	0.53		1.11	0.00	2.14		0.93	0.57	0.22		0.91
Avail Cap(c_a), veh/h	181	140		230	0	122		74	2179	1139		322
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		0.67	0.67	0.67		1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	59.3	62.5	0.0	60.7	0.0	65.4		80.9	25.5	11.7		26.1
Incr Delay (d2), s/veh	111.6	3.7	0.0	91.1	0.0	540.0		87.0	1.1	0.4		28.5
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
%ile BackOfQ(50%),veh/ln	7.1	2.7	0.0	9.1	0.0	22.7		4.3	16.7	4.6		8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	170.9	66.2	0.0	151.8	0.0	605.4		167.9	26.6	12.1		54.6
LnGrp LOS	F	E		F		F		F	C	B		D
Approach Vol, veh/h		281			516				1564			
Approach Delay, s/veh		143.3			381.2				30.5			
Approach LOS		F			F				C			

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		110.0	15.0	15.0	16.0	94.0	15.0	15.0				
Change Period (Y+Rc), s		6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s		104.0	9.0	9.0	10.0	88.0	9.0	9.0				
Max Q Clear Time (g_c+I1), s		83.5	12.3	7.3	10.6	91.1	12.0	12.3				
Green Ext Time (p_c), s		20.4	0.0	0.0	0.0	0.0	0.0	0.0				

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	69.0
HCM 6th LOS	E

Notes

User approved ignoring U-Turning movement.

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

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	2345	260
Future Volume (veh/h)	2345	260
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1885
Adj Flow Rate, veh/h	2495	0
Peak Hour Factor	0.94	0.94
Percent Heavy Veh, %	2	1
Cap, veh/h	2675	
Arrive On Green	0.75	0.00
Sat Flow, veh/h	3554	1598
Grp Volume(v), veh/h	2495	0
Grp Sat Flow(s),veh/h/ln	1777	1598
Q Serve(g_s), s	81.5	0.0
Cycle Q Clear(g_c), s	81.5	0.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2675	
V/C Ratio(X)	0.93	
Avail Cap(c_a), veh/h	2675	
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	0.00
Uniform Delay (d), s/veh	14.4	0.0
Incr Delay (d2), s/veh	7.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.1	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	21.8	0.0
LnGrp LOS	C	
Approach Vol, veh/h	2788	
Approach Delay, s/veh	25.3	
Approach LOS	C	
Timer - Assigned Phs		

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	15	20	20	15	1575	25	2885	40
Future Volume (vph)	15	20	20	15	1575	25	2885	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		125		100		150
Storage Lanes	1	0		1		1		1
Taper Length (ft)	25			150		150		
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt	0.923							0.850
Flt Protected	0.979			0.950		0.950		
Satd. Flow (prot)	1642	0	0	1805	3438	1687	3574	1553
Flt Permitted	0.979			0.950		0.950		
Satd. Flow (perm)	1642	0	0	1805	3438	1687	3574	1553
Link Speed (mph)	30				45		45	
Link Distance (ft)	1221				1780		1647	
Travel Time (s)	27.8				27.0		25.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	8%	0%	0%	5%	7%	1%	4%
Adj. Flow (vph)	16	21	21	16	1658	26	3037	42
Shared Lane Traffic (%)								
Lane Group Flow (vph)	37	0	0	37	1658	26	3037	42
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	12				22		22	
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)	15	9	9	15		9		9
Sign Control	Stop				Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 89.7%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	15	20	20	15	1575	25	2885	40
Future Vol, veh/h	15	20	20	15	1575	25	2885	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	Yield
Storage Length	0	-	-	125	-	100	-	150
Veh in Median Storage, #	1	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	8	0	0	5	7	1	4
Mvmt Flow	16	21	21	16	1658	26	3037	42

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	3992	1519	3037	3037	0	1658	-	0
Stage 1	3089	-	-	-	-	-	-	-
Stage 2	903	-	-	-	-	-	-	-
Critical Hdwy	6.8	7.06	6.4	4.1	-	6.54	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.38	2.5	2.2	-	2.57	-	-
Pot Cap-1 Maneuver	~ 2	102	~ 16	113	-	118	-	-
Stage 1	22	-	-	-	-	-	-	-
Stage 2	361	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	0	102	~ 21	21	-	118	-	-
Mov Cap-2 Maneuver	0	-	-	-	-	-	-	-
Stage 1	0	-	-	-	-	-	-	-
Stage 2	282	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	59	16.4	0.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	21	-	102	118	-	-
HCM Lane V/C Ratio	1.754	-	0.361	0.223	-	-
HCM Control Delay (s/veh)	$ 754.2	-	59	44.1	-	-
HCM Lane LOS	F	-	F	E	-	-
HCM 95th %tile Q (veh)	4.8	-	1.4	0.8	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	0	0	55	0	0	75	5	40	1525	45	25	75
Future Volume (vph)	0	0	55	0	0	75	5	40	1525	45	25	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		175		225		150
Storage Lanes	0		1	0		1		1		1		1
Taper Length (ft)	25			25				175				150
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.865			0.865				0.850		
Flt Protected								0.950				0.950
Satd. Flow (prot)	0	0	1442	0	0	1536	0	1671	3406	1553	0	1590
Flt Permitted								0.950				0.950
Satd. Flow (perm)	0	0	1442	0	0	1536	0	1671	3406	1553	0	1590
Link Speed (mph)		25			30				45			
Link Distance (ft)		1105			1087				1647			
Travel Time (s)		30.1			24.7				25.0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	14%	0%	0%	7%	0%	9%	6%	4%	0%	18%
Adj. Flow (vph)	0	0	58	0	0	79	5	42	1605	47	26	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	58	0	0	79	0	47	1605	47	0	105
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				22			
Link Offset(ft)		-25			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
Sign Control		Stop			Stop				Free			

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 93.2%		ICU Level of Service F	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	2890	5
Future Volume (vph)	2890	5
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3574	1615
Flt Permitted		
Satd. Flow (perm)	3574	1615
Link Speed (mph)	45	
Link Distance (ft)	1342	
Travel Time (s)	20.3	
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	3042	5
Shared Lane Traffic (%)		
Lane Group Flow (vph)	3042	5
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Free	

Intersection Summary

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	0	0	55	0	0	75	5	40	1525	45	25	75	2890	5
Future Vol, veh/h	0	0	55	0	0	75	5	40	1525	45	25	75	2890	5
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	-	-	Stop	-	-	Stop	-	-	-	Yield	-	-	-	Yield
Storage Length	-	-	0	-	-	0	-	175	-	225	-	150	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	14	0	0	7	0	9	6	4	0	18	1	0
Mvmt Flow	0	0	58	0	0	79	5	42	1605	47	26	79	3042	5

Major/Minor	Minor2		Minor1			Major1					Major2			
Conflicting Flow All	-	-	1521	-	-	803	3042	3042	0	0	1605	1605	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.18	-	-	7.04	6.4	4.28	-	-	6.4	4.46	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.44	-	-	3.37	2.5	2.29	-	-	2.5	2.38	-	-
Pot Cap-1 Maneuver	0	0	96	0	0	316	16	96	-	-	138	336	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	-	-	96	-	-	316	40	~ 40	-	-	217	217	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	87.9	20.1	10.1	1.2
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	~ 40	-	-	96	316	217	-	-
HCM Lane V/C Ratio	1.184	-	-	0.603	0.25	0.485	-	-
HCM Control Delay (s/veh)	$ 362.6	-	-	87.9	20.1	36.3	-	-
HCM Lane LOS	F	-	-	F	C	E	-	-
HCM 95th %tile Q (veh)	4.7	-	-	2.9	1	2.4	-	-

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



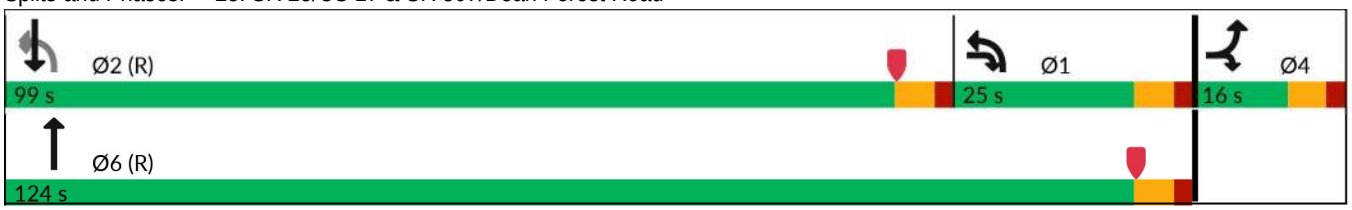
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	145	665	305	1305	2315	415
Future Volume (vph)	145	665	305	1305	2315	415
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	275	175			225
Storage Lanes	2	1	1			1
Taper Length (ft)	25		50			
Lane Util. Factor	0.97	0.91	1.00	0.95	0.95	1.00
Frt	0.895	0.850				0.850
Flt Protected	0.985		0.950			
Satd. Flow (prot)	3097	1413	1656	3438	3574	1568
Flt Permitted	0.985		0.042			
Satd. Flow (perm)	3097	1413	73	3438	3574	1568
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	192	9				269
Link Speed (mph)	35			45	45	
Link Distance (ft)	2461			1129	2465	
Travel Time (s)	47.9			17.1	37.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	7%	4%	9%	5%	1%	3%
Adj. Flow (vph)	148	679	311	1332	2362	423
Shared Lane Traffic (%)		50%				
Lane Group Flow (vph)	488	339	311	1332	2362	423
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	40			12	16	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	30			25	25	
Two way Left Turn Lane					Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	0	1	1	1	0
Detector Template						
Leading Detector (ft)	40	0	40	336	336	0
Trailing Detector (ft)	0	0	0	330	330	0
Detector 1 Position(ft)	0	0	0	330	330	0
Detector 1 Size(ft)	40	20	40	6	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
Turn Type	Prot	pt+ov	D.P+P	NA	NA	Perm
Protected Phases	4	1 4	1	6	2	
Permitted Phases			2			2
Detector Phase	4	1 4	1	6	2	2
Switch Phase						
Minimum Initial (s)	9.0		9.0	16.0	16.0	16.0
Minimum Split (s)	15.0		15.0	22.0	22.0	22.0



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (s)	16.0		25.0	124.0	99.0	99.0
Total Split (%)	11.4%		17.9%	88.6%	70.7%	70.7%
Maximum Green (s)	10.0		19.0	118.0	93.0	93.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.5		-2.5	-1.5	-1.5	-1.5
Total Lost Time (s)	2.5		3.5	4.5	4.5	4.5
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	4.0		3.0	5.0	5.0	5.0
Recall Mode	None		None	C-Max	C-Max	C-Max
Act Effct Green (s)	13.5	35.0	117.0	119.5	94.5	94.5
Actuated g/C Ratio	0.10	0.25	0.84	0.85	0.68	0.68
v/c Ratio	1.03	0.94	1.02	0.45	0.98	0.37
Control Delay (s/veh)	86.9	84.9	94.2	2.4	9.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	86.9	84.9	94.2	2.4	9.3	0.3
LOS	F	F	F	A	A	A
Approach Delay (s/veh)	86.1			19.8	8.0	
Approach LOS	F			B	A	
Queue Length 50th (ft)	~158	327	~254	40	237	3
Queue Length 95th (ft)	#274	#543	m#378	m145	m212	m0
Internal Link Dist (ft)	2381			1049	2385	
Turn Bay Length (ft)		275	175			225
Base Capacity (vph)	472	360	304	2934	2412	1145
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.03	0.94	1.02	0.45	0.98	0.37

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 9 (6%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay (s/veh): 24.0		Intersection LOS: C	
Intersection Capacity Utilization 102.5%		ICU Level of Service G	
Analysis Period (min) 15			
~ 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.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 23: SR 25/US 17 & SR 307/Dean Forest Road





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	145	665	305	1305	2315	415
Future Volume (veh/h)	145	665	305	1305	2315	415
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1796	1841	1767	1826	1885	1856
Adj Flow Rate, veh/h	148	679	311	1332	2362	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	7	4	9	5	1	3
Cap, veh/h	165	646	317	2961	2418	
Arrive On Green	0.10	0.07	0.15	0.85	0.68	0.00
Sat Flow, veh/h	1711	3120	1682	3561	3676	1572
Grp Volume(v), veh/h	148	679	311	1332	2362	0
Grp Sat Flow(s),veh/h/ln	1711	1560	1682	1735	1791	1572
Q Serve(g_s), s	12.0	10.0	20.9	12.8	88.1	0.0
Cycle Q Clear(g_c), s	12.0	10.0	20.9	12.8	88.1	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	165	646	317	2961	2418	
V/C Ratio(X)	0.90	1.05	0.98	0.45	0.98	
Avail Cap(c_a), veh/h	165	646	317	2961	2418	
HCM Platoon Ratio	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	0.00
Uniform Delay (d), s/veh	62.6	55.5	56.9	2.4	21.7	0.0
Incr Delay (d2), s/veh	42.5	49.4	44.9	0.5	13.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	20.4	14.2	2.5	36.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	105.1	104.9	101.9	2.9	35.3	0.0
LnGrp LOS	F	F	F	A	D	
Approach Vol, veh/h	827			1643	2362	
Approach Delay, s/veh	105.0			21.7	35.3	
Approach LOS	F			C	D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	25.0	99.0		16.0		124.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	19.0	93.0		10.0		118.0
Max Q Clear Time (g_c+I1), s	22.9	90.1		14.0		14.8
Green Ext Time (p_c), s	0.0	2.9		0.0		79.4

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	42.6
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	55	45	1405	2675	35
Future Volume (vph)	20	55	45	1405	2675	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	235			225
Storage Lanes	1	0	1			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	0.902					0.850
Flt Protected	0.987		0.950			
Satd. Flow (prot)	1644	0	1752	3438	3574	1615
Flt Permitted	0.987		0.950			
Satd. Flow (perm)	1644	0	1752	3438	3574	1615
Link Speed (mph)	25			45	45	
Link Distance (ft)	1440			2465	2561	
Travel Time (s)	39.3			37.3	38.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	4%	3%	5%	1%	0%
Adj. Flow (vph)	22	59	48	1511	2876	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	81	0	48	1511	2876	38
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 85.1%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	11.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	55	45	1405	2675	35
Future Vol, veh/h	20	55	45	1405	2675	35
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	-	235	-	-	225
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	4	3	5	1	0
Mvmt Flow	22	59	48	1511	2876	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3728	1438	2914	0	-	0
Stage 1	2876	-	-	-	-	-
Stage 2	852	-	-	-	-	-
Critical Hdwy	6.8	6.98	4.16	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.34	2.23	-	-	-
Pot Cap-1 Maneuver	~ 3	120	120	-	-	-
Stage 1	30	-	-	-	-	-
Stage 2	383	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 2	120	120	-	-	-
Mov Cap-2 Maneuver	~ 16	-	-	-	-	-
Stage 1	~ 18	-	-	-	-	-
Stage 2	383	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	$594.5	1.7	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	120	-	44	-	-
HCM Lane V/C Ratio	0.403	-	1.833	-	-
HCM Control Delay (s/veh)	53.9	-	$ 594.5	-	-
HCM Lane LOS	F	-	F	-	-
HCM 95th %tile Q (veh)	1.7	-	8.2	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	25	5	5	5	25	1400	5	5	2685	15
Future Volume (vph)	5	5	25	5	5	5	25	1400	5	5	2685	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	235		0	235		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
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	0.95
Frt		0.902			0.955			0.999			0.999	
Flt Protected		0.993			0.984		0.950			0.950		
Satd. Flow (prot)	0	1666	0	0	1785	0	1703	3435	0	1805	3571	0
Flt Permitted		0.993			0.984		0.950			0.950		
Satd. Flow (perm)	0	1666	0	0	1785	0	1703	3435	0	1805	3571	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		1154			381			2561			1145	
Travel Time (s)		31.5			10.4			38.8			17.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	3%	0%	0%	0%	6%	5%	0%	0%	1%	0%
Adj. Flow (vph)	5	5	26	5	5	5	26	1474	5	5	2826	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	0	0	15	0	26	1479	0	5	2842	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 84.7%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	5	25	5	5	5	25	1400	5	5	2685	15
Future Vol, veh/h	5	5	25	5	5	5	25	1400	5	5	2685	15
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	-	-	-	-	-	-	235	-	-	235	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	0	0	6	5	0	0	1	0
Mvmt Flow	5	5	26	5	5	5	26	1474	5	5	2826	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3636	4375	1421	2955	4381	740	2842	0	0	1479	0	0
Stage 1	2844	2844	-	1529	1529	-	-	-	-	-	-	-
Stage 2	792	1531	-	1426	2852	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.96	7.5	6.5	6.9	4.22	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.33	3.5	4	3.3	2.26	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 2	~ 2	125	7	~ 2	364	122	-	-	461	-	-
Stage 1	18	39	-	125	181	-	-	-	-	-	-	-
Stage 2	353	181	-	145	38	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 1	~ 2	125	~ 4	~ 2	364	122	-	-	461	-	-
Mov Cap-2 Maneuver	12	28	-	40	10	-	-	-	-	-	-	-
Stage 1	14	39	-	98	142	-	-	-	-	-	-	-
Stage 2	264	142	-	98	38	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	229.6	$ 321.9	0.7	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	122	-	-	44	23	461	-	-
HCM Lane V/C Ratio	0.216	-	-	0.837	0.686	0.011	-	-
HCM Control Delay (s/veh)	42.4	-	-	229.6	$ 321.9	12.9	-	-
HCM Lane LOS	E	-	-	F	F	B	-	-
HCM 95th %tile Q (veh)	0.8	-	-	3.3	2	0	-	-

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



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	5	1405	5	5	2700
Future Volume (vph)	5	5	1405	5	5	2700
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	235	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.932					
Flt Protected	0.976				0.950	
Satd. Flow (prot)	1728	0	3439	0	1805	3574
Flt Permitted	0.976				0.950	
Satd. Flow (perm)	1728	0	3439	0	1805	3574
Link Speed (mph)	25		45			45
Link Distance (ft)	866		1145			1404
Travel Time (s)	23.6		17.3			21.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	5%	0%	0%	1%
Adj. Flow (vph)	5	5	1511	5	5	2903
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	1516	0	5	2903
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 84.6%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	5	1405	5	5	2700
Future Vol, veh/h	5	5	1405	5	5	2700
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	-	-	-	235	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	5	0	0	1
Mvmt Flow	5	5	1511	5	5	2903

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2976	758	0	0	1516	0
Stage 1	1514	-	-	-	-	-
Stage 2	1462	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	11	354	-	-	446	-
Stage 1	171	-	-	-	-	-
Stage 2	183	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	11	354	-	-	446	-
Mov Cap-2 Maneuver	85	-	-	-	-	-
Stage 1	171	-	-	-	-	-
Stage 2	181	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	33.5	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	137	446	-
HCM Lane V/C Ratio	-	-	0.078	0.012	-
HCM Control Delay (s/veh)	-	-	33.5	13.2	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q (veh)	-	-	0.3	0	-



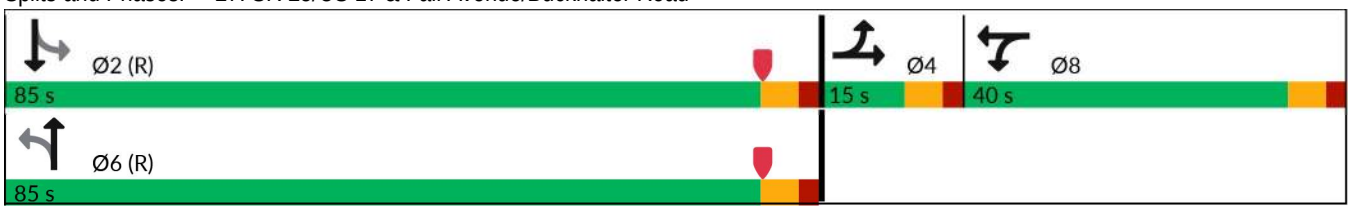
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	5	20	445	20	55	15	1310	80	50	2235	40
Future Volume (vph)	75	5	20	445	20	55	15	1310	80	50	2235	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	235		0	235		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
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	0.95
Frt		0.972			0.986			0.991			0.997	
Flt Protected		0.964			0.959		0.950			0.950		
Satd. Flow (prot)	0	1704	0	0	1797	0	1805	3416	0	1805	3564	0
Flt Permitted		0.964			0.959		0.049			0.097		
Satd. Flow (perm)	0	1704	0	0	1797	0	93	3416	0	184	3564	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			4			8			2	
Link Speed (mph)		25			40			45			45	
Link Distance (ft)		1154			1877			1404			2006	
Travel Time (s)		31.5			32.0			21.3			30.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	6%	0%	0%	0%	0%	0%	0%	5%	0%	0%	1%	0%
Adj. Flow (vph)	77	5	21	459	21	57	15	1351	82	52	2304	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	103	0	0	537	0	15	1433	0	52	2345	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	1		1	1		1	1		1	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	40		20	40		40	336		40	336	
Trailing Detector (ft)	0	0		0	0		0	330		0	330	
Detector 1 Position(ft)	0	0		0	0		0	330		0	330	
Detector 1 Size(ft)	20	40		20	40		40	6		40	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	
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			6			2	
Permitted Phases							6			2		
Detector Phase	4	4		8	8		6	6		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		22.0	22.0		22.0	22.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	15.0	15.0		40.0	40.0		85.0	85.0		85.0	85.0	
Total Split (%)	10.7%	10.7%		28.6%	28.6%		60.7%	60.7%		60.7%	60.7%	
Maximum Green (s)	9.0	9.0		34.0	34.0		79.0	79.0		79.0	79.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-2.0			-2.0		-2.5	-2.5		-2.5	-2.5	
Total Lost Time (s)		4.0			4.0		3.5	3.5		3.5	3.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		11.0			36.0		81.5	81.5		81.5	81.5	
Actuated g/C Ratio		0.08			0.26		0.58	0.58		0.58	0.58	
v/c Ratio		0.74			1.15		0.28	0.72		0.49	1.13	
Control Delay (s/veh)		87.7			137.1		33.5	24.4		10.0	74.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		87.7			137.1		33.5	24.4		10.0	74.8	
LOS		F			F		C	C		A	E	
Approach Delay (s/veh)		87.7			137.1			24.5			73.4	
Approach LOS		F			F			C			E	
Queue Length 50th (ft)		87			~574		6	464		14	~1287	
Queue Length 95th (ft)		#181			#804		m21	m568		m12	m378	
Internal Link Dist (ft)		1074			1797			1324			1926	
Turn Bay Length (ft)							235			235		
Base Capacity (vph)		140			465		54	1991		107	2075	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.74			1.15		0.28	0.72		0.49	1.13	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 34 (24%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.15			
Intersection Signal Delay (s/veh): 65.6		Intersection LOS: E	
Intersection Capacity Utilization 103.5%		ICU Level of Service G	
Analysis Period (min) 15			
~ 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.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 27: SR 25/US 17 & Fall Avenue/Buckhalter Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	5	20	445	20	55	15	1310	80	50	2235	40
Future Volume (veh/h)	75	5	20	445	20	55	15	1310	80	50	2235	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1900	1900	1900	1900	1900	1900	1826	1900	1900	1885	1900
Adj Flow Rate, veh/h	77	5	21	459	21	57	15	1351	82	52	2304	41
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	6	0	0	0	0	0	0	5	0	0	1	0
Cap, veh/h	104	7	28	393	18	49	51	1934	117	163	2096	37
Arrive On Green	0.06	0.08	0.06	0.24	0.26	0.24	0.58	0.58	0.56	0.58	0.58	0.56
Sat Flow, veh/h	1322	86	361	1529	70	190	156	3323	201	379	3601	64
Grp Volume(v), veh/h	103	0	0	537	0	0	15	704	729	52	1142	1203
Grp Sat Flow(s),veh/h/ln	1769	0	0	1789	0	0	156	1735	1790	379	1791	1874
Q Serve(g_s), s	8.0	0.0	0.0	36.0	0.0	0.0	0.0	39.9	40.3	15.7	81.5	81.5
Cycle Q Clear(g_c), s	8.0	0.0	0.0	36.0	0.0	0.0	81.5	39.9	40.3	56.0	81.5	81.5
Prop In Lane	0.75		0.20	0.85		0.11	1.00		0.11	1.00		0.03
Lane Grp Cap(c), veh/h	139	0	0	460	0	0	51	1010	1042	163	1043	1091
V/C Ratio(X)	0.74	0.00	0.00	1.17	0.00	0.00	0.29	0.70	0.70	0.32	1.10	1.10
Avail Cap(c_a), veh/h	139	0	0	460	0	0	51	1010	1042	163	1043	1091
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.1	0.0	0.0	53.0	0.0	0.0	70.0	20.6	20.7	40.4	29.2	29.3
Incr Delay (d2), s/veh	20.3	0.0	0.0	96.5	0.0	0.0	13.8	4.0	3.9	5.1	57.8	59.8
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	4.5	0.0	0.0	28.3	0.0	0.0	0.7	16.1	16.8	1.7	48.4	51.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	84.3	0.0	0.0	149.4	0.0	0.0	83.8	24.5	24.7	45.5	87.1	89.1
LnGrp LOS	F			F			F	C	C	D	F	F
Approach Vol, veh/h		103			537			1448			2397	
Approach Delay, s/veh		84.3			149.4			25.2			87.2	
Approach LOS		F			F			C			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		85.0		15.0		85.0		40.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		79.0		9.0		79.0		34.0				
Max Q Clear Time (g_c+I1), s		83.5		10.0		83.5		38.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			74.6									
HCM 6th LOS			E									



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	55	60	15	1425	2265	40
Future Volume (vph)	55	60	15	1425	2265	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	50	235			150
Storage Lanes	1	1	1			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1687	1615	1805	3471	3539	1429
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1687	1615	1805	3471	3539	1429
Link Speed (mph)	30			45	45	
Link Distance (ft)	1128			2006	1284	
Travel Time (s)	25.6			30.4	19.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	0%	0%	4%	2%	13%
Adj. Flow (vph)	59	64	16	1516	2410	43
Shared Lane Traffic (%)						
Lane Group Flow (vph)	59	64	16	1516	2410	43
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	73.0%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	55	60	15	1425	2265	40
Future Vol, veh/h	55	60	15	1425	2265	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	50	235	-	-	150
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	7	0	0	4	2	13
Mvmt Flow	59	64	16	1516	2410	43

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3200	1205	2410	0	-	0
Stage 1	2410	-	-	-	-	-
Stage 2	790	-	-	-	-	-
Critical Hdwy	6.94	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.94	-	-	-	-	-
Critical Hdwy Stg 2	5.94	-	-	-	-	-
Follow-up Hdwy	3.57	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 7	179	201	-	-	-
Stage 1	~ 50	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 6	179	201	-	-	-
Mov Cap-2 Maneuver	~ 39	-	-	-	-	-
Stage 1	~ 46	-	-	-	-	-
Stage 2	395	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	250.1	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	201	-	39	179	-	-
HCM Lane V/C Ratio	0.079	-	1.5	0.357	-	-
HCM Control Delay (s/veh)	24.4	-	$ 483.7	35.9	-	-
HCM Lane LOS	C	-	F	E	-	-
HCM 95th %tile Q (veh)	0.3	-	6.1	1.5	-	-

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	55	50	5	1475	2255	5
Future Volume (vph)	55	50	5	1475	2255	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	235			150
Storage Lanes	1	0	1			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	0.936					0.850
Flt Protected	0.975		0.950			
Satd. Flow (prot)	1566	0	1805	3471	3539	1077
Flt Permitted	0.975		0.950			
Satd. Flow (perm)	1566	0	1805	3471	3539	1077
Link Speed (mph)	30			45	45	
Link Distance (ft)	1102			1284	794	
Travel Time (s)	25.0			19.5	12.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	16%	5%	0%	4%	2%	50%
Adj. Flow (vph)	57	52	5	1536	2349	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	0	5	1536	2349	5
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	75.1%	ICU Level of Service	D
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	14

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	55	50	5	1475	2255	5
Future Vol, veh/h	55	50	5	1475	2255	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	235	-	-	150
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	16	5	0	4	2	50
Mvmt Flow	57	52	5	1536	2349	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3127	1175	2349	0	-	0
Stage 1	2349	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Critical Hdwy	7.12	7	4.1	-	-	-
Critical Hdwy Stg 1	6.12	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	-	-	-
Follow-up Hdwy	3.66	3.35	2.2	-	-	-
Pot Cap-1 Maneuver	~ 7	180	212	-	-	-
Stage 1	~ 48	-	-	-	-	-
Stage 2	379	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 7	180	212	-	-	-
Mov Cap-2 Maneuver	~ 39	-	-	-	-	-
Stage 1	~ 47	-	-	-	-	-
Stage 2	379	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v$	510	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	212	-	62	-	-
HCM Lane V/C Ratio	0.025	-	1.764	-	-
HCM Control Delay (s/veh)	22.4	-	$ 510	-	-
HCM Lane LOS	C	-	F	-	-
HCM 95th %tile Q (veh)	0.1	-	10	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	5	5	5	5	15	1510	5	5	2255	60
Future Volume (vph)	5	5	5	5	5	5	15	1510	5	5	2255	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	235		0	235		125
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			100			100		
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		0.955			0.955							0.850
Flt Protected		0.984			0.984		0.950			0.950		
Satd. Flow (prot)	0	1648	0	0	1406	0	1530	3436	0	1805	3539	1615
Flt Permitted		0.984			0.984		0.950			0.950		
Satd. Flow (perm)	0	1648	0	0	1406	0	1530	3436	0	1805	3539	1615
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		862			878			794			1827	
Travel Time (s)		23.5			23.9			12.0			27.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	7%	0%	18%	67%	0%	14%	18%	5%	25%	0%	2%	0%
Adj. Flow (vph)	5	5	5	5	5	5	16	1573	5	5	2349	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	15	0	16	1578	0	5	2349	63
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								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	72.3%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	5	5	5	5	5	15	1510	5	5	2255	60
Future Vol, veh/h	5	5	5	5	5	5	15	1510	5	5	2255	60
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	-	-	-	-	-	-	235	-	-	235	-	125
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	7	0	18	67	0	14	18	5	25	0	2	0
Mvmt Flow	5	5	5	5	5	5	16	1573	5	5	2349	63

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3180	3969	1175	2795	4030	789	2412	0	0	1578	0	0
Stage 1	2359	2359	-	1608	1608	-	-	-	-	-	-	-
Stage 2	821	1610	-	1187	2422	-	-	-	-	-	-	-
Critical Hdwy	7.64	6.5	7.26	8.84	6.5	7.18	4.46	-	-	4.1	-	-
Critical Hdwy Stg 1	6.64	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.64	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.57	4	3.48	4.17	4	3.44	2.38	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 4	~ 3	162	~ 3	~ 3	309	152	-	-	423	-	-
Stage 1	34	69	-	57	166	-	-	-	-	-	-	-
Stage 2	324	165	-	120	64	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 3	~ 3	162	~ 2	~ 3	309	152	-	-	423	-	-
Mov Cap-2 Maneuver	25	43	-	31	34	-	-	-	-	-	-	-
Stage 1	30	68	-	51	149	-	-	-	-	-	-	-
Stage 2	275	148	-	106	63	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	130.4	119.2	0.3	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	152	-	-	43	46	423	-	-
HCM Lane V/C Ratio	0.103	-	-	0.363	0.34	0.012	-	-
HCM Control Delay (s/veh)	31.4	-	-	130.4	119.2	13.6	-	-
HCM Lane LOS	D	-	-	F	F	B	-	-
HCM 95th %tile Q (veh)	0.3	-	-	1.3	1.2	0	-	-

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

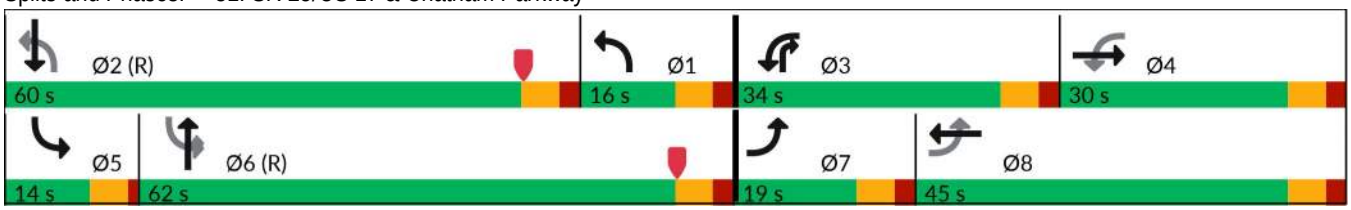
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	485	340	510	505	60	225	890	400	105	1470	135
Future Volume (vph)	170	485	340	510	505	60	225	890	400	105	1470	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	100		0	235		225	235		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	100			75			100			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.938			0.984				0.850		0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1656	3339	0	1787	3515	0	1719	3438	1583	1770	3479	0
Flt Permitted	0.251			0.154			0.071			0.159		
Satd. Flow (perm)	438	3339	0	290	3515	0	128	3438	1583	296	3479	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		111			9				137		8	
Link Speed (mph)		45			35			45			45	
Link Distance (ft)		548			1720			1827			458	
Travel Time (s)		8.3			33.5			27.7			6.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	9%	1%	2%	1%	0%	10%	5%	5%	2%	2%	2%	7%
Adj. Flow (vph)	181	516	362	543	537	64	239	947	426	112	1564	144
Shared Lane Traffic (%)												
Lane Group Flow (vph)	181	878	0	543	601	0	239	947	426	112	1708	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)		20			20			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		30			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	1		1	1		1	1	0	1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	336	0	40	336	
Trailing Detector (ft)	0	0		0	0		0	330	0	0	330	
Detector 1 Position(ft)	0	0		0	0		0	330	0	0	330	
Detector 1 Size(ft)	40	40		40	40		40	6	0	40	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	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA	pm+ov	D.P+P	NA	
Protected Phases	7	4		3	8		1	6	3	5	2	
Permitted Phases	8			4			2		6	6		
Detector Phase	7	4		3	8		1	6	3	5	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		9.0	16.0	9.0	9.0	16.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		15.0	22.0	15.0	14.0	22.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	19.0	30.0		34.0	45.0		16.0	62.0	34.0	14.0	60.0	
Total Split (%)	13.6%	21.4%		24.3%	32.1%		11.4%	44.3%	24.3%	10.0%	42.9%	
Maximum Green (s)	13.0	24.0		28.0	39.0		10.0	56.0	28.0	9.0	54.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0		-2.0	-3.0	-3.0	-3.0	-3.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	3.0	3.0	2.0	3.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0	3.0	3.0	5.0	
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	
Act Effct Green (s)	56.0	26.0		56.0	41.5		68.0	59.0	93.0	72.0	57.0	
Actuated g/C Ratio	0.40	0.19		0.40	0.30		0.49	0.42	0.66	0.51	0.41	
v/c Ratio	0.60	1.24		1.25	0.57		1.21	0.65	0.39	0.40	1.20	
Control Delay (s/veh)	34.9	159.1		164.7	43.8		158.6	19.3	0.9	13.2	125.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	34.9	159.1		164.7	43.8		158.6	19.3	0.9	13.2	125.7	
LOS	C	F		F	D		F	B	A	B	F	
Approach Delay (s/veh)		137.8			101.2			35.1			118.8	
Approach LOS		F			F			D			F	
Queue Length 50th (ft)	105	~476		~564	242		~219	204	0	33	~1000	
Queue Length 95th (ft)	161	#612		#794	306		m#377	m228	m0	47	#1122	
Internal Link Dist (ft)		468			1640			1747			378	
Turn Bay Length (ft)	150			100			235		225	235		
Base Capacity (vph)	307	710		436	1049		198	1448	1097	278	1421	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.59	1.24		1.25	0.57		1.21	0.65	0.39	0.40	1.20	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 84 (60%), Referenced to phase 2:NBSB and 6:NBSB, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.25			
Intersection Signal Delay (s/veh): 94.8		Intersection LOS: F	
Intersection Capacity Utilization 123.3%		ICU Level of Service H	
Analysis Period (min) 15			
~ 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.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 31: SR 25/US 17 & Chatham Parkway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	485	340	510	505	60	225	890	400	105	1470	135
Future Volume (veh/h)	170	485	340	510	505	60	225	890	400	105	1470	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1885	1870	1885	1900	1752	1826	1826	1870	1870	1870	1796
Adj Flow Rate, veh/h	181	516	362	543	537	0	239	947	426	112	1564	144
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	9	1	2	1	0	10	5	5	2	2	2	7
Cap, veh/h	366	374	262	436	1079		200	1465	1020	284	1341	122
Arrive On Green	0.10	0.19	0.17	0.21	0.30	0.00	0.09	0.42	0.42	0.08	0.41	0.39
Sat Flow, veh/h	1682	2012	1410	1795	3705	0	1739	3469	1585	1781	3293	300
Grp Volume(v), veh/h	181	459	419	543	537	0	239	947	426	112	838	870
Grp Sat Flow(s),veh/h/ln	1682	1791	1631	1795	1805	0	1739	1735	1585	1781	1777	1816
Q Serve(g_s), s	10.1	26.0	26.0	30.0	17.2	0.0	12.0	30.4	18.3	4.6	57.0	57.0
Cycle Q Clear(g_c), s	10.1	26.0	26.0	30.0	17.2	0.0	12.0	30.4	18.3	4.6	57.0	57.0
Prop In Lane	1.00		0.86	1.00		0.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	366	333	303	436	1079		200	1465	1020	284	723	739
V/C Ratio(X)	0.49	1.38	1.38	1.24	0.50		1.19	0.65	0.42	0.39	1.16	1.18
Avail Cap(c_a), veh/h	376	333	303	436	1079		200	1465	1020	285	723	739
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.6	57.0	57.9	43.3	40.4	0.0	62.5	32.1	12.2	22.7	41.5	41.7
Incr Delay (d2), s/veh	1.0	189.1	191.4	128.3	0.4	0.0	125.0	2.2	1.3	0.9	86.0	93.5
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	4.1	28.9	26.7	28.7	7.7	0.0	13.9	12.8	6.6	1.9	41.1	43.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.6	246.1	249.2	171.6	40.8	0.0	187.5	34.4	13.4	23.6	127.5	135.3
LnGrp LOS	C	F	F	F	D		F	C	B	C	F	F
Approach Vol, veh/h		1059			1080			1612			1820	
Approach Delay, s/veh		210.5			106.5			51.5			124.8	
Approach LOS		F			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	60.0	34.0	30.0	13.9	62.1	18.2	45.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	5.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.0	54.0	28.0	24.0	9.0	56.0	13.0	39.0
Max Q Clear Time (g_c+I1), s	14.0	59.0	32.0	28.0	6.6	32.4	12.1	19.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	16.9	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	116.4
HCM 6th LOS	F

Notes

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	940	170	0	825	40	0	0	50	5	0	95
Future Volume (vph)	95	940	170	0	825	40	0	0	50	5	0	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		125	0		100	0		0	0		50
Storage Lanes	1		1	0		1	0		1	1		1
Taper Length (ft)	100			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.865			0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1805	3505	1615	0	3505	1615	0	0	1644	1656	0	1599
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1805	3505	1615	0	3505	1615	0	0	1644	1656	0	1599
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1209			548			511			465	
Travel Time (s)		18.3			8.3			11.6			10.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	3%	0%	0%	3%	0%	0%	0%	0%	9%	0%	1%
Adj. Flow (vph)	99	979	177	0	859	42	0	0	52	5	0	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	979	177	0	859	42	0	0	52	5	0	99
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	95	940	170	0	825	40	0	0	50	5	0	95
Future Vol, veh/h	95	940	170	0	825	40	0	0	50	5	0	95
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	Yield	-	-	None
Storage Length	150	-	125	-	-	100	-	-	0	0	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	3	0	0	3	0	0	0	0	9	0	1
Mvmt Flow	99	979	177	0	859	42	0	0	52	5	0	99

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	901	0	0	-	-	0	-	-	490	1547	-	430
Stage 1	-	-	-	-	-	-	-	-	-	859	-	-
Stage 2	-	-	-	-	-	-	-	-	-	688	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.9	7.68	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.68	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.68	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.3	3.59	-	3.31
Pot Cap-1 Maneuver	763	-	-	0	-	-	0	0	529	73	0	576
Stage 1	-	-	-	0	-	-	0	0	-	303	0	-
Stage 2	-	-	-	0	-	-	0	0	-	387	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	763	-	-	-	-	-	-	-	529	59	-	576
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	156	-	-
Stage 1	-	-	-	-	-	-	-	-	-	264	-	-
Stage 2	-	-	-	-	-	-	-	-	-	304	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.8	0	12.5	13.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	529	763	-	-	-	-	156	576
HCM Lane V/C Ratio	0.098	0.13	-	-	-	-	0.033	0.172
HCM Control Delay (s/veh)	12.5	10.4	-	-	-	-	28.9	12.5
HCM Lane LOS	B	B	-	-	-	-	D	B
HCM 95th %tile Q (veh)	0.3	0.4	-	-	-	-	0.1	0.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	0	100	165	15	145	30	1030	60	5	1445	150
Future Volume (vph)	75	0	100	165	15	145	30	1030	60	5	1445	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		175	150		125
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			100			100		
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		0.923			0.940				0.850			0.850
Flt Protected		0.979			0.975		0.950			0.950		
Satd. Flow (prot)	0	1697	0	0	1639	0	1805	3406	1404	1805	3505	1568
Flt Permitted		0.979			0.975		0.950			0.950		
Satd. Flow (perm)	0	1697	0	0	1639	0	1805	3406	1404	1805	3505	1568
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		558			382			458			1131	
Travel Time (s)		12.7			8.7			6.9			17.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	2%	0%	0%	14%	0%	6%	15%	0%	3%	3%
Adj. Flow (vph)	77	0	103	170	15	149	31	1062	62	5	1490	155
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	180	0	0	334	0	31	1062	62	5	1490	155
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			-10			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	72.1%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	64

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	75	0	100	165	15	145	30	1030	60	5	1445	150
Future Vol, veh/h	75	0	100	165	15	145	30	1030	60	5	1445	150
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	-	-	None
Storage Length	-	-	-	-	-	-	100	-	175	150	-	125
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	2	0	0	14	0	6	15	0	3	3
Mvmt Flow	77	0	103	170	15	149	31	1062	62	5	1490	155

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2101	2624	745	1879	2779	531	1645	0	0	1062	0	0
Stage 1	1500	1500	-	1124	1124	-	-	-	-	-	-	-
Stage 2	601	1124	-	755	1655	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.94	7.5	6.5	7.18	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.32	3.5	4	3.44	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 30	24	357	~ 45	19	463	398	-	-	664	-	-
Stage 1	130	187	-	222	283	-	-	-	-	-	-	-
Stage 2	459	283	-	371	157	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 16	22	357	~ 30	17	463	398	-	-	664	-	-
Mov Cap-2 Maneuver	82	108	-	~ 113	84	-	-	-	-	-	-	-
Stage 1	120	186	-	205	261	-	-	-	-	-	-	-
Stage 2	270	261	-	262	156	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	211.2	$ 518.9	0.4	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	398	-	-	146	167	664	-	-
HCM Lane V/C Ratio	0.078	-	-	1.236	2.006	0.008	-	-
HCM Control Delay (s/veh)	14.8	-	-	211.2	$ 518.9	10.5	-	-
HCM Lane LOS	B	-	-	F	F	B	-	-
HCM 95th %tile Q (veh)	0.3	-	-	10.7	25.9	0	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	5	65	5	5	15	20	1225	5	10	1530	10
Future Volume (vph)	20	5	65	5	5	15	20	1225	5	10	1530	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	235		0	235		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
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	0.95
Frt		0.902			0.917			0.999			0.999	
Flt Protected		0.989			0.990		0.950			0.950		
Satd. Flow (prot)	0	1590	0	0	1640	0	1172	3432	0	1805	3488	0
Flt Permitted		0.989			0.990		0.950			0.950		
Satd. Flow (perm)	0	1590	0	0	1640	0	1172	3432	0	1805	3488	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		941			754			1131			2483	
Travel Time (s)		21.4			17.1			17.1			37.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	10%	0%	6%	11%	0%	5%	54%	5%	25%	0%	3%	63%
Adj. Flow (vph)	21	5	68	5	5	16	21	1289	5	11	1611	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	94	0	0	26	0	21	1294	0	11	1622	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.7%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	5	65	5	5	15	20	1225	5	10	1530	10
Future Vol, veh/h	20	5	65	5	5	15	20	1225	5	10	1530	10
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	-	-	-	-	-	-	235	-	-	235	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	10	0	6	11	0	5	54	5	25	0	3	63
Mvmt Flow	21	5	68	5	5	16	21	1289	5	11	1611	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2328	2975	811	2164	2978	647	1622	0	0	1294	0	0
Stage 1	1639	1639	-	1334	1334	-	-	-	-	-	-	-
Stage 2	689	1336	-	830	1644	-	-	-	-	-	-	-
Critical Hdwy	7.7	6.5	7.02	7.72	6.5	7	5.18	-	-	4.1	-	-
Critical Hdwy Stg 1	6.7	5.5	-	6.72	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.72	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.6	4	3.36	3.61	4	3.35	2.74	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 18	14	314	24	14	407	222	-	-	542	-	-
Stage 1	96	160	-	150	225	-	-	-	-	-	-	-
Stage 2	384	224	-	312	159	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 15	12	314	16	12	407	222	-	-	542	-	-
Mov Cap-2 Maneuver	67	84	-	82	79	-	-	-	-	-	-	-
Stage 1	87	157	-	136	204	-	-	-	-	-	-	-
Stage 2	326	203	-	231	156	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	56.5	32.9	0.4	0.1
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	222	-	-	159	155	542	-	-
HCM Lane V/C Ratio	0.095	-	-	0.596	0.17	0.019	-	-
HCM Control Delay (s/veh)	22.9	-	-	56.5	32.9	11.8	-	-
HCM Lane LOS	C	-	-	F	D	B	-	-
HCM 95th %tile Q (veh)	0.3	-	-	3.2	0.6	0.1	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	5	15	55	5	180	15	1185	60	200	1480	5
Future Volume (vph)	45	5	15	55	5	180	15	1185	60	200	1480	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	235		0	235		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
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	0.95
Frt		0.969				0.850		0.993				
Flt Protected		0.966			0.956		0.950			0.950		
Satd. Flow (prot)	0	1652	0	0	1692	1495	1327	3446	0	1308	3502	0
Flt Permitted		0.753			0.728		0.132			0.121		
Satd. Flow (perm)	0	1288	0	0	1288	1495	184	3446	0	167	3502	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				44		6			1	
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		369			1049			2483			559	
Travel Time (s)		8.4			28.6			37.6			8.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	11%	0%	0%	8%	0%	8%	36%	2%	44%	38%	3%	33%
Adj. Flow (vph)	48	5	16	59	5	191	16	1261	64	213	1574	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	69	0	0	64	191	16	1325	0	213	1579	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	1	2		1	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	40		20	330	40	40	336		40	336	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	330		0	330	
Detector 1 Size(ft)	20	40		20	40	40	40	6		40	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)		0			330			0			0	
Detector 2 Size(ft)		0			0			0			0	
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	pm+ov	Perm	NA		D.P+P	NA	
Protected Phases		4			8	5		6		5	2	

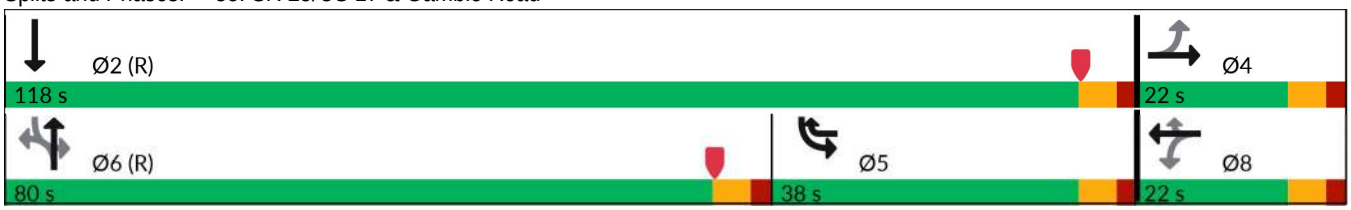


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6			6		
Detector Phase	4	4		8	8	5	6	6		5	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0	9.0	16.0	16.0		9.0	16.0	
Minimum Split (s)	15.0	15.0		15.0	15.0	15.0	22.0	22.0		15.0	22.0	
Total Split (s)	22.0	22.0		22.0	22.0	38.0	80.0	80.0		38.0	118.0	
Total Split (%)	15.7%	15.7%		15.7%	15.7%	27.1%	57.1%	57.1%		27.1%	84.3%	
Maximum Green (s)	16.0	16.0		16.0	16.0	32.0	74.0	74.0		32.0	112.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag						Lag	Lead	Lead		Lag		
Lead-Lag Optimize?						Yes	Yes	Yes		Yes		
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	5.0	5.0		4.0	5.0	
Recall Mode	None	None		None	None	None	C-Max	C-Max		None	C-Max	
Act Effct Green (s)		13.0			13.0	48.0	80.0	80.0		112.0	119.2	
Actuated g/C Ratio		0.09			0.09	0.34	0.57	0.57		0.80	0.85	
v/c Ratio		0.54			0.54	0.35	0.15	0.67		0.54	0.53	
Control Delay (s/veh)		67.9			76.6	26.6	13.9	12.8		30.3	1.1	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		67.9			76.6	26.6	13.9	12.8		30.3	1.1	
LOS		E			E	C	B	B		C	A	
Approach Delay (s/veh)		67.9			39.2			12.8			4.6	
Approach LOS		E			D			B			A	
Queue Length 50th (ft)		53			57	95	4	185		107	35	
Queue Length 95th (ft)		104			107	155	m7	214		m180	36	
Internal Link Dist (ft)		289			969			2403			479	
Turn Bay Length (ft)						200	235			235		
Base Capacity (vph)		155			147	540	105	1972		394	2982	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.45			0.44	0.35	0.15	0.67		0.54	0.53	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 24 (17%), Referenced to phase 2:SBT and 6:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay (s/veh): 11.6		Intersection LOS: B	
Intersection Capacity Utilization 79.7%		ICU Level of Service D	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 35: SR 25/US 17 & Gamble Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	5	15	55	5	180	15	1185	60	200	1480	5
Future Volume (veh/h)	45	5	15	55	5	180	15	1185	60	200	1480	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1900	1900	1781	1900	1781	1366	1870	1248	1337	1856	1411
Adj Flow Rate, veh/h	48	5	16	59	5	0	16	1261	64	213	1574	5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	11	0	0	8	0	8	36	2	44	38	3	33
Cap, veh/h	115	12	25	141	8		149	1819	92	482	3065	10
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.00	0.53	0.53	0.53	0.28	0.85	0.85
Sat Flow, veh/h	1111	195	394	1433	121	1510	237	3441	174	1273	3605	11
Grp Volume(v), veh/h	69	0	0	64	0	0	16	650	675	213	770	809
Grp Sat Flow(s),veh/h/ln	1700	0	0	1555	0	1510	237	1777	1839	1273	1763	1853
Q Serve(g_s), s	0.0	0.0	0.0	0.2	0.0	0.0	6.0	38.1	38.2	3.5	16.2	16.2
Cycle Q Clear(g_c), s	5.1	0.0	0.0	5.4	0.0	0.0	22.2	38.1	38.2	3.5	16.2	16.2
Prop In Lane	0.70		0.23	0.92		1.00	1.00		0.09	1.00		0.01
Lane Grp Cap(c), veh/h	152	0	0	149	0		149	939	972	482	1499	1576
V/C Ratio(X)	0.45	0.00	0.00	0.43	0.00		0.11	0.69	0.69	0.44	0.51	0.51
Avail Cap(c_a), veh/h	228	0	0	221	0		149	939	972	482	1499	1576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.7	0.0	0.0	63.8	0.0	0.0	25.9	24.5	24.6	30.3	2.8	2.8
Incr Delay (d2), s/veh	3.0	0.0	0.0	2.8	0.0	0.0	1.4	4.2	4.1	0.9	1.3	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	2.4	0.0	0.0	0.4	16.3	16.8	5.4	3.6	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.7	0.0	0.0	66.6	0.0	0.0	27.4	28.7	28.7	31.2	4.0	4.0
LnGrp LOS	E			E			C	C	C	C	A	A
Approach Vol, veh/h		69			64			1341			1792	
Approach Delay, s/veh		66.7			66.6			28.7			7.2	
Approach LOS		E			E			C			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		125.1		14.9	45.1	80.0		14.9				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		112.0		16.0	32.0	74.0		16.0				
Max Q Clear Time (g_c+I1), s		18.2		7.1	5.5	40.2		7.4				
Green Ext Time (p_c), s		84.5		0.1	1.2	30.7		0.5				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			18.5									
HCM 6th LOS			B									

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	5	15	5	5	5	5	1405	5	5	1670	5
Future Volume (vph)	15	5	15	5	5	5	5	1405	5	5	1670	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	235		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
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	0.95
Frt		0.942			0.955							
Flt Protected		0.979			0.984		0.950			0.950		
Satd. Flow (prot)	0	1533	0	0	1785	0	1805	3505	0	1805	3373	0
Flt Permitted		0.979			0.984		0.950			0.950		
Satd. Flow (perm)	0	1533	0	0	1785	0	1805	3505	0	1805	3373	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		840			519			559			2261	
Travel Time (s)		19.1			11.8			8.5			34.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	33%	0%	0%	0%	0%	3%	0%	0%	7%	17%
Adj. Flow (vph)	16	5	16	5	5	5	5	1544	5	5	1835	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	0	15	0	5	1549	0	5	1840	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.3%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	5	15	5	5	5	5	1405	5	5	1670	5
Future Vol, veh/h	15	5	15	5	5	5	5	1405	5	5	1670	5
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	-	-	-	-	-	-	150	-	-	235	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	33	0	0	0	0	3	0	0	7	17
Mvmt Flow	16	5	16	5	5	5	5	1544	5	5	1835	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2633	3407	920	2487	3407	775	1840	0	0	1549	0	0
Stage 1	1848	1848	-	1557	1557	-	-	-	-	-	-	-
Stage 2	785	1559	-	930	1850	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7.56	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.63	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 12	7	220	15	7	345	335	-	-	434	-	-
Stage 1	79	126	-	120	175	-	-	-	-	-	-	-
Stage 2	356	175	-	291	126	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 11	7	220	13	7	345	335	-	-	434	-	-
Mov Cap-2 Maneuver	61	68	-	78	67	-	-	-	-	-	-	-
Stage 1	78	124	-	118	172	-	-	-	-	-	-	-
Stage 2	334	172	-	254	124	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	72	49	0.1	0
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	335	-	-	90	98	434	-	-
HCM Lane V/C Ratio	0.016	-	-	0.427	0.168	0.013	-	-
HCM Control Delay (s/veh)	15.9	-	-	72	49	13.4	-	-
HCM Lane LOS	C	-	-	F	E	B	-	-
HCM 95th %tile Q (veh)	0.1	-	-	1.8	0.6	0	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	140	5	65	5	5	5	5	1375	40	5	80	1605
Future Volume (vph)	140	5	65	5	5	5	5	1375	40	5	80	1605
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		100		200	
Storage Lanes	0		0	0		0	1		1		1	
Taper Length (ft)	25			25			50				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt		0.958			0.955				0.850			
Flt Protected		0.968			0.984		0.950				0.950	
Satd. Flow (prot)	0	1762	0	0	1774	0	1399	3471	1568	0	1805	3374
Flt Permitted		0.968			0.984		0.950				0.950	
Satd. Flow (perm)	0	1762	0	0	1774	0	1399	3471	1568	0	1805	3374
Link Speed (mph)		30			25			45				45
Link Distance (ft)		605			773			2261				494
Travel Time (s)		13.8			21.1			34.3				7.5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	29%	4%	3%	0%	0%	7%
Adj. Flow (vph)	154	5	71	5	5	5	5	1511	44	5	88	1764
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	230	0	0	15	0	5	1511	44	0	93	1764
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			20				25
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	9	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 76.4%		ICU Level of Service D	
Analysis Period (min) 15			



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	20
Future Volume (vph)	20
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)	1214
Flt Permitted	
Satd. Flow (perm)	1214
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.91
Heavy Vehicles (%)	33%
Adj. Flow (vph)	22
Shared Lane Traffic (%)	
Lane Group Flow (vph)	22
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
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	77.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	140	5	65	5	5	5	5	1375	40	5	80	1605	20
Future Vol, veh/h	140	5	65	5	5	5	5	1375	40	5	80	1605	20
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	-	-	-	-	-	-	100	-	100	-	200	-	0
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	2	29	4	3	0	0	7	33
Mvmt Flow	154	5	71	5	5	5	5	1511	44	5	88	1764	22

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	2718	3515	882	2592	3471	756	1764	0	0	1511	1555	0	0
Stage 1	1950	1950	-	1521	1521	-	-	-	-	-	-	-	-
Stage 2	768	1565	-	1071	1950	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.94	4.68	-	-	6.4	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.32	2.49	-	-	2.5	2.2	-	-
Pot Cap-1 Maneuver	~ 10	6	293	13	7	351	253	-	-	158	431	-	-
Stage 1	~ 68	112	-	126	183	-	-	-	-	-	-	-	-
Stage 2	365	174	-	239	112	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	~ 7	~ 4	293	7	~ 5	351	253	-	-	391	391	-	-
Mov Cap-2 Maneuver	~ 50	39	-	60	52	-	-	-	-	-	-	-	-
Stage 1	~ 67	85	-	123	179	-	-	-	-	-	-	-	-
Stage 2	341	171	-	129	85	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	$ 1229.8	64.1	0.1	0.8
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	253	-	-	67	77	391	-	-
HCM Lane V/C Ratio	0.022	-	-	3.444	0.214	0.239	-	-
HCM Control Delay (s/veh)	19.5	-	-	$ 1229.8	64.1	17.1	-	-
HCM Lane LOS	C	-	-	F	F	C	-	-
HCM 95th %tile Q (veh)	0.1	-	-	24.1	0.7	0.9	-	-

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

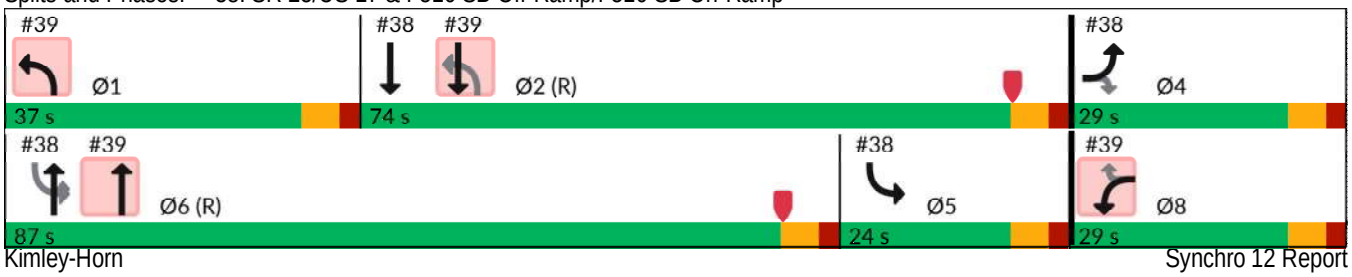
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	260	0	350	0	0	0	0	1265	260	240	1360	0
Future Volume (vph)	260	0	350	0	0	0	0	1265	260	240	1360	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	0		0	150		0	100		0
Storage Lanes	2		0	0		0	1		1	0		0
Taper Length (ft)	225			25			100			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3367	0	1468	0	0	0	0	4988	1599	1770	3438	0
Flt Permitted	0.950									0.159		
Satd. Flow (perm)	3367	0	1468	0	0	0	0	4988	1599	296	3438	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			368						274			
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		900			769			494			497	
Travel Time (s)		13.6			11.7			7.5			7.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	0%	10%	0%	0%	0%	0%	4%	1%	2%	5%	0%
Adj. Flow (vph)	274	0	368	0	0	0	0	1332	274	253	1432	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	274	0	368	0	0	0	0	1332	274	253	1432	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			40	
Link Offset(ft)		0			70			0			0	
Crosswalk Width(ft)		16			16			16			80	
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		0					1	0	1	1	
Detector Template												
Leading Detector (ft)	40		0					336	0	40	276	
Trailing Detector (ft)	0		0					330	0	0	270	
Detector 1 Position(ft)	0		0					330	0	0	270	
Detector 1 Size(ft)	40		20					6	20	40	6	
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	
Turn Type	Prot		Perm					NA	Perm	D.P+P	NA	
Protected Phases	4							6		5	2	
Permitted Phases			4						6	6		
Detector Phase	4		4					6	6	5	2	
Switch Phase												
Minimum Initial (s)	9.0		9.0					16.0	16.0	9.0	16.0	
Minimum Split (s)	15.0		15.0					22.0	22.0	15.0	22.0	

Lane Group	Ø1	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	1	8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	9.0	9.0
Minimum Split (s)	15.0	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	29.0		29.0					87.0	87.0	24.0	74.0	
Total Split (%)	20.7%		20.7%					62.1%	62.1%	17.1%	52.9%	
Maximum Green (s)	23.0		23.0					81.0	81.0	18.0	68.0	
Yellow Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-1.5		-1.5					-1.5	-1.5	-1.5	-1.5	
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)	5.0		5.0					5.0	5.0	2.0	5.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	21.1		21.1					85.9	85.9	105.4	77.1	
Actuated g/C Ratio	0.15		0.15					0.61	0.61	0.75	0.55	
v/c Ratio	0.54		0.69					0.44	0.25	0.59	0.76	
Control Delay (s/veh)	58.6		12.2					8.1	1.4	21.2	16.0	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	58.6		12.2					8.2	1.4	21.2	16.0	
LOS	E		B					A	A	C	B	
Approach Delay (s/veh)		32.0						7.0			16.8	
Approach LOS		C						A			B	
Queue Length 50th (ft)	119		0					177	19	121	145	
Queue Length 95th (ft)	163		98					216	27	211	155	
Internal Link Dist (ft)		820			689			414			417	
Turn Bay Length (ft)	200		200							100		
Base Capacity (vph)	589		560					3061	1087	428	1894	
Starvation Cap Reductn	0		0					0	0	0	0	
Spillback Cap Reductn	0		0					88	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.47		0.66					0.45	0.25	0.59	0.76	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 95 (68%), Referenced to phase 2:SBT and 6:NBSB, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 15.3		Intersection LOS: B	
Intersection Capacity Utilization 68.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 38: SR 25/US 17 & I-516 SB Off-Ramp/I-516 SB On-Ramp



Lane Group	Ø1	Ø8
Total Split (s)	37.0	29.0
Total Split (%)	26%	21%
Maximum Green (s)	31.0	23.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	2.0	5.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.

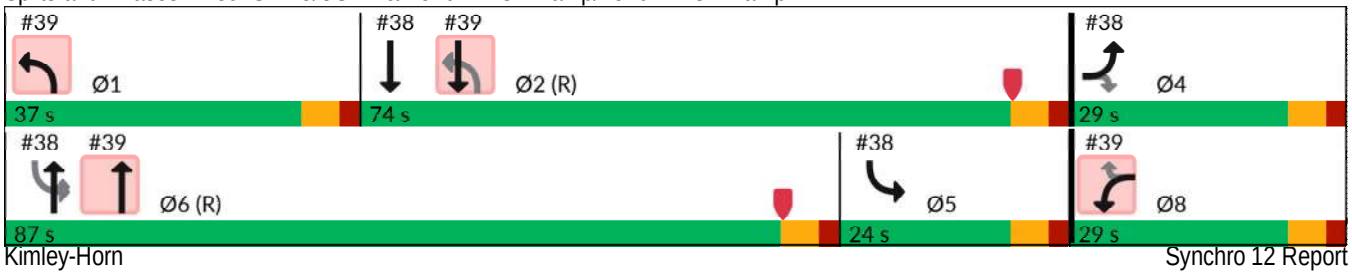
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	245	0	180	360	1165	0	0	1355	180
Future Volume (vph)	0	0	0	245	0	180	360	1165	0	0	1355	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	250		250	100		0	235		0
Storage Lanes	0		0	2		0	0		0	1		0
Taper Length (ft)	25			225			50			100		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	0.91
Frt						0.850					0.982	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	3367	0	1599	1687	3505	0	0	4851	0
Flt Permitted				0.950			0.102					
Satd. Flow (perm)	0	0	0	3367	0	1599	181	3505	0	0	4851	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						184					24	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		692			1022			497			616	
Travel Time (s)		10.5			15.5			7.5			9.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	4%	50%	1%	7%	3%	0%	0%	5%	5%
Adj. Flow (vph)	0	0	0	250	0	184	367	1189	0	0	1383	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	250	0	184	367	1189	0	0	1567	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			40	
Link Offset(ft)		50			0			0			0	
Crosswalk Width(ft)		16			16			75			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		0	1	1			1	
Detector Template												
Leading Detector (ft)				40		0	40	256			336	
Trailing Detector (ft)				0		0	0	250			330	
Detector 1 Position(ft)				0		0	0	250			330	
Detector 1 Size(ft)				40		20	40	6			6	
Detector 1 Type				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	
Detector 1 Queue (s)				0.0		0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0		0.0	0.0	0.0			0.0	
Turn Type				Prot		Perm	D.P+P	NA			NA	
Protected Phases				8			1	6			2	
Permitted Phases						8	2					
Detector Phase				8		8	1	6			2	
Switch Phase												
Minimum Initial (s)				9.0		9.0	9.0	16.0			16.0	
Minimum Split (s)				15.0		15.0	15.0	22.0			22.0	

Lane Group	Ø4	Ø5
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	4	5
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	9.0	9.0
Minimum Split (s)	15.0	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)				29.0		29.0	37.0	87.0			74.0	
Total Split (%)				20.7%		20.7%	26.4%	62.1%			52.9%	
Maximum Green (s)				23.0		23.0	31.0	81.0			68.0	
Yellow Time (s)				4.0		4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0		2.0	2.0	2.0			2.0	
Lost Time Adjust (s)				-1.5		-1.5	-1.5	-1.5			-1.5	
Total Lost Time (s)				4.5		4.5	4.5	4.5			4.5	
Lead/Lag							Lead	Lead			Lag	
Lead-Lag Optimize?							Yes	Yes			Yes	
Vehicle Extension (s)				5.0		5.0	2.0	5.0			5.0	
Recall Mode				None		None	None	C-Max			C-Max	
Act Effct Green (s)				21.1		21.1	105.4	85.9			77.1	
Actuated g/C Ratio				0.15		0.15	0.75	0.61			0.55	
v/c Ratio				0.49		0.46	0.83	0.55			0.58	
Control Delay (s/veh)				57.5		10.6	37.8	8.1			21.9	
Queue Delay				0.0		0.1	0.8	0.2			0.2	
Total Delay (s/veh)				57.5		10.7	38.6	8.2			22.2	
LOS				E		B	D	A			C	
Approach Delay (s/veh)					37.6			15.4			22.2	
Approach LOS					D			B			C	
Queue Length 50th (ft)				108		0	82	143			446	
Queue Length 95th (ft)				150		67	132	170			520	
Internal Link Dist (ft)		612			942			417			536	
Turn Bay Length (ft)				250		250	100					
Base Capacity (vph)				589		431	489	2151			2683	
Starvation Cap Reductn				0		0	21	153			397	
Spillback Cap Reductn				0		12	0	249			116	
Storage Cap Reductn				0		0	0	0			0	
Reduced v/c Ratio				0.42		0.44	0.78	0.63			0.69	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 95 (68%), Referenced to phase 2:SBT and 6:NBSB, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 21.1		Intersection LOS: C	
Intersection Capacity Utilization 68.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 39: SR 25/US 17 & I-516 NB On-Ramp/I-516 NB Off-Ramp



Lane Group	Ø4	Ø5
Total Split (s)	29.0	24.0
Total Split (%)	21%	17%
Maximum Green (s)	23.0	18.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lag
Lead-Lag Optimize?		Yes
Vehicle Extension (s)	5.0	2.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.

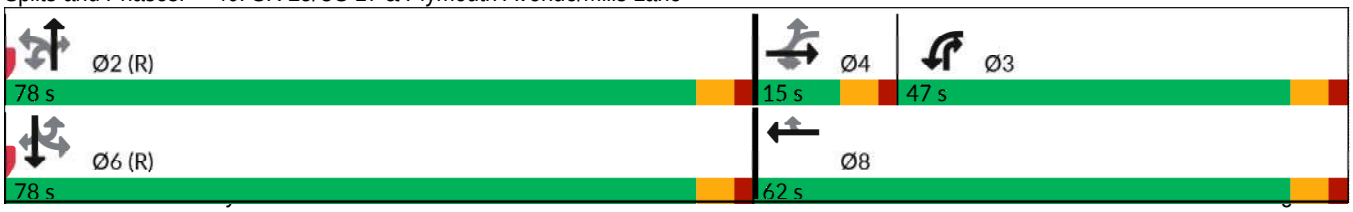
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	20	35	25	470	35	10	20	25	745	555	5	25
Future Volume (vph)	20	35	25	470	35	10	20	25	745	555	5	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	250		250		100		0		400
Storage Lanes	1		1	1		1		1		1		1
Taper Length (ft)	25			100				100				100
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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)	1805	1727	1538	1752	1900	1615	0	1766	1845	1568	0	1805
Flt Permitted	0.734			0.734				0.190				0.169
Satd. Flow (perm)	1395	1727	1538	1354	1900	1615	0	353	1845	1568	0	321
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			70			23				532		
Link Speed (mph)		25			45				45			
Link Distance (ft)		895			696				616			
Travel Time (s)		24.4			10.5				9.3			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	10%	5%	3%	0%	0%	0%	4%	3%	3%	0%	0%
Adj. Flow (vph)	21	36	26	490	36	10	21	26	776	578	5	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	36	26	490	36	10	0	47	776	578	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)		12			12				40			
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	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left		Right	Left		Right	Left				Left	
Leading Detector (ft)	40	40	40	40	40	40	20	40	336	40	20	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	330	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	330	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	40	20	40	6	40	20	40
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
Turn Type	Perm	NA	Perm	D.P+P	NA	Perm	Perm	Perm	NA	pm+ov	Perm	Perm
Protected Phases		4		3	8				2	3		
Permitted Phases	4		4	4		8	2	2		2	6	6
Detector Phase	4	4	4	3	8	8	2	2	2	3	6	6
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	16.0	16.0	16.0	9.0	16.0	16.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0	15.0	22.0	22.0	22.0	15.0	22.0	22.0

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1020	5
Future Volume (vph)	1020	5
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		400
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3406	1615
Flt Permitted		
Satd. Flow (perm)	3406	1615
Right Turn on Red		Yes
Satd. Flow (RTOR)		70
Link Speed (mph)	45	
Link Distance (ft)	875	
Travel Time (s)	13.3	
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	6%	0%
Adj. Flow (vph)	1063	5
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1063	5
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	40	
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	1	1
Detector Template		Right
Leading Detector (ft)	336	40
Trailing Detector (ft)	330	0
Detector 1 Position(ft)	330	0
Detector 1 Size(ft)	6	40
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
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	16.0	16.0
Minimum Split (s)	22.0	22.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Total Split (s)	15.0	15.0	15.0	47.0	62.0	62.0	78.0	78.0	78.0	47.0	78.0	78.0
Total Split (%)	10.7%	10.7%	10.7%	33.6%	44.3%	44.3%	55.7%	55.7%	55.7%	33.6%	55.7%	55.7%
Maximum Green (s)	9.0	9.0	9.0	41.0	56.0	56.0	72.0	72.0	72.0	41.0	72.0	72.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
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)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lead	Lag						Lag		
Lead-Lag Optimize?	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	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	9.0	9.0	9.0	45.2	50.0	50.0		78.0	78.0	123.2		78.0
Actuated g/C Ratio	0.06	0.06	0.06	0.32	0.36	0.36		0.56	0.56	0.88		0.56
v/c Ratio	0.24	0.32	0.16	0.90	0.05	0.02		0.24	0.76	0.40		0.17
Control Delay (s/veh)	69.1	70.9	2.0	65.1	26.7	3.4		8.2	19.5	0.9		21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay (s/veh)	69.1	70.9	2.0	65.1	26.7	3.4		8.2	19.5	1.0		21.2
LOS	E	E	A	E	C	A		A	B	A		C
Approach Delay (s/veh)		48.9			61.4				11.5			
Approach LOS		D			E				B			
Queue Length 50th (ft)	19	32	0	377	20	0		12	660	0		14
Queue Length 95th (ft)	48	70	0	#516	44	5		m30	846	0		38
Internal Link Dist (ft)		815			616				536			
Turn Bay Length (ft)			50	250		250		100				400
Base Capacity (vph)	89	111	164	583	760	659		196	1027	1437		178
Starvation Cap Reductn	0	0	0	0	0	0		0	2	83		0
Spillback Cap Reductn	0	0	0	0	0	0		3	0	0		0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0		0
Reduced v/c Ratio	0.24	0.32	0.16	0.84	0.05	0.02		0.24	0.76	0.43		0.17

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 34 (24%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 24.9		Intersection LOS: C	
Intersection Capacity Utilization 87.7%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 40: SR 25/US 17 & Plymouth Avenue/Mills Lane





Lane Group	SBT	SBR
Total Split (s)	78.0	78.0
Total Split (%)	55.7%	55.7%
Maximum Green (s)	72.0	72.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Act Effct Green (s)	78.0	78.0
Actuated g/C Ratio	0.56	0.56
v/c Ratio	0.56	0.01
Control Delay (s/veh)	22.6	0.0
Queue Delay	0.0	0.0
Total Delay (s/veh)	22.6	0.0
LOS	C	A
Approach Delay (s/veh)	22.5	
Approach LOS	C	
Queue Length 50th (ft)	340	0
Queue Length 95th (ft)	421	0
Internal Link Dist (ft)	795	
Turn Bay Length (ft)		400
Base Capacity (vph)	1897	930
Starvation Cap Reductn	0	0
Spillback Cap Reductn	30	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.57	0.01

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	20	35	25	470	35	10	20	25	745	555	5	25
Future Volume (veh/h)	20	35	25	470	35	10	20	25	745	555	5	25
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1900	1752	1826	1856	1900	1900		1841	1856	1856		1900
Adj Flow Rate, veh/h	21	36	26	490	36	0		26	776	0		26
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		0.96	0.96	0.96		0.96
Percent Heavy Veh, %	0	10	5	3	0	0		4	3	3		0
Cap, veh/h	122	112	99	521	644			252	1068			458
Arrive On Green	0.06	0.06	0.06	0.23	0.34	0.00		1.00	1.00	0.00		0.58
Sat Flow, veh/h	1394	1752	1547	1767	1900	1610		520	1856	1572		706
Grp Volume(v), veh/h	21	36	26	490	36	0		26	776	0		26
Grp Sat Flow(s),veh/h/ln	1394	1752	1547	1767	1900	1610		520	1856	1572		706
Q Serve(g_s), s	2.0	2.8	2.2	29.2	1.8	0.0		2.5	0.0	0.0		2.3
Cycle Q Clear(g_c), s	3.8	2.8	2.2	29.2	1.8	0.0		29.1	0.0	0.0		2.3
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	122	112	99	521	644			252	1068			458
V/C Ratio(X)	0.17	0.32	0.26	0.94	0.06			0.10	0.73			0.06
Avail Cap(c_a), veh/h	123	113	99	627	760			252	1068			458
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		2.00	2.00	2.00		1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00		0.82	0.82	0.00		1.00
Uniform Delay (d), s/veh	64.0	62.7	62.4	48.8	31.2	0.0		4.8	0.0	0.0		13.1
Incr Delay (d2), s/veh	0.7	1.7	1.4	20.5	0.0	0.0		0.7	3.6	0.0		0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	0.8	1.3	0.9	19.1	0.8	0.0		0.2	1.1	0.0		0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	64.7	64.3	63.8	69.3	31.2	0.0		5.5	3.6	0.0		13.3
LnGrp LOS	E	E	E	E	C			A	A			B
Approach Vol, veh/h		83			526				802			
Approach Delay, s/veh		64.3			66.7				3.6			
Approach LOS		E			E				A			

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		86.6	38.5	14.9		86.6		53.4				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s		72.0	41.0	9.0		72.0		56.0				
Max Q Clear Time (g_c+I1), s		31.1	31.2	5.8		28.5		3.8				
Green Ext Time (p_c), s		20.3	1.4	0.1		26.5		0.1				

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	25.6
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

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



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1020	5
Future Volume (veh/h)	1020	5
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1811	1900
Adj Flow Rate, veh/h	1062	5
Peak Hour Factor	0.96	0.96
Percent Heavy Veh, %	6	0
Cap, veh/h	1980	926
Arrive On Green	0.58	0.58
Sat Flow, veh/h	3441	1610
Grp Volume(v), veh/h	1062	5
Grp Sat Flow(s),veh/h/ln	1721	1610
Q Serve(g_s), s	26.5	0.2
Cycle Q Clear(g_c), s	26.5	0.2
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	1980	926
V/C Ratio(X)	0.54	0.01
Avail Cap(c_a), veh/h	1980	926
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	18.3	12.7
Incr Delay (d2), s/veh	1.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	0.1
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	19.3	12.7
LnGrp LOS	B	B
Approach Vol, veh/h	1093	
Approach Delay, s/veh	19.1	
Approach LOS	B	
Timer - Assigned Phs		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	70	0	0	0	0	1670	0	0	2625	0
Future Volume (vph)	0	0	70	0	0	0	0	1670	0	0	2625	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	230		160	230		175
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			100			100		
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			0.865									
Flt Protected												
Satd. Flow (prot)	0	0	1611	0	0	1863	1845	3505	1845	1863	3539	1863
Flt Permitted												
Satd. Flow (perm)	0	0	1611	0	0	1863	1845	3505	1845	1863	3539	1863
Link Speed (mph)		30			30			35			45	
Link Distance (ft)		565			317			736			709	
Travel Time (s)		12.8			7.2			14.3			10.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	0	0	71	0	0	0	0	1704	0	0	2679	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	71	0	0	0	0	1704	0	0	2679	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)		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)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 83.6%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	70	0	0	0	0	1670	0	0	2625	0
Future Vol, veh/h	0	0	70	0	0	0	0	1670	0	0	2625	0
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	-	-	Stop	-	-	Stop	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	0	230	-	160	230	-	175
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	2	2	2
Mvmt Flow	0	0	71	0	0	0	0	1704	0	0	2679	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1340	-	-	852	2679	0	0	1704	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.16	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.23	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	143	0	0	303	150	-	-	369	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	143	-	-	303	150	-	-	369	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	53	0	0	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	150	-	-	143	-	369	-	-
HCM Lane V/C Ratio	-	-	-	0.5	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	53	0	0	-	-
HCM Lane LOS	A	-	-	F	A	A	-	-
HCM 95th %tile Q (veh)	0	-	-	2.4	-	0	-	-

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	1090	2115	0	0	0
Future Volume (vph)	0	1090	2115	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3610	3610	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	3610	3610	0	0	0
Link Speed (mph)		30	55		30	
Link Distance (ft)		413	854		136	
Travel Time (s)		9.4	10.6		3.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1185	2299	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1185	2299	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		20	20		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.8%		ICU Level of Service B	
Analysis Period (min) 15			



Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	2055	0	0	2345	0	0
Future Volume (vph)	2055	0	0	2345	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3539	0	0	3539	0	0
Flt Permitted						
Satd. Flow (perm)	3539	0	0	3539	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	2345			1309	375	
Travel Time (s)	53.3			29.8	8.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	0%	0%
Adj. Flow (vph)	2234	0	0	2549	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2234	0	0	2549	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 68.2%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	15	1610	0	0	2980	0	0
Future Volume (vph)	15	1610	0	0	2980	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		0	0		0	0
Storage Lanes	1		0	0		0	0
Taper Length (ft)	100			25		25	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Frt							
Flt Protected	0.950						
Satd. Flow (prot)	1805	3610	0	0	3610	0	0
Flt Permitted	0.950						
Satd. Flow (perm)	1805	3610	0	0	3610	0	0
Link Speed (mph)		45			45	30	
Link Distance (ft)		1342			1129	339	
Travel Time (s)		20.3			17.1	7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	1750	0	0	3239	0	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	16	1750	0	0	3239	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	Left	Left	Left	Right
Median Width(ft)		12			12	0	
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)	9		9	15		15	9
Sign Control		Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 85.7%		ICU Level of Service E	
Analysis Period (min) 15			

2030 BUILD
AM PEAK HOUR



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	5	0	0	5	5	1490	5	5	845	5
Future Volume (vph)	0	0	5	0	0	5	5	1490	5	5	845	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	250		310	200		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			125			125		
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			0.865			0.865			0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1644	0	0	1644	1805	3505	1615	1805	3574	1615
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	0	1644	0	0	1644	1805	3505	1615	1805	3574	1615
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		1583			819			854			5845	
Travel Time (s)		36.0			22.3			12.9			88.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	1%	0%
Adj. Flow (vph)	0	0	5	0	0	5	5	1568	5	5	889	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	5	0	0	5	5	1568	5	5	889	5
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			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	0	0	5	5	1490	5	5	845	5
Future Vol, veh/h	0	0	5	0	0	5	5	1490	5	5	845	5
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	-	-	Stop	-	-	Stop	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	0	250	-	310	200	-	275
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	0	1	0
Mvmt Flow	0	0	5	0	0	5	5	1568	5	5	889	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	445	-	-	784	889	0	0	1568	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	566	0	0	340	771	-	-	426	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	566	-	-	340	771	-	-	426	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.4	15.8	0	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	771	-	-	566	340	426	-	-
HCM Lane V/C Ratio	0.007	-	-	0.009	0.015	0.012	-	-
HCM Control Delay (s/veh)	9.7	-	-	11.4	15.8	13.6	-	-
HCM Lane LOS	A	-	-	B	C	B	-	-
HCM 95th %tile Q (veh)	0	-	-	0	0	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	15	70	5	545	5	1465	25	150	765	10
Future Volume (vph)	5	5	15	70	5	545	5	1465	25	150	765	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	125		300	275		175	235		235
Storage Lanes	0		0	1		1	1		1	1		1
Taper Length (ft)	25			50			125			150		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.917				0.850			0.850			0.850
Flt Protected		0.990			0.955		0.950			0.950		
Satd. Flow (prot)	0	1447	0	0	1814	2814	1805	3505	1615	1687	3343	1615
Flt Permitted		0.940			0.721		0.335			0.090		
Satd. Flow (perm)	0	1374	0	0	1370	2814	636	3505	1615	160	3343	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				49			82			27
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		701			999			5845			1908	
Travel Time (s)		19.1			27.2			88.6			28.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	100%	0%	0%	0%	1%	0%	3%	0%	7%	8%	0%
Adj. Flow (vph)	5	5	16	74	5	580	5	1559	27	160	814	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	79	580	5	1559	27	160	814	11
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			12			20			20	
Link Offset(ft)		0			10			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	1	2	1	1	2	1
Detector Template	Left											
Leading Detector (ft)	20	40		40	40	40	40	336	40	40	336	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	330	0	0	330	0
Detector 1 Size(ft)	20	40		40	40	40	40	6	40	40	6	40
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
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
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
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
Detector 2 Position(ft)		0			0			0			0	
Detector 2 Size(ft)		0			0			0			0	
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	pt+ov	Perm	NA	Perm	D.P+P	NA	Perm
Protected Phases		4			8	8 5		6		5	2	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			6		6	6		2
Detector Phase	4	4		8	8	8 5	6	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		16.0	16.0	16.0	9.0	16.0	16.0
Minimum Split (s)	15.0	15.0		15.0	15.0		22.0	22.0	22.0	15.0	22.0	22.0
Total Split (s)	24.0	24.0		24.0	24.0		75.0	75.0	75.0	21.0	96.0	96.0
Total Split (%)	20.0%	20.0%		20.0%	20.0%		62.5%	62.5%	62.5%	17.5%	80.0%	80.0%
Maximum Green (s)	18.0	18.0		18.0	18.0		69.0	69.0	69.0	15.0	90.0	90.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0			6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lead	Lead	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	3.0
Recall Mode	None	None		Min	Min		C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)		13.6			13.6	34.6	73.4	73.4	73.4	88.4	94.4	94.4
Actuated g/C Ratio		0.11			0.11	0.29	0.61	0.61	0.61	0.74	0.79	0.79
v/c Ratio		0.15			0.51	0.69	0.01	0.73	0.03	0.52	0.31	0.01
Control Delay (s/veh)		28.1			60.9	38.8	10.8	19.4	0.0	20.3	0.7	0.0
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		28.1			60.9	38.8	10.8	19.4	0.0	20.3	0.7	0.0
LOS		C			E	D	B	B	A	C	A	A
Approach Delay (s/veh)		28.1			41.4			19.1			3.9	
Approach LOS		C			D			B			A	
Queue Length 50th (ft)		7			58	207	2	421	0	43	7	0
Queue Length 95th (ft)		34			106	264	7	557	0	99	17	m0
Internal Link Dist (ft)		621			919			5765			1828	
Turn Bay Length (ft)						300	275		175	235		235
Base Capacity (vph)		219			205	947	389	2145	1020	308	2630	1276
Starvation Cap Reductn		0			0	0	0	0	0	0	0	0
Spillback Cap Reductn		0			0	0	0	0	0	0	0	0
Storage Cap Reductn		0			0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.12			0.39	0.61	0.01	0.73	0.03	0.52	0.31	0.01

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 41 (34%), Referenced to phase 2:SBT and 6:NBSB, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 19.1		Intersection LOS: B	
Intersection Capacity Utilization 82.1%		ICU Level of Service E	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: SR 25/US 17 & Fords Pointe Circle/Bradley Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	5	15	70	5	545	5	1465	25	150	765	10
Future Volume (veh/h)	5	5	15	70	5	545	5	1465	25	150	765	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	418	1900	1900	1900	1885	1900	1856	1900	1796	1781	1900
Adj Flow Rate, veh/h	5	5	16	74	5	580	5	1559	0	160	814	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	100	0	0	0	1	0	3	0	7	8	0
Cap, veh/h	37	10	19	157	9	773	452	2027		358	2555	
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.57	0.57	0.00	0.26	1.00	0.00
Sat Flow, veh/h	11	70	130	681	61	2812	681	3526	1610	1711	3385	1610
Grp Volume(v), veh/h	26	0	0	79	0	580	5	1559	0	160	814	0
Grp Sat Flow(s),veh/h/ln	212	0	0	742	0	1406	681	1763	1610	1711	1692	1610
Q Serve(g_s), s	1.3	0.0	0.0	0.0	0.0	7.0	0.4	40.4	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	15.4	0.0	0.0	14.1	0.0	7.0	0.4	40.4	0.0	0.0	0.0	0.0
Prop In Lane	0.19		0.62	0.94		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	66	0	0	166	0	773	452	2027		358	2555	
V/C Ratio(X)	0.39	0.00	0.00	0.48	0.00	0.75	0.01	0.77		0.45	0.32	
Avail Cap(c_a), veh/h	68	0	0	173	0	787	452	2027		358	2555	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.93	0.93	0.00
Uniform Delay (d), s/veh	47.8	0.0	0.0	49.8	0.0	39.7	10.9	19.4	0.0	31.9	0.0	0.0
Incr Delay (d2), s/veh	3.7	0.0	0.0	2.1	0.0	4.0	0.0	2.9	0.0	0.8	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	2.4	0.0	8.3	0.1	15.6	0.0	3.5	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.5	0.0	0.0	51.9	0.0	43.7	11.0	22.3	0.0	32.7	0.3	0.0
LnGrp LOS	D			D		D	B	C		C	A	
Approach Vol, veh/h		26			659			1564			974	
Approach Delay, s/veh		51.5			44.7			22.3			5.6	
Approach LOS		D			D			C			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		96.6		23.4	21.6	75.0		23.4				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		90.0		18.0	15.0	69.0		18.0				
Max Q Clear Time (g_c+I1), s		2.0		17.4	2.0	42.4		16.1				
Green Ext Time (p_c), s		24.2		0.0	0.4	23.8		0.7				

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		22.1
HCM 6th LOS		C

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	210	15	100	25	15	55	5	145	1830	30	90	55
Future Volume (vph)	210	15	100	25	15	55	5	145	1830	30	90	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		135	135		0		300		175		235
Storage Lanes	1		1	1		1		1		1		1
Taper Length (ft)	100			50				100				100
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	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)	1736	1900	1417	1805	1900	1615	0	1738	3539	1615	0	1805
Flt Permitted	0.747			0.747				0.286				0.056
Satd. Flow (perm)	1365	1900	1417	1419	1900	1615	0	523	3539	1615	0	106
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			136			191				136		
Link Speed (mph)		35			30				45			
Link Distance (ft)		1184			773				1908			
Travel Time (s)		23.1			17.6				28.9			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	0%	14%	0%	0%	0%	0%	4%	2%	0%	0%	0%
Adj. Flow (vph)	221	16	105	26	16	58	5	153	1926	32	95	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	221	16	105	26	16	58	0	158	1926	32	0	153
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)		12			12				20			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		25			16				25			
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	1	1	1	1
Detector Template						Right	Left			Right		
Leading Detector (ft)	40	40	40	40	40	20	20	40	336	20	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	330	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	330	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	20	20	40	6	20	40	40
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)		0			0							
Detector 2 Size(ft)		0			0							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	Perm	NA	Perm	D.P+P	D.P+P	NA	Perm	D.P+P	D.P+P
Protected Phases	7	4			8		1	1	6		5	5

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	795	155
Future Volume (vph)	795	155
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		175
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3374	1538
Flt Permitted		
Satd. Flow (perm)	3374	1538
Right Turn on Red		Yes
Satd. Flow (RTOR)		163
Link Speed (mph)	45	
Link Distance (ft)	740	
Travel Time (s)	11.2	
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	7%	5%
Adj. Flow (vph)	837	163
Shared Lane Traffic (%)		
Lane Group Flow (vph)	837	163
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	20	
Link Offset(ft)	0	
Crosswalk Width(ft)	60	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	1	0
Detector Template		
Leading Detector (ft)	336	0
Trailing Detector (ft)	330	0
Detector 1 Position(ft)	330	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)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type	NA	Perm
Protected Phases	2	

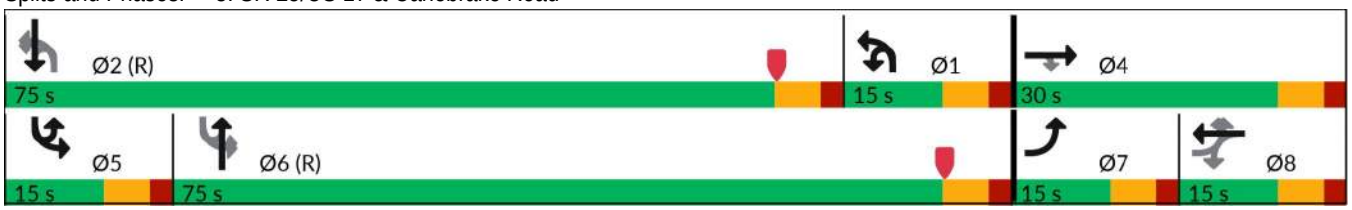


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases	8		4	8		8	2	2		6	6	6
Detector Phase	7	4	4	8	8	8	1	1	6	6	5	5
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	16.0	16.0	9.0	9.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	22.0	22.0	15.0	15.0
Total Split (s)	15.0	30.0	30.0	15.0	15.0	15.0	15.0	15.0	75.0	75.0	15.0	15.0
Total Split (%)	12.5%	25.0%	25.0%	12.5%	12.5%	12.5%	12.5%	12.5%	62.5%	62.5%	12.5%	12.5%
Maximum Green (s)	9.0	24.0	24.0	9.0	9.0	9.0	9.0	9.0	69.0	69.0	9.0	9.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.1	0.0	-2.1	0.0	0.0	0.0		-2.0	-1.5	0.0		0.0
Total Lost Time (s)	3.9	6.0	3.9	6.0	6.0	6.0		4.0	4.5	6.0		6.0
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	5.0	5.0	5.0	3.0	3.0	3.0	4.0	4.0	5.0	5.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	None
Act Effct Green (s)	20.0	21.0	23.1	9.0	9.0	9.0		85.0	73.5	72.0		81.0
Actuated g/C Ratio	0.17	0.18	0.19	0.08	0.08	0.08		0.71	0.61	0.60		0.68
v/c Ratio	0.85	0.05	0.27	0.25	0.11	0.20		0.33	0.89	0.03		0.77
Control Delay (s/veh)	73.0	39.3	4.7	58.4	53.8	1.5		6.8	19.5	0.0		46.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay (s/veh)	73.0	39.3	4.7	58.4	53.8	1.5		6.8	19.5	0.0		46.8
LOS	E	D	A	E	D	A		A	B	A		D
Approach Delay (s/veh)		50.4			24.7				18.3			
Approach LOS		D			C				B			
Queue Length 50th (ft)	155	10	0	19	12	0		21	360	0		50
Queue Length 95th (ft)	#271	30	26	50	35	0		m41	#589	m0		#170
Internal Link Dist (ft)		1104			693				1828			
Turn Bay Length (ft)	300		135	135				300		175		235
Base Capacity (vph)	261	380	414	106	142	297		481	2167	1023		199
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0		0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0		0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0		0
Reduced v/c Ratio	0.85	0.04	0.25	0.25	0.11	0.20		0.33	0.89	0.03		0.77

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 100 (83%), Referenced to phase 2:NBSB and 6:NBSB, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay (s/veh): 19.8 Intersection LOS: B
Intersection Capacity Utilization 94.8% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: SR 25/US 17 & Canebrake Road





Lane Group	SBT	SBR
Permitted Phases		2
Detector Phase	2	2
Switch Phase		
Minimum Initial (s)	16.0	16.0
Minimum Split (s)	22.0	22.0
Total Split (s)	75.0	75.0
Total Split (%)	62.5%	62.5%
Maximum Green (s)	69.0	69.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	-1.5	-1.5
Total Lost Time (s)	4.5	4.5
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	5.0	5.0
Recall Mode	C-Max	C-Max
Act Effct Green (s)	73.5	73.5
Actuated g/C Ratio	0.61	0.61
v/c Ratio	0.41	0.16
Control Delay (s/veh)	9.2	0.8
Queue Delay	0.0	0.0
Total Delay (s/veh)	9.2	0.8
LOS	A	A
Approach Delay (s/veh)	13.0	
Approach LOS	B	
Queue Length 50th (ft)	145	0
Queue Length 95th (ft)	202	3
Internal Link Dist (ft)	660	
Turn Bay Length (ft)		175
Base Capacity (vph)	2066	1004
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.41	0.16

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	210	15	100	25	15	55	5	145	1830	30	90	55
Future Volume (veh/h)	210	15	100	25	15	55	5	145	1830	30	90	55
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1841	1900	1693	1900	1900	1900		1841	1870	1900		1900
Adj Flow Rate, veh/h	221	16	105	26	16	0		153	1926	0		58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95		0.95
Percent Heavy Veh, %	4	0	14	0	0	0		4	2	0		0
Cap, veh/h	338	379	311	156	142			475	2128			314
Arrive On Green	0.09	0.20	0.22	0.07	0.07	0.00		0.18	1.00	0.00		0.06
Sat Flow, veh/h	1753	1900	1434	1291	1900	1610		1753	3554	1610		1810
Grp Volume(v), veh/h	221	16	105	26	16	0		153	1926	0		58
Grp Sat Flow(s),veh/h/ln	1753	1900	1434	1291	1900	1610		1753	1777	1610		1810
Q Serve(g_s), s	11.1	0.8	7.4	2.3	0.9	0.0		0.0	0.0	0.0		1.4
Cycle Q Clear(g_c), s	11.1	0.8	7.4	2.3	0.9	0.0		0.0	0.0	0.0		1.4
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	338	379	311	156	142			475	2128			314
V/C Ratio(X)	0.65	0.04	0.34	0.17	0.11			0.32	0.91			0.18
Avail Cap(c_a), veh/h	338	380	312	157	143			475	2128			334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		2.00	2.00	2.00		1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00		0.63	0.63	0.00		1.00
Uniform Delay (d), s/veh	45.9	38.8	39.7	52.4	51.8	0.0		14.5	0.0	0.0		7.6
Incr Delay (d2), s/veh	6.1	0.1	1.4	0.5	0.3	0.0		0.3	4.6	0.0		0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	6.7	0.4	2.7	0.8	0.5	0.0		2.1	1.4	0.0		0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.0	38.9	41.0	52.9	52.2	0.0		14.9	4.6	0.0		7.9
LnGrp LOS	D	D	D	D	D			B	A			A
Approach Vol, veh/h		342			42				2079			
Approach Delay, s/veh		48.0			52.6				5.4			
Approach LOS		D			D				A			

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	75.0		30.0	13.7	76.3	15.0	15.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	69.0		24.0	9.0	69.0	9.0	9.0
Max Q Clear Time (g_c+I1), s	2.0	18.1		9.4	3.4	2.0	13.1	4.3
Green Ext Time (p_c), s	0.4	27.1		0.7	0.0	65.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	12.5
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

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

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	795	155
Future Volume (veh/h)	795	155
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1796	1826
Adj Flow Rate, veh/h	837	163
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	7	5
Cap, veh/h	2005	909
Arrive On Green	0.59	0.59
Sat Flow, veh/h	3413	1547
Grp Volume(v), veh/h	837	163
Grp Sat Flow(s),veh/h/ln	1706	1547
Q Serve(g_s), s	16.1	5.8
Cycle Q Clear(g_c), s	16.1	5.8
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2005	909
V/C Ratio(X)	0.42	0.18
Avail Cap(c_a), veh/h	2005	909
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	13.5	11.4
Incr Delay (d2), s/veh	0.6	0.4
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	2.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	14.2	11.8
LnGrp LOS	B	B
Approach Vol, veh/h	1058	
Approach Delay, s/veh	13.5	
Approach LOS	B	
Timer - Assigned Phs		



Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	0	10	5	2175	10	25	1095
Future Volume (vph)	0	10	5	2175	10	25	1095
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	235		200	235	
Storage Lanes	0	1	1		1	1	
Taper Length (ft)	25		100			100	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.865			0.850		
Flt Protected			0.950			0.950	
Satd. Flow (prot)	0	1174	1805	3539	1615	1805	3374
Flt Permitted			0.950			0.950	
Satd. Flow (perm)	0	1174	1805	3539	1615	1805	3374
Link Speed (mph)	30			45			45
Link Distance (ft)	633			740			736
Travel Time (s)	14.4			11.2			11.2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	40%	0%	2%	0%	0%	7%
Adj. Flow (vph)	0	11	5	2314	11	27	1165
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	11	5	2314	11	27	1165
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	Left	Left
Median Width(ft)	0			20			20
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		9	15	
Sign Control	Stop			Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	0	10	5	2175	10	25	1095
Future Vol, veh/h	0	10	5	2175	10	25	1095
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	Yield	-	None
Storage Length	-	0	235	-	200	235	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	0	40	0	2	0	0	7
Mvmt Flow	0	11	5	2314	11	27	1165

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	-	1157	1165	0	0	2314	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	7.7	6.4	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.7	2.5	-	-	2.2	-
Pot Cap-1 Maneuver	0	140	265	-	-	219	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	-	140	265	-	-	219	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	32.8	0	0.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	265	-	-	140	219	-
HCM Lane V/C Ratio	0.02	-	-	0.076	0.121	-
HCM Control Delay (s/veh)	18.9	-	-	32.8	23.7	-
HCM Lane LOS	C	-	-	D	C	-
HCM 95th %tile Q (veh)	0.1	-	-	0.2	0.4	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	75	0	0	15	60	2140	10	5	15	985
Future Volume (vph)	0	0	75	0	0	15	60	2140	10	5	15	985
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	235		175		300	
Storage Lanes	0		1	0		1	1		1		1	
Taper Length (ft)	25			25			100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt			0.865			0.865			0.850			
Flt Protected							0.950				0.950	
Satd. Flow (prot)	0	0	1596	0	0	1644	1770	3505	1615	0	1805	3374
Flt Permitted							0.950				0.950	
Satd. Flow (perm)	0	0	1596	0	0	1644	1770	3505	1615	0	1805	3374
Link Speed (mph)		30			30			45				45
Link Distance (ft)		920			795			709				1015
Travel Time (s)		20.9			18.1			10.7				15.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	3%	0%	0%	0%	2%	3%	0%	0%	0%	7%
Adj. Flow (vph)	0	0	81	0	0	16	65	2301	11	5	16	1059
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	81	0	0	16	65	2301	11	0	21	1059
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			20				20
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	9	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.2%		ICU Level of Service C	
Analysis Period (min) 15			



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	110
Future Volume (vph)	110
Ideal Flow (vphpl)	1900
Storage Length (ft)	175
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1568
Flt Permitted	
Satd. Flow (perm)	1568
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.93
Heavy Vehicles (%)	3%
Adj. Flow (vph)	118
Shared Lane Traffic (%)	
Lane Group Flow (vph)	118
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
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	75	0	0	15	60	2140	10	5	15	985	110
Future Vol, veh/h	0	0	75	0	0	15	60	2140	10	5	15	985	110
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	-	-	Stop	-	-	Stop	-	-	Yield	-	-	-	Yield
Storage Length	-	-	0	-	-	0	235	-	175	-	300	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	3	0	0	0	2	3	0	0	0	7	3
Mvmt Flow	0	0	81	0	0	16	65	2301	11	5	16	1059	118

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	-	-	530	-	-	1151	1059	0	0	2301	2301	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.96	-	-	6.9	4.14	-	-	6.4	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.33	-	-	3.3	2.22	-	-	2.5	2.2	-	-
Pot Cap-1 Maneuver	0	0	491	0	0	194	653	-	-	48	222	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	-	-	491	-	-	194	653	-	-	110	110	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.8	25.2	0.3	0.8
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	653	-	-	491	194	110	-	-
HCM Lane V/C Ratio	0.099	-	-	0.164	0.083	0.196	-	-
HCM Control Delay (s/veh)	11.1	-	-	13.8	25.2	45.3	-	-
HCM Lane LOS	B	-	-	B	D	E	-	-
HCM 95th %tile Q (veh)	0.3	-	-	0.6	0.3	0.7	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	55	55	5	80	15	95	10	5	1490	660	190	1025
Future Volume (vph)	55	55	5	80	15	95	10	5	1490	660	190	1025
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	275		250		300		300	300	
Storage Lanes	1		0	1		1		1		1	1	
Taper Length (ft)	50			100				100			100	
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		0.988				0.850				0.850		
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	1612	1810	0	1787	1900	1538	0	1805	3471	1599	1687	3343
Flt Permitted	0.747			0.700				0.210			0.058	
Satd. Flow (perm)	1267	1810	0	1317	1900	1538	0	399	3471	1599	103	3343
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		3				104				536		
Link Speed (mph)		30			40				45			45
Link Distance (ft)		883			1109				1015			837
Travel Time (s)		20.1			18.9				15.4			12.7
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	12%	4%	0%	1%	0%	5%	0%	0%	4%	1%	7%	8%
Adj. Flow (vph)	60	60	5	88	16	104	11	5	1637	725	209	1126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	65	0	88	16	104	0	16	1637	725	209	1126
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)		12			12				20			20
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			25				16			20
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	2	1	1	1	2	1	1	2
Detector Template	Left			Left			Left	Left		Right	Left	
Leading Detector (ft)	40	40		40	40	40	20	40	336	40	40	336
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	330	0	0	330
Detector 1 Size(ft)	40	40		40	40	40	20	40	6	40	40	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
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
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
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
Detector 2 Position(ft)		0			0				0			0
Detector 2 Size(ft)		0			0				0			0
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		D.P+P	NA	Perm	Perm	Perm	NA	Perm	D.P+P	NA
Protected Phases		4		3	8				6		5	2



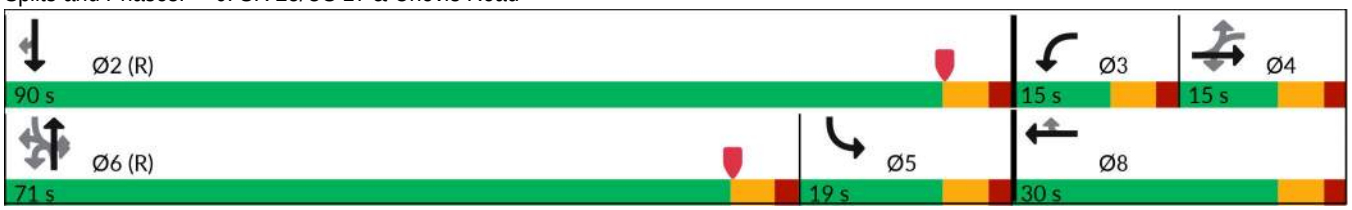
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	85
Future Volume (vph)	85
Ideal Flow (vphpl)	1900
Storage Length (ft)	150
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1553
Flt Permitted	
Satd. Flow (perm)	1553
Right Turn on Red	Yes
Satd. Flow (RTOR)	93
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.91
Heavy Vehicles (%)	4%
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)	40
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	40
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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Permitted Phases	4			4		8	6	6		6	6	
Detector Phase	4	4		3	8	8	6	6	6	6	5	2
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0	9.0	16.0	16.0	16.0	16.0	9.0	16.0
Minimum Split (s)	15.0	15.0		15.0	15.0	15.0	22.0	22.0	22.0	22.0	15.0	22.0
Total Split (s)	15.0	15.0		15.0	30.0	30.0	71.0	71.0	71.0	71.0	19.0	90.0
Total Split (%)	12.5%	12.5%		12.5%	25.0%	25.0%	59.2%	59.2%	59.2%	59.2%	15.8%	75.0%
Maximum Green (s)	9.0	9.0		9.0	24.0	24.0	65.0	65.0	65.0	65.0	13.0	84.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	-2.1		0.0	-2.0	-2.0		-2.0	-1.5	-1.5	-2.0	-1.5
Total Lost Time (s)	6.0	3.9		6.0	4.0	4.0		4.0	4.5	4.5	4.0	4.5
Lead/Lag	Lag	Lag		Lead			Lead	Lead	Lead	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	5.0	5.0	5.0	5.0	4.0	5.0
Recall Mode	None	None		None	None	None	C-Max	C-Max	C-Max	C-Max	None	C-Max
Act Effct Green (s)	9.0	11.1		16.2	23.0	23.0		70.0	69.5	69.5	85.0	88.5
Actuated g/C Ratio	0.08	0.09		0.14	0.19	0.19		0.58	0.58	0.58	0.71	0.74
v/c Ratio	0.63	0.38		0.42	0.04	0.28		0.07	0.81	0.63	0.77	0.46
Control Delay (s/veh)	82.7	55.9		47.6	37.7	9.3		5.8	11.8	1.6	49.6	6.3
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	82.7	55.9		47.6	37.7	9.3		5.8	11.8	1.6	49.6	6.3
LOS	F	E		D	D	A		A	B	A	D	A
Approach Delay (s/veh)		68.8			27.7				8.7			12.3
Approach LOS		E			C				A			B
Queue Length 50th (ft)	46	46		58	10	0		2	318	1	112	200
Queue Length 95th (ft)	#112	93		107	29	46		m3	419	m0	#229	193
Internal Link Dist (ft)		803			1029				935			757
Turn Bay Length (ft)	150			275		250		300		300	300	
Base Capacity (vph)	95	170		212	411	414		232	2010	1151	271	2465
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.63	0.38		0.42	0.04	0.25		0.07	0.81	0.63	0.77	0.46

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 42 (35%), Referenced to phase 2:SBT and 6:NBSB, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay (s/veh): 12.7 Intersection LOS: B
Intersection Capacity Utilization 73.2% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SR 25/US 17 & Chevis Road





Lane Group	SBR
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	16.0
Minimum Split (s)	22.0
Total Split (s)	90.0
Total Split (%)	75.0%
Maximum Green (s)	84.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-1.5
Total Lost Time (s)	4.5
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	5.0
Recall Mode	C-Max
Act Effct Green (s)	88.5
Actuated g/C Ratio	0.74
v/c Ratio	0.08
Control Delay (s/veh)	1.0
Queue Delay	0.0
Total Delay (s/veh)	1.0
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	6
Queue Length 95th (ft)	11
Internal Link Dist (ft)	
Turn Bay Length (ft)	150
Base Capacity (vph)	1169
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.08

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	55	55	5	80	15	95	10	5	1490	660	190	1025
Future Volume (veh/h)	55	55	5	80	15	95	10	5	1490	660	190	1025
Initial Q (Qb), veh	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	
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
Work Zone On Approach		No			No				No			No
Adj Sat Flow, veh/h/ln	1722	1841	1900	1885	1900	1826		1900	1841	1885	1796	1781
Adj Flow Rate, veh/h	60	60	0	88	16	0		5	1637	725	209	1126
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91		0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	12	4	0	1	0	5		0	4	1	7	8
Cap, veh/h	155	169		246	403			344	1938	885	306	2428
Arrive On Green	0.07	0.09	0.00	0.07	0.21	0.00		0.56	0.55	0.55	0.26	1.00
Sat Flow, veh/h	1286	1841	0	1795	1900	1547		508	3497	1598	1711	3385
Grp Volume(v), veh/h	60	60	0	88	16	0		5	1637	725	209	1126
Grp Sat Flow(s),veh/h/ln	1286	1841	0	1795	1900	1547		508	1749	1598	1711	1692
Q Serve(g_s), s	5.4	3.7	0.0	5.3	0.8	0.0		0.5	47.1	44.4	6.6	0.0
Cycle Q Clear(g_c), s	5.4	3.7	0.0	5.3	0.8	0.0		0.5	47.1	44.4	6.6	0.0
Prop In Lane	1.00		0.00	1.00		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	155	169		246	403			344	1938	885	306	2428
V/C Ratio(X)	0.39	0.36		0.36	0.04			0.01	0.84	0.82	0.68	0.46
Avail Cap(c_a), veh/h	156	170		254	412			344	1938	885	306	2428
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00		1.00	1.00	1.00	0.87	0.87
Uniform Delay (d), s/veh	53.9	51.2	0.0	46.2	37.6	0.0		11.8	22.4	21.8	38.6	0.0
Incr Delay (d2), s/veh	1.6	1.3	0.0	0.9	0.0	0.0		0.1	4.7	8.3	5.9	0.6
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
%ile BackOfQ(50%),veh/ln	1.8	1.8	0.0	2.4	0.4	0.0		0.1	18.6	17.1	5.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.5	52.4	0.0	47.0	37.6	0.0		11.9	27.1	30.2	44.6	0.6
LnGrp LOS	E	D		D	D			B	C	C	D	A
Approach Vol, veh/h		120			104				2367			1335
Approach Delay, s/veh		54.0			45.6				28.0			7.4
Approach LOS		D			D				C			A

Timer - Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		90.6	14.5	14.9	19.6	71.0		29.4				
Change Period (Y+Rc), s		6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		84.0	9.0	9.0	13.0	65.0		24.0				
Max Q Clear Time (g_c+I1), s		2.0	7.3	7.4	8.6	49.1		2.8				
Green Ext Time (p_c), s		56.1	0.0	0.0	0.4	15.8		0.0				

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	22.3
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

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



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	85
Future Volume (veh/h)	85
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1841
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.91
Percent Heavy Veh, %	4
Cap, veh/h	
Arrive On Green	0.00
Sat Flow, veh/h	1560
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1560
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	2.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	65	0	55	25	5	10	75	1530	35	40	25	1220
Future Volume (vph)	65	0	55	25	5	10	75	1530	35	40	25	1220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		125	100		0	300		650		250	
Storage Lanes	1		1	1		0	1		1		1	
Taper Length (ft)	50			50			125				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt			0.850		0.900				0.850			
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1671	1900	1615	1656	1710	0	1687	3471	1615	0	1659	3343
Flt Permitted	0.748			0.757			0.950				0.950	
Satd. Flow (perm)	1316	1900	1615	1320	1710	0	1687	3471	1615	0	1659	3343
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			222		10				82			
Link Speed (mph)		25			25			45				45
Link Distance (ft)		848			774			837				964
Travel Time (s)		23.1			21.1			12.7				14.6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	8%	0%	0%	9%	0%	0%	7%	4%	0%	8%	10%	8%
Adj. Flow (vph)	67	0	57	26	5	10	77	1577	36	41	26	1258
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	0	57	26	15	0	77	1577	36	0	67	1258
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)		12			14			20				20
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			25				45
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	9	15	
Number of Detectors	1	1	0	1	1		1	1	0	1	1	1
Detector Template										Left		
Leading Detector (ft)	40	40	0	40	40		40	336	0	20	40	336
Trailing Detector (ft)	0	0	0	0	0		0	330	0	0	0	330
Detector 1 Position(ft)	0	0	0	0	0		0	330	0	0	0	330
Detector 1 Size(ft)	40	40	20	40	40		40	6	20	20	40	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
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
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
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
Turn Type	Perm		Perm	Perm	NA		Prot	NA	Perm	Prot	Prot	NA
Protected Phases		4			8		1	6		5	5	2
Permitted Phases	4		4	8					6			
Detector Phase	4	4	4	8	8		1	6	6	5	5	2
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0		9.0	16.0	16.0	9.0	9.0	16.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0		15.0	22.0	22.0	15.0	15.0	22.0

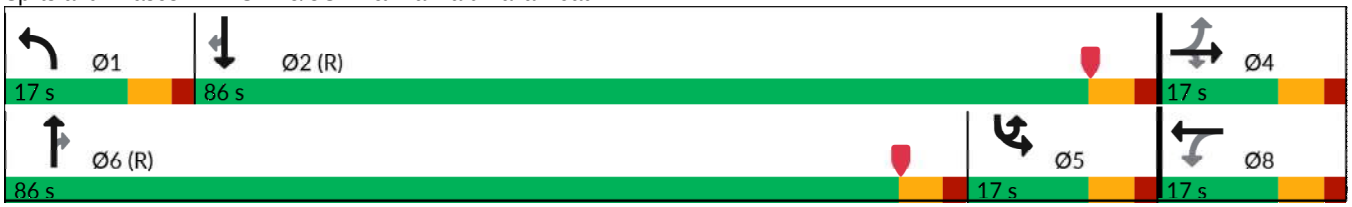


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	155
Future Volume (vph)	155
Ideal Flow (vphpl)	1900
Storage Length (ft)	200
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1538
Flt Permitted	
Satd. Flow (perm)	1538
Right Turn on Red	Yes
Satd. Flow (RTOR)	160
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	5%
Adj. Flow (vph)	160
Shared Lane Traffic (%)	
Lane Group Flow (vph)	160
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	0
Detector Template	
Leading Detector (ft)	0
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
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	16.0
Minimum Split (s)	22.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Total Split (s)	17.0	17.0	17.0	17.0	17.0		17.0	86.0	86.0	17.0	17.0	86.0
Total Split (%)	14.2%	14.2%	14.2%	14.2%	14.2%		14.2%	71.7%	71.7%	14.2%	14.2%	71.7%
Maximum Green (s)	11.0	11.0	11.0	11.0	11.0		11.0	80.0	80.0	11.0	11.0	80.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5		-2.5	-1.5	-1.5		-2.5	-1.5
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	4.5	4.5		3.5	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	5.0	5.0	3.0	3.0	5.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	None	C-Max
Act Effct Green (s)	12.8		12.8	12.8	12.8		12.7	89.5	89.5		13.1	90.0
Actuated g/C Ratio	0.11		0.11	0.11	0.11		0.11	0.75	0.75		0.11	0.75
v/c Ratio	0.48		0.15	0.19	0.08		0.43	0.61	0.03		0.37	0.50
Control Delay (s/veh)	62.3		0.9	52.0	30.0		68.0	2.8	0.0		43.9	3.9
Queue Delay	0.0		0.0	0.0	0.0		0.0	0.4	0.0		0.0	0.0
Total Delay (s/veh)	62.3		0.9	52.0	30.0		68.0	3.2	0.0		43.9	3.9
LOS	E		A	D	C		E	A	A		D	A
Approach Delay (s/veh)		34.1			43.9			6.1				5.4
Approach LOS		C			D			A				A
Queue Length 50th (ft)	49		0	19	4		48	35	0		40	52
Queue Length 95th (ft)	98		0	48	25		m66	51	m0		88	115
Internal Link Dist (ft)		768			694			757				884
Turn Bay Length (ft)	275		125	100			300		650		250	
Base Capacity (vph)	148		378	148	201		189	2590	1226		186	2506
Starvation Cap Reductn	0		0	0	0		0	475	0		0	0
Spillback Cap Reductn	0		0	0	0		0	0	0		0	0
Storage Cap Reductn	0		0	0	0		0	0	0		0	0
Reduced v/c Ratio	0.45		0.15	0.18	0.07		0.41	0.75	0.03		0.36	0.50

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 71 (59%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay (s/veh): 7.3		Intersection LOS: A	
Intersection Capacity Utilization 70.5%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 7: SR 25/US 17 & Walmart Plaza Road





Lane Group	SBR
Total Split (s)	86.0
Total Split (%)	71.7%
Maximum Green (s)	80.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-1.5
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	5.0
Recall Mode	C-Max
Act Effct Green (s)	90.0
Actuated g/C Ratio	0.75
v/c Ratio	0.13
Control Delay (s/veh)	0.6
Queue Delay	0.0
Total Delay (s/veh)	0.6
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	5
Internal Link Dist (ft)	
Turn Bay Length (ft)	200
Base Capacity (vph)	1193
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.13

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	65	0	55	25	5	10	75	1530	35	40	25	1220
Future Volume (veh/h)	65	0	55	25	5	10	75	1530	35	40	25	1220
Initial Q (Qb), veh	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	
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
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1781	1900	1900	1767	1900	1900	1796	1841	1900		1752	1781
Adj Flow Rate, veh/h	67	0	0	26	5	0	77	1577	0		26	1258
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97
Percent Heavy Veh, %	8	0	0	9	0	0	7	4	0		10	8
Cap, veh/h	182	177		184	177		154	2375			220	2441
Arrive On Green	0.09	0.00	0.00	0.09	0.09	0.00	0.18	1.00	0.00		0.26	1.00
Sat Flow, veh/h	1344	1900	1610	1339	1900	0	1711	3497	1610		1668	3385
Grp Volume(v), veh/h	67	0	0	26	5	0	77	1577	0		26	1258
Grp Sat Flow(s),veh/h/ln	1344	1900	1610	1339	1900	0	1711	1749	1610		1668	1692
Q Serve(g_s), s	5.7	0.0	0.0	2.2	0.3	0.0	4.9	0.0	0.0		1.4	0.0
Cycle Q Clear(g_c), s	6.0	0.0	0.0	2.2	0.3	0.0	4.9	0.0	0.0		1.4	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00		1.00	
Lane Grp Cap(c), veh/h	182	177		184	177		154	2375			220	2441
V/C Ratio(X)	0.37	0.00		0.14	0.03		0.50	0.66			0.12	0.52
Avail Cap(c_a), veh/h	208	214		211	214		192	2375			220	2441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00		2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	0.54	0.54	0.00		1.00	1.00
Uniform Delay (d), s/veh	52.2	0.0	0.0	50.3	49.5	0.0	46.8	0.0	0.0		38.8	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.3	0.1	0.0	1.4	0.8	0.0		0.2	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	0.7	0.1	0.0	2.0	0.3	0.0		0.6	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.5	0.0	0.0	50.7	49.6	0.0	48.1	0.8	0.0		39.1	0.8
LnGrp LOS	D			D	D		D	A			D	A
Approach Vol, veh/h		67			31			1654				1284
Approach Delay, s/veh		53.5			50.5			3.0				1.6
Approach LOS		D			D			A				A

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.3	91.0		14.7	19.3	86.0		14.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	11.0	80.0		11.0	11.0	80.0		11.0				
Max Q Clear Time (g_c+I1), s	6.9	2.0		8.0	3.4	2.0		4.2				
Green Ext Time (p_c), s	0.1	60.6		0.0	0.0	70.9		0.0				

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		4.0
HCM 6th LOS		A

Notes

User approved ignoring U-Turning movement.

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



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	155
Future Volume (veh/h)	155
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1826
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.97
Percent Heavy Veh, %	5
Cap, veh/h	
Arrive On Green	0.00
Sat Flow, veh/h	1547
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1547
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	2.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	105	0	0	5	45	1595	5	5	1335	25
Future Volume (vph)	0	0	105	0	0	5	45	1595	5	5	1335	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	500		175	235		175
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			125			100		
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			0.865			0.865			0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1494	0	0	1644	1480	3471	1292	1805	3374	1615
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	0	1494	0	0	1644	1480	3471	1292	1805	3374	1615
Link Speed (mph)		25			30			45			45	
Link Distance (ft)		691			1032			964			1323	
Travel Time (s)		18.8			23.5			14.6			20.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	13%	0%	10%	0%	0%	0%	22%	4%	25%	0%	7%	0%
Adj. Flow (vph)	0	0	112	0	0	5	48	1697	5	5	1420	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	112	0	0	5	48	1697	5	5	1420	27
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			20			20	
Link Offset(ft)		15			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	105	0	0	5	45	1595	5	5	1335	25
Future Vol, veh/h	0	0	105	0	0	5	45	1595	5	5	1335	25
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	-	-	Stop	-	-	Stop	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	0	500	-	175	235	-	175
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	13	0	10	0	0	0	22	4	25	0	7	0
Mvmt Flow	0	0	112	0	0	5	48	1697	5	5	1420	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	710	-	-	849	1420	0	0	1697	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	6.9	4.54	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.4	-	-	3.3	2.42	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	358	0	0	308	385	-	-	381	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	358	-	-	308	385	-	-	381	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	19.6	16.9	0.4	0.1
HCM LOS	C	C		

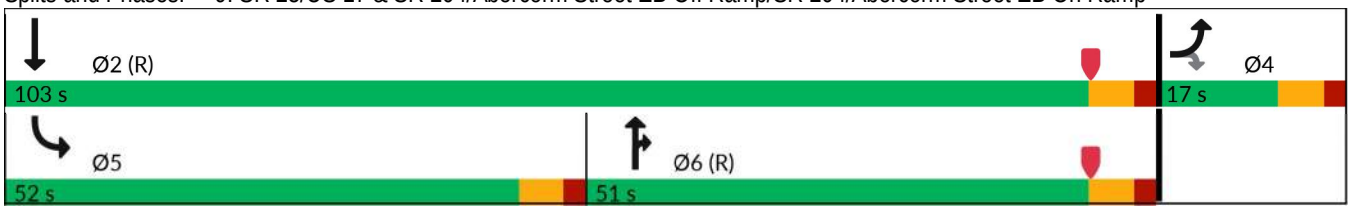
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	385	-	-	358	308	381	-	-
HCM Lane V/C Ratio	0.124	-	-	0.312	0.017	0.014	-	-
HCM Control Delay (s/veh)	15.7	-	-	19.6	16.9	14.6	-	-
HCM Lane LOS	C	-	-	C	C	B	-	-
HCM 95th %tile Q (veh)	0.4	-	-	1.3	0.1	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	0	75	0	0	0	0	965	635	1030	1285	0
Future Volume (vph)	235	0	75	0	0	0	0	965	635	1030	1285	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	375		325	0		0	0		350	180		0
Storage Lanes	1		1	0		0	0		2	1		0
Taper Length (ft)	100			25			25			100		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.88	0.97	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3155	0	1455	0	0	0	0	3471	2733	3335	3438	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	3155	0	1455	0	0	0	0	3471	2733	3335	3438	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			83						405			
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1603			976			1323			972	
Travel Time (s)		24.3			14.8			20.0			14.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	11%	0%	11%	0%	0%	0%	0%	4%	4%	5%	5%	0%
Adj. Flow (vph)	261	0	83	0	0	0	0	1072	706	1144	1428	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	261	0	83	0	0	0	0	1072	706	1144	1428	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)		24			24			35			44	
Link Offset(ft)		0			25			0			0	
Crosswalk Width(ft)		16			16			16			40	
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		0					1	1	1	1	
Detector Template									Right			
Leading Detector (ft)	40		0					336	40	40	336	
Trailing Detector (ft)	0		0					330	0	0	330	
Detector 1 Position(ft)	0		0					330	0	0	330	
Detector 1 Size(ft)	40		20					6	40	40	6	
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	
Turn Type	Prot		Perm					NA	Prot	Prot	NA	
Protected Phases	4							6	6	5	2	
Permitted Phases			4									
Detector Phase	4		4					6	6	5	2	
Switch Phase												
Minimum Initial (s)	9.0		9.0					16.0	16.0	9.0	16.0	
Minimum Split (s)	15.0		15.0					22.0	22.0	15.0	22.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	17.0		17.0					51.0	51.0	52.0	103.0	
Total Split (%)	14.2%		14.2%					42.5%	42.5%	43.3%	85.8%	
Maximum Green (s)	11.0		11.0					45.0	45.0	46.0	97.0	
Yellow Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-3.0		-3.0					-1.5	-1.5	-3.0	-1.5	
Total Lost Time (s)	3.0		3.0					4.5	4.5	3.0	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					5.0	5.0	3.0	5.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	14.0		14.0					48.2	48.2	47.3	98.5	
Actuated g/C Ratio	0.12		0.12					0.40	0.40	0.39	0.82	
v/c Ratio	0.71		0.34					0.77	0.53	0.87	0.51	
Control Delay (s/veh)	62.5		14.3					19.4	3.2	21.2	3.9	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	62.5		14.3					19.4	3.2	21.2	3.9	
LOS	E		B					B	A	C	A	
Approach Delay (s/veh)		50.9						13.0			11.6	
Approach LOS		D						B			B	
Queue Length 50th (ft)	102		0					270	21	404	204	
Queue Length 95th (ft)	148		48					357	22	475	151	
Internal Link Dist (ft)		1523			896			1243			892	
Turn Bay Length (ft)	375		325						350	180		
Base Capacity (vph)	368		243					1394	1340	1361	2822	
Starvation Cap Reductn	0		0					0	0	0	0	
Spillback Cap Reductn	0		0					0	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.71		0.34					0.77	0.53	0.84	0.51	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 80 (67%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 15.0		Intersection LOS: B	
Intersection Capacity Utilization 74.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 9: SR 25/US 17 & SR 204/Abercorm Street EB Off Ramp/SR 204/Abercorm Street EB On Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	0	75	0	0	0	0	965	635	1030	1285	0
Future Volume (veh/h)	235	0	75	0	0	0	0	965	635	1030	1285	0
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1737	0	1737				0	1841	1841	1826	1826	0
Adj Flow Rate, veh/h	261	0	0				0	1072	706	1144	1428	0
Peak Hour Factor	0.90	0.90	0.90				0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	11	0	11				0	4	4	5	5	0
Cap, veh/h	374	0					0	1467	1152	1269	2848	0
Arrive On Green	0.12	0.00	0.00				0.00	0.84	0.84	0.50	1.00	0.00
Sat Flow, veh/h	3209	0	1472				0	3589	2745	3374	3561	0
Grp Volume(v), veh/h	261	0	0				0	1072	706	1144	1428	0
Grp Sat Flow(s),veh/h/ln	1605	0	1472				0	1749	1373	1687	1735	0
Q Serve(g_s), s	9.4	0.0	0.0				0.0	15.3	10.2	37.0	0.0	0.0
Cycle Q Clear(g_c), s	9.4	0.0	0.0				0.0	15.3	10.2	37.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	374	0					0	1467	1152	1269	2848	0
V/C Ratio(X)	0.70	0.00					0.00	0.73	0.61	0.90	0.50	0.00
Avail Cap(c_a), veh/h	374	0					0	1467	1152	1378	2848	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	1.33	1.33	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	0.66	0.66	0.00
Uniform Delay (d), s/veh	51.0	0.0	0.0				0.0	6.8	6.4	27.9	0.0	0.0
Incr Delay (d2), s/veh	5.6	0.0	0.0				0.0	3.2	2.4	5.6	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	0.0				0.0	3.2	2.1	13.4	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.5	0.0	0.0				0.0	10.1	8.9	33.5	0.4	0.0
LnGrp LOS	E							B	A	C	A	
Approach Vol, veh/h		261						1778			2572	
Approach Delay, s/veh		56.5						9.6			15.1	
Approach LOS		E						A			B	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		103.0		17.0	48.2	54.8						
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0						
Max Green Setting (Gmax), s		97.0		11.0	46.0	45.0						
Max Q Clear Time (g_c+I1), s		2.0		11.4	39.0	17.3						
Green Ext Time (p_c), s		79.1		0.0	3.1	25.6						

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			15.3									
HCM 6th LOS			B									

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	570	0	485	65	1135	0	0	1745	255
Future Volume (vph)	0	0	0	570	0	485	65	1135	0	0	1745	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	600		750	235		0	0		550
Storage Lanes	0		0	2		1	1		0	0		1
Taper Length (ft)	25			200			100			100		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	0.88	1.00	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	3155	0	2561	1736	3471	0	0	4940	1538
Flt Permitted				0.950			0.062					
Satd. Flow (perm)	0	0	0	3155	0	2561	113	3471	0	0	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						151						277
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1151			1527			972			766	
Travel Time (s)		17.4			23.1			14.7			11.6	
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
Heavy Vehicles (%)	0%	0%	0%	11%	0%	11%	4%	4%	0%	0%	5%	5%
Adj. Flow (vph)	0	0	0	620	0	527	71	1234	0	0	1897	277
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	620	0	527	71	1234	0	0	1897	277
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)		24			24			32			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			45			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		1	1	2			2	1
Detector Template				Left		Right						
Leading Detector (ft)				40		40	40	336			336	40
Trailing Detector (ft)				0		0	0	0			0	0
Detector 1 Position(ft)				0		0	0	330			330	0
Detector 1 Size(ft)				40		40	40	6			6	40
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)								0			0	
Detector 2 Size(ft)								0			0	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	
Turn Type				Prot		Prot	D.P+P	NA			NA	Perm
Protected Phases				8		8	1	6			2	

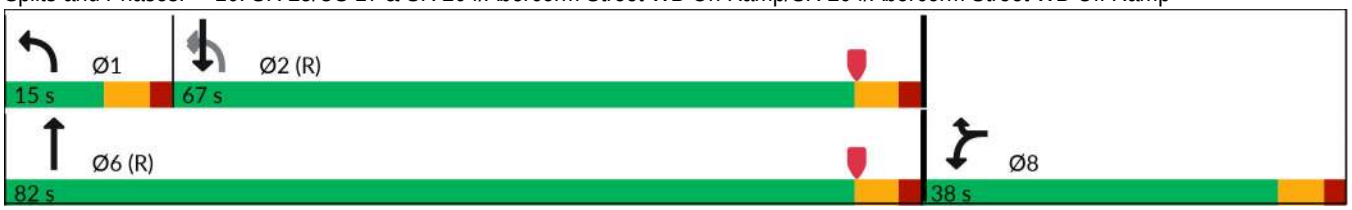


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							2					2
Detector Phase				8		8	1	6			2	2
Switch Phase												
Minimum Initial (s)				9.0		9.0	9.0	16.0			16.0	16.0
Minimum Split (s)				15.0		15.0	15.0	22.0			22.0	22.0
Total Split (s)				38.0		38.0	15.0	82.0			67.0	67.0
Total Split (%)				31.7%		31.7%	12.5%	68.3%			55.8%	55.8%
Maximum Green (s)				32.0		32.0	9.0	76.0			61.0	61.0
Yellow Time (s)				4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)				2.0		2.0	2.0	2.0			2.0	2.0
Lost Time Adjust (s)				-3.0		-3.0	-2.5	-1.5			-1.5	-1.5
Total Lost Time (s)				3.0		3.0	3.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	5.0			5.0	5.0
Recall Mode				None		None	None	C-Max			C-Max	C-Max
Act Effct Green (s)				32.0		32.0	78.7	80.5			68.5	68.5
Actuated g/C Ratio				0.27		0.27	0.66	0.67			0.57	0.57
v/c Ratio				0.74		0.66	0.31	0.53			0.67	0.28
Control Delay (s/veh)				45.7		31.5	14.3	4.6			16.4	2.1
Queue Delay				0.0		0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)				45.7		31.5	14.3	4.6			16.4	2.1
LOS				D		C	B	A			B	A
Approach Delay (s/veh)					39.2			5.1			14.6	
Approach LOS					D			A			B	
Queue Length 50th (ft)				223		146	9	74			260	12
Queue Length 95th (ft)				282		209	m22	172			425	29
Internal Link Dist (ft)		1071			1447			892			686	
Turn Bay Length (ft)				600		750	235					550
Base Capacity (vph)				920		853	229	2328			2820	996
Starvation Cap Reductn				0		0	0	0			0	0
Spillback Cap Reductn				0		0	0	0			0	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.67		0.62	0.31	0.53			0.67	0.28

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 14 (12%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay (s/veh): 18.0		Intersection LOS: B	
Intersection Capacity Utilization 74.0%		ICU Level of Service D	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: SR 25/US 17 & SR 204/Abercorm Street WB On Ramp/SR 204/Abercorm Street WB Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	570	0	485	65	1135	0	0	1745	255
Future Volume (veh/h)	0	0	0	570	0	485	65	1135	0	0	1745	255
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1737	0	1737	1841	1841	0	0	1826	1826
Adj Flow Rate, veh/h				620	0	527	71	1234	0	0	1897	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				11	0	11	4	4	0	0	5	5
Cap, veh/h				827	0	668	349	2378	0	0	2801	
Arrive On Green				0.26	0.00	0.26	0.18	1.00	0.00	0.00	1.00	0.00
Sat Flow, veh/h				3209	0	2591	1753	3589	0	0	5149	1547
Grp Volume(v), veh/h				620	0	527	71	1234	0	0	1897	0
Grp Sat Flow(s),veh/h/ln				1605	0	1295	1753	1749	0	0	1662	1547
Q Serve(g_s), s				21.3	0.0	22.7	1.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				21.3	0.0	22.7	1.6	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				827	0	668	349	2378	0	0	2801	
V/C Ratio(X)				0.75	0.00	0.79	0.20	0.52	0.00	0.00	0.68	
Avail Cap(c_a), veh/h				936	0	756	362	2378	0	0	2801	
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	1.00	0.57	0.57	0.00	0.00	0.79	0.00
Uniform Delay (d), s/veh				41.0	0.0	41.5	6.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				3.0	0.0	5.0	0.2	0.5	0.0	0.0	1.1	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.5	0.0	7.5	0.5	0.2	0.0	0.0	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				44.0	0.0	46.6	6.7	0.5	0.0	0.0	1.1	0.0
LnGrp LOS				D		D	A	A			A	
Approach Vol, veh/h					1147			1305			1897	
Approach Delay, s/veh					45.2			0.8			1.1	
Approach LOS					D			A			A	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	14.2	71.9				86.1		33.9				
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0				
Max Green Setting (Gmax), s	9.0	61.0				76.0		32.0				
Max Q Clear Time (g_c+I1), s	3.6	2.0				2.0		24.7				
Green Ext Time (p_c), s	0.1	56.9				57.0		3.2				

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		12.6
HCM 6th LOS		B

Notes

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	610	815	380	1240	1185	200
Future Volume (vph)	610	815	380	1240	1185	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	375	400	500			350
Storage Lanes	1	1	2			1
Taper Length (ft)	100		100			
Lane Util. Factor	0.97	0.88	0.97	0.95	0.91	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3183	2608	3303	3406	4940	1495
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3183	2608	3303	3406	4940	1495
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		76				67
Link Speed (mph)	45			45	45	
Link Distance (ft)	1448			766	670	
Travel Time (s)	21.9			11.6	10.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	10%	9%	6%	6%	5%	8%
Adj. Flow (vph)	629	840	392	1278	1222	206
Shared Lane Traffic (%)						
Lane Group Flow (vph)	629	840	392	1278	1222	206
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			40	40	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			35	35	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template						
Leading Detector (ft)	40	40	40	336	336	40
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	330	330	0
Detector 1 Size(ft)	40	40	40	6	6	40
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)				0	0	
Detector 2 Size(ft)				0	0	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pt+ov	Prot	NA	NA	pm+ov
Protected Phases	4	4 5	5	2	6	4

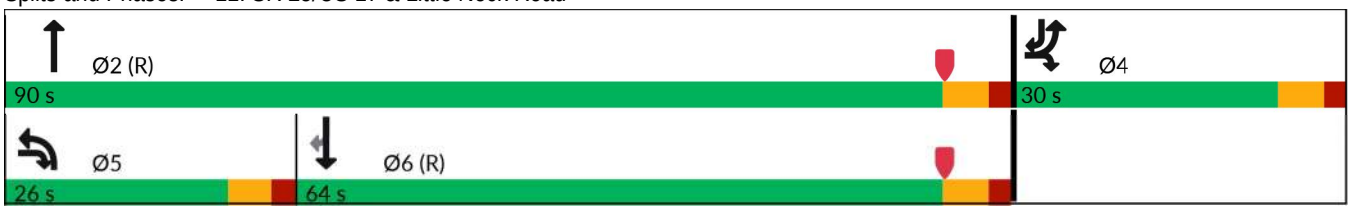


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases						6
Detector Phase	4	4 5	5	2	6	4
Switch Phase						
Minimum Initial (s)	9.0		9.0	16.0	16.0	9.0
Minimum Split (s)	15.0		15.0	22.0	22.0	15.0
Total Split (s)	30.0		26.0	90.0	64.0	30.0
Total Split (%)	25.0%		21.7%	75.0%	53.3%	25.0%
Maximum Green (s)	24.0		20.0	84.0	58.0	24.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.0		-2.5	-3.0	-3.0	-3.0
Total Lost Time (s)	3.0		3.5	3.0	3.0	3.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		4.0	5.0	5.0	3.0
Recall Mode	None		None	C-Max	C-Max	None
Act Effct Green (s)	27.0	52.4	21.9	87.0	61.6	91.6
Actuated g/C Ratio	0.23	0.44	0.18	0.73	0.51	0.76
v/c Ratio	0.88	0.71	0.65	0.52	0.48	0.18
Control Delay (s/veh)	59.7	28.8	60.3	4.4	10.2	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.7	28.8	60.3	4.4	10.2	2.5
LOS	E	C	E	A	B	A
Approach Delay (s/veh)	42.0			17.5	9.1	
Approach LOS	D			B	A	
Queue Length 50th (ft)	244	268	146	125	117	20
Queue Length 95th (ft)	#342	352	203	150	141	m34
Internal Link Dist (ft)	1368			686	590	
Turn Bay Length (ft)	375	400	500			350
Base Capacity (vph)	716	1194	619	2469	2534	1156
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.70	0.63	0.52	0.48	0.18

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 16 (13%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay (s/veh): 22.8	Intersection LOS: C
Intersection Capacity Utilization 61.1%	ICU Level of Service B
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: SR 25/US 17 & Little Neck Road





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	610	815	380	1240	1185	200
Future Volume (veh/h)	610	815	380	1240	1185	200
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1767	1811	1811	1826	1781
Adj Flow Rate, veh/h	629	840	392	1278	1222	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	10	9	6	6	5	8
Cap, veh/h	728	1006	511	2495	2708	
Arrive On Green	0.22	0.22	0.31	1.00	0.54	0.00
Sat Flow, veh/h	3237	2635	3346	3532	5149	1510
Grp Volume(v), veh/h	629	840	392	1278	1222	0
Grp Sat Flow(s),veh/h/ln	1618	1317	1673	1721	1662	1510
Q Serve(g_s), s	22.4	27.0	12.8	0.0	17.8	0.0
Cycle Q Clear(g_c), s	22.4	27.0	12.8	0.0	17.8	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	728	1006	511	2495	2708	
V/C Ratio(X)	0.86	0.83	0.77	0.51	0.45	
Avail Cap(c_a), veh/h	728	1006	627	2495	2708	
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.80	0.80	1.00	0.00
Uniform Delay (d), s/veh	44.7	33.7	39.7	0.0	16.6	0.0
Incr Delay (d2), s/veh	10.5	6.2	4.3	0.6	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	23.5	4.7	0.2	6.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	55.2	39.8	44.0	0.6	17.1	0.0
LnGrp LOS	E	D	D	A	B	
Approach Vol, veh/h	1469			1670	1222	
Approach Delay, s/veh	46.4			10.8	17.1	
Approach LOS	D			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		90.0		30.0	21.8	68.2
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		84.0		24.0	20.0	58.0
Max Q Clear Time (g_c+I1), s		2.0		29.0	14.8	19.8
Green Ext Time (p_c), s		63.8		0.0	1.1	31.9

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	24.6
HCM 6th LOS	C

Notes

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



Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	0	5	5	1845	5	5	1385
Future Volume (vph)	0	5	5	1845	5	5	1385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	235		175	125	
Storage Lanes	0	1	1		1	1	
Taper Length (ft)	25		100			150	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.865			0.850		
Flt Protected			0.950			0.950	
Satd. Flow (prot)	0	1644	1357	3406	1615	1805	3374
Flt Permitted			0.950			0.950	
Satd. Flow (perm)	0	1644	1357	3406	1615	1805	3374
Link Speed (mph)	30			45			45
Link Distance (ft)	1197			670			1589
Travel Time (s)	27.2			10.2			24.1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	33%	6%	0%	0%	7%
Adj. Flow (vph)	0	5	5	1963	5	5	1473
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	5	5	1963	5	5	1473
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	Left	Left
Median Width(ft)	0			40			40
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		9	15	
Sign Control	Stop			Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	61.0%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	0	5	5	1845	5	5	1385
Future Vol, veh/h	0	5	5	1845	5	5	1385
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	None
Storage Length	-	0	235	-	175	125	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	33	6	0	0	7
Mvmt Flow	0	5	5	1963	5	5	1473

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	-	982	1473	0	0	1968	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	6.9	7.06	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.83	-	-	2.2	-
Pot Cap-1 Maneuver	0	252	120	-	-	299	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	-	252	120	-	-	299	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	19.6	0.1	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	120	-	-	252	299	-
HCM Lane V/C Ratio	0.044	-	-	0.021	0.018	-
HCM Control Delay (s/veh)	36.4	-	-	19.6	17.3	-
HCM Lane LOS	E	-	-	C	C	-
HCM 95th %tile Q (veh)	0.1	-	-	0.1	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	0	75	20	1855	40	1335	10
Future Volume (vph)	0	75	20	1855	40	1335	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	100	235		235		175
Storage Lanes	0	0	1		1		1
Taper Length (ft)	25		100		100		
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	1.00
Frt		0.865					0.850
Flt Protected			0.950		0.950		
Satd. Flow (prot)	0	1596	1805	3406	1805	3374	1615
Flt Permitted			0.950		0.950		
Satd. Flow (perm)	0	1596	1805	3406	1805	3374	1615
Link Speed (mph)	25			45		45	
Link Distance (ft)	1168			1309		778	
Travel Time (s)	31.9			19.8		11.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	3%	0%	6%	0%	7%	0%
Adj. Flow (vph)	0	81	22	1995	43	1435	11
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	81	22	1995	43	1435	11
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	24			22		22	
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		15		9
Sign Control	Stop			Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	54.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	0	75	20	1855	40	1335	10
Future Vol, veh/h	0	75	20	1855	40	1335	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	-	Yield
Storage Length	-	-	235	-	235	-	175
Veh in Median Storage, #	1	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93
Heavy Vehicles, %	0	3	0	6	0	7	0
Mvmt Flow	0	81	22	1995	43	1435	11

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	-	718	1435	0	1995	-	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	6.96	4.1	-	6.4	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.33	2.2	-	2.5	-	-
Pot Cap-1 Maneuver	0	369	479	-	77	-	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	-	369	479	-	77	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	17.5	0.1	2.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	479	-	369	77	-	-
HCM Lane V/C Ratio	0.045	-	0.219	0.559	-	-
HCM Control Delay (s/veh)	12.9	-	17.5	99.5	-	-
HCM Lane LOS	B	-	C	F	-	-
HCM 95th %tile Q (veh)	0.1	-	0.8	2.4	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	105	0	0	115	25	1845	25	10	1280	30
Future Volume (vph)	0	0	105	0	0	115	25	1845	25	10	1280	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	235		175	235		175
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			100			100		
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			0.865			0.865			0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1596	0	0	1550	1805	3406	1335	1805	3374	1509
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	0	1596	0	0	1550	1805	3406	1335	1805	3374	1509
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		951			1550			778			844	
Travel Time (s)		25.9			42.3			11.8			12.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	3%	0%	0%	6%	0%	6%	21%	0%	7%	7%
Adj. Flow (vph)	0	0	112	0	0	122	27	1963	27	11	1362	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	112	0	0	122	27	1963	27	11	1362	32
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			0			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.8%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	105	0	0	115	25	1845	25	10	1280	30
Future Vol, veh/h	0	0	105	0	0	115	25	1845	25	10	1280	30
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	-	-	Stop	-	-	Stop	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	0	235	-	175	235	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	3	0	0	6	0	6	21	0	7	7
Mvmt Flow	0	0	112	0	0	122	27	1963	27	11	1362	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	681	-	-	982	1362	0	0	1963	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.96	-	-	7.02	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.33	-	-	3.36	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	391	0	0	241	511	-	-	300	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	391	-	-	241	511	-	-	300	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	17.8	34.4	0.2	0.1
HCM LOS	C	D		

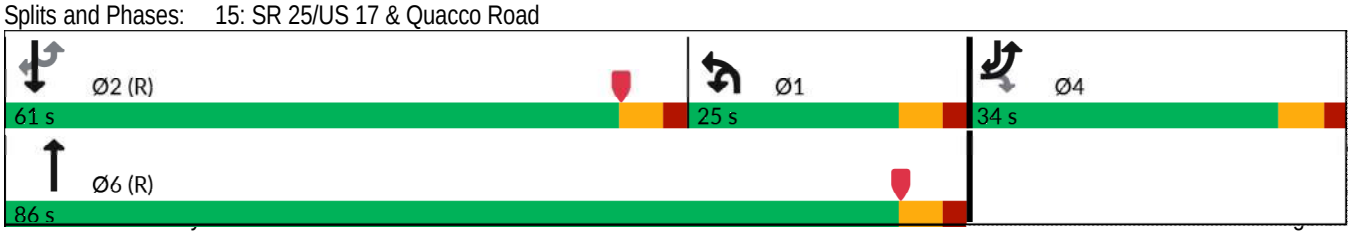
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	511	-	-	391	241	300	-	-
HCM Lane V/C Ratio	0.052	-	-	0.286	0.508	0.035	-	-
HCM Control Delay (s/veh)	12.4	-	-	17.8	34.4	17.4	-	-
HCM Lane LOS	B	-	-	C	D	C	-	-
HCM 95th %tile Q (veh)	0.2	-	-	1.2	2.6	0.1	-	-

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	560	445	35	405	1520	35	840	265
Future Volume (vph)	560	445	35	405	1520	35	840	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250	0		300		235		300
Storage Lanes	1	1		2		1		1
Taper Length (ft)	100			175		100		
Lane Util. Factor	0.97	1.00	0.95	0.97	0.95	1.00	0.95	1.00
Frt		0.850						0.850
Flt Protected	0.950			0.950		0.950		
Satd. Flow (prot)	3467	1583	0	3377	3406	1805	3282	1553
Flt Permitted	0.950			0.950		0.071		
Satd. Flow (perm)	3467	1583	0	3377	3406	135	3282	1553
Right Turn on Red		Yes						Yes
Satd. Flow (RTOR)		271						33
Link Speed (mph)	40				45		45	
Link Distance (ft)	1368				844		1076	
Travel Time (s)	23.3				12.8		16.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	2%	0%	4%	6%	0%	10%	4%
Adj. Flow (vph)	609	484	38	440	1652	38	913	288
Shared Lane Traffic (%)								
Lane Group Flow (vph)	609	484	0	478	1652	38	913	288
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	32				32		32	
Link Offset(ft)	0				0		0	
Crosswalk Width(ft)	25				16		30	
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)	15	9	9	15		15		9
Number of Detectors	1	0	1	1	1	1	1	0
Detector Template			Left					
Leading Detector (ft)	40	0	20	40	336	40	336	0
Trailing Detector (ft)	0	0	0	0	330	0	330	0
Detector 1 Position(ft)	0	0	0	0	330	0	330	0
Detector 1 Size(ft)	40	20	20	40	6	40	6	20
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
Turn Type	Prot	Perm	Prot	Prot	NA	Perm	NA	pm+ov
Protected Phases	4		1	1	6		2	4
Permitted Phases		4				2		2
Detector Phase	4	4	1	1	6	2	2	4
Switch Phase								
Minimum Initial (s)	9.0	9.0	9.0	9.0	16.0	16.0	16.0	9.0
Minimum Split (s)	15.0	15.0	15.0	15.0	22.0	22.0	22.0	15.0

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Total Split (s)	34.0	34.0	25.0	25.0	86.0	61.0	61.0	34.0
Total Split (%)	28.3%	28.3%	20.8%	20.8%	71.7%	50.8%	50.8%	28.3%
Maximum Green (s)	28.0	28.0	19.0	19.0	80.0	55.0	55.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.9	-1.9		-1.4	-1.3	-1.0	-1.3	-1.3
Total Lost Time (s)	4.1	4.1		4.6	4.7	5.0	4.7	4.7
Lead/Lag			Lag	Lag		Lead	Lead	
Lead-Lag Optimize?			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	5.0	5.0	5.0	3.0
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None
Act Effct Green (s)	28.4	28.4		20.4	82.8	57.5	57.8	90.3
Actuated g/C Ratio	0.24	0.24		0.17	0.69	0.48	0.48	0.75
v/c Ratio	0.74	0.83		0.83	0.70	0.58	0.58	0.24
Control Delay (s/veh)	48.5	32.2		55.4	8.8	52.7	16.3	2.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.5	32.2		55.4	8.8	52.7	16.3	2.6
LOS	D	C		E	A	D	B	A
Approach Delay (s/veh)	41.3				19.3		14.2	
Approach LOS	D				B		B	
Queue Length 50th (ft)	222	163		192	320	13	169	25
Queue Length 95th (ft)	287	#339		m#251	377	m#78	203	35
Internal Link Dist (ft)	1288				764		996	
Turn Bay Length (ft)	250			300		235		300
Base Capacity (vph)	863	597		574	2351	65	1581	1169
Starvation Cap Reductn	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0
Reduced v/c Ratio	0.71	0.81		0.83	0.70	0.58	0.58	0.25

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 50 (42%), Referenced to phase 2:SBTU and 6:NBT, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 23.3		Intersection LOS: C	
Intersection Capacity Utilization 82.8%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 15: SR 25/US 17 & Quacco Road



Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (veh/h)	560	445	35	405	1520	35	840	265
Future Volume (veh/h)	560	445	35	405	1520	35	840	265
Initial Q (Qb), veh	0	0		0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00				1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00
Work Zone On Approach	No				No		No	
Adj Sat Flow, veh/h/ln	1885	1870		1841	1811		1752	1841
Adj Flow Rate, veh/h	609	0		440	1652		913	288
Peak Hour Factor	0.92	0.92		0.92	0.92		0.92	0.92
Percent Heavy Veh, %	1	2		4	6		10	4
Cap, veh/h	737			706	2461		1562	1054
Arrive On Green	0.21	0.00		0.21	0.72		0.47	0.47
Sat Flow, veh/h	3483	1585		3401	3532		3416	1560
Grp Volume(v), veh/h	609	0		440	1652		913	288
Grp Sat Flow(s),veh/h/ln	1742	1585		1700	1721		1664	1560
Q Serve(g_s), s	20.0	0.0		14.1	31.6		24.1	8.8
Cycle Q Clear(g_c), s	20.0	0.0		14.1	31.6		24.1	8.8
Prop In Lane	1.00	1.00		1.00				1.00
Lane Grp Cap(c), veh/h	737			706	2461		1562	1054
V/C Ratio(X)	0.83			0.62	0.67		0.58	0.27
Avail Cap(c_a), veh/h	868			706	2461		1562	1054
HCM Platoon Ratio	1.00	1.00		1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	45.2	0.0		43.3	9.4		23.3	7.7
Incr Delay (d2), s/veh	5.8	0.0		1.7	1.5		1.6	0.6
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	0.0		5.9	9.9		9.2	5.2
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh	51.0	0.0		45.0	10.8		24.9	8.4
LnGrp LOS	D			D	B		C	A
Approach Vol, veh/h	609				2092		1201	
Approach Delay, s/veh	51.0				18.0		20.9	
Approach LOS	D				B		C	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	29.5	61.0	29.5	90.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	55.0	28.0	80.0
Max Q Clear Time (g_c+I1), s	16.1	26.1	22.0	33.6
Green Ext Time (p_c), s	0.5	19.8	1.4	44.3

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	24.1
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

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

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	0	50	5	10	2100	5	1085	25
Future Volume (vph)	0	50	5	10	2100	5	1085	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0		235		235		200
Storage Lanes	0	1		1		1		1
Taper Length (ft)	125			100		100		
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt		0.865						0.850
Flt Protected				0.950		0.950		
Satd. Flow (prot)	0	1644	0	1678	3471	1805	3312	1538
Flt Permitted				0.950		0.950		
Satd. Flow (perm)	0	1644	0	1678	3471	1805	3312	1538
Link Speed (mph)	25				45		45	
Link Distance (ft)	1147				1076		2138	
Travel Time (s)	31.3				16.3		32.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	11%	4%	0%	9%	5%
Adj. Flow (vph)	0	54	5	11	2258	5	1167	27
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	54	0	16	2258	5	1167	27
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	0				22		22	
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)	15	9	9	15		9		9
Sign Control	Stop				Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	61.4%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	0	50	5	10	2100	5	1085	25
Future Vol, veh/h	0	50	5	10	2100	5	1085	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	-	Yield
Storage Length	-	0	-	235	-	235	-	200
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	11	4	0	9	5
Mvmt Flow	0	54	5	11	2258	5	1167	27

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	-	584	1167	1167	0	2258	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	6.9	6.4	4.32	-	6.4	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.5	2.31	-	2.5	-	-
Pot Cap-1 Maneuver	0	460	264	546	-	52	-	-
Stage 1	0	-	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	-	460	379	379	-	52	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.9	0.1	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	379	-	460	52	-	-
HCM Lane V/C Ratio	0.043	-	0.117	0.103	-	-
HCM Control Delay (s/veh)	14.9	-	13.9	82.1	-	-
HCM Lane LOS	B	-	B	F	-	-
HCM 95th %tile Q (veh)	0.1	-	0.4	0.3	-	-



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	0	45	25	2075	5	1065	5
Future Volume (vph)	0	45	25	2075	5	1065	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100		100		175
Storage Lanes	0	1	1		1		1
Taper Length (ft)	25		150		175		
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	1.00
Frt		0.865					0.850
Flt Protected			0.950		0.950		
Satd. Flow (prot)	0	1644	1805	3471	1805	3312	1615
Flt Permitted			0.950		0.950		
Satd. Flow (perm)	0	1644	1805	3471	1805	3312	1615
Link Speed (mph)	25			45		45	
Link Distance (ft)	865			2138		1003	
Travel Time (s)	23.6			32.4		15.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	4%	0%	9%	0%
Adj. Flow (vph)	0	47	26	2161	5	1109	5
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	47	26	2161	5	1109	5
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	0			22		22	
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	60.7%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	0	45	25	2075	5	1065	5
Future Vol, veh/h	0	45	25	2075	5	1065	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	-	Yield
Storage Length	-	0	100	-	100	-	175
Veh in Median Storage, #	1	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	4	0	9	0
Mvmt Flow	0	47	26	2161	5	1109	5

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	-	555	1109	0	2161	-	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.1	-	6.4	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	2.5	-	-
Pot Cap-1 Maneuver	0	480	637	-	60	-	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	-	480	637	-	60	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.3	0.1	0.3
HCM LOS	B		

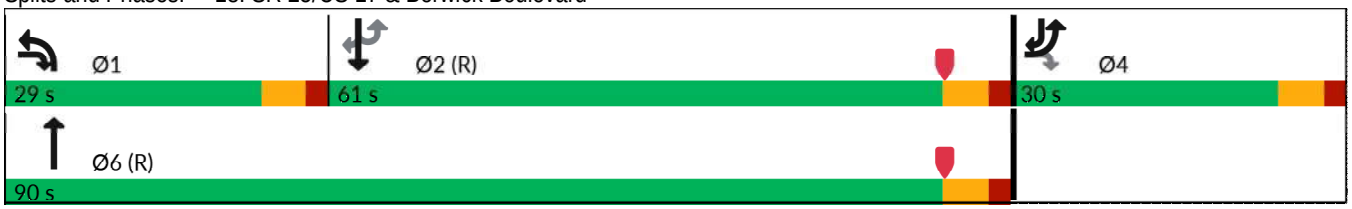
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	637	-	480	60	-	-
HCM Lane V/C Ratio	0.041	-	0.098	0.087	-	-
HCM Control Delay (s/veh)	10.9	-	13.3	70.6	-	-
HCM Lane LOS	B	-	B	F	-	-
HCM 95th %tile Q (veh)	0.1	-	0.3	0.3	-	-

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	425	400	410	1665	20	670	160
Future Volume (vph)	425	400	410	1665	20	670	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300	0	350		235		400
Storage Lanes	2	1	2		1		1
Taper Length (ft)	50		100		100		
Lane Util. Factor	0.97	1.00	0.97	0.95	1.00	0.95	1.00
Frt		0.850					0.850
Flt Protected	0.950		0.950		0.950		
Satd. Flow (prot)	3433	1583	3433	3471	1770	3312	1583
Flt Permitted	0.950		0.950		0.126		
Satd. Flow (perm)	3433	1583	3433	3471	235	3312	1583
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)		149					60
Link Speed (mph)	35			45		45	
Link Distance (ft)	1433			1003		1476	
Travel Time (s)	27.9			15.2		22.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	4%	2%	9%	2%
Adj. Flow (vph)	452	426	436	1771	21	713	170
Shared Lane Traffic (%)							
Lane Group Flow (vph)	452	426	436	1771	21	713	170
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	24			24		22	
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
Number of Detectors	1	0	1	1	1	1	0
Detector Template					Left		
Leading Detector (ft)	40	0	40	336	40	336	0
Trailing Detector (ft)	0	0	0	330	0	330	0
Detector 1 Position(ft)	0	0	0	330	0	330	0
Detector 1 Size(ft)	40	20	40	6	40	6	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
Turn Type	Prot	pm+ov	Prot	NA	Perm	NA	pm+ov
Protected Phases	4	1	1	6		2	4
Permitted Phases		4			2		2
Detector Phase	4	1	1	6	2	2	4
Switch Phase							
Minimum Initial (s)	9.0	9.0	9.0	16.0	16.0	16.0	9.0
Minimum Split (s)	15.0	15.0	15.0	22.0	22.0	22.0	15.0

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Total Split (s)	30.0	29.0	29.0	90.0	61.0	61.0	30.0
Total Split (%)	25.0%	24.2%	24.2%	75.0%	50.8%	50.8%	25.0%
Maximum Green (s)	24.0	23.0	23.0	84.0	55.0	55.0	24.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.2	-1.2	-1.2	-1.5	0.0	-1.5	-1.5
Total Lost Time (s)	4.8	4.8	4.8	4.5	6.0	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	5.0	5.0	5.0	3.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max	None
Act Effct Green (s)	21.9	48.3	21.6	88.8	60.9	62.4	89.1
Actuated g/C Ratio	0.18	0.40	0.18	0.74	0.51	0.52	0.74
v/c Ratio	0.72	0.59	0.71	0.69	0.18	0.41	0.14
Control Delay (s/veh)	53.0	20.3	55.9	8.2	12.4	9.5	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.0	20.3	55.9	8.2	12.4	9.5	2.6
LOS	D	C	E	A	B	A	A
Approach Delay (s/veh)	37.1			17.6		8.3	
Approach LOS	D			B		A	
Queue Length 50th (ft)	171	162	170	231	5	91	10
Queue Length 95th (ft)	221	247	212	372	m13	131	22
Internal Link Dist (ft)	1353			923		1396	
Turn Bay Length (ft)	300		350		235		400
Base Capacity (vph)	720	757	693	2568	119	1722	1232
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.56	0.63	0.69	0.18	0.41	0.14

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 10 (8%), Referenced to phase 2:SBTU and 6:NBT, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay (s/veh): 19.8		Intersection LOS: B	
Intersection Capacity Utilization 84.2%		ICU Level of Service E	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 18: SR 25/US 17 & Berwick Boulevard





Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	425	400	410	1665	20	670	160
Future Volume (veh/h)	425	400	410	1665	20	670	160
Initial Q (Qb), veh	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841		1767	1870
Adj Flow Rate, veh/h	452	0	436	1771		713	0
Peak Hour Factor	0.94	0.94	0.94	0.94		0.94	0.94
Percent Heavy Veh, %	2	2	2	4		9	2
Cap, veh/h	560		541	2659		1892	
Arrive On Green	0.16	0.00	0.16	0.76		1.00	0.00
Sat Flow, veh/h	3456	1585	3456	3589		3445	1585
Grp Volume(v), veh/h	452	0	436	1771		713	0
Grp Sat Flow(s),veh/h/ln	1728	1585	1728	1749		1678	1585
Q Serve(g_s), s	15.1	0.0	14.6	29.5		0.0	0.0
Cycle Q Clear(g_c), s	15.1	0.0	14.6	29.5		0.0	0.0
Prop In Lane	1.00	1.00	1.00				1.00
Lane Grp Cap(c), veh/h	560		541	2659		1892	
V/C Ratio(X)	0.81		0.81	0.67		0.38	
Avail Cap(c_a), veh/h	726		697	2659		1892	
HCM Platoon Ratio	1.00	1.00	1.00	1.00		2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00		1.00	0.00
Uniform Delay (d), s/veh	48.5	0.0	48.8	7.0		0.0	0.0
Incr Delay (d2), s/veh	5.2	0.0	5.3	1.3		0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	0.0	6.5	8.4		0.2	0.0
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	53.6	0.0	54.2	8.3		0.6	0.0
LnGrp LOS	D		D	A		A	
Approach Vol, veh/h	452			2207		713	
Approach Delay, s/veh	53.6			17.4		0.6	
Approach LOS	D			B		A	

Timer - Assigned Phs	1	2		4		6	
Phs Duration (G+Y+Rc), s	23.6	72.1		24.3		95.7	
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	
Max Green Setting (Gmax), s	23.0	55.0		24.0		84.0	
Max Q Clear Time (g_c+I1), s	16.6	2.0		17.1		31.5	
Green Ext Time (p_c), s	1.0	25.4		1.1		50.7	

Intersection Summary							
HCM 6th Ctrl Delay, s/veh			18.7				
HCM 6th LOS			B				

Notes

User approved ignoring U-Turning movement.

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	25	0	0	5	15	2085	10	10	825	50
Future Volume (vph)	0	0	25	0	0	5	15	2085	10	10	825	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	0		0	235		200	235		275
Storage Lanes	0		0	0		1	1		1	1		1
Taper Length (ft)	25			25			150			150		
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			0.865			0.865			0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1644	0	0	1644	1805	3471	1615	1543	3312	1615
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	0	1644	0	0	1644	1805	3471	1615	1543	3312	1615
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		711			409			1476			1006	
Travel Time (s)		19.4			11.2			22.4			15.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	4%	0%	17%	9%	0%
Adj. Flow (vph)	0	0	26	0	0	5	16	2172	10	10	859	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	26	0	0	5	16	2172	10	10	859	52
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			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.6%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	25	0	0	5	15	2085	10	10	825	50
Future Vol, veh/h	0	0	25	0	0	5	15	2085	10	10	825	50
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	-	-	Stop	-	-	Stop	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	0	235	-	200	235	-	275
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	17	9	0
Mvmt Flow	0	0	26	0	0	5	16	2172	10	10	859	52

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	430	-	-	1086	859	0	0	2172	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	6.9	4.1	-	-	4.44	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.3	2.2	-	-	2.37	-	-
Pot Cap-1 Maneuver	0	0	579	0	0	215	791	-	-	196	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	579	-	-	215	791	-	-	196	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.5	22.2	0.1	0.3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	791	-	-	579	215	196	-	-
HCM Lane V/C Ratio	0.02	-	-	0.045	0.024	0.053	-	-
HCM Control Delay (s/veh)	9.6	-	-	11.5	22.2	24.4	-	-
HCM Lane LOS	A	-	-	B	C	C	-	-
HCM 95th %tile Q (veh)	0.1	-	-	0.1	0.1	0.2	-	-



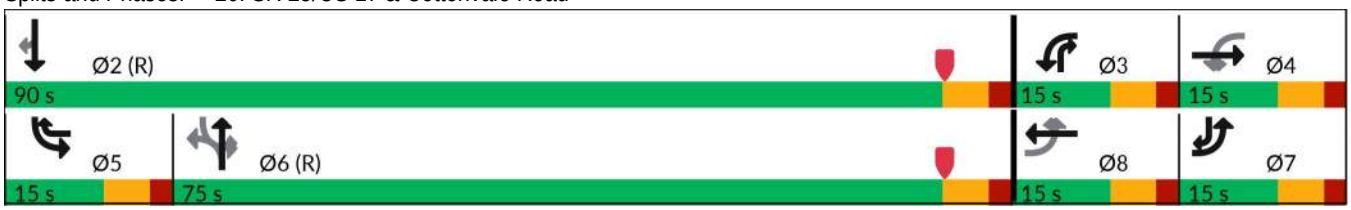
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	195	10	5	175	0	370	5	2040	50	80	705	40
Future Volume (vph)	195	10	5	175	0	370	5	2040	50	80	705	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		175	275		250	235		175	235		225
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	50			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.850	0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1900	1615	1752	1519	1519	1805	3471	1553	1770	3282	1615
Flt Permitted	0.400			0.816			0.378			0.060		
Satd. Flow (perm)	745	1900	1615	1505	1519	1519	718	3471	1553	112	3282	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			136		136	82			82			41
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		388			1293			1006			528	
Travel Time (s)		10.6			35.3			15.2			8.0	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	0%	0%	3%	0%	1%	0%	4%	4%	2%	10%	0%
Adj. Flow (vph)	199	10	5	179	0	378	5	2082	51	82	719	41
Shared Lane Traffic (%)						50%						
Lane Group Flow (vph)	199	10	5	179	189	189	5	2082	51	82	719	41
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			22			22	
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	1	0	1	1	1	1	1	0	1	1	0
Detector Template						Right						
Leading Detector (ft)	40	40	0	40	40	40	40	336	0	40	336	0
Trailing Detector (ft)	0	0	0	0	0	0	0	330	0	0	330	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	330	0	0	330	0
Detector 1 Size(ft)	40	40	20	40	40	40	40	6	20	40	6	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
Turn Type	D.P+P	NA	Perm	D.P+P	NA	pm+ov	Perm	NA	pm+ov	D.P+P	NA	pm+ov
Protected Phases	7	4		3	8	5		6	3	5	2	7
Permitted Phases	8		4	4		8	6		6	6		2
Detector Phase	7	4	4	3	8	5	6	6	3	5	2	7
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	16.0	16.0	9.0	9.0	16.0	9.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0	15.0	22.0	22.0	15.0	15.0	22.0	15.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	15.0	15.0	15.0	15.0	15.0	15.0	75.0	75.0	15.0	15.0	90.0	15.0
Total Split (%)	12.5%	12.5%	12.5%	12.5%	12.5%	12.5%	62.5%	62.5%	12.5%	12.5%	75.0%	12.5%
Maximum Green (s)	9.0	9.0	9.0	9.0	9.0	9.0	69.0	69.0	9.0	9.0	84.0	9.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.3	-1.3	-1.3	-1.3	0.0	-1.1	-1.4	-1.4	-1.3	-1.4	-1.4
Total Lost Time (s)	5.0	4.7	4.7	4.7	4.7	6.0	4.9	4.6	4.6	4.7	4.6	4.6
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lead		Lag
Lead-Lag Optimize?	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	5.0	5.0	3.0	3.0	5.0	3.0
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	None	C-Max	None
Act Effct Green (s)	20.0	10.3	10.3	23.4	10.3	18.0	70.1	70.4	94.4	80.6	85.4	100.4
Actuated g/C Ratio	0.17	0.09	0.09	0.20	0.09	0.15	0.58	0.59	0.79	0.67	0.71	0.84
v/c Ratio	0.95	0.06	0.02	0.54	0.74	0.64	0.01	1.02	0.04	0.38	0.31	0.03
Control Delay (s/veh)	101.5	51.5	0.2	49.3	35.6	29.7	10.4	42.8	0.1	17.2	6.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	101.5	51.5	0.2	49.3	35.6	29.7	10.4	42.8	0.1	17.2	6.2	0.1
LOS	F	D	A	D	D	C	B	D	A	B	A	A
Approach Delay (s/veh)		96.8			38.0			41.7			6.9	
Approach LOS		F			D			D			A	
Queue Length 50th (ft)	139	7	0	123	42	63	1	~898	0	17	123	0
Queue Length 95th (ft)	#296	25	0	197	#153	130	m2	#1032	m0	32	115	m0
Internal Link Dist (ft)		308			1213			926			448	
Turn Bay Length (ft)	175		175	275		250	235		175	235		225
Base Capacity (vph)	209	163	262	333	254	297	419	2036	1238	217	2335	1357
Starvation Cap Reductn	0	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	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.06	0.02	0.54	0.74	0.64	0.01	1.02	0.04	0.38	0.31	0.03

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 4 (3%), Referenced to phase 2:SBT and 6:NBSB, Start of Yellow			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay (s/veh): 36.5		Intersection LOS: D	
Intersection Capacity Utilization 96.8%		ICU Level of Service F	
Analysis Period (min) 15			
~ 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.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 20: SR 25/US 17 & Cottonvale Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	10	5	175	0	370	5	2040	50	80	705	40
Future Volume (veh/h)	195	10	5	175	0	370	5	2040	50	80	705	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1856	1900	1885	1900	1841	1841	1870	1752	1900
Adj Flow Rate, veh/h	199	10	0	179	0	378	5	2082	51	82	719	41
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	0	0	3	0	1	0	4	4	2	10	0
Cap, veh/h	292	163		325	0	479	479	2052	1050	213	2369	1285
Arrive On Green	0.08	0.09	0.00	0.09	0.00	0.08	0.39	0.39	0.39	0.09	0.71	0.71
Sat Flow, veh/h	1781	1900	1610	1767	0	3195	717	3497	1560	1781	3328	1610
Grp Volume(v), veh/h	199	10	0	179	0	378	5	2082	51	82	719	41
Grp Sat Flow(s),veh/h/ln	1781	1900	1610	1767	0	1598	717	1749	1560	1781	1664	1610
Q Serve(g_s), s	2.9	0.6	0.0	10.3	0.0	9.0	0.5	70.4	1.9	1.9	9.5	0.0
Cycle Q Clear(g_c), s	2.9	0.6	0.0	10.3	0.0	9.0	0.5	70.4	1.9	1.9	9.5	0.0
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	292	163		325	0	479	479	2052	1050	213	2369	1285
V/C Ratio(X)	0.68	0.06		0.55	0.00	0.79	0.01	1.01	0.05	0.39	0.30	0.03
Avail Cap(c_a), veh/h	292	163		325	0	479	479	2052	1050	213	2369	1285
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.6	50.4	0.0	45.9	0.0	28.8	15.3	36.4	9.9	27.4	6.4	2.5
Incr Delay (d2), s/veh	6.3	0.2	0.0	2.0	0.0	8.6	0.0	23.6	0.1	1.1	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	0.3	0.0	5.1	0.0	4.5	0.1	36.9	0.7	1.4	2.9	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.9	50.6	0.0	47.9	0.0	37.4	15.4	60.0	10.0	28.5	6.7	2.6
LnGrp LOS	D	D		D		D	B	F	A	C	A	A
Approach Vol, veh/h		209			557			2138			842	
Approach Delay, s/veh		54.7			40.7			58.7			8.6	
Approach LOS		D			D			E			A	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	90.0	15.0	15.0	15.0	75.0	15.0	15.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	84.0	9.0	9.0	9.0	69.0	9.0	9.0
Max Q Clear Time (g_c+I1), s	11.5	12.3	2.6	3.9	73.4	4.9	11.0
Green Ext Time (p_c), s	28.4	0.0	0.0	0.1	0.0	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	44.6
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	0	35	10	5	2635	20	825	15
Future Volume (vph)	0	35	10	5	2635	20	825	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		235		235		175
Storage Lanes	0	1		1		1		1
Taper Length (ft)	25			100		100		
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt		0.865						0.850
Flt Protected				0.950		0.950		
Satd. Flow (prot)	0	1644	0	1666	3505	1805	3312	1324
Flt Permitted				0.950		0.950		
Satd. Flow (perm)	0	1644	0	1666	3505	1805	3312	1324
Link Speed (mph)	30				45		45	
Link Distance (ft)	1221				1251		1647	
Travel Time (s)	27.8				19.0		25.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	6%	0%	0%	25%	3%	0%	9%	22%
Adj. Flow (vph)	0	36	10	5	2716	21	851	15
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	36	0	15	2716	21	851	15
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	0				22		22	
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)	15	9	9	15		9		9
Sign Control	Stop				Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	76.2%	ICU Level of Service	D
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	0	35	10	5	2635	20	825	15
Future Vol, veh/h	0	35	10	5	2635	20	825	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	Yield
Storage Length	-	0	-	235	-	235	-	175
Veh in Median Storage, #	1	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97
Heavy Vehicles, %	6	0	0	25	3	0	9	22
Mvmt Flow	0	36	10	5	2716	21	851	15

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	-	426	851	851	0	2716	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	6.9	6.4	4.6	-	6.4	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.5	2.45	-	2.5	-	-
Pot Cap-1 Maneuver	0	582	420	653	-	26	-	-
Stage 1	0	-	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	-	582	455	455	-	26	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.6	0.1	7.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	455	-	582	26	-	-
HCM Lane V/C Ratio	0.034	-	0.062	0.793	-	-
HCM Control Delay (s/veh)	13.2	-	11.6	$ 324	-	-
HCM Lane LOS	B	-	B	F	-	-
HCM 95th %tile Q (veh)	0.1	-	0.2	2.5	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	0	0	5	0	0	85	5	10	2625	15	5	35
Future Volume (vph)	0	0	5	0	0	85	5	10	2625	15	5	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		235		200		235
Storage Lanes	0		1	0		1		1		1		1
Taper Length (ft)	25			25				100				100
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.865			0.865				0.850		
Flt Protected								0.950				0.950
Satd. Flow (prot)	0	0	1370	0	0	1508	0	1661	3505	1509	0	1565
Flt Permitted								0.950				0.950
Satd. Flow (perm)	0	0	1370	0	0	1508	0	1661	3505	1509	0	1565
Link Speed (mph)		25			30				45			
Link Distance (ft)		1105			1087				1647			
Travel Time (s)		30.1			24.7				25.0			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	20%	14%	0%	9%	0%	13%	3%	7%	25%	14%
Adj. Flow (vph)	0	0	5	0	0	87	5	10	2679	15	5	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	5	0	0	87	0	15	2679	15	0	41
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				22			
Link Offset(ft)		-25			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	15	18
Sign Control		Stop			Stop				Free			

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 84.5%		ICU Level of Service E	
Analysis Period (min) 15			



Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	850	10
Future Volume (vph)	850	10
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		175
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3312	1615
Flt Permitted		
Satd. Flow (perm)	3312	1615
Link Speed (mph)	45	
Link Distance (ft)	1342	
Travel Time (s)	20.3	
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	9%	0%
Adj. Flow (vph)	867	10
Shared Lane Traffic (%)		
Lane Group Flow (vph)	867	10
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Free	

Intersection Summary

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	0	0	5	0	0	85	5	10	2625	15	5	35	850	10
Future Vol, veh/h	0	0	5	0	0	85	5	10	2625	15	5	35	850	10
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	-	-	Stop	-	-	Stop	-	-	-	Yield	-	-	-	Yield
Storage Length	-	-	0	-	-	0	-	235	-	200	-	235	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	20	14	0	9	0	13	3	7	25	14	9	0
Mvmt Flow	0	0	5	0	0	87	5	10	2679	15	5	36	867	10

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	-	-	434	-	-	1340	867	867	0	0	2679	2679	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.3	-	-	7.08	6.4	4.36	-	-	6.9	4.38	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.5	-	-	3.39	2.5	2.33	-	-	2.75	2.34	-	-
Pot Cap-1 Maneuver	0	0	523	0	0	134	410	706	-	-	18	125	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	-	-	523	-	-	134	566	566	-	-	40	40	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12	71.3	0.1	13.3
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	566	-	-	523	134	40	-	-
HCM Lane V/C Ratio	0.027	-	-	0.01	0.647	1.02	-	-
HCM Control Delay (s/veh)	11.5	-	-	12	71.3	299.9	-	-
HCM Lane LOS	B	-	-	B	F	F	-	-
HCM 95th %tile Q (veh)	0.1	-	-	0	3.5	4	-	-

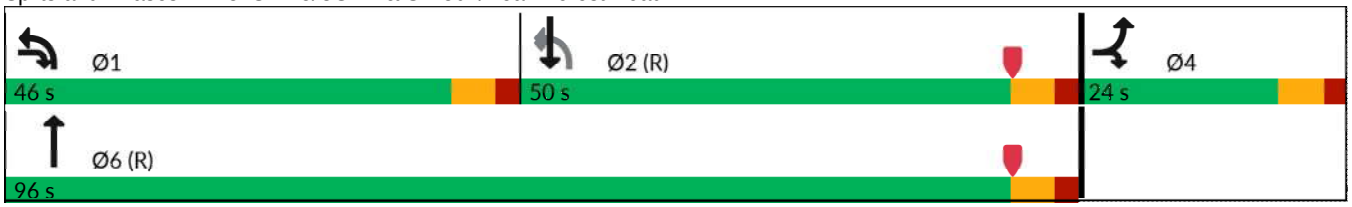


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	180	220	545	2150	660	170
Future Volume (vph)	180	220	545	2150	660	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250	0	275			175
Storage Lanes	1	2	1			1
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	0.88	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1641	2472	1703	3505	3343	1404
Flt Permitted	0.950		0.289			
Satd. Flow (perm)	1641	2472	518	3505	3343	1404
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		160				183
Link Speed (mph)	35			45	45	
Link Distance (ft)	2461			1129	2465	
Travel Time (s)	47.9			17.1	37.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	10%	15%	6%	3%	8%	15%
Adj. Flow (vph)	194	237	586	2312	710	183
Shared Lane Traffic (%)						
Lane Group Flow (vph)	194	237	586	2312	710	183
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	40			12	16	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	30			25	25	
Two way Left Turn Lane					Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	0	1	1	1	0
Detector Template						
Leading Detector (ft)	40	0	40	336	336	0
Trailing Detector (ft)	0	0	0	330	330	0
Detector 1 Position(ft)	0	0	0	330	330	0
Detector 1 Size(ft)	40	20	40	6	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
Turn Type	Prot	pt+ov	D.P+P	NA	NA	Perm
Protected Phases	4	4 1	1	6	2	
Permitted Phases			2			2
Detector Phase	4	4 1	1	6	2	2
Switch Phase						
Minimum Initial (s)	9.0		9.0	16.0	16.0	16.0
Minimum Split (s)	15.0		15.0	22.0	22.0	22.0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (s)	24.0		46.0	96.0	50.0	50.0
Total Split (%)	20.0%		38.3%	80.0%	41.7%	41.7%
Maximum Green (s)	18.0		40.0	90.0	44.0	44.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.5		-2.5	-1.5	-1.5	-1.5
Total Lost Time (s)	2.5		3.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	4.0		3.0	5.0	5.0	5.0
Recall Mode	None		None	C-Max	C-Max	C-Max
Act Effct Green (s)	20.4	56.7	90.1	92.6	52.8	52.8
Actuated g/C Ratio	0.17	0.47	0.75	0.77	0.44	0.44
v/c Ratio	0.70	0.19	0.78	0.86	0.48	0.25
Control Delay (s/veh)	60.6	5.5	18.9	5.5	15.8	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.6	5.5	18.9	5.5	15.8	3.2
LOS	E	A	B	A	B	A
Approach Delay (s/veh)	30.3			8.2	13.3	
Approach LOS	C			A	B	
Queue Length 50th (ft)	141	17	131	115	126	0
Queue Length 95th (ft)	223	38	m143	m125	212	16
Internal Link Dist (ft)	2381			1049	2385	
Turn Bay Length (ft)	250		275			175
Base Capacity (vph)	294	1347	818	2704	1469	719
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.18	0.72	0.86	0.48	0.25

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 108 (90%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay (s/veh): 11.5		Intersection LOS: B	
Intersection Capacity Utilization 76.5%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 23: SR 25/US 17 & SR 307/Dean Forest Road





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	180	220	545	2150	660	170
Future Volume (veh/h)	180	220	545	2150	660	170
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1678	1811	1856	1781	1678
Adj Flow Rate, veh/h	194	237	586	2312	710	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	10	15	6	3	8	15
Cap, veh/h	264	718	706	2762	1948	
Arrive On Green	0.16	0.13	0.18	0.78	0.58	0.00
Sat Flow, veh/h	1668	2502	1725	3618	3474	1422
Grp Volume(v), veh/h	194	237	586	2312	710	0
Grp Sat Flow(s),veh/h/ln	1668	1251	1725	1763	1692	1422
Q Serve(g_s), s	13.3	9.0	14.7	49.5	13.5	0.0
Cycle Q Clear(g_c), s	13.3	9.0	14.7	49.5	13.5	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	264	718	706	2762	1948	
V/C Ratio(X)	0.74	0.33	0.83	0.84	0.36	
Avail Cap(c_a), veh/h	299	771	1008	2762	1948	
HCM Platoon Ratio	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	0.00
Uniform Delay (d), s/veh	48.1	33.7	9.3	8.2	13.7	0.0
Incr Delay (d2), s/veh	9.1	0.4	4.1	3.2	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	6.8	4.6	13.5	4.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	57.2	34.1	13.4	11.4	14.2	0.0
LnGrp LOS	E	C	B	B	B	
Approach Vol, veh/h	431			2898	710	
Approach Delay, s/veh	44.5			11.8	14.2	
Approach LOS	D			B	B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	25.0	73.6		21.5		98.5
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	40.0	44.0		18.0		90.0
Max Q Clear Time (g_c+I1), s	16.7	15.5		15.3		51.5
Green Ext Time (p_c), s	2.3	17.3		0.2		38.4

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	15.7
HCM 6th LOS	B

Notes

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	30	40	45	2285	790	10
Future Volume (vph)	30	40	45	2285	790	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			200
Storage Lanes	1	0	1			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	0.923					0.850
Flt Protected	0.979		0.950			
Satd. Flow (prot)	1717	0	1805	3505	3312	1615
Flt Permitted	0.979		0.950			
Satd. Flow (perm)	1717	0	1805	3505	3312	1615
Link Speed (mph)	25			45	45	
Link Distance (ft)	1440			2465	2561	
Travel Time (s)	39.3			37.3	38.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	3%	9%	0%
Adj. Flow (vph)	32	42	47	2405	832	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	74	0	47	2405	832	11
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.9%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	40	45	2285	790	10
Future Vol, veh/h	30	40	45	2285	790	10
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	-	-	200
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	3	9	0
Mvmt Flow	32	42	47	2405	832	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2129	416	843	0	-	0
Stage 1	832	-	-	-	-	-
Stage 2	1297	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	44	591	802	-	-	-
Stage 1	393	-	-	-	-	-
Stage 2	224	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	41	591	802	-	-	-
Mov Cap-2 Maneuver	145	-	-	-	-	-
Stage 1	370	-	-	-	-	-
Stage 2	224	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	24.8	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	802	-	255	-	-
HCM Lane V/C Ratio	0.059	-	0.289	-	-
HCM Control Delay (s/veh)	9.8	-	24.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q (veh)	0.2	-	1.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	30	5	5	5	30	2285	5	5	770	5
Future Volume (vph)	5	5	30	5	5	5	30	2285	5	5	770	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	235		0	235		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
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	0.95
Frt		0.898			0.955						0.999	
Flt Protected		0.994			0.984		0.950			0.950		
Satd. Flow (prot)	0	1634	0	0	1785	0	1805	3505	0	1805	3310	0
Flt Permitted		0.994			0.984		0.950			0.950		
Satd. Flow (perm)	0	1634	0	0	1785	0	1805	3505	0	1805	3310	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		1154			381			2561			1145	
Travel Time (s)		31.5			10.4			38.8			17.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	5%	0%	0%	0%	0%	3%	0%	0%	9%	0%
Adj. Flow (vph)	5	5	31	5	5	5	31	2332	5	5	786	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	41	0	0	15	0	31	2337	0	5	791	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	73.3%	ICU Level of Service	D
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	5	30	5	5	5	30	2285	5	5	770	5
Future Vol, veh/h	5	5	30	5	5	5	30	2285	5	5	770	5
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	-	-	-	-	-	-	235	-	-	235	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	5	0	0	0	0	3	0	0	9	0
Mvmt Flow	5	5	31	5	5	5	31	2332	5	5	786	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2030	3198	396	2803	3198	1169	791	0	0	2337	0	0
Stage 1	799	799	-	2397	2397	-	-	-	-	-	-	-
Stage 2	1231	2399	-	406	801	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.35	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	34	10	595	9	10	189	838	-	-	215	-	-
Stage 1	350	401	-	35	66	-	-	-	-	-	-	-
Stage 2	191	66	-	598	400	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	29	9	595	8	9	189	838	-	-	215	-	-
Mov Cap-2 Maneuver	110	49	-	30	52	-	-	-	-	-	-	-
Stage 1	337	392	-	34	64	-	-	-	-	-	-	-
Stage 2	165	64	-	547	391	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	27.3	100.9	0.1	0.1
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	838	-	-	202	52	215	-	-
HCM Lane V/C Ratio	0.037	-	-	0.202	0.294	0.024	-	-
HCM Control Delay (s/veh)	9.5	-	-	27.3	100.9	22.2	-	-
HCM Lane LOS	A	-	-	D	F	C	-	-
HCM 95th %tile Q (veh)	0.1	-	-	0.7	1	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	5	2290	5	5	775
Future Volume (vph)	5	5	2290	5	5	775
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	235	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.932					
Flt Protected	0.976				0.950	
Satd. Flow (prot)	1728	0	3505	0	1805	3312
Flt Permitted	0.976				0.950	
Satd. Flow (perm)	1728	0	3505	0	1805	3312
Link Speed (mph)	25		45			45
Link Distance (ft)	866		1145			1404
Travel Time (s)	23.6		17.3			21.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	3%	0%	0%	9%
Adj. Flow (vph)	5	5	2361	5	5	799
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	2366	0	5	799
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	73.5%	ICU Level of Service	D
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	5	2290	5	5	775
Future Vol, veh/h	5	5	2290	5	5	775
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	-	-	-	235	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	3	0	0	9
Mvmt Flow	5	5	2361	5	5	799

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2774	1183	0	0	2366	0
Stage 1	2364	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	16	185	-	-	209	-
Stage 1	58	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	16	185	-	-	209	-
Mov Cap-2 Maneuver	50	-	-	-	-	-
Stage 1	58	-	-	-	-	-
Stage 2	629	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	57.3	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	79	209	-
HCM Lane V/C Ratio	-	-	0.13	0.025	-
HCM Control Delay (s/veh)	-	-	57.3	22.7	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q (veh)	-	-	0.4	0.1	-

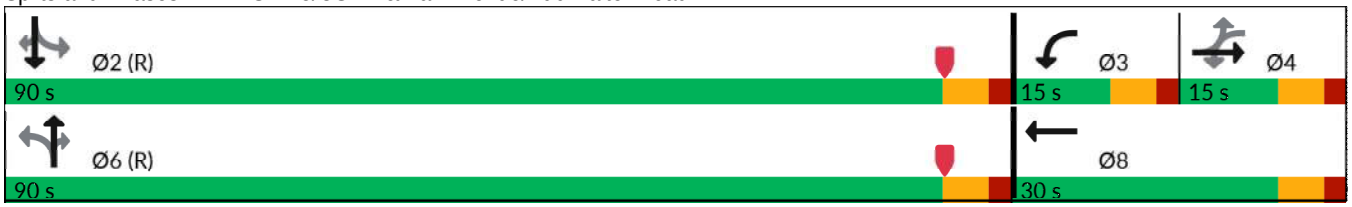


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	5	5	100	5	55	15	2160	120	20	670	45
Future Volume (vph)	45	5	5	100	5	55	15	2160	120	20	670	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	85		50	325		175	235		175	235		175
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	50			100			100			100		
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		0.925			0.862				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1758	0	1805	1638	0	1805	3505	1599	1671	3282	1583
Flt Permitted	0.717			0.751			0.372			0.045		
Satd. Flow (perm)	1336	1758	0	1427	1638	0	707	3505	1599	79	3282	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			17				84			82
Link Speed (mph)		25			40			45			45	
Link Distance (ft)		1154			1877			1404			2006	
Travel Time (s)		31.5			32.0			21.3			30.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	3%	1%	8%	10%	2%
Adj. Flow (vph)	46	5	5	102	5	56	15	2204	122	20	684	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	10	0	102	61	0	15	2204	122	20	684	46
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								Yes			Yes	
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	1		1	1		1	1	1	1	1	1
Detector Template	Left			Left					Right			Right
Leading Detector (ft)	40	40		40	40		40	336	40	40	336	20
Trailing Detector (ft)	0	0		0	0		0	330	0	0	330	0
Detector 1 Position(ft)	0	0		0	0		0	330	0	0	330	0
Detector 1 Size(ft)	40	40		40	40		40	6	40	40	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Turn Type	Perm	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4		3	8			6			2	
Permitted Phases	4			4			6		6	2		2
Detector Phase	4	4		3	8		6	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		16.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	15.0	15.0		15.0	15.0		22.0	22.0	22.0	22.0	22.0	22.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	15.0	15.0		15.0	30.0		90.0	90.0	90.0	90.0	90.0	90.0
Total Split (%)	12.5%	12.5%		12.5%	25.0%		75.0%	75.0%	75.0%	75.0%	75.0%	75.0%
Maximum Green (s)	9.0	9.0		9.0	24.0		84.0	84.0	84.0	84.0	84.0	84.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	-2.0		0.0	-2.0		-2.5	-2.5	0.0	-2.5	-2.5	0.0
Total Lost Time (s)	6.0	4.0		6.0	4.0		3.5	3.5	6.0	3.5	3.5	6.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		5.0	5.0	5.0	5.0	5.0	5.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	9.0	11.0		16.2	23.0		89.5	89.5	87.0	89.5	89.5	87.0
Actuated g/C Ratio	0.08	0.09		0.14	0.19		0.75	0.75	0.73	0.75	0.75	0.73
v/c Ratio	0.46	0.06		0.46	0.19		0.03	0.84	0.10	0.34	0.28	0.04
Control Delay (s/veh)	68.6	37.8		49.3	30.4		1.9	7.9	0.2	29.5	4.4	2.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.6	37.8		49.3	30.4		1.9	7.9	0.2	29.5	4.4	2.1
LOS	E	D		D	C		A	A	A	C	A	A
Approach Delay (s/veh)		63.1			42.2			7.4			4.9	
Approach LOS		E			D			A			A	
Queue Length 50th (ft)	35	4		68	28		1	482	0	2	32	0
Queue Length 95th (ft)	75	21		120	66		m1	396	m0	m11	88	m5
Internal Link Dist (ft)		1074			1797			1324			1926	
Turn Bay Length (ft)	85			325			235		175	235		175
Base Capacity (vph)	100	165		221	368		527	2614	1182	58	2447	1170
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.06		0.46	0.17		0.03	0.84	0.10	0.34	0.28	0.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 101 (84%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 9.5		Intersection LOS: A	
Intersection Capacity Utilization 78.6%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 27: SR 25/US 17 & Fall Avenue/Buckhalter Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	5	5	100	5	55	15	2160	120	20	670	45
Future Volume (veh/h)	45	5	5	100	5	55	15	2160	120	20	670	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1900	1900	1900	1900	1856	1885	1781	1752	1870
Adj Flow Rate, veh/h	46	5	0	102	5	0	15	2204	122	20	684	46
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	0	0	0	0	0	0	3	1	8	10	2
Cap, veh/h	149	152		279	385		551	2591	1141	104	2446	1132
Arrive On Green	0.06	0.08	0.00	0.07	0.20	0.00	0.73	0.73	0.71	0.73	0.73	0.71
Sat Flow, veh/h	1411	1900	0	1810	1900	0	737	3526	1598	149	3328	1585
Grp Volume(v), veh/h	46	5	0	102	5	0	15	2204	122	20	684	46
Grp Sat Flow(s),veh/h/ln	1411	1900	0	1810	1900	0	737	1763	1598	149	1664	1585
Q Serve(g_s), s	3.8	0.3	0.0	6.2	0.3	0.0	0.8	53.0	2.8	13.2	8.2	1.0
Cycle Q Clear(g_c), s	3.8	0.3	0.0	6.2	0.3	0.0	9.1	53.0	2.8	66.2	8.2	1.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	149	152		279	385		551	2591	1141	104	2446	1132
V/C Ratio(X)	0.31	0.03		0.37	0.01		0.03	0.85	0.11	0.19	0.28	0.04
Avail Cap(c_a), veh/h	166	174		283	412		551	2591	1141	104	2446	1132
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	50.9	0.0	47.5	38.3	0.0	6.8	11.2	5.3	34.7	5.3	5.1
Incr Delay (d2), s/veh	1.2	0.1	0.0	0.8	0.0	0.0	0.1	3.7	0.2	4.1	0.3	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.1	0.0	2.8	0.1	0.0	0.1	16.9	0.8	0.6	2.4	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.6	51.0	0.0	48.3	38.3	0.0	6.9	15.0	5.5	38.8	5.6	5.1
LnGrp LOS	E	D		D	D		A	B	A	D	A	A
Approach Vol, veh/h		51			107			2341			750	
Approach Delay, s/veh		55.1			47.8			14.4			6.4	
Approach LOS		E			D			B			A	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		91.7	14.7	13.6		91.7		28.3				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s		84.0	9.0	9.0		84.0		24.0				
Max Q Clear Time (g_c+I1), s		68.2	8.2	5.8		55.0		2.3				
Green Ext Time (p_c), s		11.4	0.0	0.0		28.9		0.0				

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	14.3
HCM 6th LOS	B

Notes

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	5	2255	730	15
Future Volume (vph)	5	5	5	2255	730	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	50	235			150
Storage Lanes	1	1	1			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1504	1077	1504	3471	3282	1615
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1504	1077	1504	3471	3282	1615
Link Speed (mph)	30			45	45	
Link Distance (ft)	1128			2006	1284	
Travel Time (s)	25.6			30.4	19.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	20%	50%	20%	4%	10%	0%
Adj. Flow (vph)	5	5	5	2349	760	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	5	5	2349	760	16
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	72.3%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	5	2255	730	15
Future Vol, veh/h	5	5	5	2255	730	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	50	235	-	-	150
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	20	50	20	4	10	0
Mvmt Flow	5	5	5	2349	760	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1945	380	760	0	-	0
Stage 1	760	-	-	-	-	-
Stage 2	1185	-	-	-	-	-
Critical Hdwy	7.2	7.9	4.5	-	-	-
Critical Hdwy Stg 1	6.2	-	-	-	-	-
Critical Hdwy Stg 2	6.2	-	-	-	-	-
Follow-up Hdwy	3.7	3.8	2.4	-	-	-
Pot Cap-1 Maneuver	46	500	739	-	-	-
Stage 1	379	-	-	-	-	-
Stage 2	219	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	46	500	739	-	-	-
Mov Cap-2 Maneuver	146	-	-	-	-	-
Stage 1	376	-	-	-	-	-
Stage 2	219	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	21.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	739	-	146	500	-	-
HCM Lane V/C Ratio	0.007	-	0.036	0.01	-	-
HCM Control Delay (s/veh)	9.9	-	30.6	12.3	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q (veh)	0	-	0.1	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	15	10	35	2225	0	735	35
Future Volume (vph)	15	10	35	2225	0	735	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	235		235		150
Storage Lanes	1	0	1		1		1
Taper Length (ft)	25		100		100		
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	1.00
Frt	0.945						0.850
Flt Protected	0.971		0.950				
Satd. Flow (prot)	1088	0	1556	3471	1900	3343	1369
Flt Permitted	0.971		0.950				
Satd. Flow (perm)	1088	0	1556	3471	1900	3343	1369
Link Speed (mph)	30			45		45	
Link Distance (ft)	1102			1284		794	
Travel Time (s)	25.0			19.5		12.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	50%	75%	16%	4%	0%	8%	18%
Adj. Flow (vph)	16	11	37	2342	0	774	37
Shared Lane Traffic (%)							
Lane Group Flow (vph)	27	0	37	2342	0	774	37
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				Yes		Yes	
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	71.5%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	15	10	35	2225	0	735	35
Future Vol, veh/h	15	10	35	2225	0	735	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Signal	-	None	-	-	Yield
Storage Length	0	-	235	-	235	-	150
Veh in Median Storage, #	1	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	50	75	16	4	0	8	18
Mvmt Flow	16	11	37	2342	0	774	37

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	2019	387	774	0	2342	-	0
Stage 1	774	-	-	-	-	-	-
Stage 2	1245	-	-	-	-	-	-
Critical Hdwy	7.8	8.4	4.42	-	6.4	-	-
Critical Hdwy Stg 1	6.8	-	-	-	-	-	-
Critical Hdwy Stg 2	6.8	-	-	-	-	-	-
Follow-up Hdwy	4	4.05	2.36	-	2.5	-	-
Pot Cap-1 Maneuver	28	444	752	-	45	-	-
Stage 1	311	-	-	-	-	-	-
Stage 2	158	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	27	444	752	-	45	-	-
Mov Cap-2 Maneuver	105	-	-	-	-	-	-
Stage 1	296	-	-	-	-	-	-
Stage 2	158	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	29.2	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	752	-	175	45	-	-
HCM Lane V/C Ratio	0.049	-	0.15	-	-	-
HCM Control Delay (s/veh)	10	-	29.2	0	-	-
HCM Lane LOS	B	-	D	A	-	-
HCM 95th %tile Q (veh)	0.2	-	0.5	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	5	5	5	5	5	2235	5	5	765	25
Future Volume (vph)	5	5	5	5	5	5	5	2235	5	5	765	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	150		125
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			100			100		
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		0.955			0.955							0.850
Flt Protected		0.984			0.984		0.950			0.950		
Satd. Flow (prot)	0	1774	0	0	1785	0	1805	3471	0	1805	3312	1615
Flt Permitted		0.984			0.984		0.950			0.950		
Satd. Flow (perm)	0	1774	0	0	1785	0	1805	3471	0	1805	3312	1615
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		862			878			794			1827	
Travel Time (s)		23.5			23.9			12.0			27.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	4%	0%	0%	9%	0%
Adj. Flow (vph)	5	5	5	5	5	5	5	2328	5	5	797	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	15	0	5	2333	0	5	797	26
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			14			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	71.9%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	5	5	5	5	5	5	2235	5	5	765	25
Future Vol, veh/h	5	5	5	5	5	5	5	2235	5	5	765	25
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	-	-	-	-	-	-	150	-	-	150	-	125
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	0	0	0	0	0	0	4	0	0	9	0
Mvmt Flow	5	5	5	5	5	5	5	2328	5	5	797	26

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1984	3150	399	2752	3174	1167	823	0	0	2333	0	0
Stage 1	807	807	-	2341	2341	-	-	-	-	-	-	-
Stage 2	1177	2343	-	411	833	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.54	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	36	11	606	10	11	190	816	-	-	215	-	-
Stage 1	341	397	-	38	71	-	-	-	-	-	-	-
Stage 2	203	71	-	594	386	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	32	11	606	9	11	190	816	-	-	215	-	-
Mov Cap-2 Maneuver	119	54	-	33	57	-	-	-	-	-	-	-
Stage 1	339	388	-	38	71	-	-	-	-	-	-	-
Stage 2	182	71	-	567	377	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	45.2	92.5	0	0.1
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	816	-	-	105	56	215	-	-
HCM Lane V/C Ratio	0.006	-	-	0.149	0.279	0.024	-	-
HCM Control Delay (s/veh)	9.4	-	-	45.2	92.5	22.2	-	-
HCM Lane LOS	A	-	-	E	F	C	-	-
HCM 95th %tile Q (veh)	0	-	-	0.5	1	0.1	-	-

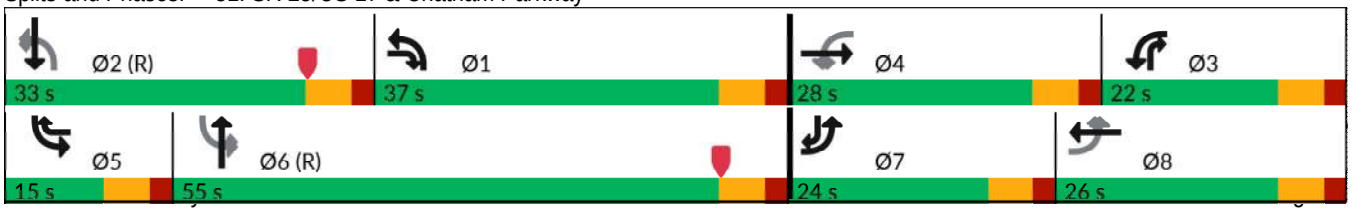


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	295	340	90	210	600	60	510	1310	420	20	490	130
Future Volume (vph)	295	340	90	210	600	60	510	1310	420	20	490	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		175	235		175	235		175	300		175
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	100			100			200			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	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	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1597	3406	1568	1752	3505	1495	1752	3438	1599	1337	3223	1369
Flt Permitted	0.182			0.327			0.242			0.074		
Satd. Flow (perm)	306	3406	1568	603	3505	1495	446	3438	1599	104	3223	1369
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			136			136			358			91
Link Speed (mph)		45			35			45			45	
Link Distance (ft)		548			1720			1827			458	
Travel Time (s)		8.3			33.5			27.7			6.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	13%	6%	3%	3%	3%	8%	3%	5%	1%	35%	12%	18%
Adj. Flow (vph)	311	358	95	221	632	63	537	1379	442	21	516	137
Shared Lane Traffic (%)												
Lane Group Flow (vph)	311	358	95	221	632	63	537	1379	442	21	516	137
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)		45			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		30			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	1	1	1	1	1	1	1	1	1	1	1
Detector Template			Right									Right
Leading Detector (ft)	40	40	40	40	40	40	40	336	40	40	336	40
Trailing Detector (ft)	0	0	0	0	0	0	0	330	0	0	330	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	330	0	0	330	0
Detector 1 Size(ft)	40	40	40	40	40	40	40	6	40	40	6	40
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
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA	pm+ov	D.P+P	NA	pm+ov	D.P+P	NA	pm+ov
Protected Phases	7	4	1	3	8	5	1	6	3	5	2	7
Permitted Phases	8		4	4		8	2		6	6		2
Detector Phase	7	4	1	3	8	5	1	6	3	5	2	7
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	9.0	16.0	9.0	9.0	16.0	9.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	22.0	15.0	15.0	22.0	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	24.0	28.0	37.0	22.0	26.0	15.0	37.0	55.0	22.0	15.0	33.0	24.0
Total Split (%)	20.0%	23.3%	30.8%	18.3%	21.7%	12.5%	30.8%	45.8%	18.3%	12.5%	27.5%	20.0%
Maximum Green (s)	18.0	22.0	31.0	16.0	20.0	9.0	31.0	49.0	16.0	9.0	27.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-3.0	-3.0	-3.0	-3.0	0.0
Total Lost Time (s)	4.0	4.0	6.0	4.0	4.0	6.0	4.0	3.0	3.0	3.0	3.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	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	5.0	3.0	3.0	5.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	42.0	19.7	54.7	42.0	22.0	35.0	62.0	55.0	78.9	64.6	30.0	45.0
Actuated g/C Ratio	0.35	0.16	0.46	0.35	0.18	0.29	0.52	0.46	0.66	0.54	0.25	0.38
v/c Ratio	0.97	0.64	0.12	0.52	0.98	0.12	0.91	0.88	0.38	0.12	0.64	0.24
Control Delay (s/veh)	76.2	51.9	1.2	40.5	81.0	0.5	40.4	25.7	1.9	11.5	31.6	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.2	51.9	1.2	40.5	81.0	0.5	40.4	25.7	1.9	11.5	31.6	4.9
LOS	E	D	A	D	F	A	D	C	A	B	C	A
Approach Delay (s/veh)		55.5			65.7			24.6			25.5	
Approach LOS		E			E			C			C	
Queue Length 50th (ft)	194	137	0	119	259	0	313	534	31	8	188	32
Queue Length 95th (ft)	#378	181	11	185	#383	0	m#463	#670	m36	m20	m234	m51
Internal Link Dist (ft)		468			1640			1747			378	
Turn Bay Length (ft)	350		175	235		175	235		175	300		175
Base Capacity (vph)	322	681	789	424	642	532	589	1575	1173	179	805	570
Starvation Cap Reductn	0	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	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.53	0.12	0.52	0.98	0.12	0.91	0.88	0.38	0.12	0.64	0.24

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 24 (20%), Referenced to phase 2:NBSB and 6:NBSB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay (s/veh): 37.7		Intersection LOS: D	
Intersection Capacity Utilization 90.0%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 31: SR 25/US 17 & Chatham Parkway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	295	340	90	210	600	60	510	1310	420	20	490	130
Future Volume (veh/h)	295	340	90	210	600	60	510	1310	420	20	490	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1811	1856	1856	1856	1781	1856	1826	1885	1381	1722	1633
Adj Flow Rate, veh/h	311	358	95	221	632	63	537	1379	442	21	516	137
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	13	6	3	3	3	8	3	5	1	35	12	18
Cap, veh/h	334	490	604	467	646	309	624	1633	1097	166	818	519
Arrive On Green	0.17	0.14	0.13	0.21	0.18	0.17	0.28	0.47	0.47	0.06	0.25	0.22
Sat Flow, veh/h	1626	3441	1572	1767	3526	1510	1767	3469	1598	1316	3272	1384
Grp Volume(v), veh/h	311	358	95	221	632	63	537	1379	442	21	516	137
Grp Sat Flow(s),veh/h/ln	1626	1721	1572	1767	1763	1510	1767	1735	1598	1316	1636	1384
Q Serve(g_s), s	18.4	11.9	0.0	5.8	21.4	4.2	24.5	41.9	2.9	0.9	16.8	2.9
Cycle Q Clear(g_c), s	18.4	11.9	0.0	5.8	21.4	4.2	24.5	41.9	2.9	0.9	16.8	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	334	490	604	467	646	309	624	1633	1097	166	818	519
V/C Ratio(X)	0.93	0.73	0.16	0.47	0.98	0.20	0.86	0.84	0.40	0.13	0.63	0.26
Avail Cap(c_a), veh/h	334	688	695	467	646	309	624	1633	1097	215	818	519
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	33.4	49.2	24.2	38.2	48.8	39.6	36.4	27.9	2.2	21.5	40.1	9.5
Incr Delay (d2), s/veh	31.7	2.4	0.1	0.7	29.8	0.3	11.7	5.6	1.1	0.3	3.7	1.2
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	9.9	5.2	1.8	5.5	11.9	1.6	15.0	17.4	1.5	0.3	7.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.1	51.7	24.3	39.0	78.5	40.0	48.1	33.5	3.3	21.9	43.7	10.7
LnGrp LOS	E	D	C	D	E	D	D	C	A	C	D	B
Approach Vol, veh/h		764			916			2358			674	
Approach Delay, s/veh		53.7			66.3			31.1			36.3	
Approach LOS		D			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.0	33.0	28.9	21.1	10.5	59.5	24.0	26.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	31.0	27.0	16.0	22.0	9.0	49.0	18.0	20.0
Max Q Clear Time (g_c+I1), s	26.5	18.8	7.8	13.9	2.9	43.9	20.4	23.4
Green Ext Time (p_c), s	0.9	5.4	0.5	1.1	0.0	5.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	42.4
HCM 6th LOS	D



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	700	30	0	1220	20	0	0	25	0	0	105
Future Volume (vph)	20	700	30	0	1220	20	0	0	25	0	0	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		175	0		175	0		0	0		0
Storage Lanes	1		1	0		1	0		1	0		1
Taper Length (ft)	100			100			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.865			0.865
Flt Protected	0.950											
Satd. Flow (prot)	1719	3343	1553	0	3438	1509	0	0	1315	0	0	1565
Flt Permitted	0.950											
Satd. Flow (perm)	1719	3343	1553	0	3438	1509	0	0	1315	0	0	1565
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1209			548			511			465	
Travel Time (s)		18.3			8.3			11.6			10.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	8%	4%	0%	5%	7%	7%	0%	25%	0%	0%	5%
Adj. Flow (vph)	21	737	32	0	1284	21	0	0	26	0	0	111
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	737	32	0	1284	21	0	0	26	0	0	111
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			30			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	700	30	0	1220	20	0	0	25	0	0	105
Future Vol, veh/h	20	700	30	0	1220	20	0	0	25	0	0	105
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Stop
Storage Length	235	-	175	-	-	175	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	8	4	0	5	7	7	0	25	0	0	5
Mvmt Flow	21	737	32	0	1284	21	0	0	26	0	0	111

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1284	0	0	-	-	0	-	-	369	-	-	642
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.2	-	-	-	-	-	-	-	7.4	-	-	7
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.25	-	-	-	-	-	-	-	3.55	-	-	3.35
Pot Cap-1 Maneuver	520	-	-	0	-	-	0	0	567	0	0	410
Stage 1	-	-	-	0	-	-	0	0	-	0	0	-
Stage 2	-	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	520	-	-	-	-	-	-	-	567	-	-	410
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.3	0	11.7	17
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	567	520	-	-	-	-	410
HCM Lane V/C Ratio	0.046	0.04	-	-	-	-	0.27
HCM Control Delay (s/veh)	11.7	12.2	-	-	-	-	17
HCM Lane LOS	B	B	-	-	-	-	C
HCM 95th %tile Q (veh)	0.1	0.1	-	-	-	-	1.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	45	0	0	120	5	1595	70	15	595	105
Future Volume (vph)	0	0	45	0	0	120	5	1595	70	15	595	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	125		175	235		175
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			100			100		
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			0.865			0.865			0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1405	0	0	1481	1805	3406	1482	1517	3195	1568
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	0	1405	0	0	1481	1805	3406	1482	1517	3195	1568
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		558			382			458			1131	
Travel Time (s)		12.7			8.7			6.9			17.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	17%	23%	20%	11%	0%	6%	9%	19%	13%	3%
Adj. Flow (vph)	0	0	48	0	0	129	5	1715	75	16	640	113
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	48	0	0	129	5	1715	75	16	640	113
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			24			12	
Link Offset(ft)		0			-10			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.2%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	45	0	0	120	5	1595	70	15	595	105
Future Vol, veh/h	0	0	45	0	0	120	5	1595	70	15	595	105
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	-	-	Stop	-	-	Stop	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	0	125	-	175	235	-	175
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	17	23	20	11	0	6	9	19	13	3
Mvmt Flow	0	0	48	0	0	129	5	1715	75	16	640	113

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	320	-	-	858	640	0	0	1715	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.24	-	-	7.12	4.1	-	-	4.48	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.47	-	-	3.41	2.2	-	-	2.39	-	-
Pot Cap-1 Maneuver	0	0	633	0	0	283	954	-	-	299	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	633	-	-	283	954	-	-	299	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.2	28	0	0.4
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	954	-	-	633	283	299	-	-
HCM Lane V/C Ratio	0.006	-	-	0.076	0.456	0.054	-	-
HCM Control Delay (s/veh)	8.8	-	-	11.2	28	17.7	-	-
HCM Lane LOS	A	-	-	B	D	C	-	-
HCM 95th %tile Q (veh)	0	-	-	0.2	2.3	0.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	15	5	25	5	5	10	35	20	1650	10	10	655
Future Volume (vph)	15	5	25	5	5	10	35	20	1650	10	10	655
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		235		425	235	
Storage Lanes	0		0	0		0		1		1	1	
Taper Length (ft)	25			25				100			100	
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		0.924			0.929					0.850		
Flt Protected		0.984			0.988			0.950			0.950	
Satd. Flow (prot)	0	1024	0	0	1744	0	0	1475	3406	1615	1805	3282
Flt Permitted		0.984			0.988			0.950			0.950	
Satd. Flow (perm)	0	1024	0	0	1744	0	0	1475	3406	1615	1805	3282
Link Speed (mph)		30			30				45			45
Link Distance (ft)		941			754				1131			2483
Travel Time (s)		21.4			17.1				17.1			37.6
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
Heavy Vehicles (%)	78%	0%	76%	0%	0%	0%	0%	61%	6%	0%	0%	10%
Adj. Flow (vph)	16	5	27	5	5	11	38	22	1793	11	11	712
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	0	0	21	0	0	60	1793	11	11	712
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												Yes
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	
Sign Control		Stop			Stop				Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.3%		ICU Level of Service B	
Analysis Period (min) 15			



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	20
Future Volume (vph)	20
Ideal Flow (vphpl)	1900
Storage Length (ft)	175
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	991
Flt Permitted	
Satd. Flow (perm)	991
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	63%
Adj. Flow (vph)	22
Shared Lane Traffic (%)	
Lane Group Flow (vph)	22
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
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	15	5	25	5	5	10	35	20	1650	10	10	655	20
Future Vol, veh/h	15	5	25	5	5	10	35	20	1650	10	10	655	20
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	-	-	None
Storage Length	-	-	-	-	-	-	-	235	-	425	235	-	175
Veh in Median Storage, #	-	1	-	-	1	-	-	-	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, %	78	0	76	0	0	0	0	61	6	0	0	10	63
Mvmt Flow	16	5	27	5	5	11	38	22	1793	11	11	712	22

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	1753	2658	356	2294	2669	897	712	734	0	0	1804	0	0
Stage 1	734	734	-	1913	1913	-	-	-	-	-	-	-	-
Stage 2	1019	1924	-	381	756	-	-	-	-	-	-	-	-
Critical Hdwy	9.06	6.5	8.42	7.5	6.5	6.9	6.4	5.32	-	-	4.1	-	-
Critical Hdwy Stg 1	8.06	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	8.06	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	4.28	4	4.06	3.5	4	3.3	2.5	2.81	-	-	2.2	-	-
Pot Cap-1 Maneuver	24	23	468	22	23	287	515	569	-	-	346	-	-
Stage 1	244	429	-	72	117	-	-	-	-	-	-	-	-
Stage 2	148	115	-	619	419	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	19	20	468	17	20	287	514	514	-	-	346	-	-
Mov Cap-2 Maneuver	73	73	-	55	79	-	-	-	-	-	-	-	-
Stage 1	215	415	-	64	103	-	-	-	-	-	-	-	-
Stage 2	119	102	-	557	406	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	45.2	47.5	0.4	0.2
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	514	-	-	137	106	346	-	-
HCM Lane V/C Ratio	0.116	-	-	0.357	0.205	0.031	-	-
HCM Control Delay (s/veh)	12.9	-	-	45.2	47.5	15.7	-	-
HCM Lane LOS	B	-	-	E	E	C	-	-
HCM 95th %tile Q (veh)	0.4	-	-	1.5	0.7	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	10	10	30	5	115	10	1610	55	100	645	15
Future Volume (vph)	20	10	10	30	5	115	10	1610	55	100	645	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	235		175	150		235
Storage Lanes	0		0	0		1	1		1	1		1
Taper Length (ft)	25			25			100			100		
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		0.965				0.850			0.850			0.850
Flt Protected		0.976			0.959		0.950			0.950		
Satd. Flow (prot)	0	1684	0	0	1371	1429	1641	3406	1313	1492	3252	1615
Flt Permitted		0.826			0.724		0.393			0.088		
Satd. Flow (perm)	0	1425	0	0	1035	1429	679	3406	1313	138	3252	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				121			82			27
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		369			1049			2483			559	
Travel Time (s)		8.4			28.6			37.6			8.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	0%	13%	38%	0%	13%	10%	6%	23%	21%	11%	0%
Adj. Flow (vph)	21	11	11	32	5	121	11	1695	58	105	679	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	43	0	0	37	121	11	1695	58	105	679	16
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								Yes			Yes	
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	1	2	1	1	2	1
Detector Template	Left			Left					Right			Right
Leading Detector (ft)	20	40		20	330	40	40	336	20	40	336	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	330	0	0	330	0
Detector 1 Size(ft)	20	40		20	40	40	40	6	20	40	6	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
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
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
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
Detector 2 Position(ft)		0			330			0			0	
Detector 2 Size(ft)		0			0			0			0	
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	Perm	Perm	NA	Perm	D.P+P	NA	Perm
Protected Phases		4			8			6		5	2	

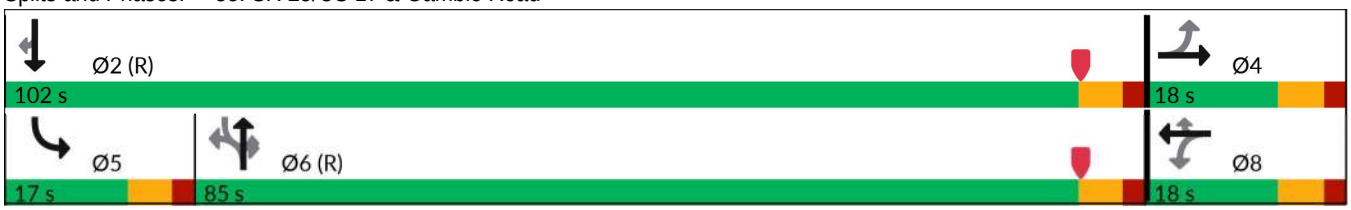


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6		6	6		2
Detector Phase	4	4		8	8	8	6	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0	9.0	16.0	16.0	16.0	9.0	16.0	16.0
Minimum Split (s)	15.0	15.0		15.0	15.0	15.0	22.0	22.0	22.0	15.0	22.0	22.0
Total Split (s)	18.0	18.0		18.0	18.0	18.0	85.0	85.0	85.0	17.0	102.0	102.0
Total Split (%)	15.0%	15.0%		15.0%	15.0%	15.0%	70.8%	70.8%	70.8%	14.2%	85.0%	85.0%
Maximum Green (s)	12.0	12.0		12.0	12.0	12.0	79.0	79.0	79.0	11.0	96.0	96.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0			6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	5.0	5.0	5.0	4.0	5.0	5.0
Recall Mode	None	None		None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)		10.5			10.5	10.5	81.8	81.8	81.8	91.5	97.5	97.5
Actuated g/C Ratio		0.09			0.09	0.09	0.68	0.68	0.68	0.76	0.81	0.81
v/c Ratio		0.32			0.41	0.51	0.02	0.73	0.06	0.49	0.26	0.01
Control Delay (s/veh)		46.9			65.3	17.0	3.8	5.0	0.1	12.1	4.3	0.7
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		46.9			65.3	17.0	3.8	5.0	0.1	12.1	4.3	0.7
LOS		D			E	B	A	A	A	B	A	A
Approach Delay (s/veh)		46.9			28.3			4.8			5.3	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)		24			28	0	1	101	0	11	70	0
Queue Length 95th (ft)		61			64	58	m2	m115	m0	33	148	m1
Internal Link Dist (ft)		289			969			2403			479	
Turn Bay Length (ft)						200	235		175	150		235
Base Capacity (vph)		152			103	251	463	2322	921	230	2641	1317
Starvation Cap Reductn		0			0	0	0	0	0	0	0	0
Spillback Cap Reductn		0			0	0	0	0	0	0	0	0
Storage Cap Reductn		0			0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.28			0.36	0.48	0.02	0.73	0.06	0.46	0.26	0.01

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 19 (16%), Referenced to phase 2:SBT and 6:NBSB, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 6.9		Intersection LOS: A	
Intersection Capacity Utilization 75.9%		ICU Level of Service D	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 35: SR 25/US 17 & Gamble Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	10	10	30	5	115	10	1610	55	100	645	15
Future Volume (veh/h)	20	10	10	30	5	115	10	1610	55	100	645	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1900	1707	1337	1900	1707	1752	1811	1559	1589	1737	1900
Adj Flow Rate, veh/h	21	11	11	32	5	0	11	1695	58	105	679	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	0	13	38	0	13	10	6	23	21	11	0
Cap, veh/h	86	44	29	147	19		557	2434	935	269	2740	1337
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.00	0.71	0.71	0.71	0.07	0.83	0.83
Sat Flow, veh/h	594	629	421	1308	275	1447	702	3441	1321	1513	3300	1610
Grp Volume(v), veh/h	43	0	0	37	0	0	11	1695	58	105	679	16
Grp Sat Flow(s),veh/h/ln	1644	0	0	1584	0	1447	702	1721	1321	1513	1650	1610
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	0.0	0.6	34.1	1.6	2.0	5.3	0.2
Cycle Q Clear(g_c), s	2.8	0.0	0.0	2.3	0.0	0.0	0.6	34.1	1.6	2.0	5.3	0.2
Prop In Lane	0.49		0.26	0.86		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	159	0	0	166	0		557	2434	935	269	2740	1337
V/C Ratio(X)	0.27	0.00	0.00	0.22	0.00		0.02	0.70	0.06	0.39	0.25	0.01
Avail Cap(c_a), veh/h	207	0	0	211	0		557	2434	935	297	2740	1337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	0.0	0.0	53.0	0.0	0.0	5.2	10.1	5.4	11.9	2.2	1.7
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.9	0.0	0.0	0.1	1.7	0.1	1.3	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.1	0.0	0.0	0.1	10.9	0.4	1.2	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.5	0.0	0.0	53.9	0.0	0.0	5.3	11.8	5.5	13.2	2.4	1.8
LnGrp LOS	D			D			A	B	A	B	A	A
Approach Vol, veh/h		43			37			1764			800	
Approach Delay, s/veh		54.5			53.9			11.5			3.8	
Approach LOS		D			D			B			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		105.6		14.4	14.7	90.9		14.4				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		96.0		12.0	11.0	79.0		12.0				
Max Q Clear Time (g_c+I1), s		7.3		4.8	4.0	36.1		4.3				
Green Ext Time (p_c), s		29.3		0.1	0.2	41.4		0.2				

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		10.5
HCM 6th LOS		B

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	5	5	5	5	5	1735	5	5	755	5
Future Volume (vph)	5	5	5	5	5	5	5	1735	5	5	755	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	235		175
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			100			100		
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		0.955			0.955							0.850
Flt Protected		0.984			0.984		0.950			0.950		
Satd. Flow (prot)	0	1785	0	0	1785	0	1805	3406	0	1805	3252	1615
Flt Permitted		0.984			0.984		0.950			0.950		
Satd. Flow (perm)	0	1785	0	0	1785	0	1805	3406	0	1805	3252	1615
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		840			519			559			1347	
Travel Time (s)		19.1			11.8			8.5			20.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	11%	0%
Adj. Flow (vph)	5	5	5	5	5	5	5	1807	5	5	786	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	15	0	5	1812	0	5	786	5
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								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.1%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	5	5	5	5	5	5	1735	5	5	755	5
Future Vol, veh/h	5	5	5	5	5	5	5	1735	5	5	755	5
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	-	-	-	-	-	-	150	-	-	235	-	175
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	6	0	0	11	0
Mvmt Flow	5	5	5	5	5	5	5	1807	5	5	786	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1712	2618	393	2226	2621	906	791	0	0	1812	0	0
Stage 1	796	796	-	1820	1820	-	-	-	-	-	-	-
Stage 2	916	1822	-	406	801	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	60	25	612	24	24	283	838	-	-	344	-	-
Stage 1	351	402	-	82	130	-	-	-	-	-	-	-
Stage 2	297	130	-	598	400	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	56	24	612	22	23	283	838	-	-	344	-	-
Mov Cap-2 Maneuver	165	94	-	69	96	-	-	-	-	-	-	-
Stage 1	349	396	-	82	129	-	-	-	-	-	-	-
Stage 2	278	129	-	577	394	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	29.3	45.2	0	0.1
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	838	-	-	164	105	344	-	-
HCM Lane V/C Ratio	0.006	-	-	0.095	0.149	0.015	-	-
HCM Control Delay (s/veh)	9.3	-	-	29.3	45.2	15.6	-	-
HCM Lane LOS	A	-	-	D	E	C	-	-
HCM 95th %tile Q (veh)	0	-	-	0.3	0.5	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	75	0	0	50	25	1710	40	5	60	720
Future Volume (vph)	0	0	75	0	0	50	25	1710	40	5	60	720
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	235		175		235	
Storage Lanes	0		1	0		1	1		1		1	
Taper Length (ft)	25			25			100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.95	1.00	0.95
Frt			0.865			0.865		0.997				
Flt Protected							0.950				0.950	
Satd. Flow (prot)	0	0	1393	0	0	1596	1736	4840	0	0	1805	3252
Flt Permitted							0.950				0.950	
Satd. Flow (perm)	0	0	1393	0	0	1596	1736	4840	0	0	1805	3252
Link Speed (mph)		30			25			45				45
Link Distance (ft)		605			773			914				494
Travel Time (s)		13.8			21.1			13.8				7.5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	31%	0%	18%	0%	0%	3%	4%	7%	0%	0%	0%	11%
Adj. Flow (vph)	0	0	77	0	0	52	26	1763	41	5	62	742
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	77	0	0	52	26	1804	0	0	67	742
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			20				25
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane								Yes				
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	9	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.9%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	60
Future Volume (vph)	60
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)	1429
Flt Permitted	
Satd. Flow (perm)	1429
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	13%
Adj. Flow (vph)	62
Shared Lane Traffic (%)	
Lane Group Flow (vph)	62
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
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	75	0	0	50	25	1710	40	5	60	720	60
Future Vol, veh/h	0	0	75	0	0	50	25	1710	40	5	60	720	60
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	-	-	Stop	-	-	Stop	-	-	Yield	-	-	-	Yield
Storage Length	-	-	0	-	-	0	235	-	175	-	235	-	0
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	31	0	18	0	0	3	4	7	0	0	0	11	13
Mvmt Flow	0	0	77	0	0	52	26	1763	41	5	62	742	62

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	-	-	371	-	-	902	742	0	0	1317	1763	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.26	-	-	7.16	4.18	-	-	5.6	5.3	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.48	-	-	3.93	2.24	-	-	2.3	3.1	-	-
Pot Cap-1 Maneuver	0	0	583	0	0	239	848	-	-	298	168	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	-	-	583	-	-	239	848	-	-	172	172	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.1	24.2	0.1	3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	848	-	-	583	239	172	-	-
HCM Lane V/C Ratio	0.03	-	-	0.133	0.216	0.39	-	-
HCM Control Delay (s/veh)	9.4	-	-	12.1	24.2	38.8	-	-
HCM Lane LOS	A	-	-	B	C	E	-	-
HCM 95th %tile Q (veh)	0.1	-	-	0.5	0.8	1.7	-	-



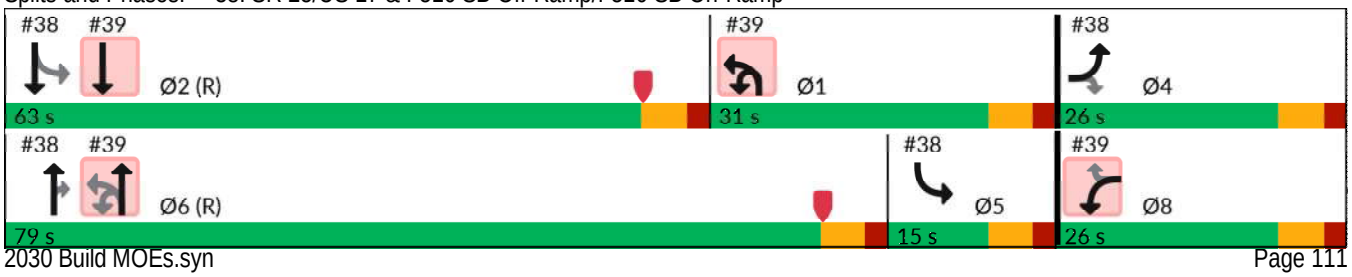
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	335	0	260	0	0	0	0	1625	140	90	585	0
Future Volume (vph)	335	0	260	0	0	0	0	1625	140	90	585	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	0		0	150		0	100		0
Storage Lanes	2		0	0		0	1		1	0		0
Taper Length (ft)	225			25			100			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3400	0	1380	0	0	0	0	4848	1538	1770	3374	0
Flt Permitted	0.950									0.093		
Satd. Flow (perm)	3400	0	1380	0	0	0	0	4848	1538	173	3374	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			268						144			
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		900			769			494			497	
Travel Time (s)		13.6			11.7			7.5			7.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	0%	17%	0%	0%	0%	0%	7%	5%	2%	7%	0%
Adj. Flow (vph)	345	0	268	0	0	0	0	1675	144	93	603	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	345	0	268	0	0	0	0	1675	144	93	603	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			40	
Link Offset(ft)		0			70			0			0	
Crosswalk Width(ft)		16			16			16			80	
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		0					1	0	1	1	
Detector Template												
Leading Detector (ft)	40		0					336	0	40	276	
Trailing Detector (ft)	0		0					330	0	0	270	
Detector 1 Position(ft)	0		0					330	0	0	270	
Detector 1 Size(ft)	40		20					6	20	40	6	
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	
Turn Type	Prot		Perm					NA	Perm	pm+pt	NA	
Protected Phases	4							6		5	2	
Permitted Phases			4						6	2		
Detector Phase	4		4					6	6	5	2	
Switch Phase												
Minimum Initial (s)	9.0		9.0					16.0	16.0	9.0	16.0	
Minimum Split (s)	15.0		15.0					22.0	22.0	15.0	22.0	

Lane Group	Ø1	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	1	8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	9.0	9.0
Minimum Split (s)	15.0	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	26.0		26.0					79.0	79.0	15.0	63.0	
Total Split (%)	21.7%		21.7%					65.8%	65.8%	12.5%	52.5%	
Maximum Green (s)	20.0		20.0					73.0	73.0	9.0	57.0	
Yellow Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-1.5		-1.5					-1.5	-1.5	-1.5	-1.5	
Total Lost Time (s)	4.5		4.5					4.5	4.5	4.5	4.5	
Lead/Lag								Lead	Lead	Lag	Lead	
Lead-Lag Optimize?								Yes	Yes	Yes	Yes	
Vehicle Extension (s)	5.0		5.0					5.0	5.0	2.0	5.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	20.1		20.1					75.9	75.9	70.4	59.9	
Actuated g/C Ratio	0.17		0.17					0.63	0.63	0.59	0.50	
v/c Ratio	0.61		0.59					0.55	0.14	0.39	0.36	
Control Delay (s/veh)	50.9		10.9					5.6	0.3	24.9	7.1	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	50.9		10.9					5.6	0.3	24.9	7.1	
LOS	D		B					A	A	C	A	
Approach Delay (s/veh)		33.4						5.2			9.5	
Approach LOS		C						A			A	
Queue Length 50th (ft)	127		0					68	0	13	70	
Queue Length 95th (ft)	176		78					83	m1	m63	85	
Internal Link Dist (ft)		820			689			414			417	
Turn Bay Length (ft)	200		200							100		
Base Capacity (vph)	609		467					3066	1025	241	1683	
Starvation Cap Reductn	0		0					0	0	0	0	
Spillback Cap Reductn	0		0					81	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.57		0.57					0.56	0.14	0.39	0.36	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 41 (34%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 11.7		Intersection LOS: B	
Intersection Capacity Utilization 65.4%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 38: SR 25/US 17 & I-516 SB Off-Ramp/I-516 SB On-Ramp



Lane Group	Ø1	Ø8
Total Split (s)	31.0	26.0
Total Split (%)	26%	22%
Maximum Green (s)	25.0	20.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	2.0	5.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	115	0	245	15	400	1545	0	0	545
Future Volume (vph)	0	0	0	115	0	245	15	400	1545	0	0	545
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	250		250		100		0	235	
Storage Lanes	0		0	2		0		0		0	1	
Taper Length (ft)	25			225				50			100	
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	1.00	0.91
Frt						0.850						0.971
Flt Protected				0.950				0.950				
Satd. Flow (prot)	0	0	0	3183	0	1599	0	1618	3471	0	0	4692
Flt Permitted				0.950				0.341				
Satd. Flow (perm)	0	0	0	3183	0	1599	0	581	3471	0	0	4692
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)						158						64
Link Speed (mph)		45			45				45			45
Link Distance (ft)		692			1022				497			616
Travel Time (s)		10.5			15.5				7.5			9.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	10%	0%	1%	0%	12%	4%	0%	0%	6%
Adj. Flow (vph)	0	0	0	120	0	255	16	417	1609	0	0	568
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	120	0	255	0	433	1609	0	0	703
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		24			24				40			40
Link Offset(ft)		50			0				0			0
Crosswalk Width(ft)		16			16				75			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		0	1	1	1			1
Detector Template							Left					
Leading Detector (ft)				40		0	20	40	256			336
Trailing Detector (ft)				0		0	0	0	250			330
Detector 1 Position(ft)				0		0	0	0	250			330
Detector 1 Size(ft)				40		20	20	40	6			6
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
Turn Type				Prot		Perm	pm+pt	pm+pt	NA			NA
Protected Phases				8			1	1	6			2
Permitted Phases						8	6	6				
Detector Phase				8		8	1	1	6			2
Switch Phase												
Minimum Initial (s)				9.0		9.0	9.0	9.0	16.0			16.0
Minimum Split (s)				15.0		15.0	15.0	15.0	22.0			22.0

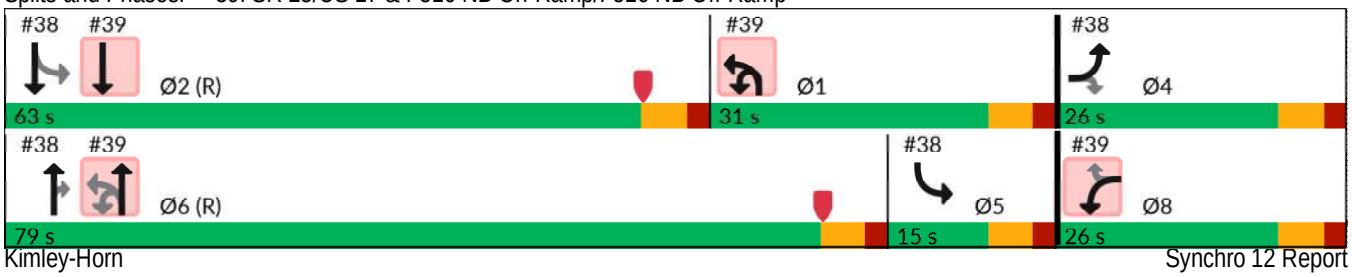


Lane Group	SBR	Ø4	Ø5
Lane Configurations			
Traffic Volume (vph)	130		
Future Volume (vph)	130		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	0		
Storage Lanes	0		
Taper Length (ft)			
Lane Util. Factor	0.91		
Frt			
Flt Protected			
Satd. Flow (prot)	0		
Flt Permitted			
Satd. Flow (perm)	0		
Right Turn on Red	Yes		
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.96		
Heavy Vehicles (%)	13%		
Adj. Flow (vph)	135		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0		
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			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases		4	5
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)		9.0	9.0
Minimum Split (s)		15.0	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Total Split (s)				26.0		26.0	31.0	31.0	79.0			63.0
Total Split (%)				21.7%		21.7%	25.8%	25.8%	65.8%			52.5%
Maximum Green (s)				20.0		20.0	25.0	25.0	73.0			57.0
Yellow Time (s)				4.0		4.0	4.0	4.0	4.0			4.0
All-Red Time (s)				2.0		2.0	2.0	2.0	2.0			2.0
Lost Time Adjust (s)				-1.5		-1.5		-1.5	-1.5			-1.5
Total Lost Time (s)				4.5		4.5		4.5	4.5			4.5
Lead/Lag							Lag	Lag	Lead			Lead
Lead-Lag Optimize?							Yes	Yes	Yes			Yes
Vehicle Extension (s)				5.0		5.0	2.0	2.0	5.0			5.0
Recall Mode				None		None	None	None	C-Max			C-Max
Act Effct Green (s)				20.1		20.1		90.9	75.9			59.9
Actuated g/C Ratio				0.17		0.17		0.76	0.63			0.50
v/c Ratio				0.23		0.64		0.65	0.73			0.30
Control Delay (s/veh)				43.8		25.4		11.8	9.9			11.1
Queue Delay				0.0		0.0		0.0	0.0			0.0
Total Delay (s/veh)				43.8		25.4		11.8	9.9			11.1
LOS				D		C		B	A			B
Approach Delay (s/veh)					31.3				10.3			11.1
Approach LOS					C				B			B
Queue Length 50th (ft)				41		66		60	319			87
Queue Length 95th (ft)				69		158		169	397			86
Internal Link Dist (ft)		612			942				417			536
Turn Bay Length (ft)				250		250		100				
Base Capacity (vph)				570		416		669	2195			2374
Starvation Cap Reductn				0		0		0	0			0
Spillback Cap Reductn				0		0		0	0			0
Storage Cap Reductn				0		0		0	0			0
Reduced v/c Ratio				0.21		0.61		0.65	0.73			0.30

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 41 (34%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 13.0		Intersection LOS: B	
Intersection Capacity Utilization 65.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 39: SR 25/US 17 & I-516 NB On-Ramp/I-516 NB Off-Ramp





Lane Group	SBR	Ø4	Ø5
Total Split (s)		26.0	15.0
Total Split (%)		22%	13%
Maximum Green (s)		20.0	9.0
Yellow Time (s)		4.0	4.0
All-Red Time (s)		2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag			Lag
Lead-Lag Optimize?			Yes
Vehicle Extension (s)		5.0	2.0
Recall Mode		None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay (s/veh)			
Queue Delay			
Total Delay (s/veh)			
LOS			
Approach Delay (s/veh)			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	5	15	10	275	10	5	5	20	1040	725	15	385
Future Volume (vph)	5	15	10	275	10	5	5	20	1040	725	15	385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	300		250		235		175	400	
Storage Lanes	1		1	1		1		1		1	1	
Taper Length (ft)	25			100				100			100	
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	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	1357	1681	1455	1626	1900	1417	0	1805	3471	1553	1671	3471
Flt Permitted	0.751			0.748				0.517			0.210	
Satd. Flow (perm)	1073	1681	1455	1280	1900	1417	0	982	3471	1553	369	3471
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			82			27				747		
Link Speed (mph)		25			45				45			45
Link Distance (ft)		895			696				616			875
Travel Time (s)		24.4			10.5				9.3			13.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	33%	13%	11%	11%	0%	14%	0%	0%	4%	4%	8%	4%
Adj. Flow (vph)	5	15	10	284	10	5	5	21	1072	747	15	397
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	15	10	284	10	5	0	26	1072	747	15	397
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)		12			12				40			40
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	1	1	1	1	1	1	1	1	0	1	1
Detector Template	Left		Right	Left		Right	Left					
Leading Detector (ft)	40	40	40	40	40	40	20	40	336	0	40	336
Trailing Detector (ft)	0	0	0	0	0	0	0	0	330	0	0	330
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	330	0	0	330
Detector 1 Size(ft)	40	40	40	40	40	40	20	40	6	20	40	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
Turn Type	Perm	NA	Perm	D.P+P	NA	Perm	Perm	Perm	NA	pm+ov	Perm	NA
Protected Phases		4		3	8				2	3		6
Permitted Phases	4		4	4		8	2	2		2	6	
Detector Phase	4	4	4	3	8	8	2	2	2	3	6	6
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	16.0	16.0	16.0	9.0	16.0	16.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0	15.0	22.0	22.0	22.0	15.0	22.0	22.0

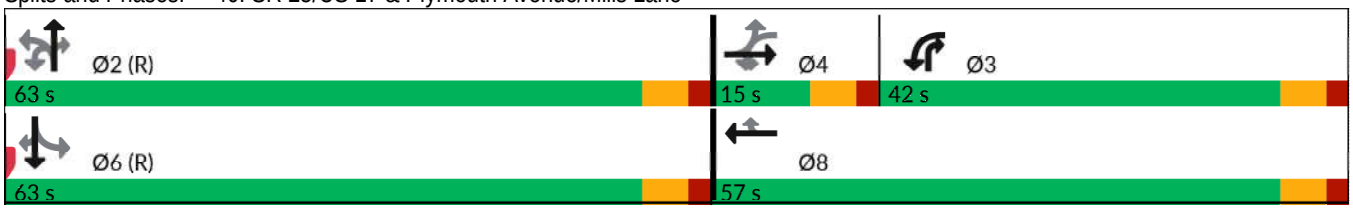


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	400
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	
Satd. Flow (prot)	1900
Flt Permitted	
Satd. Flow (perm)	1900
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
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)	40
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	40
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
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	16.0
Minimum Split (s)	22.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Total Split (s)	15.0	15.0	15.0	42.0	57.0	57.0	63.0	63.0	63.0	42.0	63.0	63.0
Total Split (%)	12.5%	12.5%	12.5%	35.0%	47.5%	47.5%	52.5%	52.5%	52.5%	35.0%	52.5%	52.5%
Maximum Green (s)	9.0	9.0	9.0	36.0	51.0	51.0	57.0	57.0	57.0	36.0	57.0	57.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
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)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag						Lag		
Lead-Lag Optimize?	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	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	9.0	9.0	9.0	29.1	32.7	32.7		75.3	75.3	107.4	75.3	75.3
Actuated g/C Ratio	0.08	0.08	0.08	0.24	0.27	0.27		0.63	0.63	0.90	0.63	0.63
v/c Ratio	0.06	0.12	0.05	0.75	0.02	0.01		0.04	0.49	0.51	0.06	0.18
Control Delay (s/veh)	53.6	54.2	0.6	53.4	26.0	0.0		3.4	4.4	0.9	13.5	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.1	0.1	0.0	0.0
Total Delay (s/veh)	53.6	54.2	0.6	53.4	26.0	0.0		3.4	4.6	1.0	13.5	11.2
LOS	D	D	A	D	C	A		A	A	A	B	B
Approach Delay (s/veh)		36.2			51.6				3.1			11.3
Approach LOS		D			D				A			B
Queue Length 50th (ft)	4	11	0	186	6	0		2	39	0	5	68
Queue Length 95th (ft)	17	34	0	247	17	0		m6	241	0	18	114
Internal Link Dist (ft)		815			616				536			795
Turn Bay Length (ft)			50	300		250		235		175	400	
Base Capacity (vph)	80	126	184	545	807	617		616	2179	1467	231	2179
Starvation Cap Reductn	0	0	0	0	0	0		0	291	143	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	0.06	0.12	0.05	0.52	0.01	0.01		0.04	0.57	0.56	0.06	0.18

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 11 (9%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 10.4		Intersection LOS: B	
Intersection Capacity Utilization 80.7%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 40: SR 25/US 17 & Plymouth Avenue/Mills Lane





Lane Group	SBR
Total Split (s)	63.0
Total Split (%)	52.5%
Maximum Green (s)	57.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	5	15	10	275	10	5	5	20	1040	725	15	385
Future Volume (veh/h)	5	15	10	275	10	5	5	20	1040	725	15	385
Initial Q (Qb), veh	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	
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
Work Zone On Approach		No			No				No			No
Adj Sat Flow, veh/h/ln	1411	1707	1737	1737	1900	1693		1900	1841	1841	1781	1841
Adj Flow Rate, veh/h	5	15	10	284	10	0		21	1072	747	15	397
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	33	13	11	11	0	14		0	4	4	8	4
Cap, veh/h	114	94	81	318	427			696	2362	1240	160	2362
Arrive On Green	0.06	0.06	0.06	0.12	0.22	0.00		0.22	0.22	0.22	0.68	0.68
Sat Flow, veh/h	1060	1707	1472	1654	1900	1434		1003	3497	1560	245	3497
Grp Volume(v), veh/h	5	15	10	284	10	0		21	1072	747	15	397
Grp Sat Flow(s),veh/h/ln	1060	1707	1472	1654	1900	1434		1003	1749	1560	245	1749
Q Serve(g_s), s	0.5	1.0	0.8	11.4	0.5	0.0		2.0	31.8	36.0	4.6	5.0
Cycle Q Clear(g_c), s	1.0	1.0	0.8	11.4	0.5	0.0		7.0	31.8	36.0	36.4	5.0
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	114	94	81	318	427			696	2362	1240	160	2362
V/C Ratio(X)	0.04	0.16	0.12	0.89	0.02			0.03	0.45	0.60	0.09	0.17
Avail Cap(c_a), veh/h	135	128	110	617	808			696	2362	1240	160	2362
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		0.33	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00		0.62	0.62	0.62	1.00	1.00
Uniform Delay (d), s/veh	54.3	54.0	53.9	48.5	36.3	0.0		19.8	27.5	22.9	22.2	7.1
Incr Delay (d2), s/veh	0.2	0.8	0.7	8.7	0.0	0.0		0.0	0.4	1.4	1.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.5	0.3	8.8	0.2	0.0		0.5	14.9	15.0	0.3	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.4	54.8	54.6	57.3	36.3	0.0		19.9	27.9	24.2	23.4	7.3
LnGrp LOS	D	D	D	E	D			B	C	C	C	A
Approach Vol, veh/h		30			294				1840			412
Approach Delay, s/veh		54.7			56.6				26.3			7.9
Approach LOS		D			E				C			A

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		87.1	20.3	12.6		87.1		32.9				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0	36.0	9.0		57.0		51.0				
Max Q Clear Time (g_c+I1), s		33.8	13.4	3.0		38.4		2.5				
Green Ext Time (p_c), s		13.4	0.9	0.0		6.1		0.0				

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	27.1
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

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



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.97
Percent Heavy Veh, %	0
Cap, veh/h	1088
Arrive On Green	0.00
Sat Flow, veh/h	1610
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1610
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	1088
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	1088
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	130	0	0	0	15	2170	0	40	0	990
Future Volume (vph)	0	0	130	0	0	0	15	2170	0	40	0	990
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	235		175		235	
Storage Lanes	0		1	0		1	1		1		1	
Taper Length (ft)	25			25			100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt			0.865									
Flt Protected							0.950				0.950	
Satd. Flow (prot)	0	0	1644	0	0	1900	1805	3539	1900	0	1805	3374
Flt Permitted							0.950				0.950	
Satd. Flow (perm)	0	0	1644	0	0	1900	1805	3539	1900	0	1805	3374
Link Speed (mph)		30			30			45				45
Link Distance (ft)		565			317			736				709
Travel Time (s)		12.8			7.2			11.2				10.7
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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	7%
Adj. Flow (vph)	0	0	141	0	0	0	16	2359	0	43	0	1076
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	141	0	0	0	16	2359	0	0	43	1076
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)	15		9	15		9	15		9	9	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.3%		ICU Level of Service B	
Analysis Period (min) 15			



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	30
Future Volume (vph)	30
Ideal Flow (vphpl)	1900
Storage Length (ft)	175
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	0%
Adj. Flow (vph)	33
Shared Lane Traffic (%)	
Lane Group Flow (vph)	33
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
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	130	0	0	0	15	2170	0	40	0	990	30
Future Vol, veh/h	0	0	130	0	0	0	15	2170	0	40	0	990	30
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	-	-	Stop	-	-	Stop	-	-	Yield	-	-	-	Yield
Storage Length	-	-	0	-	-	0	235	-	175	-	235	-	175
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, %	0	0	0	0	0	0	0	2	0	0	0	7	0
Mvmt Flow	0	0	141	0	0	0	16	2359	0	43	0	1076	33

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	-	-	538	-	-	1180	1076	0	0	2359	2359	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	6.9	4.1	-	-	6.4	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.3	2.2	-	-	2.5	2.2	-	-
Pot Cap-1 Maneuver	0	0	493	0	0	186	656	-	-	44	210	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	-	-	493	-	-	186	656	-	-	44	44	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15.2	0	0.1	10.4
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	656	-	-	493	-	44	-	-
HCM Lane V/C Ratio	0.025	-	-	0.287	-	0.988	-	-
HCM Control Delay (s/veh)	10.6	-	-	15.2	0	274.9	-	-
HCM Lane LOS	B	-	-	C	A	F	-	-
HCM 95th %tile Q (veh)	0.1	-	-	1.2	-	4	-	-

Lane Group	NBU	NBT	NBR	SBU	SBL	SBT	NWL	NWR
Lane Configurations								
Traffic Volume (vph)	20	2695	0	0	0	880	0	0
Future Volume (vph)	20	2695	0	0	0	880	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		0		235		0	0
Storage Lanes	1		0		1		0	0
Taper Length (ft)	100				100		25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	0.95	1.00	1.00
Frt								
Flt Protected	0.950							
Satd. Flow (prot)	1805	3505	0	1900	0	3312	0	0
Flt Permitted	0.950							
Satd. Flow (perm)	1805	3505	0	1900	0	3312	0	0
Link Speed (mph)		45				45	30	
Link Distance (ft)		1342				1129	86	
Travel Time (s)		20.3				17.1	2.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	0%	0%	0%	9%	0%	0%
Adj. Flow (vph)	22	2929	0	0	0	957	0	0
Shared Lane Traffic (%)								
Lane Group Flow (vph)	22	2929	0	0	0	957	0	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	0	
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	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	77.8%	ICU Level of Service	D
Analysis Period (min)	15		

Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1740	0	35	0	760	0	0
Future Volume (vph)	1740	0	35	0	760	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		400		0	0
Storage Lanes		0		1		0	0
Taper Length (ft)				100		25	
Lane Util. Factor	0.95	1.00	1.00	1.00	0.95	1.00	1.00
Frt							
Flt Protected			0.950				
Satd. Flow (prot)	3610	0	1805	0	3610	0	0
Flt Permitted			0.950				
Satd. Flow (perm)	3610	0	1805	0	3610	0	0
Link Speed (mph)	45				45	30	
Link Distance (ft)	1347				914	166	
Travel Time (s)	20.4				13.8	3.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1891	0	38	0	826	0	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1891	0	38	0	826	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)	12				12	0	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane	Yes				Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	9	15		15	9
Sign Control	Free				Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	51.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	NBU	NBT	NBR	SBU	SBL	SBT	NWL	NWR
Lane Configurations								
Traffic Volume (vph)	10	1840	0	35	0	1375	0	0
Future Volume (vph)	10	1840	0	35	0	1375	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		0		235		0	0
Storage Lanes	1		0		1		0	0
Taper Length (ft)	100				100		25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	0.95	1.00	1.00
Frt								
Flt Protected	0.950			0.950				
Satd. Flow (prot)	1805	3406	0	1805	0	3374	0	0
Flt Permitted	0.950			0.950				
Satd. Flow (perm)	1805	3406	0	1805	0	3374	0	0
Link Speed (mph)		45				45	30	
Link Distance (ft)		1589				679	131	
Travel Time (s)		24.1				10.3	3.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	6%	0%	0%	0%	7%	0%	0%
Adj. Flow (vph)	11	2000	0	38	0	1495	0	0
Shared Lane Traffic (%)								
Lane Group Flow (vph)	11	2000	0	38	0	1495	0	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	0	
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	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	54.2%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	0	0	2605	0	45	0	825
Future Volume (vph)	0	0	2605	0	45	0	825
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0		235	
Storage Lanes	0	0		0		1	
Taper Length (ft)	25					100	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00	0.95
Frt							
Flt Protected					0.950		
Satd. Flow (prot)	0	0	3471	0	1805	0	3282
Flt Permitted					0.950		
Satd. Flow (perm)	0	0	3471	0	1805	0	3282
Link Speed (mph)	30		45				45
Link Distance (ft)	83		528				1251
Travel Time (s)	1.9		8.0				19.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	10%
Adj. Flow (vph)	0	0	2832	0	49	0	897
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	2832	0	49	0	897
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	R NA	Left	Left
Median Width(ft)	0		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	9	15	
Sign Control	Stop		Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	75.3%	ICU Level of Service	D
Analysis Period (min)	15		



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1490	845	0	0	0
Future Volume (vph)	0	1490	845	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3610	3610	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	3610	3610	0	0	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		413	854		136	
Travel Time (s)		6.3	12.9		3.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1620	918	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1620	918	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		20	20		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.5%		ICU Level of Service A	
Analysis Period (min) 15			

2030 BUILD
PM PEAK HOUR

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	10	0	0	10	5	950	5	5	1745	5
Future Volume (vph)	0	0	10	0	0	10	5	950	5	5	1745	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	250		310	200		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			125			125		
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			0.865			0.865			0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1644	0	0	1644	1805	3505	1615	1805	3574	1615
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	0	1644	0	0	1644	1805	3505	1615	1805	3574	1615
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		1583			819			854			5845	
Travel Time (s)		36.0			22.3			12.9			88.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	1%	0%
Adj. Flow (vph)	0	0	10	0	0	10	5	990	5	5	1818	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	10	0	0	10	5	990	5	5	1818	5
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			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.2%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	10	0	0	10	5	950	5	5	1745	5
Future Vol, veh/h	0	0	10	0	0	10	5	950	5	5	1745	5
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	-	-	Stop	-	-	Stop	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	0	250	-	310	200	-	275
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	0	1	0
Mvmt Flow	0	0	10	0	0	10	5	990	5	5	1818	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	909	-	-	495	1818	0	0	990	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	282	0	0	525	342	-	-	706	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	282	-	-	525	342	-	-	706	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	18.3	12	0.1	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	342	-	-	282	525	706	-	-
HCM Lane V/C Ratio	0.015	-	-	0.037	0.02	0.007	-	-
HCM Control Delay (s/veh)	15.7	-	-	18.3	12	10.1	-	-
HCM Lane LOS	C	-	-	C	B	B	-	-
HCM 95th %tile Q (veh)	0	-	-	0.1	0.1	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	15	55	0	375	15	875	70	395	1680	20
Future Volume (vph)	5	0	15	55	0	375	15	875	70	395	1680	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	125		300	275		175	235		235
Storage Lanes	0		0	1		1	1		1	1		1
Taper Length (ft)	25			50			125			150		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.899				0.850			0.850			0.850
Flt Protected		0.988			0.950		0.950			0.950		
Satd. Flow (prot)	0	1688	0	0	1719	2760	1805	3505	1553	1752	3574	1538
Flt Permitted		0.917			0.744		0.096			0.225		
Satd. Flow (perm)	0	1566	0	0	1346	2760	182	3505	1553	415	3574	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		82				140			82			27
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		701			999			5845			1908	
Travel Time (s)		19.1			27.2			88.6			28.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	5%	0%	3%	0%	3%	4%	3%	1%	5%
Adj. Flow (vph)	5	0	15	57	0	387	15	902	72	407	1732	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	57	387	15	902	72	407	1732	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			12			20			20	
Link Offset(ft)		0			10			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	1	2	1	1	2	1
Detector Template	Left											
Leading Detector (ft)	20	40		40	40	40	40	336	40	40	336	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	330	0	0	330	0
Detector 1 Size(ft)	20	40		40	40	40	40	6	40	40	6	40
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
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
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
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
Detector 2 Position(ft)		0			0			0			0	
Detector 2 Size(ft)		0			0			0			0	
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	pt+ov	Perm	NA	Perm	D.P+P	NA	Perm
Protected Phases		4			8	8 5		6		5	2	

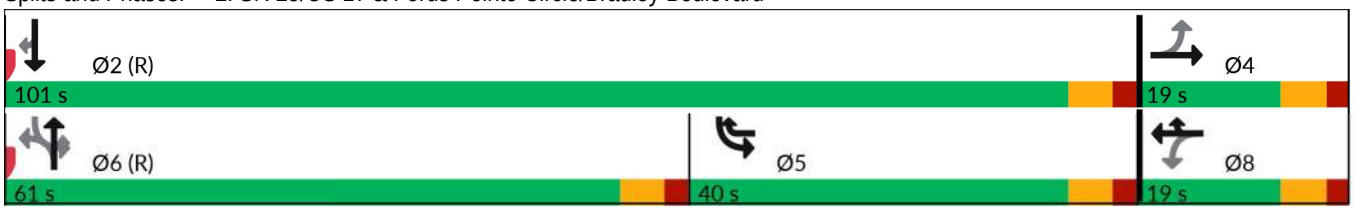


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			6		6	6		2
Detector Phase	4	4		8	8	8 5	6	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		16.0	16.0	16.0	9.0	16.0	16.0
Minimum Split (s)	15.0	15.0		15.0	15.0		22.0	22.0	22.0	15.0	22.0	22.0
Total Split (s)	19.0	19.0		19.0	19.0		61.0	61.0	61.0	40.0	101.0	101.0
Total Split (%)	15.8%	15.8%		15.8%	15.8%		50.8%	50.8%	50.8%	33.3%	84.2%	84.2%
Maximum Green (s)	13.0	13.0		13.0	13.0		55.0	55.0	55.0	34.0	95.0	95.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0			6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lead	Lead	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	3.0
Recall Mode	None	None		Min	Min		C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)		10.7			10.7	50.7	57.3	57.3	57.3	91.3	97.3	97.3
Actuated g/C Ratio		0.09			0.09	0.42	0.48	0.48	0.48	0.76	0.81	0.81
v/c Ratio		0.09			0.48	0.31	0.17	0.54	0.09	0.59	0.60	0.02
Control Delay (s/veh)		0.8			64.9	14.7	25.1	23.8	3.4	7.8	0.7	0.0
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		0.8			64.9	14.7	25.1	23.8	3.4	7.8	0.7	0.0
LOS		A			E	B	C	C	A	A	A	A
Approach Delay (s/veh)		0.8			21.1			22.4			2.0	
Approach LOS		A			C			C			A	
Queue Length 50th (ft)		0			43	68	6	250	0	100	7	0
Queue Length 95th (ft)		0			87	104	25	325	22	m116	8	m0
Internal Link Dist (ft)		621			919			5765			1828	
Turn Bay Length (ft)						300	275		175	235		235
Base Capacity (vph)		242			145	1297	86	1672	784	694	2896	1251
Starvation Cap Reductn		0			0	0	0	0	0	0	0	0
Spillback Cap Reductn		0			0	0	0	0	0	0	0	0
Storage Cap Reductn		0			0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.08			0.39	0.30	0.17	0.54	0.09	0.59	0.60	0.02

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 91 (76%), Referenced to phase 2:SBT and 6:NBSB, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay (s/veh): 10.0		Intersection LOS: A	
Intersection Capacity Utilization 84.4%		ICU Level of Service E	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: SR 25/US 17 & Fords Pointe Circle/Bradley Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	15	55	0	375	15	875	70	395	1680	20
Future Volume (veh/h)	5	0	15	55	0	375	15	875	70	395	1680	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1826	1900	1856	1900	1856	1841	1856	1885	1826
Adj Flow Rate, veh/h	5	0	15	57	0	387	15	902	0	407	1732	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	5	0	3	0	3	4	3	1	5
Cap, veh/h	51	15	86	171	0	1084	190	1616		786	2955	
Arrive On Green	0.08	0.00	0.08	0.08	0.00	0.08	0.46	0.46	0.00	0.63	1.00	0.00
Sat Flow, veh/h	181	203	1151	1479	0	2768	284	3526	1560	1767	3582	1547
Grp Volume(v), veh/h	20	0	0	57	0	387	15	902	0	407	1732	0
Grp Sat Flow(s),veh/h/ln	1534	0	0	1479	0	1384	284	1763	1560	1767	1791	1547
Q Serve(g_s), s	0.0	0.0	0.0	2.9	0.0	0.0	3.6	22.3	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.3	0.0	0.0	4.3	0.0	0.0	3.6	22.3	0.0	0.0	0.0	0.0
Prop In Lane	0.25		0.75	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	153	0	0	171	0	1084	190	1616		786	2955	
V/C Ratio(X)	0.13	0.00	0.00	0.33	0.00	0.36	0.08	0.56		0.52	0.59	
Avail Cap(c_a), veh/h	199	0	0	218	0	1176	190	1616		786	2955	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.43	0.43	0.00
Uniform Delay (d), s/veh	52.0	0.0	0.0	53.2	0.0	25.8	18.6	23.7	0.0	8.5	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	1.1	0.0	0.2	0.8	1.4	0.0	0.3	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.7	0.0	4.0	0.3	9.1	0.0	3.5	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.3	0.0	0.0	54.3	0.0	26.0	19.4	25.1	0.0	8.7	0.4	0.0
LnGrp LOS	D			D		C	B	C		A	A	
Approach Vol, veh/h		20			444			917			2139	
Approach Delay, s/veh		52.3			29.6			25.0			2.0	
Approach LOS		D			C			C			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		105.0		15.0	44.0	61.0		15.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		95.0		13.0	34.0	55.0		13.0				
Max Q Clear Time (g_c+I1), s		2.0		3.3	2.0	24.3		6.3				
Green Ext Time (p_c), s		75.9		0.0	1.5	18.1		1.2				

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		11.7
HCM 6th LOS		B

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	180	20	195	35	20	70	5	105	1110	35	50	75
Future Volume (vph)	180	20	195	35	20	70	5	105	1110	35	50	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		135	135		0		300		175		235
Storage Lanes	1		1	1		1		1		1		1
Taper Length (ft)	100			50				100				100
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	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)	1770	1900	1583	1805	1900	1615	0	1723	3505	1615	0	1805
Flt Permitted	0.744			0.744				0.055				0.180
Satd. Flow (perm)	1386	1900	1583	1414	1900	1615	0	100	3505	1615	0	342
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			140			191				136		
Link Speed (mph)		35			30				45			
Link Distance (ft)		1184			773				1908			
Travel Time (s)		23.1			17.6				28.9			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	0%	2%	0%	0%	0%	0%	5%	3%	0%	0%	0%
Adj. Flow (vph)	186	21	201	36	21	72	5	108	1144	36	52	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	186	21	201	36	21	72	0	113	1144	36	0	129
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)		12			12				20			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		25			16				25			
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	1	1	1	1
Detector Template						Right	Left			Right		
Leading Detector (ft)	40	40	40	40	40	20	20	40	336	20	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	330	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	330	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	20	20	40	6	20	40	40
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)		0			0							
Detector 2 Size(ft)		0			0							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	Perm	NA	Perm	D.P+P	D.P+P	NA	Perm	D.P+P	D.P+P
Protected Phases	7	4			8		1	1	6		5	5

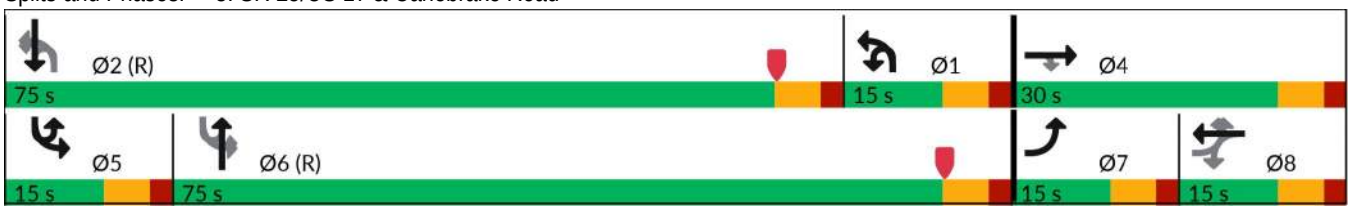
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1860	260
Future Volume (vph)	1860	260
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		175
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1568
Flt Permitted		
Satd. Flow (perm)	3539	1568
Right Turn on Red		Yes
Satd. Flow (RTOR)		155
Link Speed (mph)	45	
Link Distance (ft)	740	
Travel Time (s)	11.2	
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	2%	3%
Adj. Flow (vph)	1918	268
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1918	268
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	20	
Link Offset(ft)	0	
Crosswalk Width(ft)	60	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	1	0
Detector Template		
Leading Detector (ft)	336	0
Trailing Detector (ft)	330	0
Detector 1 Position(ft)	330	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)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type	NA	Perm
Protected Phases	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases	8		4	8		8	2	2		6	6	6
Detector Phase	7	4	4	8	8	8	1	1	6	6	5	5
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	16.0	16.0	9.0	9.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	22.0	22.0	15.0	15.0
Total Split (s)	15.0	30.0	30.0	15.0	15.0	15.0	15.0	15.0	75.0	75.0	15.0	15.0
Total Split (%)	12.5%	25.0%	25.0%	12.5%	12.5%	12.5%	12.5%	12.5%	62.5%	62.5%	12.5%	12.5%
Maximum Green (s)	9.0	24.0	24.0	9.0	9.0	9.0	9.0	9.0	69.0	69.0	9.0	9.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.1	0.0	-2.1	0.0	0.0	0.0		-2.0	-1.5	0.0		0.0
Total Lost Time (s)	3.9	6.0	3.9	6.0	6.0	6.0		4.0	4.5	6.0		6.0
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	5.0	5.0	5.0	3.0	3.0	3.0	4.0	4.0	5.0	5.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	None
Act Effct Green (s)	20.0	21.0	23.1	9.0	9.0	9.0		85.0	73.5	72.0		81.0
Actuated g/C Ratio	0.17	0.18	0.19	0.08	0.08	0.08		0.71	0.61	0.60		0.68
v/c Ratio	0.70	0.06	0.48	0.34	0.15	0.24		0.52	0.53	0.04		0.38
Control Delay (s/veh)	58.2	39.6	17.6	62.0	54.6	1.9		30.9	8.9	0.1		5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay (s/veh)	58.2	39.6	17.6	62.0	54.6	1.9		30.9	8.9	0.1		5.2
LOS	E	D	B	E	D	A		C	A	A		A
Approach Delay (s/veh)		37.2			27.3				10.6			
Approach LOS		D			C				B			
Queue Length 50th (ft)	127	13	39	27	16	0		30	125	0		12
Queue Length 95th (ft)	201	36	110	63	42	0		99	151	m0		m14
Internal Link Dist (ft)		1104			693				1828			
Turn Bay Length (ft)	300		135	135				300		175		235
Base Capacity (vph)	265	380	453	106	142	297		219	2147	1023		340
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0		0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0		0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0		0
Reduced v/c Ratio	0.70	0.06	0.44	0.34	0.15	0.24		0.52	0.53	0.04		0.38

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 35 (29%), Referenced to phase 2:NBSB and 6:NBSB, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay (s/veh): 12.9		Intersection LOS: B	
Intersection Capacity Utilization 93.9%		ICU Level of Service F	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: SR 25/US 17 & Canebrake Road





Lane Group	SBT	SBR
Permitted Phases		2
Detector Phase	2	2
Switch Phase		
Minimum Initial (s)	16.0	16.0
Minimum Split (s)	22.0	22.0
Total Split (s)	75.0	75.0
Total Split (%)	62.5%	62.5%
Maximum Green (s)	69.0	69.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	-1.5	-1.5
Total Lost Time (s)	4.5	4.5
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	5.0	5.0
Recall Mode	C-Max	C-Max
Act Effct Green (s)	73.5	73.5
Actuated g/C Ratio	0.61	0.61
v/c Ratio	0.89	0.26
Control Delay (s/veh)	10.7	0.6
Queue Delay	0.0	0.0
Total Delay (s/veh)	10.7	0.6
LOS	B	A
Approach Delay (s/veh)	9.2	
Approach LOS	A	
Queue Length 50th (ft)	329	1
Queue Length 95th (ft)	m332	m2
Internal Link Dist (ft)	660	
Turn Bay Length (ft)		175
Base Capacity (vph)	2167	1020
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.89	0.26

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	180	20	195	35	20	70	5	105	1110	35	50	75
Future Volume (veh/h)	180	20	195	35	20	70	5	105	1110	35	50	75
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1870	1900	1870	1900	1900	1900		1826	1856	1900		1900
Adj Flow Rate, veh/h	186	21	201	36	21	0		108	1144	0		77
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97		0.97
Percent Heavy Veh, %	2	0	2	0	0	0		5	3	0		0
Cap, veh/h	339	380	345	148	142			238	2092			475
Arrive On Green	0.09	0.20	0.22	0.07	0.07	0.00		0.18	1.00	0.00		0.07
Sat Flow, veh/h	1781	1900	1585	1177	1900	1610		1739	3526	1610		1810
Grp Volume(v), veh/h	186	21	201	36	21	0		108	1144	0		77
Grp Sat Flow(s),veh/h/ln	1781	1900	1585	1177	1900	1610		1739	1763	1610		1810
Q Serve(g_s), s	11.1	1.1	13.6	3.5	1.2	0.0		0.7	0.0	0.0		1.9
Cycle Q Clear(g_c), s	11.1	1.1	13.6	3.5	1.2	0.0		0.7	0.0	0.0		1.9
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	339	380	345	148	142			238	2092			475
V/C Ratio(X)	0.55	0.06	0.58	0.24	0.15			0.45	0.55			0.16
Avail Cap(c_a), veh/h	339	380	345	148	143			238	2092			486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		2.00	2.00	2.00		1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00		0.88	0.88	0.00		1.00
Uniform Delay (d), s/veh	44.5	38.8	42.1	53.0	51.9	0.0		43.4	0.0	0.0		7.7
Incr Delay (d2), s/veh	3.3	0.1	3.9	0.8	0.5	0.0		1.7	0.9	0.0		0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	5.3	0.5	5.7	1.1	0.6	0.0		2.7	0.3	0.0		0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.8	39.0	46.0	53.8	52.4	0.0		45.1	0.9	0.0		7.8
LnGrp LOS	D	D	D	D	D			D	A			A
Approach Vol, veh/h		408			57				1252			
Approach Delay, s/veh		46.5			53.3				4.7			
Approach LOS		D			D				A			

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	75.0		30.0	14.3	75.7	15.0	15.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	69.0		24.0	9.0	69.0	9.0	9.0
Max Q Clear Time (g_c+I1), s	2.7	60.0		15.6	3.9	2.0	13.1	5.5
Green Ext Time (p_c), s	0.2	8.9		1.0	0.1	49.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	22.6
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

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

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1860	260
Future Volume (veh/h)	1860	260
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1856
Adj Flow Rate, veh/h	1918	268
Peak Hour Factor	0.97	0.97
Percent Heavy Veh, %	2	3
Cap, veh/h	2088	924
Arrive On Green	0.59	0.59
Sat Flow, veh/h	3554	1572
Grp Volume(v), veh/h	1918	268
Grp Sat Flow(s),veh/h/ln	1777	1572
Q Serve(g_s), s	58.0	10.2
Cycle Q Clear(g_c), s	58.0	10.2
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2088	924
V/C Ratio(X)	0.92	0.29
Avail Cap(c_a), veh/h	2088	924
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	22.2	12.3
Incr Delay (d2), s/veh	8.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.5	3.5
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	30.2	13.1
LnGrp LOS	C	B
Approach Vol, veh/h	2263	
Approach Delay, s/veh	27.4	
Approach LOS	C	
Timer - Assigned Phs		



Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	0	45	5	1390	20	15	2245
Future Volume (vph)	0	45	5	1390	20	15	2245
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	235		200	235	
Storage Lanes	0	1	1		1	1	
Taper Length (ft)	25		100			100	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.865			0.850		
Flt Protected			0.950			0.950	
Satd. Flow (prot)	0	1580	1357	3505	1509	1492	3539
Flt Permitted			0.950			0.950	
Satd. Flow (perm)	0	1580	1357	3505	1509	1492	3539
Link Speed (mph)	30			45			45
Link Distance (ft)	633			740			736
Travel Time (s)	14.4			11.2			11.2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	4%	33%	3%	7%	21%	2%
Adj. Flow (vph)	0	46	5	1418	20	15	2291
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	46	5	1418	20	15	2291
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	Left	Left
Median Width(ft)	0			20			20
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		9	15	
Sign Control	Stop			Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	0	45	5	1390	20	15	2245
Future Vol, veh/h	0	45	5	1390	20	15	2245
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	Yield	-	None
Storage Length	-	0	235	-	200	235	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98	98
Heavy Vehicles, %	0	4	33	3	7	21	2
Mvmt Flow	0	46	5	1418	20	15	2291

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	-	709	2291	0	0	1418	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	6.98	7.06	-	-	4.52	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.34	2.83	-	-	2.41	-
Pot Cap-1 Maneuver	0	372	31	-	-	390	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	-	372	31	-	-	390	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	16	0.5	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	31	-	-	372	390	-
HCM Lane V/C Ratio	0.165	-	-	0.123	0.039	-
HCM Control Delay (s/veh)	142.8	-	-	16	14.6	-
HCM Lane LOS	F	-	-	C	B	-
HCM 95th %tile Q (veh)	0.5	-	-	0.4	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	40	0	0	10	15	1420	0	10	5	2150
Future Volume (vph)	0	0	40	0	0	10	15	1420	0	10	5	2150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	235		175		300	
Storage Lanes	0		1	0		1	1		1		1	
Taper Length (ft)	25			25			100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt			0.865			0.865						
Flt Protected							0.950				0.950	
Satd. Flow (prot)	0	0	1494	0	0	1644	1805	3505	1900	0	1805	3539
Flt Permitted							0.950				0.950	
Satd. Flow (perm)	0	0	1494	0	0	1644	1805	3505	1900	0	1805	3539
Link Speed (mph)		30			30			45				45
Link Distance (ft)		920			795			709				1015
Travel Time (s)		20.9			18.1			10.7				15.4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	10%	0%	0%	0%	0%	3%	0%	0%	0%	2%
Adj. Flow (vph)	0	0	42	0	0	10	16	1479	0	10	5	2240
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	42	0	0	10	16	1479	0	0	15	2240
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			20				20
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	9	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.4%		ICU Level of Service C	
Analysis Period (min) 15			



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	30
Future Volume (vph)	30
Ideal Flow (vphpl)	1900
Storage Length (ft)	175
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1553
Flt Permitted	
Satd. Flow (perm)	1553
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.96
Heavy Vehicles (%)	4%
Adj. Flow (vph)	31
Shared Lane Traffic (%)	
Lane Group Flow (vph)	31
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
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	40	0	0	10	15	1420	0	10	5	2150	30
Future Vol, veh/h	0	0	40	0	0	10	15	1420	0	10	5	2150	30
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	-	-	Stop	-	-	Stop	-	-	Yield	-	-	-	Yield
Storage Length	-	-	0	-	-	0	235	-	175	-	300	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	10	0	0	0	0	3	0	0	0	2	4
Mvmt Flow	0	0	42	0	0	10	16	1479	0	10	5	2240	31

Major/Minor	Minor2		Minor1			Major1				Major2			
Conflicting Flow All	-	-	1120	-	-	740	2240	0	0	1479	1479	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	6.9	4.1	-	-	6.4	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.4	-	-	3.3	2.2	-	-	2.5	2.2	-	-
Pot Cap-1 Maneuver	0	0	188	0	0	364	234	-	-	166	461	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	-	-	188	-	-	364	234	-	-	206	206	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	29.5	15.2	0.2	0.2
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	234	-	-	188	364	206	-	-
HCM Lane V/C Ratio	0.067	-	-	0.222	0.029	0.076	-	-
HCM Control Delay (s/veh)	21.5	-	-	29.5	15.2	23.9	-	-
HCM Lane LOS	C	-	-	D	C	C	-	-
HCM 95th %tile Q (veh)	0.2	-	-	0.8	0.1	0.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	65	5	5	215	5	125	15	0	1285	140	5	130
Future Volume (vph)	65	5	5	215	5	125	15	0	1285	140	5	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	275		250		300		300		300
Storage Lanes	1		0	1		1		1		1		1
Taper Length (ft)	50			100				100				100
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt		0.925				0.850				0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1770	1758	0	1787	1900	1538	0	1805	3505	1583	0	1771
Flt Permitted	0.754			0.751				0.051				0.120
Satd. Flow (perm)	1405	1758	0	1413	1900	1538	0	97	3505	1583	0	224
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		5				130				146		
Link Speed (mph)		30			40				45			
Link Distance (ft)		883			1109				1015			
Travel Time (s)		20.1			18.9				15.4			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	0%	1%	0%	5%	0%	0%	3%	2%	0%	2%
Adj. Flow (vph)	68	5	5	224	5	130	16	0	1339	146	5	135
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	10	0	224	5	130	0	16	1339	146	0	140
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)		12			12				20			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			25				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	2	1	1	1	2	1	1	1
Detector Template	Left			Left			Left	Left		Right	Left	Left
Leading Detector (ft)	40	40		40	40	40	20	40	336	40	20	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	330	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	20	40	6	40	20	40
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
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
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
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
Detector 2 Position(ft)		0			0				0			
Detector 2 Size(ft)		0			0				0			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA		D.P+P	NA	Perm	D.P+P	D.P+P	NA	Perm	custom	D.P+P
Protected Phases		4		3	8		1	1	6			5

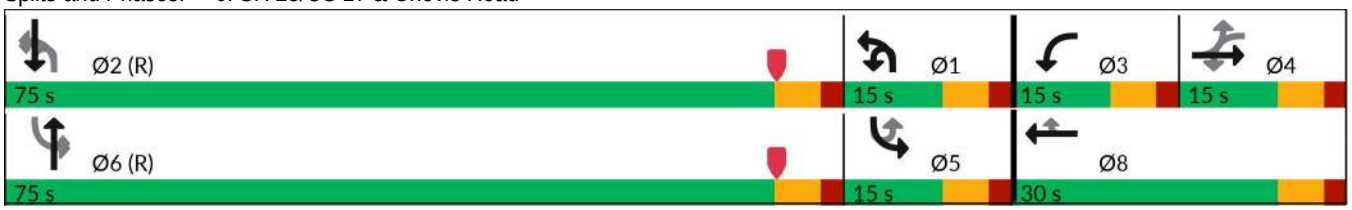
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1960	20
Future Volume (vph)	1960	20
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1357
Flt Permitted		
Satd. Flow (perm)	3539	1357
Right Turn on Red		Yes
Satd. Flow (RTOR)		136
Link Speed (mph)	45	
Link Distance (ft)	837	
Travel Time (s)	12.7	
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	2%	19%
Adj. Flow (vph)	2042	21
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2042	21
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	20	
Link Offset(ft)	0	
Crosswalk Width(ft)	20	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template		Right
Leading Detector (ft)	336	40
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	330	0
Detector 1 Size(ft)	6	40
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)	0	
Detector 2 Size(ft)	0	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases	4			4		8	2	2		6	5	6
Detector Phase	4	4		3	8	8	1	1	6	6	5	5
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0	9.0	9.0	9.0	16.0	16.0	9.0	9.0
Minimum Split (s)	15.0	15.0		15.0	15.0	15.0	15.0	15.0	22.0	22.0	15.0	15.0
Total Split (s)	15.0	15.0		15.0	30.0	30.0	15.0	15.0	75.0	75.0	15.0	15.0
Total Split (%)	12.5%	12.5%		12.5%	25.0%	25.0%	12.5%	12.5%	62.5%	62.5%	12.5%	12.5%
Maximum Green (s)	9.0	9.0		9.0	24.0	24.0	9.0	9.0	69.0	69.0	9.0	9.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	-2.1		0.0	-2.0	-2.0		-2.0	-1.5	-1.5		-2.0
Total Lost Time (s)	6.0	3.9		6.0	4.0	4.0		4.0	4.5	4.5		4.0
Lead/Lag	Lag	Lag		Lead			Lag	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0	5.0	5.0	4.0	4.0
Recall Mode	None	None		None	None	None	None	None	C-Max	C-Max	None	None
Act Effct Green (s)	9.0	11.1		16.2	23.0	23.0		87.4	73.5	73.5		85.0
Actuated g/C Ratio	0.08	0.09		0.14	0.19	0.19		0.73	0.61	0.61		0.71
v/c Ratio	0.65	0.06		1.02	0.01	0.33		0.07	0.62	0.14		0.47
Control Delay (s/veh)	81.8	37.8		114.6	37.2	8.9		4.7	11.5	0.8		10.9
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay (s/veh)	81.8	37.8		114.6	37.2	8.9		4.7	11.5	0.8		10.9
LOS	F	D		F	D	A		A	B	A		B
Approach Delay (s/veh)		76.1			75.2				10.4			
Approach LOS		E			E				B			
Queue Length 50th (ft)	52	4		160	3	0		1	382	0		5
Queue Length 95th (ft)	#121	21		#241	14	52		m3	393	m7		m14
Internal Link Dist (ft)		803			1029				935			
Turn Bay Length (ft)	150			275		250		300		300		300
Base Capacity (vph)	105	167		219	411	435		227	2147	1026		300
Starvation Cap Reductn	0	0		0	0	0		0	0	0		0
Spillback Cap Reductn	0	0		0	0	0		0	0	0		0
Storage Cap Reductn	0	0		0	0	0		0	0	0		0
Reduced v/c Ratio	0.65	0.06		1.02	0.01	0.30		0.07	0.62	0.14		0.47

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 107 (89%), Referenced to phase 2:NBSB and 6:NBSB, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.02
Intersection Signal Delay (s/veh): 16.3 Intersection LOS: B
Intersection Capacity Utilization 90.7% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SR 25/US 17 & Chevis Road





Lane Group	SBT	SBR
Permitted Phases		2
Detector Phase	2	2
Switch Phase		
Minimum Initial (s)	16.0	16.0
Minimum Split (s)	22.0	22.0
Total Split (s)	75.0	75.0
Total Split (%)	62.5%	62.5%
Maximum Green (s)	69.0	69.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	-1.5	-1.5
Total Lost Time (s)	4.5	4.5
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	5.0	5.0
Recall Mode	C-Max	C-Max
Act Effct Green (s)	82.5	82.5
Actuated g/C Ratio	0.69	0.69
v/c Ratio	0.84	0.02
Control Delay (s/veh)	7.3	0.0
Queue Delay	1.2	0.0
Total Delay (s/veh)	8.5	0.0
LOS	A	A
Approach Delay (s/veh)	8.6	
Approach LOS	A	
Queue Length 50th (ft)	36	0
Queue Length 95th (ft)	#974	m0
Internal Link Dist (ft)	757	
Turn Bay Length (ft)		150
Base Capacity (vph)	2433	975
Starvation Cap Reductn	192	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.91	0.02

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	65	5	5	215	5	125	15	0	1285	140	5	130
Future Volume (veh/h)	65	5	5	215	5	125	15	0	1285	140	5	130
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1870	1900	1900	1885	1900	1826		1900	1856	1870		1870
Adj Flow Rate, veh/h	68	5	0	224	5	0		0	1339	146		135
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		0.96	0.96	0.96		0.96
Percent Heavy Veh, %	2	0	0	1	0	5		0	3	2		2
Cap, veh/h	158	165		290	401			360	2071	931		354
Arrive On Green	0.07	0.09	0.00	0.08	0.21	0.00		0.00	0.59	0.59		0.19
Sat Flow, veh/h	1411	1900	0	1795	1900	1547		1810	3526	1585		1781
Grp Volume(v), veh/h	68	5	0	224	5	0		0	1339	146		135
Grp Sat Flow(s),veh/h/ln	1411	1900	0	1795	1900	1547		1810	1763	1585		1781
Q Serve(g_s), s	5.7	0.3	0.0	9.0	0.2	0.0		0.0	30.3	5.0		0.0
Cycle Q Clear(g_c), s	5.7	0.3	0.0	9.0	0.2	0.0		0.0	30.3	5.0		0.0
Prop In Lane	1.00		0.00	1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	158	165		290	401			360	2071	931		354
V/C Ratio(X)	0.43	0.03		0.77	0.01			0.00	0.65	0.16		0.38
Avail Cap(c_a), veh/h	166	176		290	412			360	2071	931		354
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00		0.00	1.00	1.00		0.39
Uniform Delay (d), s/veh	54.6	50.2	0.0	50.6	37.4	0.0		0.0	16.5	11.2		25.7
Incr Delay (d2), s/veh	1.8	0.1	0.0	12.1	0.0	0.0		0.0	1.6	0.4		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
%ile BackOfQ(50%),veh/ln	2.1	0.1	0.0	7.5	0.1	0.0		0.0	11.4	1.7		2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.4	50.2	0.0	62.7	37.5	0.0		0.0	18.0	11.6		26.1
LnGrp LOS	E	D		E	D				B	B		C
Approach Vol, veh/h		73			229				1485			
Approach Delay, s/veh		56.0			62.2				17.4			
Approach LOS		E			E				B			

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	15.7	75.0	15.0	14.3	15.7	75.0		29.3				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	69.0	9.0	9.0	9.0	69.0		24.0				
Max Q Clear Time (g_c+I1), s	0.0	2.0	11.0	7.7	2.0	32.3		2.2				
Green Ext Time (p_c), s	0.0	66.0	0.0	0.0	0.3	33.5		0.0				

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	16.3
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

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

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1960	20
Future Volume (veh/h)	1960	20
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1618
Adj Flow Rate, veh/h	2042	0
Peak Hour Factor	0.96	0.96
Percent Heavy Veh, %	2	19
Cap, veh/h	2088	
Arrive On Green	1.00	0.00
Sat Flow, veh/h	3554	1372
Grp Volume(v), veh/h	2042	0
Grp Sat Flow(s),veh/h/ln	1777	1372
Q Serve(g_s), s	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2088	
V/C Ratio(X)	0.98	
Avail Cap(c_a), veh/h	2088	
HCM Platoon Ratio	2.00	2.00
Upstream Filter(I)	0.39	0.00
Uniform Delay (d), s/veh	0.0	0.0
Incr Delay (d2), s/veh	8.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	8.2	0.0
LnGrp LOS	A	
Approach Vol, veh/h	2177	
Approach Delay, s/veh	9.3	
Approach LOS	A	
Timer - Assigned Phs		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	175	10	155	45	5	45	165	1255	60	15	45	1915
Future Volume (vph)	175	10	155	45	5	45	165	1255	60	15	45	1915
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		125	100		0	300		650		250	
Storage Lanes	1		1	1		0	1		1		1	
Taper Length (ft)	50			50			125				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt			0.850		0.864				0.850			
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1805	1900	1599	1805	1642	0	1787	3505	1615	0	1805	3539
Flt Permitted	0.723			0.751			0.950				0.950	
Satd. Flow (perm)	1374	1900	1599	1427	1642	0	1787	3505	1615	0	1805	3539
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			161		47				82			
Link Speed (mph)		25			25			45				45
Link Distance (ft)		848			774			837				964
Travel Time (s)		23.1			21.1			12.7				14.6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	1%	3%	0%	0%	0%	2%
Adj. Flow (vph)	182	10	161	47	5	47	172	1307	63	16	47	1995
Shared Lane Traffic (%)												
Lane Group Flow (vph)	182	10	161	47	52	0	172	1307	63	0	63	1995
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)		12			14			20				20
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			25				45
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	9	15	
Number of Detectors	1	1	0	1	1		1	1	0	1	1	1
Detector Template										Left		
Leading Detector (ft)	40	40	0	40	40		40	336	0	20	40	336
Trailing Detector (ft)	0	0	0	0	0		0	330	0	0	0	330
Detector 1 Position(ft)	0	0	0	0	0		0	330	0	0	0	330
Detector 1 Size(ft)	40	40	20	40	40		40	6	20	20	40	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
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
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
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
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA	Perm	Prot	Prot	NA
Protected Phases		4			8		1	6		5	5	2
Permitted Phases	4		4	8					6			
Detector Phase	4	4	4	8	8		1	6	6	5	5	2
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0		9.0	16.0	16.0	9.0	9.0	16.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0		15.0	22.0	22.0	15.0	15.0	22.0

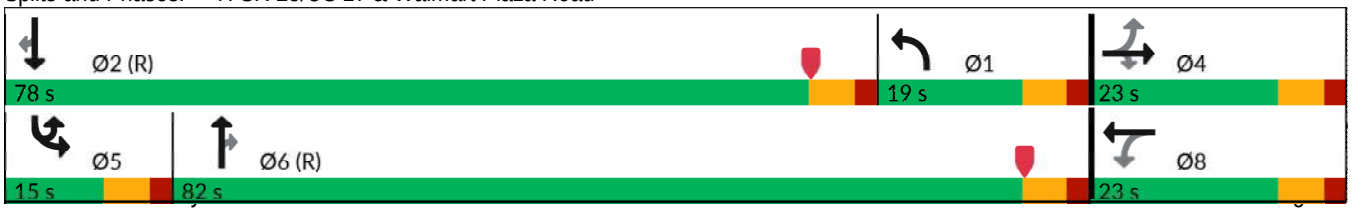


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	295
Future Volume (vph)	295
Ideal Flow (vphpl)	1900
Storage Length (ft)	200
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1599
Flt Permitted	
Satd. Flow (perm)	1599
Right Turn on Red	Yes
Satd. Flow (RTOR)	204
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.96
Heavy Vehicles (%)	1%
Adj. Flow (vph)	307
Shared Lane Traffic (%)	
Lane Group Flow (vph)	307
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	0
Detector Template	
Leading Detector (ft)	0
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
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	16.0
Minimum Split (s)	22.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Total Split (s)	23.0	23.0	23.0	23.0	23.0		19.0	82.0	82.0	15.0	15.0	78.0
Total Split (%)	19.2%	19.2%	19.2%	19.2%	19.2%		15.8%	68.3%	68.3%	12.5%	12.5%	65.0%
Maximum Green (s)	17.0	17.0	17.0	17.0	17.0		13.0	76.0	76.0	9.0	9.0	72.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5		-2.5	-1.5	-1.5		-2.5	-1.5
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	4.5	4.5		3.5	4.5
Lead/Lag							Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	5.0	5.0	3.0	3.0	5.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	None	C-Max
Act Effct Green (s)	19.0	19.0	19.0	19.0	19.0		15.5	81.0	81.0		11.5	74.0
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.16		0.13	0.68	0.68		0.10	0.62
v/c Ratio	0.84	0.03	0.41	0.21	0.17		0.75	0.55	0.06		0.37	0.91
Control Delay (s/veh)	80.0	42.8	10.1	46.3	15.7		56.5	2.1	0.1		62.6	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	1.9
Total Delay (s/veh)	80.0	42.8	10.2	46.3	15.7		56.5	2.1	0.1		62.6	20.0
LOS	F	D	B	D	B		E	A	A		E	C
Approach Delay (s/veh)		47.1			30.3			8.1				18.7
Approach LOS		D			C			A				B
Queue Length 50th (ft)	138	7	0	32	3		135	39	0		43	799
Queue Length 95th (ft)	#262	23	60	69	39		#240	51	m0		m60	718
Internal Link Dist (ft)		768			694			757				884
Turn Bay Length (ft)	275		125	100			300		650		250	
Base Capacity (vph)	223	308	394	231	306		230	2366	1117		172	2182
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	0
Spillback Cap Reductn	0	0	4	0	0		0	0	0		0	89
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0
Reduced v/c Ratio	0.82	0.03	0.41	0.20	0.17		0.75	0.55	0.06		0.37	0.95

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 100 (83%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay (s/veh): 17.5		Intersection LOS: B	
Intersection Capacity Utilization 88.9%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 7: SR 25/US 17 & Walmart Plaza Road





Lane Group	SBR
Total Split (s)	78.0
Total Split (%)	65.0%
Maximum Green (s)	72.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-1.5
Total Lost Time (s)	4.5
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	5.0
Recall Mode	C-Max
Act Effct Green (s)	74.0
Actuated g/C Ratio	0.62
v/c Ratio	0.29
Control Delay (s/veh)	0.9
Queue Delay	0.0
Total Delay (s/veh)	0.9
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	8
Queue Length 95th (ft)	m9
Internal Link Dist (ft)	
Turn Bay Length (ft)	200
Base Capacity (vph)	1064
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.29

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	175	10	155	45	5	45	165	1255	60	15	45	1915
Future Volume (veh/h)	175	10	155	45	5	45	165	1255	60	15	45	1915
Initial Q (Qb), veh	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	
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
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1900	1900	1885	1900	1900	1900	1885	1856	1900		1900	1870
Adj Flow Rate, veh/h	182	10	0	47	5	0	172	1307	0		47	1995
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96		0.96	0.96
Percent Heavy Veh, %	0	0	1	0	0	0	1	3	0		0	2
Cap, veh/h	289	308		285	308		233	2334			145	2177
Arrive On Green	0.16	0.16	0.00	0.16	0.16	0.00	0.26	1.00	0.00		0.11	0.81
Sat Flow, veh/h	1434	1900	1598	1427	1900	0	1795	3526	1610		1810	3554
Grp Volume(v), veh/h	182	10	0	47	5	0	172	1307	0		47	1995
Grp Sat Flow(s),veh/h/ln	1434	1900	1598	1427	1900	0	1795	1763	1610		1810	1777
Q Serve(g_s), s	14.7	0.5	0.0	3.4	0.3	0.0	10.5	0.0	0.0		2.9	49.3
Cycle Q Clear(g_c), s	14.9	0.5	0.0	4.0	0.3	0.0	10.5	0.0	0.0		2.9	49.3
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00		1.00	
Lane Grp Cap(c), veh/h	289	308		285	308		233	2334			145	2177
V/C Ratio(X)	0.63	0.03		0.17	0.02		0.74	0.56			0.32	0.92
Avail Cap(c_a), veh/h	290	309		286	309		233	2334			173	2177
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00		1.33	1.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.77	0.77	0.00		1.00	1.00
Uniform Delay (d), s/veh	48.5	42.4	0.0	44.0	42.3	0.0	42.6	0.0	0.0		50.6	8.9
Incr Delay (d2), s/veh	4.3	0.0	0.0	0.3	0.0	0.0	9.2	0.8	0.0		1.3	7.6
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
%ile BackOfQ(50%),veh/ln	5.6	0.3	0.0	1.3	0.1	0.0	4.6	0.2	0.0		1.3	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.8	42.4	0.0	44.3	42.3	0.0	51.7	0.8	0.0		51.9	16.4
LnGrp LOS	D	D		D	D		D	A			D	B
Approach Vol, veh/h		192			52			1479				2042
Approach Delay, s/veh		52.3			44.1			6.7				17.3
Approach LOS		D			D			A				B

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.1	78.0		22.9	13.1	83.9		22.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	13.0	72.0		17.0	9.0	76.0		17.0				
Max Q Clear Time (g_c+I1), s	12.5	51.3		16.9	4.9	2.0		6.0				
Green Ext Time (p_c), s	0.0	20.6		0.0	0.0	59.9		0.1				

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	15.3
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

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



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	295
Future Volume (veh/h)	295
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1885
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.96
Percent Heavy Veh, %	1
Cap, veh/h	
Arrive On Green	0.00
Sat Flow, veh/h	1598
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1598
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	1.33
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	100	0	0	10	5	40	1440	5	10	2165
Future Volume (vph)	0	0	100	0	0	10	5	40	1440	5	10	2165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		500		175	235	
Storage Lanes	0		1	0		1		1		1	1	
Taper Length (ft)	25			25				125			100	
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			0.865			0.865				0.850		
Flt Protected								0.950			0.950	
Satd. Flow (prot)	0	0	1644	0	0	1644	0	1743	3505	1615	1805	3539
Flt Permitted								0.950			0.950	
Satd. Flow (perm)	0	0	1644	0	0	1644	0	1743	3505	1615	1805	3539
Link Speed (mph)		25			30				45			45
Link Distance (ft)		691			1032				964			1323
Travel Time (s)		18.8			23.5				14.6			20.0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	4%	3%	0%	0%	2%
Adj. Flow (vph)	0	0	108	0	0	11	5	43	1548	5	11	2328
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	108	0	0	11	0	48	1548	5	11	2328
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				20			20
Link Offset(ft)		15			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	
Sign Control		Stop			Stop				Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	72.7%	ICU Level of Service	C
Analysis Period (min)	15		



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	35
Future Volume (vph)	35
Ideal Flow (vphpl)	1900
Storage Length (ft)	175
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.93
Heavy Vehicles (%)	0%
Adj. Flow (vph)	38
Shared Lane Traffic (%)	
Lane Group Flow (vph)	38
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
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	100	0	0	10	5	40	1440	5	10	2165	35
Future Vol, veh/h	0	0	100	0	0	10	5	40	1440	5	10	2165	35
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	-	-	Stop	-	-	Stop	-	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	0	-	500	-	175	235	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	4	3	0	0	2	0
Mvmt Flow	0	0	108	0	0	11	5	43	1548	5	11	2328	38

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	-	-	1164	-	-	774	2328	2328	0	0	1548	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	6.9	6.4	4.18	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.3	2.5	2.24	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	191	0	0	346	46	204	-	-	434	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	-	-	191	-	-	346	106	106	-	-	434	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	45.7	15.7	1.9	0.1
HCM LOS	E	C		

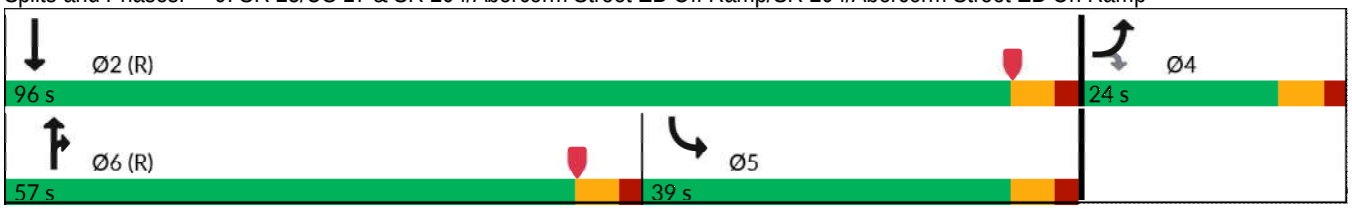
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	106	-	-	191	346	434	-	-
HCM Lane V/C Ratio	0.456	-	-	0.563	0.031	0.025	-	-
HCM Control Delay (s/veh)	64.5	-	-	45.7	15.7	13.5	-	-
HCM Lane LOS	F	-	-	E	C	B	-	-
HCM 95th %tile Q (veh)	2	-	-	3	0.1	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	345	0	160	0	0	0	0	810	640	730	2050	0
Future Volume (vph)	345	0	160	0	0	0	0	810	640	730	2050	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	375		325	0		0	0		350	180		0
Storage Lanes	1		1	0		0	0		2	1		0
Taper Length (ft)	100			25			25			100		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.88	0.97	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3155	0	1455	0	0	0	0	3505	2760	3400	3505	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	3155	0	1455	0	0	0	0	3505	2760	3400	3505	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			82						674			
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1603			976			1323			972	
Travel Time (s)		24.3			14.8			20.0			14.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	11%	0%	11%	0%	0%	0%	0%	3%	3%	3%	3%	0%
Adj. Flow (vph)	363	0	168	0	0	0	0	853	674	768	2158	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	363	0	168	0	0	0	0	853	674	768	2158	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)		24			24			35			44	
Link Offset(ft)		0			25			0			0	
Crosswalk Width(ft)		16			16			16			40	
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		0					1	1	1	1	
Detector Template									Right			
Leading Detector (ft)	40		0					336	40	40	336	
Trailing Detector (ft)	0		0					330	0	0	330	
Detector 1 Position(ft)	0		0					330	0	0	330	
Detector 1 Size(ft)	40		20					6	40	40	6	
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	
Turn Type	Prot		Perm					NA	Prot	Prot	NA	
Protected Phases	4							6	6	5	2	
Permitted Phases			4									
Detector Phase	4		4					6	6	5	2	
Switch Phase												
Minimum Initial (s)	9.0		9.0					16.0	16.0	9.0	16.0	
Minimum Split (s)	15.0		15.0					22.0	22.0	15.0	22.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	24.0		24.0					57.0	57.0	39.0	96.0	
Total Split (%)	20.0%		20.0%					47.5%	47.5%	32.5%	80.0%	
Maximum Green (s)	18.0		18.0					51.0	51.0	33.0	90.0	
Yellow Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-3.0		-3.0					-1.5	-1.5	-3.0	-1.5	
Total Lost Time (s)	3.0		3.0					4.5	4.5	3.0	4.5	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					5.0	5.0	3.0	5.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	20.0		20.0					53.5	53.5	36.0	92.5	
Actuated g/C Ratio	0.17		0.17					0.45	0.45	0.30	0.77	
v/c Ratio	0.69		0.54					0.55	0.42	0.75	0.80	
Control Delay (s/veh)	54.5		30.1					21.4	3.4	24.1	7.4	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.1	
Total Delay (s/veh)	54.5		30.1					21.4	3.4	24.1	7.5	
LOS	D		C					C	A	C	A	
Approach Delay (s/veh)		46.8						13.5			11.9	
Approach LOS		D						B			B	
Queue Length 50th (ft)	136		59					308	48	256	444	
Queue Length 95th (ft)	189		133					344	62	324	m486	
Internal Link Dist (ft)		1523			896			1243			892	
Turn Bay Length (ft)	375		325						350	180		
Base Capacity (vph)	552		322					1563	1604	1020	2702	
Starvation Cap Reductn	0		0					0	0	0	74	
Spillback Cap Reductn	0		0					0	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.66		0.52					0.55	0.42	0.75	0.82	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 35 (29%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay (s/veh): 16.1		Intersection LOS: B	
Intersection Capacity Utilization 86.0%		ICU Level of Service E	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 9: SR 25/US 17 & SR 204/Abercorm Street EB Off Ramp/SR 204/Abercorm Street EB On Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	0	160	0	0	0	0	810	640	730	2050	0
Future Volume (veh/h)	345	0	160	0	0	0	0	810	640	730	2050	0
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1737	0	1737				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	363	0	0				0	853	674	768	2158	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	11	0	11				0	3	3	3	3	0
Cap, veh/h	492	0					0	1542	1211	1103	2764	0
Arrive On Green	0.15	0.00	0.00				0.00	0.14	0.14	0.43	1.00	0.00
Sat Flow, veh/h	3209	0	1472				0	3618	2768	3428	3618	0
Grp Volume(v), veh/h	363	0	0				0	853	674	768	2158	0
Grp Sat Flow(s),veh/h/ln	1605	0	1472				0	1763	1384	1714	1763	0
Q Serve(g_s), s	13.0	0.0	0.0				0.0	27.0	27.2	21.9	0.0	0.0
Cycle Q Clear(g_c), s	13.0	0.0	0.0				0.0	27.0	27.2	21.9	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	492	0					0	1542	1211	1103	2764	0
V/C Ratio(X)	0.74	0.00					0.00	0.55	0.56	0.70	0.78	0.00
Avail Cap(c_a), veh/h	562	0					0	1542	1211	1103	2764	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	1.33	1.33	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	0.61	0.61	0.00
Uniform Delay (d), s/veh	48.5	0.0	0.0				0.0	40.4	40.5	29.6	0.0	0.0
Incr Delay (d2), s/veh	4.4	0.0	0.0				0.0	1.4	1.8	1.2	1.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	0.0				0.0	13.0	10.3	8.0	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.9	0.0	0.0				0.0	41.9	42.4	30.8	1.4	0.0
LnGrp LOS	D							D	D	C	A	
Approach Vol, veh/h		363						1527			2926	
Approach Delay, s/veh		52.9						42.1			9.1	
Approach LOS		D						D			A	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		98.6		21.4	41.6	57.0						
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0						
Max Green Setting (Gmax), s		90.0		18.0	33.0	51.0						
Max Q Clear Time (g_c+I1), s		2.0		15.0	23.9	29.2						
Green Ext Time (p_c), s		86.9		0.5	2.4	19.1						

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			22.9									
HCM 6th LOS			C									

Notes

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



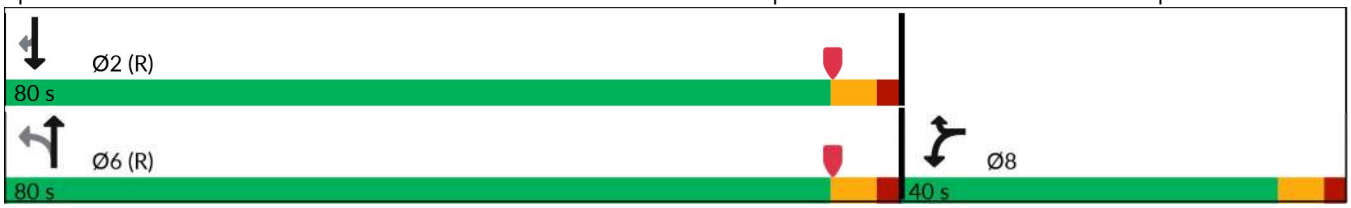
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	925	0	655	75	1080	0	0	1855	350
Future Volume (vph)	0	0	0	925	0	655	75	1080	0	0	1855	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	600		750	235		0	0		550
Storage Lanes	0		0	2		1	1		0	0		1
Taper Length (ft)	25			200			100			100		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	0.88	1.00	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	3155	0	2561	1752	3505	0	0	5036	1568
Flt Permitted				0.950			0.072					
Satd. Flow (perm)	0	0	0	3155	0	2561	133	3505	0	0	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						184						361
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1151			1527			972			766	
Travel Time (s)		17.4			23.1			14.7			11.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	11%	0%	11%	3%	3%	0%	0%	3%	3%
Adj. Flow (vph)	0	0	0	954	0	675	77	1113	0	0	1912	361
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	954	0	675	77	1113	0	0	1912	361
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)		24			24			32			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			45			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		1	1	2			2	1
Detector Template				Left		Right						
Leading Detector (ft)				40		40	40	336			336	40
Trailing Detector (ft)				0		0	0	0			0	0
Detector 1 Position(ft)				0		0	0	330			330	0
Detector 1 Size(ft)				40		40	40	6			6	40
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)								0			0	
Detector 2 Size(ft)								0			0	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	
Turn Type				Prot		Prot	Perm	NA			NA	Perm
Protected Phases				8		8		6			2	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							6					2
Detector Phase				8		8	6	6			2	2
Switch Phase												
Minimum Initial (s)				9.0		9.0	16.0	16.0			16.0	16.0
Minimum Split (s)				15.0		15.0	22.0	22.0			22.0	22.0
Total Split (s)				40.0		40.0	80.0	80.0			80.0	80.0
Total Split (%)				33.3%		33.3%	66.7%	66.7%			66.7%	66.7%
Maximum Green (s)				34.0		34.0	74.0	74.0			74.0	74.0
Yellow Time (s)				4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)				2.0		2.0	2.0	2.0			2.0	2.0
Lost Time Adjust (s)				-3.0		-3.0	-2.5	-1.5			-1.5	-1.5
Total Lost Time (s)				3.0		3.0	3.5	4.5			4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0		3.0	5.0	5.0			5.0	5.0
Recall Mode				None		None	C-Max	C-Max			C-Max	C-Max
Act Effct Green (s)				37.0		37.0	76.5	75.5			75.5	75.5
Actuated g/C Ratio				0.31		0.31	0.64	0.63			0.63	0.63
v/c Ratio				0.98		0.74	0.92	0.50			0.60	0.32
Control Delay (s/veh)				66.2		32.1	97.4	18.2			13.9	3.0
Queue Delay				0.0		0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)				66.2		32.1	97.4	18.2			13.9	3.0
LOS				E		C	F	B			B	A
Approach Delay (s/veh)					52.1			23.3			12.2	
Approach LOS					D			C			B	
Queue Length 50th (ft)				376		197	43	453			399	46
Queue Length 95th (ft)				#517		276	#123	540			428	62
Internal Link Dist (ft)		1071			1447			892			686	
Turn Bay Length (ft)				600		750	235					550
Base Capacity (vph)				972		916	84	2205			3168	1120
Starvation Cap Reductn				0		0	0	0			0	0
Spillback Cap Reductn				0		0	0	0			48	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.98		0.74	0.92	0.50			0.61	0.32

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 76 (63%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay (s/veh): 27.5		Intersection LOS: C	
Intersection Capacity Utilization 86.0%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 10: SR 25/US 17 & SR 204/Abercorn Street WB On Ramp/SR 204/Abercorn Street WB Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	925	0	655	75	1080	0	0	1855	350
Future Volume (veh/h)	0	0	0	925	0	655	75	1080	0	0	1855	350
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1737	0	1737	1856	1856	0	0	1856	1856
Adj Flow Rate, veh/h				954	0	675	77	1113	0	0	1912	0
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				11	0	11	3	3	0	0	3	3
Cap, veh/h				990	0	799	140	2218	0	0	3187	
Arrive On Green				0.31	0.00	0.31	0.64	0.63	0.00	0.00	0.42	0.00
Sat Flow, veh/h				3209	0	2591	233	3618	0	0	5233	1572
Grp Volume(v), veh/h				954	0	675	77	1113	0	0	1912	0
Grp Sat Flow(s),veh/h/ln				1605	0	1295	233	1763	0	0	1689	1572
Q Serve(g_s), s				35.1	0.0	29.2	38.8	20.5	0.0	0.0	35.1	0.0
Cycle Q Clear(g_c), s				35.1	0.0	29.2	73.9	20.5	0.0	0.0	35.1	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				990	0	799	140	2218	0	0	3187	
V/C Ratio(X)				0.96	0.00	0.85	0.55	0.50	0.00	0.00	0.60	
Avail Cap(c_a), veh/h				990	0	799	140	2218	0	0	3187	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67
Upstream Filter(I)				1.00	0.00	1.00	0.78	0.78	0.00	0.00	0.70	0.00
Uniform Delay (d), s/veh				40.8	0.0	38.8	38.4	12.1	0.0	0.0	23.0	0.0
Incr Delay (d2), s/veh				20.4	0.0	8.3	11.5	0.6	0.0	0.0	0.6	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				16.0	0.0	9.8	2.5	7.3	0.0	0.0	14.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				61.2	0.0	47.1	49.9	12.7	0.0	0.0	23.6	0.0
LnGrp LOS				E		D	D	B			C	
Approach Vol, veh/h					1629			1190			1912	
Approach Delay, s/veh					55.4			15.1			23.6	
Approach LOS					E			B			C	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	80.0		80.0		40.0			
Change Period (Y+Rc), s	6.0		6.0		6.0			
Max Green Setting (Gmax), s	74.0		74.0		34.0			
Max Q Clear Time (g_c+I1), s	37.1		75.9		37.1			
Green Ext Time (p_c), s	36.1		0.0		0.0			

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	32.4
HCM 6th LOS	C

Notes

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	480	805	675	1060	1400	450
Future Volume (vph)	480	805	675	1060	1400	450
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	375	400	500			350
Storage Lanes	1	1	2			1
Taper Length (ft)	100		100			
Lane Util. Factor	0.97	0.88	0.97	0.95	0.91	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3183	2608	3303	3406	4940	1495
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3183	2608	3303	3406	4940	1495
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		15				42
Link Speed (mph)	45			45	45	
Link Distance (ft)	1448			766	593	
Travel Time (s)	21.9			11.6	9.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	10%	9%	6%	6%	5%	8%
Adj. Flow (vph)	495	830	696	1093	1443	464
Shared Lane Traffic (%)						
Lane Group Flow (vph)	495	830	696	1093	1443	464
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			40	40	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			35	35	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template						
Leading Detector (ft)	40	40	40	336	336	40
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	330	330	0
Detector 1 Size(ft)	40	40	40	6	6	40
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)				0	0	
Detector 2 Size(ft)				0	0	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pt+ov	Prot	NA	NA	pm+ov
Protected Phases	4	4 5	5	2	6	4

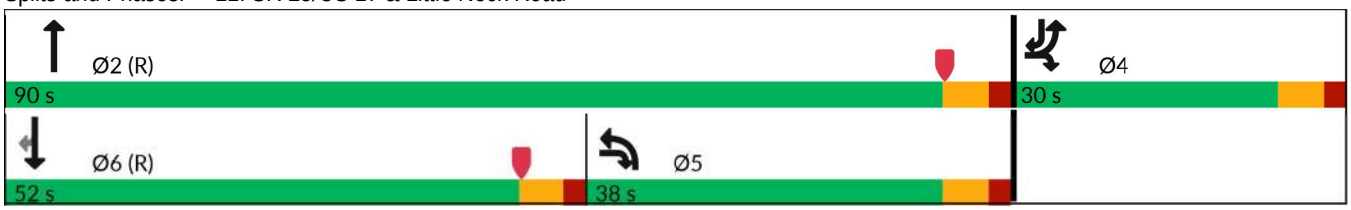


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases						6
Detector Phase	4	4 5	5	2	6	4
Switch Phase						
Minimum Initial (s)	9.0		9.0	16.0	16.0	9.0
Minimum Split (s)	15.0		15.0	22.0	22.0	15.0
Total Split (s)	30.0		38.0	90.0	52.0	30.0
Total Split (%)	25.0%		31.7%	75.0%	43.3%	25.0%
Maximum Green (s)	24.0		32.0	84.0	46.0	24.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.0		-2.5	-3.0	-3.0	-3.0
Total Lost Time (s)	3.0		3.5	3.0	3.0	3.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		4.0	5.0	5.0	3.0
Recall Mode	None		None	C-Max	C-Max	None
Act Effct Green (s)	26.3	64.3	34.5	87.7	49.7	79.0
Actuated g/C Ratio	0.22	0.54	0.29	0.73	0.41	0.66
v/c Ratio	0.71	0.59	0.73	0.44	0.71	0.46
Control Delay (s/veh)	49.5	20.5	25.7	1.1	14.9	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.5	20.5	25.7	1.1	14.9	2.8
LOS	D	C	C	A	B	A
Approach Delay (s/veh)	31.4			10.7	12.0	
Approach LOS	C			B	B	
Queue Length 50th (ft)	182	230	231	13	254	36
Queue Length 95th (ft)	242	298	273	13	283	m40
Internal Link Dist (ft)	1368			686	513	
Turn Bay Length (ft)	375	400	500			350
Base Capacity (vph)	716	1419	949	2488	2045	998
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.58	0.73	0.44	0.71	0.46

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 19 (16%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 16.6		Intersection LOS: B	
Intersection Capacity Utilization 70.0%		ICU Level of Service C	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: SR 25/US 17 & Little Neck Road





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	480	805	675	1060	1400	450
Future Volume (veh/h)	480	805	675	1060	1400	450
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1767	1811	1811	1826	1781
Adj Flow Rate, veh/h	495	830	696	1093	1443	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	10	9	6	6	5	8
Cap, veh/h	671	1361	1021	2555	2035	
Arrive On Green	0.21	0.21	0.61	1.00	0.41	0.00
Sat Flow, veh/h	3237	2635	3346	3532	5149	1510
Grp Volume(v), veh/h	495	830	696	1093	1443	0
Grp Sat Flow(s),veh/h/ln	1618	1317	1673	1721	1662	1510
Q Serve(g_s), s	17.2	0.0	16.7	0.0	28.9	0.0
Cycle Q Clear(g_c), s	17.2	0.0	16.7	0.0	28.9	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	671	1361	1021	2555	2035	
V/C Ratio(X)	0.74	0.61	0.68	0.43	0.71	
Avail Cap(c_a), veh/h	728	1408	1021	2555	2035	
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.78	0.78	1.00	0.00
Uniform Delay (d), s/veh	44.5	20.5	19.5	0.0	29.6	0.0
Incr Delay (d2), s/veh	3.6	0.7	1.6	0.4	2.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	14.0	4.6	0.1	11.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	48.1	21.2	21.1	0.4	31.7	0.0
LnGrp LOS	D	C	C	A	C	
Approach Vol, veh/h	1325			1789	1443	
Approach Delay, s/veh	31.3			8.5	31.7	
Approach LOS	C			A	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		92.1		27.9	40.1	52.0
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		84.0		24.0	32.0	46.0
Max Q Clear Time (g_c+I1), s		2.0		19.2	18.7	30.9
Green Ext Time (p_c), s		54.2		2.7	3.7	14.4

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		22.4
HCM 6th LOS		C

Notes

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



Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	0	15	20	1515	5	5	5	1830
Future Volume (vph)	0	15	20	1515	5	5	5	1830
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	235		175		125	
Storage Lanes	0	1	1		1		1	
Taper Length (ft)	25		100				150	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt		0.865			0.850			
Flt Protected			0.950				0.950	
Satd. Flow (prot)	0	1481	1805	3505	1346	0	1805	3505
Flt Permitted			0.950				0.950	
Satd. Flow (perm)	0	1481	1805	3505	1346	0	1805	3505
Link Speed (mph)	30			45				45
Link Distance (ft)	1197			593				1663
Travel Time (s)	27.2			9.0				25.2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	20%	11%	0%	3%	20%	0%	0%	3%
Adj. Flow (vph)	0	16	21	1578	5	5	5	1906
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	16	21	1578	5	0	10	1906
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	R NA	Left	Left
Median Width(ft)	0			40				40
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)	15	9	9		9	9	15	
Sign Control	Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Vol, veh/h	0	15	20	1515	5	5	5	1830
Future Vol, veh/h	0	15	20	1515	5	5	5	1830
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	-	None
Storage Length	-	0	235	-	175	-	125	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	96	96	96	96	96	96	96	96
Heavy Vehicles, %	20	11	0	3	20	0	0	3
Mvmt Flow	0	16	21	1578	5	5	5	1906

Major/Minor	Minor1		Major1			Major2		
Conflicting Flow All	-	789	1906	0	0	1578	1583	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	7.12	6.4	-	-	6.4	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.41	2.5	-	-	2.5	2.2	-
Pot Cap-1 Maneuver	0	315	88	-	-	143	421	-
Stage 1	0	-	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	-	315	88	-	-	206	206	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	17	0.8	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	88	-	-	315	206	-
HCM Lane V/C Ratio	0.237	-	-	0.05	0.051	-
HCM Control Delay (s/veh)	58.2	-	-	17	23.4	-
HCM Lane LOS	F	-	-	C	C	-
HCM 95th %tile Q (veh)	0.8	-	-	0.2	0.2	-



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	0	65	45	1520	50	1805	45
Future Volume (vph)	0	65	45	1520	50	1805	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	100	235		235		175
Storage Lanes	0	0	1		1		1
Taper Length (ft)	25		100		100		
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	1.00
Frt		0.865					0.850
Flt Protected			0.950		0.950		
Satd. Flow (prot)	0	1644	1805	3471	1805	3505	1568
Flt Permitted			0.950		0.950		
Satd. Flow (perm)	0	1644	1805	3471	1805	3505	1568
Link Speed (mph)	25			45		45	
Link Distance (ft)	1168			1309		778	
Travel Time (s)	31.9			19.8		11.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	0%	0%	4%	0%	3%	3%
Adj. Flow (vph)	0	68	47	1583	52	1880	47
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	68	47	1583	52	1880	47
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	24			22		22	
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	60.6%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	0	65	45	1520	50	1805	45
Future Vol, veh/h	0	65	45	1520	50	1805	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	-	Yield
Storage Length	-	-	235	-	235	-	175
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96
Heavy Vehicles, %	5	0	0	4	0	3	3
Mvmt Flow	0	68	47	1583	52	1880	47

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	-	940	1880	0	1583	-	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.1	-	6.4	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	2.5	-	-
Pot Cap-1 Maneuver	0	269	323	-	142	-	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	-	269	323	-	142	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	22.8	0.5	1.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	323	-	269	142	-	-
HCM Lane V/C Ratio	0.145	-	0.252	0.367	-	-
HCM Control Delay (s/veh)	18	-	22.8	44.3	-	-
HCM Lane LOS	C	-	C	E	-	-
HCM 95th %tile Q (veh)	0.5	-	1	1.5	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	90	0	0	50	50	1465	55	10	60	1810
Future Volume (vph)	0	0	90	0	0	50	50	1465	55	10	60	1810
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	235		175		235	
Storage Lanes	0		1	0		1	1		1		1	
Taper Length (ft)	25			25			100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt			0.865			0.865			0.850			
Flt Protected							0.950				0.950	
Satd. Flow (prot)	0	0	1580	0	0	1536	1805	3471	1509	0	1805	3505
Flt Permitted							0.950				0.950	
Satd. Flow (perm)	0	0	1580	0	0	1536	1805	3471	1509	0	1805	3505
Link Speed (mph)		25			25			45				45
Link Distance (ft)		951			1550			778				844
Travel Time (s)		25.9			42.3			11.8				12.8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	4%	0%	0%	7%	0%	4%	7%	0%	0%	3%
Adj. Flow (vph)	0	0	92	0	0	51	51	1495	56	10	61	1847
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	92	0	0	51	51	1495	56	0	71	1847
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)		12			0			22				22
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	9	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.3%		ICU Level of Service B	
Analysis Period (min) 15			



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	75
Future Volume (vph)	75
Ideal Flow (vphpl)	1900
Storage Length (ft)	175
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	0.98
Heavy Vehicles (%)	2%
Adj. Flow (vph)	77
Shared Lane Traffic (%)	
Lane Group Flow (vph)	77
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
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	90	0	0	50	50	1465	55	10	60	1810	75
Future Vol, veh/h	0	0	90	0	0	50	50	1465	55	10	60	1810	75
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	-	-	Stop	-	-	Stop	-	-	Yield	-	-	-	Yield
Storage Length	-	-	0	-	-	0	235	-	175	-	235	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	4	0	0	7	0	4	7	0	0	3	2
Mvmt Flow	0	0	92	0	0	51	51	1495	56	10	61	1847	77

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	-	-	924	-	-	748	1847	0	0	1495	1495	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.98	-	-	7.04	4.1	-	-	6.4	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.34	-	-	3.37	2.2	-	-	2.5	2.2	-	-
Pot Cap-1 Maneuver	0	0	268	0	0	344	333	-	-	162	455	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	-	-	268	-	-	344	333	-	-	343	343	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	25.3	17.3	0.6	0.7
HCM LOS	D	C		

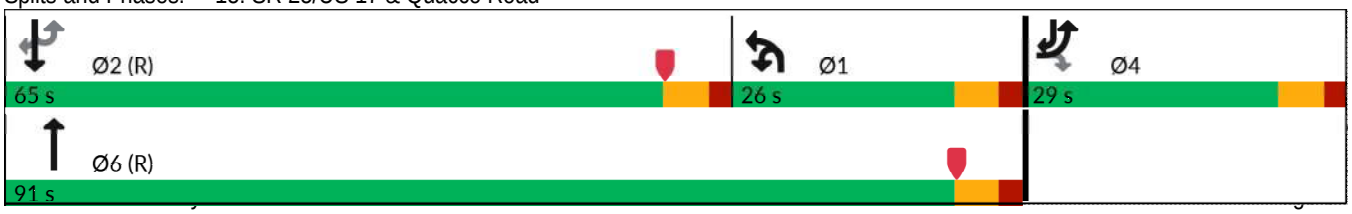
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	333	-	-	268	344	343	-	-
HCM Lane V/C Ratio	0.153	-	-	0.343	0.148	0.208	-	-
HCM Control Delay (s/veh)	17.8	-	-	25.3	17.3	18.3	-	-
HCM Lane LOS	C	-	-	D	C	C	-	-
HCM 95th %tile Q (veh)	0.5	-	-	1.5	0.5	0.8	-	-

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	340	425	10	515	1000	25	1520	615
Future Volume (vph)	340	425	10	515	1000	25	1520	615
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250	0		300		235		300
Storage Lanes	1	1		2		1		1
Taper Length (ft)	100			175		100		
Lane Util. Factor	0.97	1.00	0.95	0.97	0.95	1.00	0.95	1.00
Frt		0.850						0.850
Flt Protected	0.950			0.950		0.950		
Satd. Flow (prot)	3335	1583	0	3434	3471	1805	3505	1615
Flt Permitted	0.950			0.950		0.238		
Satd. Flow (perm)	3335	1583	0	3434	3471	452	3505	1615
Right Turn on Red		Yes						Yes
Satd. Flow (RTOR)		269						20
Link Speed (mph)	40				45		45	
Link Distance (ft)	1368				844		1076	
Travel Time (s)	23.3				12.8		16.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	2%	0%	2%	4%	0%	3%	0%
Adj. Flow (vph)	347	434	10	526	1020	26	1551	628
Shared Lane Traffic (%)								
Lane Group Flow (vph)	347	434	0	536	1020	26	1551	628
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	32				32		32	
Link Offset(ft)	0				0		0	
Crosswalk Width(ft)	25				16		30	
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)	15	9	9	15		15		9
Number of Detectors	1	0	1	1	1	1	1	0
Detector Template			Left					
Leading Detector (ft)	40	0	20	40	336	40	336	0
Trailing Detector (ft)	0	0	0	0	330	0	330	0
Detector 1 Position(ft)	0	0	0	0	330	0	330	0
Detector 1 Size(ft)	40	20	20	40	6	40	6	20
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
Turn Type	Prot	Perm	Prot	Prot	NA	Perm	NA	pm+ov
Protected Phases	4		1	1	6		2	4
Permitted Phases		4				2		2
Detector Phase	4	4	1	1	6	2	2	4
Switch Phase								
Minimum Initial (s)	9.0	9.0	9.0	9.0	16.0	16.0	16.0	9.0
Minimum Split (s)	15.0	15.0	15.0	15.0	22.0	22.0	22.0	15.0

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Total Split (s)	29.0	29.0	26.0	26.0	91.0	65.0	65.0	29.0
Total Split (%)	24.2%	24.2%	21.7%	21.7%	75.8%	54.2%	54.2%	24.2%
Maximum Green (s)	23.0	23.0	20.0	20.0	85.0	59.0	59.0	23.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.9	-1.9		-1.4	-1.3	-1.0	-1.3	-1.3
Total Lost Time (s)	4.1	4.1		4.6	4.7	5.0	4.7	4.7
Lead/Lag			Lag	Lag		Lead	Lead	
Lead-Lag Optimize?			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	5.0	5.0	5.0	3.0
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None
Act Effct Green (s)	24.1	24.1		21.4	87.1	60.8	61.1	89.3
Actuated g/C Ratio	0.20	0.20		0.18	0.73	0.51	0.51	0.74
v/c Ratio	0.52	0.82		0.88	0.40	0.11	0.87	0.52
Control Delay (s/veh)	45.7	30.3		60.5	4.6	11.6	20.4	4.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.7	30.3		60.5	4.6	11.6	20.4	4.3
LOS	D	C		E	A	B	C	A
Approach Delay (s/veh)	37.2				23.9		15.7	
Approach LOS	D				C		B	
Queue Length 50th (ft)	123	125		210	105	6	461	91
Queue Length 95th (ft)	171	#289		m#304	m143	m8	580	m123
Internal Link Dist (ft)	1288				764		996	
Turn Bay Length (ft)	250			300		235		300
Base Capacity (vph)	692	541		612	2520	229	1785	1204
Starvation Cap Reductn	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0
Reduced v/c Ratio	0.50	0.80		0.88	0.40	0.11	0.87	0.52

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 52 (43%), Referenced to phase 2:SBTU and 6:NBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay (s/veh): 22.2		Intersection LOS: C	
Intersection Capacity Utilization 94.5%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 15: SR 25/US 17 & Quacco Road



Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (veh/h)	340	425	10	515	1000	25	1520	615
Future Volume (veh/h)	340	425	10	515	1000	25	1520	615
Initial Q (Qb), veh	0	0		0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00				1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00
Work Zone On Approach	No				No		No	
Adj Sat Flow, veh/h/ln	1826	1870		1870	1841		1856	1900
Adj Flow Rate, veh/h	347	0		526	1020		1551	628
Peak Hour Factor	0.98	0.98		0.98	0.98		0.98	0.98
Percent Heavy Veh, %	5	2		2	4		3	0
Cap, veh/h	470			852	2754		1772	1025
Arrive On Green	0.14	0.00		0.25	0.79		0.50	0.50
Sat Flow, veh/h	3374	1585		3456	3589		3618	1610
Grp Volume(v), veh/h	347	0		526	1020		1551	628
Grp Sat Flow(s),veh/h/ln	1687	1585		1728	1749		1763	1610
Q Serve(g_s), s	11.8	0.0		16.2	10.5		46.9	27.9
Cycle Q Clear(g_c), s	11.8	0.0		16.2	10.5		46.9	27.9
Prop In Lane	1.00	1.00		1.00				1.00
Lane Grp Cap(c), veh/h	470			852	2754		1772	1025
V/C Ratio(X)	0.74			0.62	0.37		0.88	0.61
Avail Cap(c_a), veh/h	700			852	2754		1772	1025
HCM Platoon Ratio	1.00	1.00		1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	49.6	0.0		40.2	3.8		26.5	13.0
Incr Delay (d2), s/veh	2.3	0.0		1.4	0.4		6.4	2.7
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0		6.9	2.7		19.6	14.2
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh	51.9	0.0		41.5	4.2		32.9	15.7
LnGrp LOS	D			D	A		C	B
Approach Vol, veh/h	347				1546		2179	
Approach Delay, s/veh	51.9				16.9		28.0	
Approach LOS	D				B		C	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	34.2	65.0	20.8	99.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	20.0	59.0	23.0	85.0
Max Q Clear Time (g_c+I1), s	18.2	48.9	13.8	12.5
Green Ext Time (p_c), s	0.4	9.8	1.0	46.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	25.8
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

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

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	0	45	5	15	1345	0	2110	40
Future Volume (vph)	0	45	5	15	1345	0	2110	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0		235		235		200
Storage Lanes	0	1		1		1		1
Taper Length (ft)	125			100		100		
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt		0.865						0.850
Flt Protected				0.950				
Satd. Flow (prot)	0	1550	0	1805	3438	1900	3539	1468
Flt Permitted				0.950				
Satd. Flow (perm)	0	1550	0	1805	3438	1900	3539	1468
Link Speed (mph)	25				45		45	
Link Distance (ft)	1147				1076		2138	
Travel Time (s)	31.3				16.3		32.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	6%	0%	0%	5%	0%	2%	10%
Adj. Flow (vph)	0	46	5	15	1372	0	2153	41
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	46	0	20	1372	0	2153	41
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	0				22		22	
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)	15	9	9	15		9		9
Sign Control	Stop				Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	68.3%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	0	45	5	15	1345	0	2110	40
Future Vol, veh/h	0	45	5	15	1345	0	2110	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	-	Yield
Storage Length	-	0	-	235	-	235	-	200
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	6	0	0	5	0	2	10
Mvmt Flow	0	46	5	15	1372	0	2153	41

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	-	1077	2153	2153	0	1372	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	7.02	6.4	4.1	-	6.4	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.36	2.5	2.2	-	2.5	-	-
Pot Cap-1 Maneuver	0	208	60	253	-	195	-	-
Stage 1	0	-	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	-	208	121	121	-	195	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	27.1	0.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	121	-	208	195	-	-
HCM Lane V/C Ratio	0.169	-	0.221	-	-	-
HCM Control Delay (s/veh)	40.8	-	27.1	0	-	-
HCM Lane LOS	E	-	D	A	-	-
HCM 95th %tile Q (veh)	0.6	-	0.8	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	0	35	60	1285	0	2115	10
Future Volume (vph)	0	35	60	1285	0	2115	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100		100		175
Storage Lanes	0	1	1		1		1
Taper Length (ft)	25		150		175		
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	1.00
Frt		0.865					0.850
Flt Protected			0.950				
Satd. Flow (prot)	0	1644	1805	3438	1900	3539	1615
Flt Permitted			0.950				
Satd. Flow (perm)	0	1644	1805	3438	1900	3539	1615
Link Speed (mph)	25			45		45	
Link Distance (ft)	865			2138		1003	
Travel Time (s)	23.6			32.4		15.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	5%	0%	2%	0%
Adj. Flow (vph)	0	36	63	1339	0	2203	10
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	36	63	1339	0	2203	10
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	0			22		22	
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	68.5%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	0	35	60	1285	0	2115	10
Future Vol, veh/h	0	35	60	1285	0	2115	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	-	Yield
Storage Length	-	0	100	-	100	-	175
Veh in Median Storage, #	1	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	5	0	2	0
Mvmt Flow	0	36	63	1339	0	2203	10

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	-	1102	2203	0	1339	-	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.1	-	6.4	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	2.5	-	-
Pot Cap-1 Maneuver	0	210	242	-	205	-	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	-	210	242	-	205	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	25.7	1.1	0
HCM LOS	D		

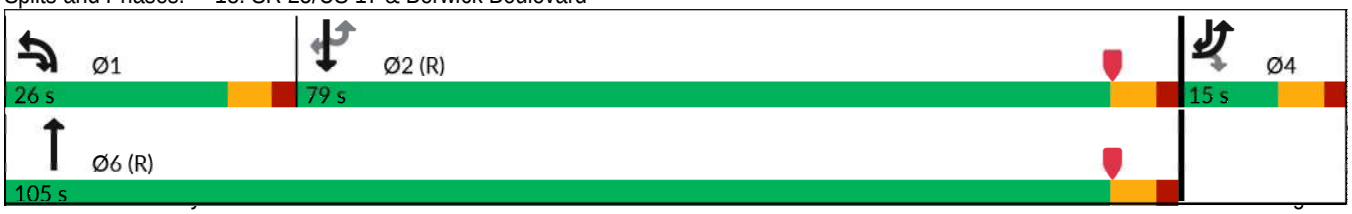
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	242	-	210	205	-	-
HCM Lane V/C Ratio	0.258	-	0.174	-	-	-
HCM Control Delay (s/veh)	25	-	25.7	0	-	-
HCM Lane LOS	C	-	D	A	-	-
HCM 95th %tile Q (veh)	1	-	0.6	0	-	-

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	205	390	370	915	20	1735	240
Future Volume (vph)	205	390	370	915	20	1735	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300	0	350		235		400
Storage Lanes	2	1	2		1		1
Taper Length (ft)	50		100		100		
Lane Util. Factor	0.97	1.00	0.97	0.95	1.00	0.95	1.00
Frt		0.850					0.850
Flt Protected	0.950		0.950		0.950		
Satd. Flow (prot)	3433	1583	3433	3471	1770	3312	1583
Flt Permitted	0.950		0.950		0.294		
Satd. Flow (perm)	3433	1583	3433	3471	548	3312	1583
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)		19					55
Link Speed (mph)	35			45		45	
Link Distance (ft)	1433			1003		1476	
Travel Time (s)	27.9			15.2		22.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	4%	2%	9%	2%
Adj. Flow (vph)	218	415	394	973	21	1846	255
Shared Lane Traffic (%)							
Lane Group Flow (vph)	218	415	394	973	21	1846	255
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	24			24		22	
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
Number of Detectors	1	0	1	1	1	1	0
Detector Template					Left		
Leading Detector (ft)	40	0	40	336	40	336	0
Trailing Detector (ft)	0	0	0	330	0	330	0
Detector 1 Position(ft)	0	0	0	330	0	330	0
Detector 1 Size(ft)	40	20	40	6	40	6	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
Turn Type	Prot	pm+ov	Prot	NA	Perm	NA	pm+ov
Protected Phases	4	1	1	6		2	4
Permitted Phases		4			2		2
Detector Phase	4	1	1	6	2	2	4
Switch Phase							
Minimum Initial (s)	9.0	9.0	9.0	16.0	16.0	16.0	9.0
Minimum Split (s)	15.0	15.0	15.0	22.0	22.0	22.0	15.0

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Total Split (s)	15.0	26.0	26.0	105.0	79.0	79.0	15.0
Total Split (%)	12.5%	21.7%	21.7%	87.5%	65.8%	65.8%	12.5%
Maximum Green (s)	9.0	20.0	20.0	99.0	73.0	73.0	9.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.2	-1.2	-1.2	-1.5	0.0	-1.5	-1.5
Total Lost Time (s)	4.8	4.8	4.8	4.5	6.0	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	5.0	5.0	5.0	3.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max	None
Act Effct Green (s)	10.2	35.3	20.3	100.5	73.9	75.4	90.4
Actuated g/C Ratio	0.09	0.29	0.17	0.84	0.62	0.63	0.75
v/c Ratio	0.75	0.87	0.68	0.33	0.06	0.89	0.21
Control Delay (s/veh)	70.2	57.4	51.4	1.4	8.0	16.0	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.2	57.4	51.4	1.4	8.0	16.0	1.5
LOS	E	E	D	A	A	B	A
Approach Delay (s/veh)	61.8			15.8		14.2	
Approach LOS	E			B		B	
Queue Length 50th (ft)	86	289	131	36	4	315	8
Queue Length 95th (ft)	#141	#464	185	41	m6	425	m10
Internal Link Dist (ft)	1353			923		1396	
Turn Bay Length (ft)	300		350		235		400
Base Capacity (vph)	291	490	606	2906	337	2080	1205
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.85	0.65	0.33	0.06	0.89	0.21

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 117 (98%), Referenced to phase 2:SBTU and 6:NBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay (s/veh): 22.1		Intersection LOS: C	
Intersection Capacity Utilization 79.9%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 18: SR 25/US 17 & Berwick Boulevard



Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	205	390	370	915	20	1735	240
Future Volume (veh/h)	205	390	370	915	20	1735	240
Initial Q (Qb), veh	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841		1767	1870
Adj Flow Rate, veh/h	218	0	394	973		1846	0
Peak Hour Factor	0.94	0.94	0.94	0.94		0.94	0.94
Percent Heavy Veh, %	2	2	2	4		9	2
Cap, veh/h	294		494	2929		2197	
Arrive On Green	0.09	0.00	0.14	0.84		1.00	0.00
Sat Flow, veh/h	3456	1585	3456	3589		3445	1585
Grp Volume(v), veh/h	218	0	394	973		1846	0
Grp Sat Flow(s),veh/h/ln	1728	1585	1728	1749		1678	1585
Q Serve(g_s), s	7.4	0.0	13.2	7.5		0.0	0.0
Cycle Q Clear(g_c), s	7.4	0.0	13.2	7.5		0.0	0.0
Prop In Lane	1.00	1.00	1.00				1.00
Lane Grp Cap(c), veh/h	294		494	2929		2197	
V/C Ratio(X)	0.74		0.80	0.33		0.84	
Avail Cap(c_a), veh/h	294		611	2929		2197	
HCM Platoon Ratio	1.00	1.00	1.00	1.00		2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00		1.00	0.00
Uniform Delay (d), s/veh	53.6	0.0	49.8	2.2		0.0	0.0
Incr Delay (d2), s/veh	9.7	0.0	6.0	0.3		4.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	6.0	1.4		1.2	0.0
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	63.3	0.0	55.7	2.5		4.1	0.0
LnGrp LOS	E		E	A		A	
Approach Vol, veh/h	218			1367		1846	
Approach Delay, s/veh	63.3			17.8		4.1	
Approach LOS	E			B		A	

Timer - Assigned Phs	1	2		4		6	
Phs Duration (G+Y+Rc), s	21.9	83.1		15.0		105.0	
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	
Max Green Setting (Gmax), s	20.0	73.0		9.0		99.0	
Max Q Clear Time (g_c+I1), s	15.2	2.0		9.4		9.5	
Green Ext Time (p_c), s	0.7	68.6		0.0		49.2	

Intersection Summary			
HCM 6th Ctrl Delay, s/veh		13.3	
HCM 6th LOS		B	

Notes

User approved ignoring U-Turning movement.

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	90	0	0	25	70	1055	15	5	1905	135
Future Volume (vph)	0	0	90	0	0	25	70	1055	15	5	1905	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	0		0	235		200	235		275
Storage Lanes	0		0	0		1	1		1	1		1
Taper Length (ft)	25			25			150			150		
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			0.865			0.865			0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1644	0	0	1644	1805	3374	1615	1805	3539	1615
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	0	1644	0	0	1644	1805	3374	1615	1805	3539	1615
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		711			409			1476			1006	
Travel Time (s)		19.4			11.2			22.4			15.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	2%	0%
Adj. Flow (vph)	0	0	94	0	0	26	73	1099	16	5	1984	141
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	94	0	0	26	73	1099	16	5	1984	141
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			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.9%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	90	0	0	25	70	1055	15	5	1905	135
Future Vol, veh/h	0	0	90	0	0	25	70	1055	15	5	1905	135
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	-	-	Stop	-	-	Stop	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	0	235	-	200	235	-	275
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	2	0
Mvmt Flow	0	0	94	0	0	26	73	1099	16	5	1984	141

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	992	-	-	550	1984	0	0	1099	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	248	0	0	484	295	-	-	643	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	248	-	-	484	295	-	-	643	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	28.1	12.9	1.3	0
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	295	-	-	248	484	643	-	-
HCM Lane V/C Ratio	0.247	-	-	0.378	0.054	0.008	-	-
HCM Control Delay (s/veh)	21.2	-	-	28.1	12.9	10.6	-	-
HCM Lane LOS	C	-	-	D	B	B	-	-
HCM 95th %tile Q (veh)	1	-	-	1.7	0.2	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	155	55	45	210	40	180	10	45	825	200	245	1780
Future Volume (vph)	155	55	45	210	40	180	10	45	825	200	245	1780
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		175	275		250		235		175	235	
Storage Lanes	0		1	1		1		1		1	1	
Taper Length (ft)	50			100				100			100	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95
Frt			0.850		0.904	0.850				0.850		
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	1805	1900	1615	1770	1621	1519	0	1805	3374	1599	1787	3539
Flt Permitted	0.470			0.719				0.074			0.263	
Satd. Flow (perm)	893	1900	1615	1339	1621	1519	0	141	3374	1599	495	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			136		58	115				213		
Link Speed (mph)		25			25				45			45
Link Distance (ft)		388			1293				1006			528
Travel Time (s)		10.6			35.3				15.2			8.0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	2%	0%	1%	0%	0%	7%	1%	1%	2%
Adj. Flow (vph)	165	59	48	223	43	191	11	48	878	213	261	1894
Shared Lane Traffic (%)						40%						
Lane Group Flow (vph)	165	59	48	223	119	115	0	59	878	213	261	1894
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)		12			12				22			22
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	1	0	1	1	1	1	1	1	0	1	1
Detector Template						Right	Left					
Leading Detector (ft)	40	40	0	40	40	40	20	40	336	0	40	336
Trailing Detector (ft)	0	0	0	0	0	0	0	0	330	0	0	330
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	330	0	0	330
Detector 1 Size(ft)	40	40	20	40	40	40	20	40	6	20	40	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
Turn Type	D.P+P	NA	Perm	D.P+P	NA	pm+ov	Perm	Perm	NA	pm+ov	D.P+P	NA
Protected Phases	7	4		3	8	5			6	3	5	2
Permitted Phases	8		4	4		8	6	6		6	6	
Detector Phase	7	4	4	3	8	5	6	6	6	3	5	2
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	16.0	16.0	16.0	9.0	9.0	16.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0	15.0	22.0	22.0	22.0	15.0	15.0	22.0

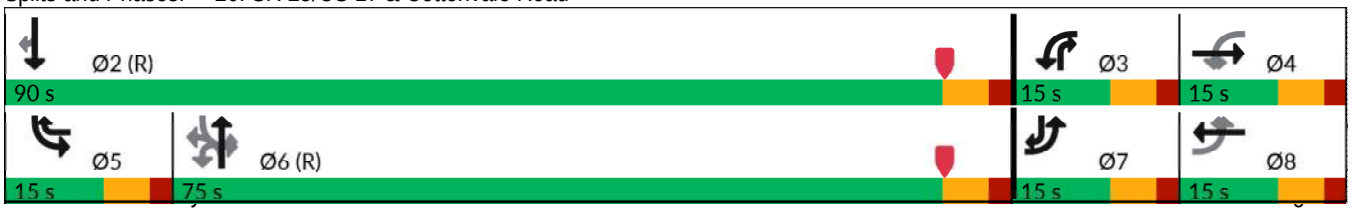


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	220
Future Volume (vph)	220
Ideal Flow (vphpl)	1900
Storage Length (ft)	225
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1599
Flt Permitted	
Satd. Flow (perm)	1599
Right Turn on Red	Yes
Satd. Flow (RTOR)	234
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.94
Heavy Vehicles (%)	1%
Adj. Flow (vph)	234
Shared Lane Traffic (%)	
Lane Group Flow (vph)	234
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	0
Detector Template	
Leading Detector (ft)	0
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
Turn Type	pm+ov
Protected Phases	7
Permitted Phases	2
Detector Phase	7
Switch Phase	
Minimum Initial (s)	9.0
Minimum Split (s)	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Total Split (s)	15.0	15.0	15.0	15.0	15.0	15.0	75.0	75.0	75.0	15.0	15.0	90.0
Total Split (%)	12.5%	12.5%	12.5%	12.5%	12.5%	12.5%	62.5%	62.5%	62.5%	12.5%	12.5%	75.0%
Maximum Green (s)	9.0	9.0	9.0	9.0	9.0	9.0	69.0	69.0	69.0	9.0	9.0	84.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.3	-1.3	-1.3	-1.3	0.0		-1.1	-1.4	-1.4	-1.3	-1.4
Total Lost Time (s)	5.0	4.7	4.7	4.7	4.7	6.0		4.9	4.6	4.6	4.7	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	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	5.0	5.0	5.0	3.0	3.0	5.0
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	None	None	C-Max
Act Effct Green (s)	20.0	10.3	10.3	21.5	10.3	24.0		70.1	70.4	88.4	80.6	85.4
Actuated g/C Ratio	0.17	0.09	0.09	0.18	0.09	0.20		0.58	0.59	0.74	0.67	0.71
v/c Ratio	0.74	0.36	0.18	0.78	0.62	0.29		0.72	0.44	0.17	0.59	0.75
Control Delay (s/veh)	62.6	58.5	1.5	63.6	43.0	9.3		61.1	9.4	0.5	9.5	9.1
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 (s/veh)	62.6	58.5	1.5	63.6	43.0	9.3		61.1	9.4	0.5	9.5	9.1
LOS	E	E	A	E	D	A		E	A	A	A	A
Approach Delay (s/veh)		50.9			44.6				10.4			8.3
Approach LOS		D			D				B			A
Queue Length 50th (ft)	112	44	0	157	48	0		24	114	2	38	296
Queue Length 95th (ft)	#207	88	0	#295	#117	52		m#109	151	m7	m51	347
Internal Link Dist (ft)		308			1213				926			448
Turn Bay Length (ft)	175		175	275		250		235		175	235	
Base Capacity (vph)	224	163	262	287	192	395		82	1979	1234	443	2518
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	0.74	0.36	0.18	0.78	0.62	0.29		0.72	0.44	0.17	0.59	0.75

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 103 (86%), Referenced to phase 2:SBT and 6:NBSB, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 15.5		Intersection LOS: B	
Intersection Capacity Utilization 97.4%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 20: SR 25/US 17 & Cottonvale Road





Lane Group	SBR
Total Split (s)	15.0
Total Split (%)	12.5%
Maximum Green (s)	9.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-1.4
Total Lost Time (s)	4.6
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Act Effct Green (s)	100.4
Actuated g/C Ratio	0.84
v/c Ratio	0.17
Control Delay (s/veh)	0.2
Queue Delay	0.0
Total Delay (s/veh)	0.2
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	m0
Internal Link Dist (ft)	
Turn Bay Length (ft)	225
Base Capacity (vph)	1376
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.17

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	155	55	45	210	40	180	10	45	825	200	245	1780
Future Volume (veh/h)	155	55	45	210	40	180	10	45	825	200	245	1780
Initial Q (Qb), veh	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	
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
Work Zone On Approach		No			No				No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1870	1900	1885		1900	1796	1885	1885	1870
Adj Flow Rate, veh/h	165	59	0	223	0	220		48	878	213	261	1894
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	2	0	1		0	7	1	1	2
Cap, veh/h	309	163		289	0	479		133	2002	1076	515	2529
Arrive On Green	0.08	0.09	0.00	0.09	0.00	0.08		1.00	1.00	1.00	0.09	0.71
Sat Flow, veh/h	1810	1900	1610	1781	0	3195		193	3413	1598	1795	3554
Grp Volume(v), veh/h	165	59	0	223	0	220		48	878	213	261	1894
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1781	0	1598		193	1706	1598	1795	1777
Q Serve(g_s), s	10.0	3.5	0.0	10.3	0.0	7.5		18.2	0.0	0.0	6.7	39.5
Cycle Q Clear(g_c), s	10.0	3.5	0.0	10.3	0.0	7.5		42.7	0.0	0.0	6.7	39.5
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	309	163		289	0	479		133	2002	1076	515	2529
V/C Ratio(X)	0.53	0.36		0.77	0.00	0.46		0.36	0.44	0.20	0.51	0.75
Avail Cap(c_a), veh/h	309	163		289	0	479		133	2002	1076	515	2529
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00		1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.8	51.7	0.0	48.3	0.0	46.6		7.5	0.0	0.0	7.6	10.7
Incr Delay (d2), s/veh	1.8	1.3	0.0	12.1	0.0	0.7		7.4	0.7	0.4	0.8	2.1
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
%ile BackOfQ(50%),veh/ln	4.7	1.8	0.0	2.6	0.0	3.1		0.7	0.2	0.1	2.3	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.6	53.1	0.0	60.4	0.0	47.2		14.9	0.7	0.4	8.4	12.8
LnGrp LOS	D	D		E		D		B	A	A	A	B
Approach Vol, veh/h		224			443				1139			2389
Approach Delay, s/veh		49.1			53.9				1.2			11.3
Approach LOS		D			D				A			B

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		90.0	15.0	15.0	15.0	75.0	15.0	15.0				
Change Period (Y+Rc), s		6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s		84.0	9.0	9.0	9.0	69.0	9.0	9.0				
Max Q Clear Time (g_c+I1), s		41.5	12.3	5.5	8.7	44.7	12.0	9.5				
Green Ext Time (p_c), s		41.6	0.0	0.0	0.0	18.6	0.0	0.0				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			15.1									
HCM 6th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.

User approved ignoring U-Turning movement.

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



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	220
Future Volume (veh/h)	220
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1885
Adj Flow Rate, veh/h	234
Peak Hour Factor	0.94
Percent Heavy Veh, %	1
Cap, veh/h	1275
Arrive On Green	0.71
Sat Flow, veh/h	1598
Grp Volume(v), veh/h	234
Grp Sat Flow(s),veh/h/ln	1598
Q Serve(g_s), s	4.2
Cycle Q Clear(g_c), s	4.2
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	1275
V/C Ratio(X)	0.18
Avail Cap(c_a), veh/h	1275
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	2.9
Incr Delay (d2), s/veh	0.3
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	1.2
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	3.2
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	0	25	15	10	1185	20	2255	35
Future Volume (vph)	0	25	15	10	1185	20	2255	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		235		235		175
Storage Lanes	0	1		1		1		1
Taper Length (ft)	25			100		100		
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt		0.865						0.850
Flt Protected				0.950		0.950		
Satd. Flow (prot)	0	1522	0	1805	3438	1687	3574	1553
Flt Permitted				0.950		0.950		
Satd. Flow (perm)	0	1522	0	1805	3438	1687	3574	1553
Link Speed (mph)	30				45		45	
Link Distance (ft)	1221				1251		1647	
Travel Time (s)	27.8				19.0		25.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	8%	0%	0%	5%	7%	1%	4%
Adj. Flow (vph)	0	26	16	11	1247	21	2374	37
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	26	0	27	1247	21	2374	37
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	0				22		22	
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)	15	9	9	15		9		9
Sign Control	Stop				Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	72.3%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	0	25	15	10	1185	20	2255	35
Future Vol, veh/h	0	25	15	10	1185	20	2255	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	Yield
Storage Length	-	0	-	235	-	235	-	175
Veh in Median Storage, #	1	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	8	0	0	5	7	1	4
Mvmt Flow	0	26	16	11	1247	21	2374	37

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	-	1187	2374	2374	0	1247	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	7.06	6.4	4.1	-	6.54	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.38	2.5	2.2	-	2.57	-	-
Pot Cap-1 Maneuver	0	172	43	208	-	220	-	-
Stage 1	0	-	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	-	172	55	55	-	220	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	29.7	2.5	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	55	-	172	220	-	-
HCM Lane V/C Ratio	0.478	-	0.153	0.096	-	-
HCM Control Delay (s/veh)	119.6	-	29.7	23.1	-	-
HCM Lane LOS	F	-	D	C	-	-
HCM 95th %tile Q (veh)	1.8	-	0.5	0.3	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	0	0	50	0	0	60	5	35	1120	45	20	60
Future Volume (vph)	0	0	50	0	0	60	5	35	1120	45	20	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		235		200		235
Storage Lanes	0		1	0		1		1		1		1
Taper Length (ft)	25			25				100				100
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.865			0.865				0.850		
Flt Protected								0.950				0.950
Satd. Flow (prot)	0	0	1442	0	0	1536	0	1672	3406	1553	0	1590
Flt Permitted								0.950				0.950
Satd. Flow (perm)	0	0	1442	0	0	1536	0	1672	3406	1553	0	1590
Link Speed (mph)		25			30				45			
Link Distance (ft)		1105			1087				1647			
Travel Time (s)		30.1			24.7				25.0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	14%	0%	0%	7%	0%	9%	6%	4%	0%	18%
Adj. Flow (vph)	0	0	53	0	0	63	5	37	1179	47	21	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	53	0	0	63	0	42	1179	47	0	84
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				22			
Link Offset(ft)		-25			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	15	18
Sign Control		Stop			Stop				Free			

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 76.5%		ICU Level of Service D	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	2255	5
Future Volume (vph)	2255	5
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		175
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3574	1615
Flt Permitted		
Satd. Flow (perm)	3574	1615
Link Speed (mph)	45	
Link Distance (ft)	1342	
Travel Time (s)	20.3	
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	2374	5
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2374	5
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Free	

Intersection Summary

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	0	0	50	0	0	60	5	35	1120	45	20	60	2255	5
Future Vol, veh/h	0	0	50	0	0	60	5	35	1120	45	20	60	2255	5
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	-	-	Stop	-	-	Stop	-	-	-	Yield	-	-	-	Yield
Storage Length	-	-	0	-	-	0	-	235	-	200	-	235	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	14	0	0	7	0	9	6	4	0	18	1	0
Mvmt Flow	0	0	53	0	0	63	5	37	1179	47	21	63	2374	5

Major/Minor	Minor2		Minor1			Major1					Major2			
Conflicting Flow All	-	-	1187	-	-	590	2374	2374	0	0	1179	1179	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.18	-	-	7.04	6.4	4.28	-	-	6.4	4.46	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.44	-	-	3.37	2.5	2.29	-	-	2.5	2.38	-	-
Pot Cap-1 Maneuver	0	0	164	0	0	439	43	181	-	-	259	505	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	-	-	164	-	-	439	111	111	-	-	384	384	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	37	14.6	1.9	0.6
HCM LOS	E	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	111	-	-	164	439	384	-	-
HCM Lane V/C Ratio	0.379	-	-	0.321	0.144	0.219	-	-
HCM Control Delay (s/veh)	55.9	-	-	37	14.6	17	-	-
HCM Lane LOS	F	-	-	E	B	C	-	-
HCM 95th %tile Q (veh)	1.6	-	-	1.3	0.5	0.8	-	-

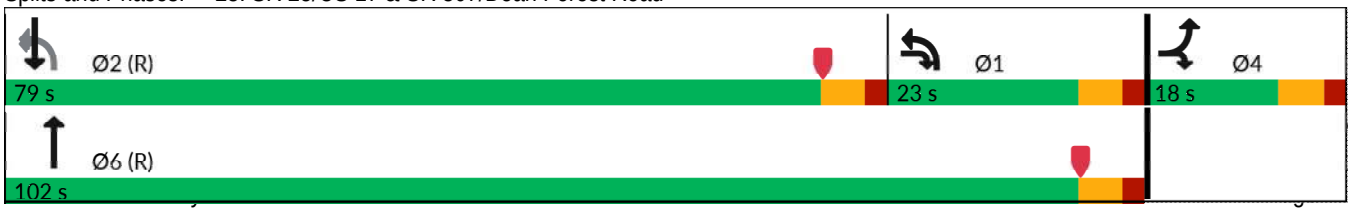


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	120	485	235	955	1845	320
Future Volume (vph)	120	485	235	955	1845	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250	0	275			175
Storage Lanes	1	2	1			1
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	0.88	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1687	2733	1656	3438	3574	1568
Flt Permitted	0.950		0.053			
Satd. Flow (perm)	1687	2733	92	3438	3574	1568
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		31				209
Link Speed (mph)	35			45	45	
Link Distance (ft)	2461			1129	2465	
Travel Time (s)	47.9			17.1	37.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	7%	4%	9%	5%	1%	3%
Adj. Flow (vph)	122	495	240	974	1883	327
Shared Lane Traffic (%)						
Lane Group Flow (vph)	122	495	240	974	1883	327
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	40			12	16	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	30			25	25	
Two way Left Turn Lane					Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	0	1	1	1	0
Detector Template						
Leading Detector (ft)	40	0	40	336	336	0
Trailing Detector (ft)	0	0	0	330	330	0
Detector 1 Position(ft)	0	0	0	330	330	0
Detector 1 Size(ft)	40	20	40	6	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
Turn Type	Prot	pt+ov	D.P+P	NA	NA	Perm
Protected Phases	4	4 1	1	6	2	
Permitted Phases			2			2
Detector Phase	4	4 1	1	6	2	2
Switch Phase						
Minimum Initial (s)	9.0		9.0	16.0	16.0	16.0
Minimum Split (s)	15.0		15.0	22.0	22.0	22.0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (s)	18.0		23.0	102.0	79.0	79.0
Total Split (%)	15.0%		19.2%	85.0%	65.8%	65.8%
Maximum Green (s)	12.0		17.0	96.0	73.0	73.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.5		-2.5	-1.5	-1.5	-1.5
Total Lost Time (s)	2.5		3.5	4.5	4.5	4.5
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	4.0		3.0	5.0	5.0	5.0
Recall Mode	None		None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	34.5	95.5	98.0	75.0	75.0
Actuated g/C Ratio	0.13	0.29	0.80	0.82	0.63	0.63
v/c Ratio	0.58	0.61	0.74	0.35	0.84	0.31
Control Delay (s/veh)	61.2	38.2	43.4	3.5	12.2	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.2	38.2	43.4	3.5	12.2	1.5
LOS	E	D	D	A	B	A
Approach Delay (s/veh)	42.8			11.4	10.6	
Approach LOS	D			B	B	
Queue Length 50th (ft)	90	176	120	85	180	8
Queue Length 95th (ft)	155	239	m#234	102	326	m12
Internal Link Dist (ft)	2381			1049	2385	
Turn Bay Length (ft)	250		275			175
Base Capacity (vph)	217	819	326	2807	2233	1058
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.60	0.74	0.35	0.84	0.31

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 5 (4%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 15.7		Intersection LOS: B	
Intersection Capacity Utilization 81.9%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 23: SR 25/US 17 & SR 307/Dean Forest Road





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	120	485	235	955	1845	320
Future Volume (veh/h)	120	485	235	955	1845	320
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1796	1841	1767	1826	1885	1856
Adj Flow Rate, veh/h	122	495	240	974	1883	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	7	4	9	5	1	3
Cap, veh/h	195	663	406	2871	2224	
Arrive On Green	0.11	0.09	0.18	0.83	0.62	0.00
Sat Flow, veh/h	1711	2745	1682	3561	3676	1572
Grp Volume(v), veh/h	122	495	240	974	1883	0
Grp Sat Flow(s),veh/h/ln	1711	1373	1682	1735	1791	1572
Q Serve(g_s), s	8.2	1.2	7.5	8.1	50.4	0.0
Cycle Q Clear(g_c), s	8.2	1.2	7.5	8.1	50.4	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	195	663	406	2871	2224	
V/C Ratio(X)	0.62	0.75	0.59	0.34	0.85	
Avail Cap(c_a), veh/h	221	705	406	2871	2224	
HCM Platoon Ratio	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	0.00
Uniform Delay (d), s/veh	50.7	42.1	39.5	2.5	18.2	0.0
Incr Delay (d2), s/veh	5.6	4.5	2.3	0.3	4.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	9.0	6.3	1.6	19.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	56.3	46.6	41.8	2.8	22.4	0.0
LnGrp LOS	E	D	D	A	C	
Approach Vol, veh/h	617			1214	1883	
Approach Delay, s/veh	48.5			10.5	22.4	
Approach LOS	D			B	C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	24.8	79.0		16.2		103.8
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	17.0	73.0		12.0		96.0
Max Q Clear Time (g_c+I1), s	9.5	52.4		10.2		10.1
Green Ext Time (p_c), s	0.5	20.4		0.0		48.2

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	22.9
HCM 6th LOS	C

Notes

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	45	40	1035	2120	25
Future Volume (vph)	15	45	40	1035	2120	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			200
Storage Lanes	1	0	1			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	0.899					0.850
Flt Protected	0.988		0.950			
Satd. Flow (prot)	1638	0	1752	3438	3574	1615
Flt Permitted	0.988		0.950			
Satd. Flow (perm)	1638	0	1752	3438	3574	1615
Link Speed (mph)	25			45	45	
Link Distance (ft)	1440			2465	2561	
Travel Time (s)	39.3			37.3	38.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	4%	3%	5%	1%	0%
Adj. Flow (vph)	16	48	43	1113	2280	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	0	43	1113	2280	27
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 68.9%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	45	40	1035	2120	25
Future Vol, veh/h	15	45	40	1035	2120	25
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	-	-	200
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	4	3	5	1	0
Mvmt Flow	16	48	43	1113	2280	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2923	1140	2307	0	-	0
Stage 1	2280	-	-	-	-	-
Stage 2	643	-	-	-	-	-
Critical Hdwy	6.8	6.98	4.16	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.34	2.23	-	-	-
Pot Cap-1 Maneuver	~ 12	192	211	-	-	-
Stage 1	65	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 10	192	211	-	-	-
Mov Cap-2 Maneuver	44	-	-	-	-	-
Stage 1	52	-	-	-	-	-
Stage 2	491	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	84.4	1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	211	-	104	-	-
HCM Lane V/C Ratio	0.204	-	0.62	-	-
HCM Control Delay (s/veh)	26.4	-	84.4	-	-
HCM Lane LOS	D	-	F	-	-
HCM 95th %tile Q (veh)	0.7	-	3	-	-

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	20	0	0	0	20	1030	0	0	2125	10
Future Volume (vph)	5	0	20	0	0	0	20	1030	0	0	2125	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	235		0	235		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
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	0.95
Frt		0.891									0.999	
Flt Protected		0.990					0.950					
Satd. Flow (prot)	0	1636	0	0	1900	0	1703	3438	0	1900	3571	0
Flt Permitted		0.990					0.950					
Satd. Flow (perm)	0	1636	0	0	1900	0	1703	3438	0	1900	3571	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		1154			381			2561			1145	
Travel Time (s)		31.5			10.4			38.8			17.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	3%	0%	0%	0%	6%	5%	0%	0%	1%	0%
Adj. Flow (vph)	5	0	21	0	0	0	21	1084	0	0	2237	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	0	0	21	1084	0	0	2248	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	69.1%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	20	0	0	0	20	1030	0	0	2125	10
Future Vol, veh/h	5	0	20	0	0	0	20	1030	0	0	2125	10
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	-	-	-	-	-	-	235	-	-	235	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	0	0	6	5	0	0	1	0
Mvmt Flow	5	0	21	0	0	0	21	1084	0	0	2237	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2827	3369	1124	2245	3374	542	2248	0	0	1084	0	0
Stage 1	2243	2243	-	1126	1126	-	-	-	-	-	-	-
Stage 2	584	1126	-	1119	2248	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.96	7.5	6.5	6.9	4.22	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.33	3.5	4	3.3	2.26	-	-	2.2	-	-
Pot Cap-1 Maneuver	8	8	198	24	8	490	213	-	-	651	-	-
Stage 1	44	79	-	222	282	-	-	-	-	-	-	-
Stage 2	470	282	-	224	79	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	7	7	198	20	7	490	213	-	-	651	-	-
Mov Cap-2 Maneuver	34	57	-	95	45	-	-	-	-	-	-	-
Stage 1	40	79	-	200	254	-	-	-	-	-	-	-
Stage 2	424	254	-	200	79	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	52.8	0	0.5	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	213	-	-	101	-	651	-	-
HCM Lane V/C Ratio	0.099	-	-	0.261	-	-	-	-
HCM Control Delay (s/veh)	23.7	-	-	52.8	0	0	-	-
HCM Lane LOS	C	-	-	F	A	A	-	-
HCM 95th %tile Q (veh)	0.3	-	-	1	-	0	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1035	0	0	2135
Future Volume (vph)	0	0	1035	0	0	2135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	235	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	1900	0	3438	0	1900	3574
Flt Permitted						
Satd. Flow (perm)	1900	0	3438	0	1900	3574
Link Speed (mph)	25		45			45
Link Distance (ft)	866		1145			1404
Travel Time (s)	23.6		17.3			21.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	5%	0%	0%	1%
Adj. Flow (vph)	0	0	1113	0	0	2296
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1113	0	0	2296
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.4%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1035	0	0	2135
Future Vol, veh/h	0	0	1035	0	0	2135
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	-	-	-	235	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	5	0	0	1
Mvmt Flow	0	0	1113	0	0	2296

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2261	557	0	0	1113	0
Stage 1	1113	-	-	-	-	-
Stage 2	1148	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	36	479	-	-	635	-
Stage 1	280	-	-	-	-	-
Stage 2	269	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	36	479	-	-	635	-
Mov Cap-2 Maneuver	142	-	-	-	-	-
Stage 1	280	-	-	-	-	-
Stage 2	269	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	635	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q (veh)	-	-	-	0	-

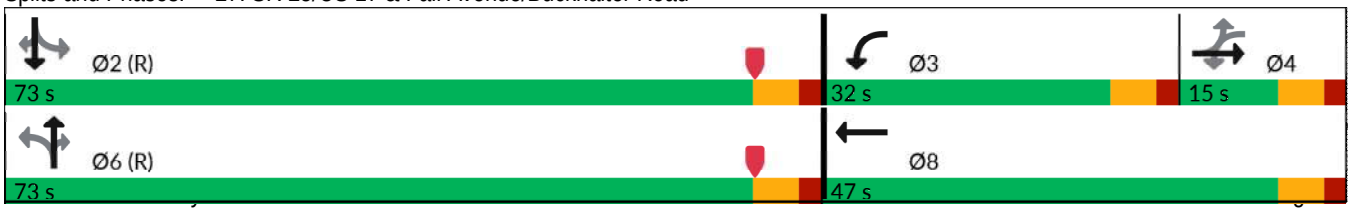


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	5	15	380	15	50	10	955	70	45	1740	35
Future Volume (vph)	60	5	15	380	15	50	10	955	70	45	1740	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	85		50	325		175	235		175	235		175
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	50			100			100			100		
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		0.887			0.884				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	1685	0	1805	1680	0	1805	3438	1615	1805	3574	1615
Flt Permitted	0.713			0.744			0.055			0.227		
Satd. Flow (perm)	1278	1685	0	1414	1680	0	104	3438	1615	431	3574	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			52				82			82
Link Speed (mph)		25			40			45			45	
Link Distance (ft)		1154			1877			1404			2006	
Travel Time (s)		31.5			32.0			21.3			30.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	6%	0%	0%	0%	0%	0%	0%	5%	0%	0%	1%	0%
Adj. Flow (vph)	62	5	15	392	15	52	10	985	72	46	1794	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	20	0	392	67	0	10	985	72	46	1794	36
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								Yes			Yes	
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	1		1	1		1	1	1	1	1	1
Detector Template	Left			Left					Right			Right
Leading Detector (ft)	40	40		40	40		40	336	40	40	336	20
Trailing Detector (ft)	0	0		0	0		0	330	0	0	330	0
Detector 1 Position(ft)	0	0		0	0		0	330	0	0	330	0
Detector 1 Size(ft)	40	40		40	40		40	6	40	40	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Turn Type	Perm	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4		3	8			6			2	
Permitted Phases	4			4			6		6	2		2
Detector Phase	4	4		3	8		6	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		16.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	15.0	15.0		15.0	15.0		22.0	22.0	22.0	22.0	22.0	22.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	15.0	15.0		32.0	47.0		73.0	73.0	73.0	73.0	73.0	73.0
Total Split (%)	12.5%	12.5%		26.7%	39.2%		60.8%	60.8%	60.8%	60.8%	60.8%	60.8%
Maximum Green (s)	9.0	9.0		26.0	41.0		67.0	67.0	67.0	67.0	67.0	67.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	-2.0		0.0	-2.0		-2.5	-2.5	0.0	-2.5	-2.5	0.0
Total Lost Time (s)	6.0	4.0		6.0	4.0		3.5	3.5	6.0	3.5	3.5	6.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		5.0	5.0	5.0	5.0	5.0	5.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	9.1	11.1		32.4	39.2		73.3	73.3	70.8	73.3	73.3	70.8
Actuated g/C Ratio	0.08	0.09		0.27	0.33		0.61	0.61	0.59	0.61	0.61	0.59
v/c Ratio	0.65	0.12		0.85	0.11		0.16	0.47	0.07	0.17	0.82	0.04
Control Delay (s/veh)	83.6	28.2		53.8	10.0		20.3	14.9	3.6	8.3	10.7	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	83.6	28.2		53.8	10.0		20.3	14.9	3.6	8.3	10.7	0.2
LOS	F	C		D	B		C	B	A	A	B	A
Approach Delay (s/veh)		70.1			47.4			14.2			10.4	
Approach LOS		E			D			B			B	
Queue Length 50th (ft)	48	4		254	8		4	233	1	7	233	0
Queue Length 95th (ft)	#116	29		#381	39		m13	299	m9	m12	353	m0
Internal Link Dist (ft)		1074			1797			1324			1926	
Turn Bay Length (ft)	85			325			235		175	235		175
Base Capacity (vph)	96	169		477	635		63	2100	986	263	2183	986
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.12		0.82	0.11		0.16	0.47	0.07	0.17	0.82	0.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 12 (10%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay (s/veh): 17.9		Intersection LOS: B	
Intersection Capacity Utilization 82.5%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 27: SR 25/US 17 & Fall Avenue/Buckhalter Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	5	15	380	15	50	10	955	70	45	1740	35
Future Volume (veh/h)	60	5	15	380	15	50	10	955	70	45	1740	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1900	1900	1900	1900	1900	1900	1826	1900	1900	1885	1900
Adj Flow Rate, veh/h	62	5	0	392	15	0	10	985	72	46	1794	36
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	6	0	0	0	0	0	0	5	0	0	1	0
Cap, veh/h	155	165		546	668		104	2033	910	289	2099	910
Arrive On Green	0.07	0.09	0.00	0.21	0.35	0.00	0.59	0.59	0.57	0.59	0.59	0.57
Sat Flow, veh/h	1354	1900	0	1810	1900	0	258	3469	1610	542	3582	1610
Grp Volume(v), veh/h	62	5	0	392	15	0	10	985	72	46	1794	36
Grp Sat Flow(s),veh/h/ln	1354	1900	0	1810	1900	0	258	1735	1610	542	1791	1610
Q Serve(g_s), s	5.4	0.3	0.0	23.7	0.6	0.0	4.0	19.7	2.4	6.4	49.9	1.2
Cycle Q Clear(g_c), s	5.4	0.3	0.0	23.7	0.6	0.0	53.9	19.7	2.4	26.1	49.9	1.2
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	155	165		546	668		104	2033	910	289	2099	910
V/C Ratio(X)	0.40	0.03		0.72	0.02		0.10	0.48	0.08	0.16	0.85	0.04
Avail Cap(c_a), veh/h	162	174		549	681		104	2033	910	289	2099	910
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	50.2	0.0	39.2	25.4	0.0	43.0	14.4	11.9	21.9	20.6	11.6
Incr Delay (d2), s/veh	1.7	0.1	0.0	4.5	0.0	0.0	1.8	0.8	0.2	1.2	4.7	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.1	0.0	10.9	0.3	0.0	0.3	7.3	0.9	0.9	19.8	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.0	50.2	0.0	43.6	25.4	0.0	44.8	15.2	12.1	23.1	25.3	11.7
LnGrp LOS	E	D		D	C		D	B	B	C	C	B
Approach Vol, veh/h		67			407			1067			1876	
Approach Delay, s/veh		55.6			43.0			15.3			25.0	
Approach LOS		E			D			B			C	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		73.8	31.8	14.4		73.8		46.2				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s		67.0	26.0	9.0		67.0		41.0				
Max Q Clear Time (g_c+I1), s		51.9	25.7	7.4		55.9		2.6				
Green Ext Time (p_c), s		15.0	0.0	0.0		9.8		0.0				

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	24.7
HCM 6th LOS	C

Notes

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	45	50	10	1055	1770	35
Future Volume (vph)	45	50	10	1055	1770	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	50	235			150
Storage Lanes	1	1	1			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1687	1615	1805	3471	3539	1429
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1687	1615	1805	3471	3539	1429
Link Speed (mph)	30			45	45	
Link Distance (ft)	1128			2006	1284	
Travel Time (s)	25.6			30.4	19.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	0%	0%	4%	2%	13%
Adj. Flow (vph)	48	53	11	1122	1883	37
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	53	11	1122	1883	37
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.9%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	45	50	10	1055	1770	35
Future Vol, veh/h	45	50	10	1055	1770	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	50	235	-	-	150
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	7	0	0	4	2	13
Mvmt Flow	48	53	11	1122	1883	37

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2466	942	1883	0	-	0
Stage 1	1883	-	-	-	-	-
Stage 2	583	-	-	-	-	-
Critical Hdwy	6.94	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.94	-	-	-	-	-
Critical Hdwy Stg 2	5.94	-	-	-	-	-
Follow-up Hdwy	3.57	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 23	268	323	-	-	-
Stage 1	100	-	-	-	-	-
Stage 2	507	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 22	268	323	-	-	-
Mov Cap-2 Maneuver	79	-	-	-	-	-
Stage 1	97	-	-	-	-	-
Stage 2	507	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	60.8	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	323	-	79	268	-	-
HCM Lane V/C Ratio	0.033	-	0.606	0.198	-	-
HCM Control Delay (s/veh)	16.5	-	104.3	21.7	-	-
HCM Lane LOS	C	-	F	C	-	-
HCM 95th %tile Q (veh)	0.1	-	2.7	0.7	-	-

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



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	45	40	5	1095	0	1765	5
Future Volume (vph)	45	40	5	1095	0	1765	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	235		235		150
Storage Lanes	1	0	1		1		1
Taper Length (ft)	25		100		100		
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	1.00
Frt	0.936						0.850
Flt Protected	0.974		0.950				
Satd. Flow (prot)	1563	0	1805	3471	1900	3539	1077
Flt Permitted	0.974		0.950				
Satd. Flow (perm)	1563	0	1805	3471	1900	3539	1077
Link Speed (mph)	30			45		45	
Link Distance (ft)	1102			1284		794	
Travel Time (s)	25.0			19.5		12.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	16%	5%	0%	4%	0%	2%	50%
Adj. Flow (vph)	47	42	5	1141	0	1839	5
Shared Lane Traffic (%)							
Lane Group Flow (vph)	89	0	5	1141	0	1839	5
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				Yes		Yes	
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 60.4%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	45	40	5	1095	0	1765	5
Future Vol, veh/h	45	40	5	1095	0	1765	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Signal	-	None	-	-	Yield
Storage Length	0	-	235	-	235	-	150
Veh in Median Storage, #	1	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96
Heavy Vehicles, %	16	5	0	4	0	2	50
Mvmt Flow	47	42	5	1141	0	1839	5

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	2420	920	1839	0	1141	-	0
Stage 1	1839	-	-	-	-	-	-
Stage 2	581	-	-	-	-	-	-
Critical Hdwy	7.12	7	4.1	-	6.4	-	-
Critical Hdwy Stg 1	6.12	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	-	-	-	-
Follow-up Hdwy	3.66	3.35	2.2	-	2.5	-	-
Pot Cap-1 Maneuver	~ 22	267	336	-	274	-	-
Stage 1	95	-	-	-	-	-	-
Stage 2	485	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	~ 22	267	336	-	274	-	-
Mov Cap-2 Maneuver	77	-	-	-	-	-	-
Stage 1	94	-	-	-	-	-	-
Stage 2	485	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	62.6	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	336	-	145	274	-	-
HCM Lane V/C Ratio	0.016	-	0.611	-	-	-
HCM Control Delay (s/veh)	15.9	-	62.6	0	-	-
HCM Lane LOS	C	-	F	A	-	-
HCM 95th %tile Q (veh)	0	-	3.2	0	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	5	0	5	10	1125	5	5	1765	50
Future Volume (vph)	0	0	0	5	0	5	10	1125	5	5	1765	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	150		125
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			100			100		
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					0.932			0.999				0.850
Flt Protected					0.976		0.950			0.950		
Satd. Flow (prot)	0	1900	0	0	1230	0	1530	3432	0	1805	3539	1615
Flt Permitted					0.976		0.950			0.950		
Satd. Flow (perm)	0	1900	0	0	1230	0	1530	3432	0	1805	3539	1615
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		862			878			794			1827	
Travel Time (s)		23.5			23.9			12.0			27.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	7%	0%	18%	67%	0%	14%	18%	5%	25%	0%	2%	0%
Adj. Flow (vph)	0	0	0	5	0	5	10	1172	5	5	1839	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	10	0	10	1177	0	5	1839	52
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			14			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.8%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	5	0	5	10	1125	5	5	1765	50
Future Vol, veh/h	0	0	0	5	0	5	10	1125	5	5	1765	50
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	-	-	-	-	-	-	150	-	-	150	-	125
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	7	0	18	67	0	14	18	5	25	0	2	0
Mvmt Flow	0	0	0	5	0	5	10	1172	5	5	1839	52

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2455	3046	920	2125	3096	589	1891	0	0	1177	0	0
Stage 1	1849	1849	-	1195	1195	-	-	-	-	-	-	-
Stage 2	606	1197	-	930	1901	-	-	-	-	-	-	-
Critical Hdwy	7.64	6.5	7.26	8.84	6.5	7.18	4.46	-	-	4.1	-	-
Critical Hdwy Stg 1	6.64	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.64	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.57	4	3.48	4.17	4	3.44	2.38	-	-	2.2	-	-
Pot Cap-1 Maneuver	15	13	244	13	12	423	255	-	-	601	-	-
Stage 1	73	126	-	118	262	-	-	-	-	-	-	-
Stage 2	439	261	-	186	118	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	14	12	244	13	11	423	255	-	-	601	-	-
Mov Cap-2 Maneuver	58	81	-	68	73	-	-	-	-	-	-	-
Stage 1	70	125	-	113	252	-	-	-	-	-	-	-
Stage 2	417	251	-	184	117	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	38.8	0.2	0
HCM LOS	A	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	255	-	-	-	117	601	-	-
HCM Lane V/C Ratio	0.041	-	-	-	0.089	0.009	-	-
HCM Control Delay (s/veh)	19.7	-	-	0	38.8	11	-	-
HCM Lane LOS	C	-	-	A	E	B	-	-
HCM 95th %tile Q (veh)	0.1	-	-	-	0.3	0	-	-

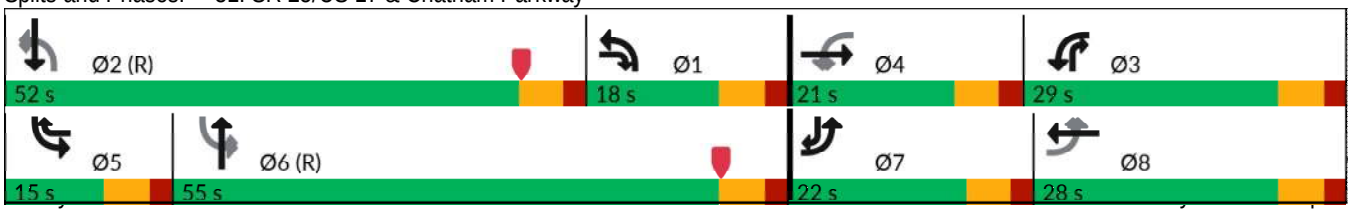


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	195	410	260	370	415	55	195	635	300	95	1190	110
Future Volume (vph)	195	410	260	370	415	55	195	635	300	95	1190	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		175	235		175	235		175	300		175
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	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	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1656	3574	1583	1787	3610	1468	1719	3438	1583	1770	3539	1509
Flt Permitted	0.297			0.235			0.082			0.292		
Satd. Flow (perm)	518	3574	1583	442	3610	1468	148	3438	1583	544	3539	1509
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			136			136			245			87
Link Speed (mph)		45			35			45			45	
Link Distance (ft)		548			1720			1827			458	
Travel Time (s)		8.3			33.5			27.7			6.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	9%	1%	2%	1%	0%	10%	5%	5%	2%	2%	2%	7%
Adj. Flow (vph)	207	436	277	394	441	59	207	676	319	101	1266	117
Shared Lane Traffic (%)												
Lane Group Flow (vph)	207	436	277	394	441	59	207	676	319	101	1266	117
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)		45			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		30			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	1	1	1	1	1	1	1	1	1	1	1
Detector Template			Right									Right
Leading Detector (ft)	40	40	40	40	40	40	40	336	40	40	336	40
Trailing Detector (ft)	0	0	0	0	0	0	0	330	0	0	330	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	330	0	0	330	0
Detector 1 Size(ft)	40	40	40	40	40	40	40	6	40	40	6	40
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
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA	pm+ov	D.P+P	NA	pm+ov	D.P+P	NA	pm+ov
Protected Phases	7	4	1	3	8	5	1	6	3	5	2	7
Permitted Phases	8		4	4		8	2		6	6		2
Detector Phase	7	4	1	3	8	5	1	6	3	5	2	7
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	9.0	16.0	9.0	9.0	16.0	9.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	22.0	15.0	15.0	22.0	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	22.0	21.0	18.0	29.0	28.0	15.0	18.0	55.0	29.0	15.0	52.0	22.0
Total Split (%)	18.3%	17.5%	15.0%	24.2%	23.3%	12.5%	15.0%	45.8%	24.2%	12.5%	43.3%	18.3%
Maximum Green (s)	16.0	15.0	12.0	23.0	22.0	9.0	12.0	49.0	23.0	9.0	46.0	16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-3.0	-3.0	-3.0	-3.0	0.0
Total Lost Time (s)	4.0	4.0	6.0	4.0	4.0	6.0	4.0	3.0	3.0	3.0	3.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	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	5.0	3.0	3.0	5.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	41.5	17.0	33.0	41.5	25.0	38.0	62.5	52.5	78.0	64.5	49.5	61.0
Actuated g/C Ratio	0.35	0.14	0.28	0.35	0.21	0.32	0.52	0.44	0.65	0.54	0.41	0.51
v/c Ratio	0.62	0.86	0.52	0.92	0.59	0.11	0.80	0.45	0.29	0.24	0.87	0.14
Control Delay (s/veh)	35.1	68.0	22.1	71.3	46.7	0.4	52.1	17.1	0.8	7.1	28.0	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.1	68.0	22.1	71.3	46.7	0.4	52.1	17.1	0.8	7.1	28.0	1.2
LOS	D	E	C	E	D	A	D	B	A	A	C	A
Approach Delay (s/veh)		46.8			54.5			18.8			24.5	
Approach LOS		D			D			B			C	
Queue Length 50th (ft)	112	176	89	239	165	0	113	110	0	17	465	0
Queue Length 95th (ft)	175	#262	177	#431	221	0	#232	120	0	23	532	8
Internal Link Dist (ft)		468			1640			1747			378	
Turn Bay Length (ft)	350		175	235		175	235		175	300		175
Base Capacity (vph)	355	506	533	434	753	558	260	1503	1119	414	1459	827
Starvation Cap Reductn	0	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	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.86	0.52	0.91	0.59	0.11	0.80	0.45	0.29	0.24	0.87	0.14

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 48 (40%), Referenced to phase 2:NBSB and 6:NBSB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay (s/veh): 33.5		Intersection LOS: C	
Intersection Capacity Utilization 88.9%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 31: SR 25/US 17 & Chatham Parkway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	410	260	370	415	55	195	635	300	95	1190	110
Future Volume (veh/h)	195	410	260	370	415	55	195	635	300	95	1190	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1885	1870	1885	1900	1752	1826	1826	1870	1870	1870	1796
Adj Flow Rate, veh/h	207	436	277	394	441	59	207	676	319	101	1266	117
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	9	1	2	1	0	10	5	5	2	2	2	7
Cap, veh/h	366	507	364	442	789	407	299	1529	1034	406	1451	751
Arrive On Green	0.13	0.14	0.13	0.20	0.22	0.20	0.12	0.44	0.44	0.10	0.41	0.38
Sat Flow, veh/h	1682	3582	1585	1795	3610	1485	1739	3469	1585	1781	3554	1522
Grp Volume(v), veh/h	207	436	277	394	441	59	207	676	319	101	1266	117
Grp Sat Flow(s),veh/h/ln	1682	1791	1585	1795	1805	1485	1739	1735	1585	1781	1777	1522
Q Serve(g_s), s	11.0	14.3	7.0	20.3	13.1	3.6	7.4	16.2	2.9	3.3	39.3	2.5
Cycle Q Clear(g_c), s	11.0	14.3	7.0	20.3	13.1	3.6	7.4	16.2	2.9	3.3	39.3	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	366	507	364	442	789	407	299	1529	1034	406	1451	751
V/C Ratio(X)	0.57	0.86	0.76	0.89	0.56	0.14	0.69	0.44	0.31	0.25	0.87	0.16
Avail Cap(c_a), veh/h	405	507	364	451	789	407	299	1529	1034	411	1451	751
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	30.3	50.3	43.1	44.1	41.7	32.9	47.4	23.3	2.4	14.9	32.6	5.7
Incr Delay (d2), s/veh	1.5	13.8	9.0	19.2	0.9	0.2	6.7	0.9	0.8	0.3	7.5	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	4.5	7.2	8.5	13.5	5.9	1.3	6.2	6.5	1.3	1.3	17.4	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.8	64.2	52.1	63.3	42.6	33.1	54.1	24.2	3.2	15.2	40.1	6.1
LnGrp LOS	C	E	D	E	D	C	D	C	A	B	D	A
Approach Vol, veh/h		920			894			1202			1484	
Approach Delay, s/veh		53.3			51.1			23.8			35.8	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.6	52.0	28.4	21.0	14.7	55.9	19.2	30.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	12.0	46.0	23.0	15.0	9.0	49.0	16.0	22.0
Max Q Clear Time (g_c+I1), s	9.4	41.3	22.3	16.3	5.3	18.2	13.0	15.1
Green Ext Time (p_c), s	0.2	4.6	0.1	0.0	0.1	20.1	0.2	1.2

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	39.2
HCM 6th LOS	D



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	825	140	0	685	35	0	0	40	0	0	70
Future Volume (vph)	80	825	140	0	685	35	0	0	40	0	0	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		175	0		175	0		0	0		0
Storage Lanes	1		1	0		1	0		1	0		1
Taper Length (ft)	100			100			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.865			0.865
Flt Protected	0.950											
Satd. Flow (prot)	1805	3505	1615	0	3505	1615	0	0	1644	0	0	1627
Flt Permitted	0.950											
Satd. Flow (perm)	1805	3505	1615	0	3505	1615	0	0	1644	0	0	1627
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1209			548			511			465	
Travel Time (s)		18.3			8.3			11.6			10.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	3%	0%	0%	3%	0%	0%	0%	0%	9%	0%	1%
Adj. Flow (vph)	83	859	146	0	714	36	0	0	42	0	0	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	83	859	146	0	714	36	0	0	42	0	0	73
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			30			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	80	825	140	0	685	35	0	0	40	0	0	70
Future Vol, veh/h	80	825	140	0	685	35	0	0	40	0	0	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Free
Storage Length	235	-	175	-	-	175	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	3	0	0	3	0	0	0	0	9	0	1
Mvmt Flow	83	859	146	0	714	36	0	0	42	0	0	73

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	714	0	0	-	-	0	-	-	430	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.3	-	-	-
Pot Cap-1 Maneuver	895	-	-	0	-	-	0	0	579	0	0	0
Stage 1	-	-	-	0	-	-	0	0	-	0	0	0
Stage 2	-	-	-	0	-	-	0	0	-	0	0	0
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	895	-	-	-	-	-	-	-	579	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.7	0	11.7	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	579	895	-	-	-	-	-
HCM Lane V/C Ratio	0.072	0.093	-	-	-	-	-
HCM Control Delay (s/veh)	11.7	9.4	-	-	-	-	0
HCM Lane LOS	B	A	-	-	-	-	A
HCM 95th %tile Q (veh)	0.2	0.3	-	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	75	0	0	175	0	840	45	5	1320	140
Future Volume (vph)	0	0	75	0	0	175	0	840	45	5	1320	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	60		175	235		175
Storage Lanes	0		1	0		1	0		1	1		1
Taper Length (ft)	25			25			100			100		
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			0.865			0.865			0.850			0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	0	1611	0	0	1442	0	3406	1404	1805	3505	1568
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	1611	0	0	1442	0	3406	1404	1805	3505	1568
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		558			382			458			1131	
Travel Time (s)		12.7			8.7			6.9			17.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	2%	0%	0%	14%	0%	6%	15%	0%	3%	3%
Adj. Flow (vph)	0	0	77	0	0	180	0	866	46	5	1361	144
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	77	0	0	180	0	866	46	5	1361	144
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			-10			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	75	0	0	175	0	840	45	5	1320	140
Future Vol, veh/h	0	0	75	0	0	175	0	840	45	5	1320	140
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	-	-	Stop	-	-	Stop	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	0	-	-	175	235	-	175
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	2	0	0	14	0	6	15	0	3	3
Mvmt Flow	0	0	77	0	0	180	0	866	46	5	1361	144

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	681	-	-	433	-	0	0	866	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	7.18	-	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.44	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	393	0	0	539	0	-	-	786	-	-
Stage 1	0	0	-	0	0	-	0	-	-	-	-	-
Stage 2	0	0	-	0	0	-	0	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	393	-	-	539	-	-	-	786	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	16.4	15	0	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	393	539	786	-	-
HCM Lane V/C Ratio	-	-	0.197	0.335	0.007	-	-
HCM Control Delay (s/veh)	-	-	16.4	15	9.6	-	-
HCM Lane LOS	-	-	C	C	A	-	-
HCM 95th %tile Q (veh)	-	-	0.7	1.5	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	15	0	75	10	0	10	50	15	945	5	10	1280
Future Volume (vph)	15	0	75	10	0	10	50	15	945	5	10	1280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		235		425	235	
Storage Lanes	0		0	0		0		1		1	1	
Taper Length (ft)	25			25				100			100	
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		0.888			0.932					0.850		
Flt Protected		0.992			0.976			0.950			0.950	
Satd. Flow (prot)	0	1569	0	0	1600	0	0	1604	3438	1292	1805	3505
Flt Permitted		0.992			0.976			0.950			0.950	
Satd. Flow (perm)	0	1569	0	0	1600	0	0	1604	3438	1292	1805	3505
Link Speed (mph)		30			30				45			45
Link Distance (ft)		941			754				1131			2483
Travel Time (s)		21.4			17.1				17.1			37.6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	10%	0%	6%	11%	0%	5%	0%	54%	5%	25%	0%	3%
Adj. Flow (vph)	16	0	79	11	0	11	53	16	995	5	11	1347
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	95	0	0	22	0	0	69	995	5	11	1347
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												Yes
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	
Sign Control		Stop			Stop				Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.6%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	10
Future Volume (vph)	10
Ideal Flow (vphpl)	1900
Storage Length (ft)	175
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	991
Flt Permitted	
Satd. Flow (perm)	991
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Heavy Vehicles (%)	63%
Adj. Flow (vph)	11
Shared Lane Traffic (%)	
Lane Group Flow (vph)	11
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
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	15	0	75	10	0	10	50	15	945	5	10	1280	10
Future Vol, veh/h	15	0	75	10	0	10	50	15	945	5	10	1280	10
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	-	-	None
Storage Length	-	-	-	-	-	-	-	235	-	425	235	-	175
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	10	0	6	11	0	5	0	54	5	25	0	3	63
Mvmt Flow	16	0	79	11	0	11	53	16	995	5	11	1347	11

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	2005	2507	674	1829	2513	498	1347	1358	0	0	1000	0	0
Stage 1	1369	1369	-	1133	1133	-	-	-	-	-	-	-	-
Stage 2	636	1138	-	696	1380	-	-	-	-	-	-	-	-
Critical Hdwy	7.7	6.5	7.02	7.72	6.5	7	6.4	5.18	-	-	4.1	-	-
Critical Hdwy Stg 1	6.7	5.5	-	6.72	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.72	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.6	4	3.36	3.61	4	3.35	2.5	2.74	-	-	2.2	-	-
Pot Cap-1 Maneuver	32	29	388	43	29	510	202	299	-	-	700	-	-
Stage 1	144	216	-	201	280	-	-	-	-	-	-	-	-
Stage 2	414	279	-	378	214	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	22	18	388	24	18	510	182	182	-	-	700	-	-
Mov Cap-2 Maneuver	68	93	-	84	80	-	-	-	-	-	-	-	-
Stage 1	90	213	-	126	176	-	-	-	-	-	-	-	-
Stage 2	254	175	-	296	211	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	33.9	34.2	2.3	0.1
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	182	-	-	217	144	700	-	-
HCM Lane V/C Ratio	0.376	-	-	0.437	0.146	0.015	-	-
HCM Control Delay (s/veh)	36.2	-	-	33.9	34.2	10.2	-	-
HCM Lane LOS	E	-	-	D	D	B	-	-
HCM 95th %tile Q (veh)	1.6	-	-	2.1	0.5	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	5	20	45	5	145	10	905	55	185	1235	5
Future Volume (vph)	35	5	20	45	5	145	10	905	55	185	1235	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	235		175	150		235
Storage Lanes	0		0	0		1	1		1	1		1
Taper Length (ft)	25			25			100			100		
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		0.955				0.850			0.850			0.850
Flt Protected		0.971			0.957		0.950			0.950		
Satd. Flow (prot)	0	1655	0	0	1695	1495	1327	3539	1122	1308	3505	1214
Flt Permitted		0.789			0.754		0.209			0.252		
Satd. Flow (perm)	0	1345	0	0	1336	1495	292	3539	1122	347	3505	1214
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18				154			82			27
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		369			1049			2483			559	
Travel Time (s)		8.4			28.6			37.6			8.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	11%	0%	0%	8%	0%	8%	36%	2%	44%	38%	3%	33%
Adj. Flow (vph)	37	5	21	48	5	154	11	963	59	197	1314	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	63	0	0	53	154	11	963	59	197	1314	5
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								Yes			Yes	
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	1	2	1	1	2	1
Detector Template	Left			Left					Right			Right
Leading Detector (ft)	20	40		20	330	40	40	336	20	40	336	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	330	0	0	330	0
Detector 1 Size(ft)	20	40		20	40	40	40	6	20	40	6	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
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
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
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
Detector 2 Position(ft)		0			330			0			0	
Detector 2 Size(ft)		0			0			0			0	
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	Perm	Perm	NA	Perm	D.P+P	NA	Perm
Protected Phases		4			8			6		5	2	

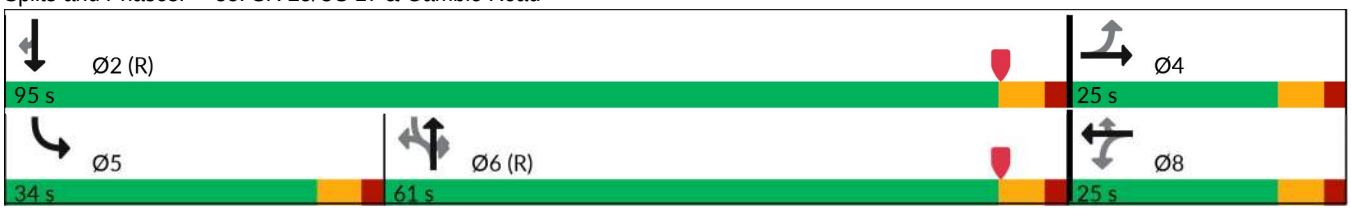


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	6		6	6		2
Detector Phase	4	4		8	8	8	6	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0	9.0	16.0	16.0	16.0	9.0	16.0	16.0
Minimum Split (s)	15.0	15.0		15.0	15.0	15.0	22.0	22.0	22.0	15.0	22.0	22.0
Total Split (s)	25.0	25.0		25.0	25.0	25.0	61.0	61.0	61.0	34.0	95.0	95.0
Total Split (%)	20.8%	20.8%		20.8%	20.8%	20.8%	50.8%	50.8%	50.8%	28.3%	79.2%	79.2%
Maximum Green (s)	19.0	19.0		19.0	19.0	19.0	55.0	55.0	55.0	28.0	89.0	89.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0			6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	5.0	5.0	5.0	4.0	5.0	5.0
Recall Mode	None	None		None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)		12.7			12.7	12.7	75.1	75.1	75.1	89.3	95.3	95.3
Actuated g/C Ratio		0.11			0.11	0.11	0.63	0.63	0.63	0.74	0.79	0.79
v/c Ratio		0.40			0.38	0.52	0.06	0.43	0.08	0.53	0.47	0.01
Control Delay (s/veh)		43.5			56.2	13.8	6.8	6.4	0.6	10.3	4.1	0.0
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		43.5			56.2	13.8	6.8	6.4	0.6	10.3	4.1	0.0
LOS		D			E	B	A	A	A	B	A	A
Approach Delay (s/veh)		43.5			24.7			6.0			4.9	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)		33			39	0	1	57	0	12	139	0
Queue Length 95th (ft)		75			77	60	m7	236	m7	43	98	m0
Internal Link Dist (ft)		289			969			2403			479	
Turn Bay Length (ft)						200	235		175	150		235
Base Capacity (vph)		228			211	366	182	2215	733	499	2782	969
Starvation Cap Reductn		0			0	0	0	0	0	0	0	0
Spillback Cap Reductn		0			0	0	0	0	0	0	0	0
Storage Cap Reductn		0			0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.28			0.25	0.42	0.06	0.43	0.08	0.39	0.47	0.01

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 30 (25%), Referenced to phase 2:SBT and 6:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay (s/veh): 7.6		Intersection LOS: A	
Intersection Capacity Utilization 72.6%		ICU Level of Service C	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 35: SR 25/US 17 & Gamble Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	5	20	45	5	145	10	905	55	185	1235	5
Future Volume (veh/h)	35	5	20	45	5	145	10	905	55	185	1235	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1900	1900	1781	1900	1781	1366	1870	1248	1337	1856	1411
Adj Flow Rate, veh/h	37	5	21	48	5	0	11	963	59	197	1314	5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	11	0	0	8	0	8	36	2	44	38	3	33
Cap, veh/h	107	21	40	162	14		273	2494	742	388	2914	988
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.00	0.70	0.70	0.70	0.07	0.83	0.83
Sat Flow, veh/h	804	285	545	1425	193	1510	304	3554	1058	1273	3526	1196
Grp Volume(v), veh/h	63	0	0	53	0	0	11	963	59	197	1314	5
Grp Sat Flow(s),veh/h/ln	1634	0	0	1619	0	1510	304	1777	1058	1273	1763	1196
Q Serve(g_s), s	0.8	0.0	0.0	0.0	0.0	0.0	1.3	13.3	2.1	4.9	12.4	0.1
Cycle Q Clear(g_c), s	4.1	0.0	0.0	3.3	0.0	0.0	1.3	13.3	2.1	4.9	12.4	0.1
Prop In Lane	0.59		0.33	0.91		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	168	0	0	176	0		273	2494	742	388	2914	988
V/C Ratio(X)	0.38	0.00	0.00	0.30	0.00		0.04	0.39	0.08	0.51	0.45	0.01
Avail Cap(c_a), veh/h	297	0	0	298	0		273	2494	742	590	2914	988
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.4	0.0	0.0	53.1	0.0	0.0	5.5	7.3	5.7	5.0	2.9	1.8
Incr Delay (d2), s/veh	2.0	0.0	0.0	1.4	0.0	0.0	0.3	0.5	0.2	1.5	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	1.6	0.0	0.0	0.1	4.4	0.4	1.1	2.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.4	0.0	0.0	54.4	0.0	0.0	5.8	7.8	5.9	6.5	3.4	1.8
LnGrp LOS	E			D			A	A	A	A	A	A
Approach Vol, veh/h		63			53			1033			1516	
Approach Delay, s/veh		55.4			54.4			7.6			3.8	
Approach LOS		E			D			A			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		105.2		14.8	15.0	90.2		14.8				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		89.0		19.0	28.0	55.0		19.0				
Max Q Clear Time (g_c+I1), s		14.4		6.1	6.9	15.3		5.3				
Green Ext Time (p_c), s		60.6		0.2	1.0	29.3		0.5				

Intersection Summary		
HCM 6th Ctrl Delay, s/veh	7.5	
HCM 6th LOS	A	

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	10	0	0	0	5	1080	0	0	1415	5
Future Volume (vph)	10	0	10	0	0	0	5	1080	0	0	1415	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	235		175
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			100			100		
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		0.932										0.850
Flt Protected		0.976					0.950					
Satd. Flow (prot)	0	1484	0	0	1900	0	1805	3505	0	1900	3374	1380
Flt Permitted		0.976					0.950					
Satd. Flow (perm)	0	1484	0	0	1900	0	1805	3505	0	1900	3374	1380
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		840			519			559			1357	
Travel Time (s)		19.1			11.8			8.5			20.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	33%	0%	0%	0%	0%	3%	0%	0%	7%	17%
Adj. Flow (vph)	11	0	11	0	0	0	5	1187	0	0	1555	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	0	0	0	0	5	1187	0	0	1555	5
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								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	49.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	10	0	0	0	5	1080	0	0	1415	5
Future Vol, veh/h	10	0	10	0	0	0	5	1080	0	0	1415	5
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	-	-	-	-	-	-	150	-	-	235	-	175
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	33	0	0	0	0	3	0	0	7	17
Mvmt Flow	11	0	11	0	0	0	5	1187	0	0	1555	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2159	2752	778	1975	2757	594	1560	0	0	1187	0	0
Stage 1	1555	1555	-	1197	1197	-	-	-	-	-	-	-
Stage 2	604	1197	-	778	1560	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7.56	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.63	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	27	20	279	38	20	453	430	-	-	595	-	-
Stage 1	120	176	-	200	261	-	-	-	-	-	-	-
Stage 2	457	261	-	360	175	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	27	20	279	36	20	453	430	-	-	595	-	-
Mov Cap-2 Maneuver	94	104	-	129	102	-	-	-	-	-	-	-
Stage 1	119	176	-	198	258	-	-	-	-	-	-	-
Stage 2	452	258	-	346	175	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	35.2	0	0.1	0
HCM LOS	E	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	430	-	-	141	-	595	-	-
HCM Lane V/C Ratio	0.013	-	-	0.156	-	-	-	-
HCM Control Delay (s/veh)	13.5	-	-	35.2	0	0	-	-
HCM Lane LOS	B	-	-	E	A	A	-	-
HCM 95th %tile Q (veh)	0	-	-	0.5	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	165	0	0	10	5	1165	35	5	75	1370
Future Volume (vph)	0	0	165	0	0	10	5	1165	35	5	75	1370
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	235		175		235	
Storage Lanes	0		1	0		1	1		1		1	
Taper Length (ft)	25			25			100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.95	1.00	0.95
Frt			0.865			0.865		0.996				
Flt Protected							0.950				0.950	
Satd. Flow (prot)	0	0	1644	0	0	1611	1399	4969	0	0	1805	3374
Flt Permitted							0.950				0.950	
Satd. Flow (perm)	0	0	1644	0	0	1611	1399	4969	0	0	1805	3374
Link Speed (mph)		30			25			45				45
Link Distance (ft)		605			773			904				494
Travel Time (s)		13.8			21.1			13.7				7.5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	29%	4%	3%	0%	0%	7%
Adj. Flow (vph)	0	0	181	0	0	11	5	1280	38	5	82	1505
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	181	0	0	11	5	1318	0	0	87	1505
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			20				25
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane								Yes				
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	9	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.8%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	15
Future Volume (vph)	15
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)	1214
Flt Permitted	
Satd. Flow (perm)	1214
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.91
Heavy Vehicles (%)	33%
Adj. Flow (vph)	16
Shared Lane Traffic (%)	
Lane Group Flow (vph)	16
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
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	165	0	0	10	5	1165	35	5	75	1370	15
Future Vol, veh/h	0	0	165	0	0	10	5	1165	35	5	75	1370	15
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	-	-	Stop	-	-	Stop	-	-	Yield	-	-	-	Yield
Storage Length	-	-	0	-	-	0	235	-	175	-	235	-	0
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	2	29	4	3	0	0	7	33
Mvmt Flow	0	0	181	0	0	11	5	1280	38	5	82	1505	16

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	-	-	753	-	-	659	1505	0	0	963	1280	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	7.14	4.68	-	-	5.6	5.3	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.92	2.49	-	-	2.3	3.1	-	-
Pot Cap-1 Maneuver	0	0	357	0	0	348	329	-	-	469	291	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	-	-	357	-	-	348	329	-	-	298	298	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	25	15.7	0.1	1.2
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	329	-	-	357	348	298	-	-
HCM Lane V/C Ratio	0.017	-	-	0.508	0.032	0.295	-	-
HCM Control Delay (s/veh)	16.1	-	-	25	15.7	22.1	-	-
HCM Lane LOS	C	-	-	D	C	C	-	-
HCM 95th %tile Q (veh)	0.1	-	-	2.8	0.1	1.2	-	-

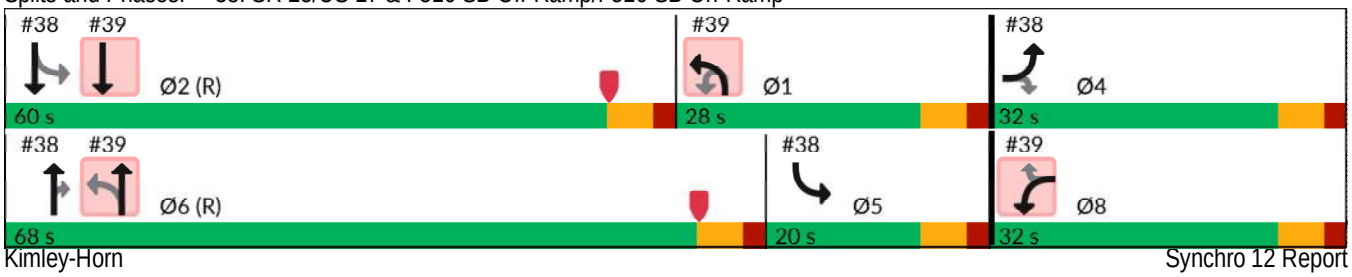
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	0	330	0	0	0	0	975	205	220	1135	0
Future Volume (vph)	235	0	330	0	0	0	0	975	205	220	1135	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	0		0	150		0	100		0
Storage Lanes	2		0	0		0	1		1	0		0
Taper Length (ft)	225			25			100			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3367	0	1468	0	0	0	0	4988	1599	1770	3438	0
Flt Permitted	0.950									0.237		
Satd. Flow (perm)	3367	0	1468	0	0	0	0	4988	1599	441	3438	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			275						216			
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		900			769			494			497	
Travel Time (s)		13.6			11.7			7.5			7.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	0%	10%	0%	0%	0%	0%	4%	1%	2%	5%	0%
Adj. Flow (vph)	247	0	347	0	0	0	0	1026	216	232	1195	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	247	0	347	0	0	0	0	1026	216	232	1195	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			40	
Link Offset(ft)		0			70			0			0	
Crosswalk Width(ft)		16			16			16			80	
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		0					1	0	1	1	
Detector Template												
Leading Detector (ft)	40		0					336	0	40	276	
Trailing Detector (ft)	0		0					330	0	0	270	
Detector 1 Position(ft)	0		0					330	0	0	270	
Detector 1 Size(ft)	40		20					6	20	40	6	
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	
Turn Type	Prot		Perm					NA	Perm	pm+pt	NA	
Protected Phases	4							6		5	2	
Permitted Phases			4						6	2		
Detector Phase	4		4					6	6	5	2	
Switch Phase												
Minimum Initial (s)	9.0		9.0					16.0	16.0	9.0	16.0	
Minimum Split (s)	15.0		15.0					22.0	22.0	15.0	22.0	

Lane Group	Ø1	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	1	8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	9.0	9.0
Minimum Split (s)	15.0	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	32.0		32.0					68.0	68.0	20.0	60.0	
Total Split (%)	26.7%		26.7%					56.7%	56.7%	16.7%	50.0%	
Maximum Green (s)	26.0		26.0					62.0	62.0	14.0	54.0	
Yellow Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-1.5		-1.5					-1.5	-1.5	-1.5	-1.5	
Total Lost Time (s)	4.5		4.5					4.5	4.5	4.5	4.5	
Lead/Lag								Lead	Lead	Lag	Lead	
Lead-Lag Optimize?								Yes	Yes	Yes	Yes	
Vehicle Extension (s)	5.0		5.0					5.0	5.0	2.0	5.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	19.9		19.9					74.7	74.7	78.6	66.7	
Actuated g/C Ratio	0.17		0.17					0.62	0.62	0.66	0.56	
v/c Ratio	0.44		0.74					0.33	0.20	0.55	0.63	
Control Delay (s/veh)	46.7		20.3					4.8	0.5	14.8	8.2	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.1	
Total Delay (s/veh)	46.7		20.3					4.8	0.5	14.8	8.3	
LOS	D		C					A	A	B	A	
Approach Delay (s/veh)		31.3						4.0			9.3	
Approach LOS		C						A			A	
Queue Length 50th (ft)	91		50					35	0	22	123	
Queue Length 95th (ft)	121		149					69	1	104	139	
Internal Link Dist (ft)		820			689			414			417	
Turn Bay Length (ft)	200		200							100		
Base Capacity (vph)	771		548					3106	1077	473	1912	
Starvation Cap Reductn	0		0					0	0	0	62	
Spillback Cap Reductn	0		0					0	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.32		0.63					0.33	0.20	0.49	0.65	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 68 (57%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay (s/veh): 11.3		Intersection LOS: B	
Intersection Capacity Utilization 60.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 38: SR 25/US 17 & I-516 SB Off-Ramp/I-516 SB On-Ramp



Lane Group	Ø1	Ø8
Total Split (s)	28.0	32.0
Total Split (%)	23%	27%
Maximum Green (s)	22.0	26.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	2.0	5.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	220	0	160	5	285	920	0	0	1130
Future Volume (vph)	0	0	0	220	0	160	5	285	920	0	0	1130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	250		250		100		0	235	
Storage Lanes	0		0	2		0		0		0	1	
Taper Length (ft)	25			225				50			100	
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	1.00	0.91
Frt						0.850						0.981
Flt Protected				0.950				0.950				
Satd. Flow (prot)	0	0	0	3367	0	1599	0	1689	3505	0	0	4846
Flt Permitted				0.950				0.156				
Satd. Flow (perm)	0	0	0	3367	0	1599	0	277	3505	0	0	4846
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)						163						29
Link Speed (mph)		45			45				45			45
Link Distance (ft)		692			1022				497			616
Travel Time (s)		10.5			15.5				7.5			9.3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	4%	50%	1%	0%	7%	3%	0%	0%	5%
Adj. Flow (vph)	0	0	0	224	0	163	5	291	939	0	0	1153
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	224	0	163	0	296	939	0	0	1316
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		24			24				40			40
Link Offset(ft)		50			0				0			0
Crosswalk Width(ft)		16			16				75			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		0	1	1	1			1
Detector Template							Left					
Leading Detector (ft)				40		0	20	40	256			336
Trailing Detector (ft)				0		0	0	0	250			330
Detector 1 Position(ft)				0		0	0	0	250			330
Detector 1 Size(ft)				40		20	20	40	6			6
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
Turn Type				Prot		Perm	custom	pm+pt	NA			NA
Protected Phases				8				1	6			2
Permitted Phases						8	1	6				
Detector Phase				8		8	1	1	6			2
Switch Phase												
Minimum Initial (s)				9.0		9.0	9.0	9.0	16.0			16.0
Minimum Split (s)				15.0		15.0	15.0	15.0	22.0			22.0

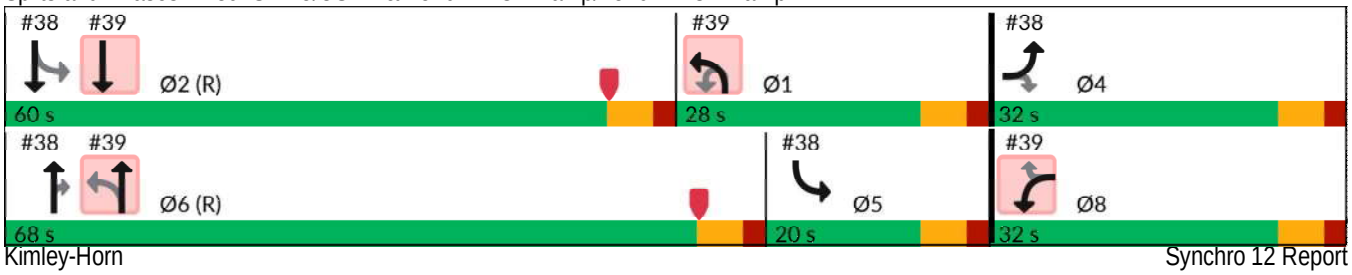


Lane Group	SBR	Ø4	Ø5
Lane Configurations			
Traffic Volume (vph)	160		
Future Volume (vph)	160		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	0		
Storage Lanes	0		
Taper Length (ft)			
Lane Util. Factor	0.91		
Frt			
Flt Protected			
Satd. Flow (prot)	0		
Flt Permitted			
Satd. Flow (perm)	0		
Right Turn on Red	Yes		
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.98		
Heavy Vehicles (%)	5%		
Adj. Flow (vph)	163		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0		
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			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases		4	5
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)		9.0	9.0
Minimum Split (s)		15.0	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Total Split (s)				32.0		32.0	28.0	28.0	68.0			60.0
Total Split (%)				26.7%		26.7%	23.3%	23.3%	56.7%			50.0%
Maximum Green (s)				26.0		26.0	22.0	22.0	62.0			54.0
Yellow Time (s)				4.0		4.0	4.0	4.0	4.0			4.0
All-Red Time (s)				2.0		2.0	2.0	2.0	2.0			2.0
Lost Time Adjust (s)				-1.5		-1.5		-1.5	-1.5			-1.5
Total Lost Time (s)				4.5		4.5		4.5	4.5			4.5
Lead/Lag							Lag	Lag	Lead			Lead
Lead-Lag Optimize?							Yes	Yes	Yes			Yes
Vehicle Extension (s)				5.0		5.0	2.0	2.0	5.0			5.0
Recall Mode				None		None	None	None	C-Max			C-Max
Act Effct Green (s)				19.9		19.9		91.1	74.7			66.7
Actuated g/C Ratio				0.17		0.17		0.76	0.62			0.56
v/c Ratio				0.40		0.41		0.67	0.43			0.49
Control Delay (s/veh)				45.9		9.1		28.9	7.9			11.0
Queue Delay				0.0		0.0		0.0	0.2			0.0
Total Delay (s/veh)				45.9		9.1		28.9	8.1			11.0
LOS				D		A		C	A			B
Approach Delay (s/veh)					30.4				13.1			11.0
Approach LOS					C				B			B
Queue Length 50th (ft)				81		0		92	126			151
Queue Length 95th (ft)				110		55		239	147			178
Internal Link Dist (ft)		612			942				417			536
Turn Bay Length (ft)				250		250		100				
Base Capacity (vph)				771		492		495	2182			2707
Starvation Cap Reductn				0		0		0	400			0
Spillback Cap Reductn				0		0		0	0			3
Storage Cap Reductn				0		0		0	0			0
Reduced v/c Ratio				0.29		0.33		0.60	0.53			0.49

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 68 (57%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay (s/veh): 14.4		Intersection LOS: B	
Intersection Capacity Utilization 60.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 39: SR 25/US 17 & I-516 NB On-Ramp/I-516 NB Off-Ramp





Lane Group	SBR	Ø4	Ø5
Total Split (s)		32.0	20.0
Total Split (%)		27%	17%
Maximum Green (s)		26.0	14.0
Yellow Time (s)		4.0	4.0
All-Red Time (s)		2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag			Lag
Lead-Lag Optimize?			Yes
Vehicle Extension (s)		5.0	2.0
Recall Mode		None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay (s/veh)			
Queue Delay			
Total Delay (s/veh)			
LOS			
Approach Delay (s/veh)			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.



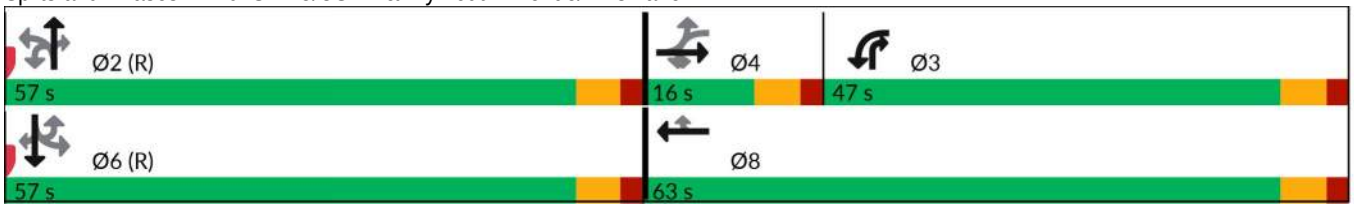
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	15	30	20	405	30	10	15	20	605	440	5	20
Future Volume (vph)	15	30	20	405	30	10	15	20	605	440	5	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	300		250		235		175		400
Storage Lanes	1		1	1		1		1		1		1
Taper Length (ft)	25			100				100				100
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	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)	1805	1727	1538	1752	1900	1615	0	1765	3505	1568	0	1805
Flt Permitted	0.737			0.737				0.255				0.371
Satd. Flow (perm)	1400	1727	1538	1360	1900	1615	0	474	3505	1568	0	705
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			82			27				458		
Link Speed (mph)		25			45				45			
Link Distance (ft)		895			696				616			
Travel Time (s)		24.4			10.5				9.3			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	10%	5%	3%	0%	0%	0%	4%	3%	3%	0%	0%
Adj. Flow (vph)	16	31	21	422	31	10	16	21	630	458	5	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	31	21	422	31	10	0	37	630	458	0	26
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)		12			12				40			
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	1	1	1	1	1	1	1	1	0	1	1
Detector Template	Left		Right	Left		Right	Left				Left	
Leading Detector (ft)	40	40	40	40	40	40	20	40	336	0	20	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	330	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	330	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	40	20	40	6	20	20	40
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
Turn Type	Perm	NA	Perm	D.P+P	NA	Perm	Perm	Perm	NA	pm+ov	Perm	Perm
Protected Phases		4		3	8				2	3		
Permitted Phases	4		4	4		8	2	2		2	6	6
Detector Phase	4	4	4	3	8	8	2	2	2	3	6	6
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	16.0	16.0	16.0	9.0	16.0	16.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0	15.0	22.0	22.0	22.0	15.0	22.0	22.0

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	850	0
Future Volume (vph)	850	0
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		400
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		
Flt Protected		
Satd. Flow (prot)	3406	1900
Flt Permitted		
Satd. Flow (perm)	3406	1900
Right Turn on Red		Yes
Satd. Flow (RTOR)		
Link Speed (mph)	45	
Link Distance (ft)	875	
Travel Time (s)	13.3	
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	6%	0%
Adj. Flow (vph)	885	0
Shared Lane Traffic (%)		
Lane Group Flow (vph)	885	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	40	
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	1	1
Detector Template		Right
Leading Detector (ft)	336	40
Trailing Detector (ft)	330	0
Detector 1 Position(ft)	330	0
Detector 1 Size(ft)	6	40
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
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	16.0	16.0
Minimum Split (s)	22.0	22.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Total Split (s)	16.0	16.0	16.0	47.0	63.0	63.0	57.0	57.0	57.0	47.0	57.0	57.0
Total Split (%)	13.3%	13.3%	13.3%	39.2%	52.5%	52.5%	47.5%	47.5%	47.5%	39.2%	47.5%	47.5%
Maximum Green (s)	10.0	10.0	10.0	41.0	57.0	57.0	51.0	51.0	51.0	41.0	51.0	51.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
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)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lead	Lag						Lag		
Lead-Lag Optimize?	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	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	9.2	9.2	9.2	37.4	42.2	42.2		65.8	65.8	103.0		65.8
Actuated g/C Ratio	0.08	0.08	0.08	0.31	0.35	0.35		0.55	0.55	0.86		0.55
v/c Ratio	0.15	0.23	0.11	0.81	0.05	0.02		0.14	0.33	0.32		0.07
Control Delay (s/veh)	55.0	56.6	1.2	49.4	21.6	1.5		7.4	6.7	0.6		17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay (s/veh)	55.0	56.6	1.2	49.4	21.6	1.5		7.4	6.7	0.7		17.3
LOS	D	E	A	D	C	A		A	A	A		B
Approach Delay (s/veh)		39.1			46.5				4.3			
Approach LOS		D			D				A			
Queue Length 50th (ft)	12	23	0	270	15	0		4	38	0		9
Queue Length 95th (ft)	35	55	0	332	32	3		11	55	0		30
Internal Link Dist (ft)		815			616				536			
Turn Bay Length (ft)			50	300		250		235		175		400
Base Capacity (vph)	116	143	203	682	902	781		259	1921	1405		386
Starvation Cap Reductn	0	0	0	0	0	0		0	0	124		0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0		0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0		0
Reduced v/c Ratio	0.14	0.22	0.10	0.62	0.03	0.01		0.14	0.33	0.36		0.07

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 25 (21%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 18.1		Intersection LOS: B	
Intersection Capacity Utilization 74.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 40: SR 25/US 17 & Plymouth Avenue/Mills Lane





Lane Group	SBT	SBR
Total Split (s)	57.0	57.0
Total Split (%)	47.5%	47.5%
Maximum Green (s)	51.0	51.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Act Effct Green (s)	65.8	
Actuated g/C Ratio	0.55	
v/c Ratio	0.47	
Control Delay (s/veh)	19.4	
Queue Delay	0.0	
Total Delay (s/veh)	19.4	
LOS	B	
Approach Delay (s/veh)	19.3	
Approach LOS	B	
Queue Length 50th (ft)	218	
Queue Length 95th (ft)	326	
Internal Link Dist (ft)	795	
Turn Bay Length (ft)		
Base Capacity (vph)	1867	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.47	

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	15	30	20	405	30	10	15	20	605	440	5	20
Future Volume (veh/h)	15	30	20	405	30	10	15	20	605	440	5	20
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1900	1752	1826	1856	1900	1900		1841	1856	1856		1900
Adj Flow Rate, veh/h	16	31	21	422	31	0		21	630	458		21
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		0.96	0.96	0.96		0.96
Percent Heavy Veh, %	0	10	5	3	0	0		4	3	3		0
Cap, veh/h	145	127	112	461	583			339	2091	1223		372
Arrive On Green	0.07	0.07	0.07	0.18	0.31	0.00		1.00	1.00	1.00		0.59
Sat Flow, veh/h	1400	1752	1547	1767	1900	1610		618	3526	1572		527
Grp Volume(v), veh/h	16	31	21	422	31	0		21	630	458		21
Grp Sat Flow(s),veh/h/ln	1400	1752	1547	1767	1900	1610		618	1763	1572		527
Q Serve(g_s), s	1.3	2.0	1.5	18.7	1.4	0.0		1.0	0.0	0.0		2.0
Cycle Q Clear(g_c), s	2.7	2.0	1.5	18.7	1.4	0.0		17.9	0.0	0.0		2.0
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	145	127	112	461	583			339	2091	1223		372
V/C Ratio(X)	0.11	0.24	0.19	0.92	0.05			0.06	0.30	0.37		0.06
Avail Cap(c_a), veh/h	161	146	129	738	903			339	2091	1223		372
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		2.00	2.00	2.00		1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00		0.91	0.91	0.91		1.00
Uniform Delay (d), s/veh	53.5	52.6	52.4	43.9	29.3	0.0		2.1	0.0	0.0		10.3
Incr Delay (d2), s/veh	0.3	1.0	0.8	10.8	0.0	0.0		0.3	0.3	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
%ile BackOfQ(50%),veh/ln	0.5	0.9	0.6	13.1	0.6	0.0		0.1	0.1	0.3		0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.9	53.6	53.2	54.8	29.3	0.0		2.4	0.3	0.8		10.6
LnGrp LOS	D	D	D	D	C			A	A	A		B
Approach Vol, veh/h		68			453				1109			
Approach Delay, s/veh		53.5			53.0				0.6			
Approach LOS		D			D				A			

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		77.2	28.2	14.7		77.2		42.8				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s		51.0	41.0	10.0		51.0		57.0				
Max Q Clear Time (g_c+I1), s		19.9	20.7	4.7		18.9		3.4				
Green Ext Time (p_c), s		8.0	1.5	0.1		18.2		0.1				

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	16.1
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

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



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	850	0
Future Volume (veh/h)	850	0
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1811	1900
Adj Flow Rate, veh/h	885	0
Peak Hour Factor	0.96	0.96
Percent Heavy Veh, %	6	0
Cap, veh/h	2041	955
Arrive On Green	0.59	0.00
Sat Flow, veh/h	3441	1610
Grp Volume(v), veh/h	885	0
Grp Sat Flow(s),veh/h/ln	1721	1610
Q Serve(g_s), s	16.9	0.0
Cycle Q Clear(g_c), s	16.9	0.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2041	955
V/C Ratio(X)	0.43	0.00
Avail Cap(c_a), veh/h	2041	955
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	0.00
Uniform Delay (d), s/veh	13.4	0.0
Incr Delay (d2), s/veh	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	14.0	0.0
LnGrp LOS	B	
Approach Vol, veh/h	906	
Approach Delay, s/veh	14.0	
Approach LOS	B	
Timer - Assigned Phs		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	0	0	70	0	0	0	5	0	1430	0	5	0
Future Volume (vph)	0	0	70	0	0	0	5	0	1430	0	5	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		235		175		235
Storage Lanes	0		1	0		1		1		1		1
Taper Length (ft)	25			25				100				100
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.865									
Flt Protected								0.950				0.950
Satd. Flow (prot)	0	0	1611	0	0	1863	0	1752	3505	1845	0	1770
Flt Permitted								0.950				0.950
Satd. Flow (perm)	0	0	1611	0	0	1863	0	1752	3505	1845	0	1770
Link Speed (mph)		30			30				45			
Link Distance (ft)		565			317				736			
Travel Time (s)		12.8			7.2				11.2			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	3%	2%	2%
Adj. Flow (vph)	0	0	71	0	0	0	5	0	1459	0	5	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	71	0	0	0	0	5	1459	0	0	5
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)	15		9	15		9	9	15		9	9	15
Sign Control		Stop			Stop				Free			

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	2185	0
Future Volume (vph)	2185	0
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		175
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		
Flt Protected		
Satd. Flow (prot)	3539	1863
Flt Permitted		
Satd. Flow (perm)	3539	1863
Link Speed (mph)	45	
Link Distance (ft)	709	
Travel Time (s)	10.7	
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	2230	0
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2230	0
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)		9
Sign Control	Free	

Intersection Summary

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	0	0	70	0	0	0	5	0	1430	0	5	0	2185	0
Future Vol, veh/h	0	0	70	0	0	0	5	0	1430	0	5	0	2185	0
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	-	-	Stop	-	-	Stop	-	-	-	Yield	-	-	-	Yield
Storage Length	-	-	0	-	-	0	-	235	-	175	-	235	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	3	2	2	2	2
Mvmt Flow	0	0	71	0	0	0	5	0	1459	0	5	0	2230	0

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	-	-	1115	-	-	730	2230	2230	0	0	1459	1459	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	6.46	4.16	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.53	2.23	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	0	0	202	0	0	365	52	226	-	-	168	459	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	-	-	202	-	-	365	34	34	-	-	168	168	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	32.3	0	0.4	0.1
HCM LOS	D	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	34	-	-	202	-	168	-	-
HCM Lane V/C Ratio	0.15	-	-	0.354	-	0.03	-	-
HCM Control Delay (s/veh)	128.7	-	-	32.3	0	27.1	-	-
HCM Lane LOS	F	-	-	D	A	D	-	-
HCM 95th %tile Q (veh)	0.5	-	-	1.5	-	0.1	-	-

Lane Group	NBU	NBT	NBR	SBU	SBL	SBT	NWL	NWR
Lane Configurations								
Traffic Volume (vph)	10	1190	0	0	0	2330	0	0
Future Volume (vph)	10	1190	0	0	0	2330	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		0		235		0	0
Storage Lanes	1		0		1		0	0
Taper Length (ft)	100				100		25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	0.95	1.00	1.00
Frt								
Flt Protected	0.950							
Satd. Flow (prot)	1805	3505	0	1900	0	3312	0	0
Flt Permitted	0.950							
Satd. Flow (perm)	1805	3505	0	1900	0	3312	0	0
Link Speed (mph)		45				45	30	
Link Distance (ft)		1342				1129	86	
Travel Time (s)		20.3				17.1	2.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	0%	0%	0%	9%	0%	0%
Adj. Flow (vph)	11	1293	0	0	0	2533	0	0
Shared Lane Traffic (%)								
Lane Group Flow (vph)	11	1293	0	0	0	2533	0	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	0	
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	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.7%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1090	0	115	0	1420	0	0
Future Volume (vph)	1090	0	115	0	1420	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		400		0	0
Storage Lanes		0		1		0	0
Taper Length (ft)				100		25	
Lane Util. Factor	0.95	1.00	1.00	1.00	0.95	1.00	1.00
Frt							
Flt Protected			0.950				
Satd. Flow (prot)	3610	0	1805	0	3610	0	0
Flt Permitted			0.950				
Satd. Flow (perm)	3610	0	1805	0	3610	0	0
Link Speed (mph)	45				45	30	
Link Distance (ft)	1357				904	201	
Travel Time (s)	20.6				13.7	4.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1185	0	125	0	1543	0	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1185	0	125	0	1543	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)	12				12	0	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane	Yes				Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	9	15		15	9
Sign Control	Free				Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.2%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	NBU	NBT	NBR	SBU	SBL	SBT	NWL	NWR
Lane Configurations								
Traffic Volume (vph)	5	1530	0	35	0	1835	0	0
Future Volume (vph)	5	1530	0	35	0	1835	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		0		235		0	0
Storage Lanes	1		0		1		0	0
Taper Length (ft)	100				100		25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	0.95	1.00	1.00
Frt								
Flt Protected	0.950			0.950				
Satd. Flow (prot)	1805	3406	0	1805	0	3374	0	0
Flt Permitted	0.950			0.950				
Satd. Flow (perm)	1805	3406	0	1805	0	3374	0	0
Link Speed (mph)		45				45	30	
Link Distance (ft)		1663				679	131	
Travel Time (s)		25.2				10.3	3.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	6%	0%	0%	0%	7%	0%	0%
Adj. Flow (vph)	5	1663	0	38	0	1995	0	0
Shared Lane Traffic (%)								
Lane Group Flow (vph)	5	1663	0	38	0	1995	0	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	0	
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	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	54.1%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	0	0	1160	0	50	0	2245
Future Volume (vph)	0	0	1160	0	50	0	2245
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0		235	
Storage Lanes	0	0		0		1	
Taper Length (ft)	25					100	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00	0.95
Frt							
Flt Protected					0.950		
Satd. Flow (prot)	0	0	3471	0	1805	0	3282
Flt Permitted					0.950		
Satd. Flow (perm)	0	0	3471	0	1805	0	3282
Link Speed (mph)	30		45				45
Link Distance (ft)	83		528				1251
Travel Time (s)	1.9		8.0				19.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	10%
Adj. Flow (vph)	0	0	1261	0	54	0	2440
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	1261	0	54	0	2440
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	R NA	Left	Left
Median Width(ft)	0		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	9	15	
Sign Control	Stop		Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	955	1755	0	0	0
Future Volume (vph)	0	955	1755	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3610	3610	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	3610	3610	0	0	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		413	854		136	
Travel Time (s)		6.3	12.9		3.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1038	1908	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1038	1908	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		20	20		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.8%		ICU Level of Service A	
Analysis Period (min) 15			

2050 BUILD
AM PEAK HOUR

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	5	0	0	10	5	1675	5	5	1380	5
Future Volume (vph)	0	0	5	0	0	10	5	1675	5	5	1380	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	310		250	250		250
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			100			100		
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			0.865			0.865			0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1644	0	0	1644	1805	3505	1615	1805	3574	1615
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	0	1644	0	0	1644	1805	3505	1615	1805	3574	1615
Link Speed (mph)		30			25			55			55	
Link Distance (ft)		1583			819			815			4853	
Travel Time (s)		36.0			22.3			10.1			60.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	1%	0%
Adj. Flow (vph)	0	0	5	0	0	11	5	1763	5	5	1453	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	5	0	0	11	5	1763	5	5	1453	5
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			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.3%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	0	0	10	5	1675	5	5	1380	5
Future Vol, veh/h	0	0	5	0	0	10	5	1675	5	5	1380	5
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	310	-	250	250	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	0	1	0
Mvmt Flow	0	0	5	0	0	11	5	1763	5	5	1453	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	727	-	-	882	1453	0	0	1763	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	371	0	0	293	472	-	-	359	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	371	-	-	293	472	-	-	359	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.8	17.7	0	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	472	-	-	371	293	359	-	-
HCM Lane V/C Ratio	0.011	-	-	0.014	0.036	0.015	-	-
HCM Control Delay (s/veh)	12.7	-	-	14.8	17.7	15.2	-	-
HCM Lane LOS	B	-	-	B	C	C	-	-
HCM 95th %tile Q (veh)	0	-	-	0	0.1	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	20	80	5	650	5	1655	25	195	1285	15
Future Volume (vph)	5	5	20	80	5	650	5	1655	25	195	1285	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	225		350	235		175	275		175
Storage Lanes	0		0	1		1	1		1	1		1
Taper Length (ft)	25			50			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.909				0.850			0.850			0.850
Flt Protected		0.992			0.955		0.950			0.950		
Satd. Flow (prot)	0	1475	0	0	1814	2814	1805	5036	1615	1687	4803	1615
Flt Permitted		0.947			0.715		0.176			0.067		
Satd. Flow (perm)	0	1408	0	0	1358	2814	334	5036	1615	119	4803	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21				375			70			23
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		701			814			997			1905	
Travel Time (s)		19.1			22.2			15.1			28.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	100%	0%	0%	0%	1%	0%	3%	0%	7%	8%	0%
Adj. Flow (vph)	5	5	21	85	5	691	5	1761	27	207	1367	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	0	0	90	691	5	1761	27	207	1367	16
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			20			20	
Link Offset(ft)		0			10			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	1	2	1	1	2	1
Detector Template												
Leading Detector (ft)	40	40		40	40	40	40	336	40	40	336	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	330	0	0	330	0
Detector 1 Size(ft)	40	40		40	40	40	40	6	40	40	6	40
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
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
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
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
Detector 2 Position(ft)		0			0			0			0	
Detector 2 Size(ft)		0			0			0			0	
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	pm+ov	Perm	NA	Perm	D.P+P	NA	Perm
Protected Phases		4			8	1		2		1	6	

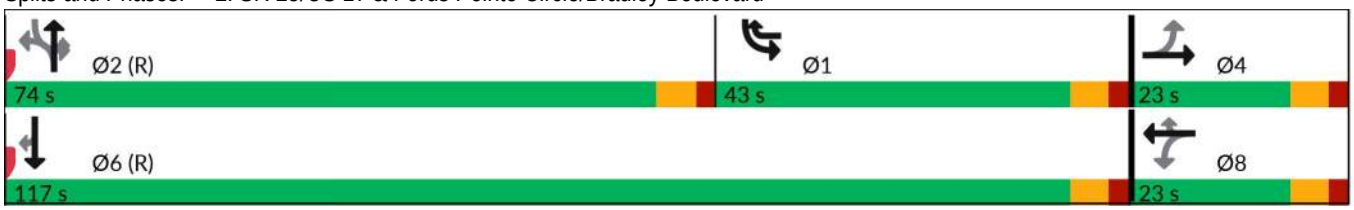


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	2		2	2		6
Detector Phase	4	4		8	8	1	2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0	9.0	16.0	16.0	16.0	9.0	16.0	16.0
Minimum Split (s)	15.0	15.0		15.0	15.0	15.0	22.0	22.0	22.0	15.0	22.0	22.0
Total Split (s)	23.0	23.0		23.0	23.0	43.0	74.0	74.0	74.0	43.0	117.0	117.0
Total Split (%)	16.4%	16.4%		16.4%	16.4%	30.7%	52.9%	52.9%	52.9%	30.7%	83.6%	83.6%
Maximum Green (s)	17.0	17.0		17.0	17.0	37.0	68.0	68.0	68.0	37.0	111.0	111.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0			6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lag	Lead	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	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min		Min	Min	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)		13.9			13.9	37.0	71.1	71.1	71.1	108.1	114.1	114.1
Actuated g/C Ratio		0.10			0.10	0.26	0.51	0.51	0.51	0.77	0.82	0.82
v/c Ratio		0.20			0.67	0.68	0.03	0.69	0.03	0.41	0.35	0.01
Control Delay (s/veh)		31.0			84.0	24.0	19.4	28.3	0.1	23.4	0.6	0.1
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		31.0			84.0	24.0	19.4	28.3	0.1	23.4	0.6	0.1
LOS		C			F	C	B	C	A	C	A	A
Approach Delay (s/veh)		31.0			30.9			27.8			3.6	
Approach LOS		C			C			C			A	
Queue Length 50th (ft)		8			80	148	2	437	0	132	15	0
Queue Length 95th (ft)		40			139	227	11	512	0	217	13	m0
Internal Link Dist (ft)		621			734			917			1825	
Turn Bay Length (ft)						350	235		175	275		175
Base Capacity (vph)		189			164	1019	169	2557	854	506	3914	1320
Starvation Cap Reductn		0			0	0	0	0	0	0	0	0
Spillback Cap Reductn		0			0	0	0	0	0	0	0	0
Storage Cap Reductn		0			0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.16			0.55	0.68	0.03	0.69	0.03	0.41	0.35	0.01

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 17 (12%), Referenced to phase 2:NBSB and 6:SBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 19.2		Intersection LOS: B	
Intersection Capacity Utilization 77.2%		ICU Level of Service D	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: SR 25/US 17 & Fords Pointe Circle/Bradley Boulevard





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	5	20	80	5	650	5	1655	25	195	1285	15
Future Volume (veh/h)	5	5	20	80	5	650	5	1655	25	195	1285	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	418	1900	1900	1900	1885	1900	1856	1900	1796	1781	1900
Adj Flow Rate, veh/h	5	5	21	85	5	691	5	1761	0	207	1367	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	100	0	0	0	1	0	3	0	7	8	0
Cap, veh/h	30	7	15	115	5	1085	248	2460		559	3856	
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.49	0.49	0.00	0.53	1.00	0.00
Sat Flow, veh/h	0	57	120	533	44	2812	404	5066	1610	1711	4863	1610
Grp Volume(v), veh/h	31	0	0	90	0	691	5	1761	0	207	1367	0
Grp Sat Flow(s),veh/h/ln	177	0	0	577	0	1406	404	1689	1610	1711	1621	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.9	38.4	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	17.0	0.0	0.0	17.0	0.0	0.0	0.9	38.4	0.0	0.0	0.0	0.0
Prop In Lane	0.16		0.68	0.94		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	51	0	0	120	0	1085	248	2460		559	3856	
V/C Ratio(X)	0.60	0.00	0.00	0.75	0.00	0.64	0.02	0.72		0.37	0.35	
Avail Cap(c_a), veh/h	51	0	0	120	0	1085	248	2460		559	3856	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.88	0.88	0.00
Uniform Delay (d), s/veh	61.0	0.0	0.0	63.3	0.0	35.0	18.7	28.4	0.0	20.3	0.0	0.0
Incr Delay (d2), s/veh	18.4	0.0	0.0	22.7	0.0	1.2	0.1	1.8	0.0	0.4	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	4.0	0.0	9.9	0.1	15.2	0.0	3.4	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.4	0.0	0.0	85.9	0.0	36.3	18.9	30.2	0.0	20.7	0.2	0.0
LnGrp LOS	E			F		D	B	C		C	A	
Approach Vol, veh/h		31			781			1766			1574	
Approach Delay, s/veh		79.4			42.0			30.2			2.9	
Approach LOS		E			D			C			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	43.0	74.0		23.0		117.0		23.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	37.0	68.0		17.0		111.0		17.0				
Max Q Clear Time (g_c+I1), s	2.0	40.4		19.0		2.0		19.0				
Green Ext Time (p_c), s	0.7	25.4		0.0		58.1		0.0				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			22.4									
HCM 6th LOS			C									

Notes

User approved changes to right turn type.

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	225	15	125	25	15	55	5	175	2095	30	90	55
Future Volume (vph)	225	15	125	25	15	55	5	175	2095	30	90	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		250	135		0		275		175		235
Storage Lanes	1		1	1		1		1		1		1
Taper Length (ft)	50			50				100				100
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Frt			0.850			0.850				0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1736	1900	1417	1805	1900	1615	0	1737	5085	1615	0	1805
Flt Permitted	0.747			0.747				0.137				0.051
Satd. Flow (perm)	1365	1900	1417	1419	1900	1615	0	251	5085	1615	0	97
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			132			117				117		
Link Speed (mph)		35			30				45			
Link Distance (ft)		1184			773				1905			
Travel Time (s)		23.1			17.6				28.9			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	0%	14%	0%	0%	0%	0%	4%	2%	0%	0%	0%
Adj. Flow (vph)	237	16	132	26	16	58	5	184	2205	32	95	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	237	16	132	26	16	58	0	189	2205	32	0	153
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	Right	Left
Median Width(ft)		12			12				20			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		25			16				25			
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	1	1	1	1
Detector Template						Right	Left			Right		
Leading Detector (ft)	40	40	40	40	40	20	20	40	336	20	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	330	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	330	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	20	20	40	6	20	40	40
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)		0			0							
Detector 2 Size(ft)		0			0							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	Perm	NA	Perm	D.P+P	D.P+P	NA	Perm	D.P+P	D.P+P
Protected Phases	7	4			8		5	5	2		1	1



Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1340	190
Future Volume (vph)	1340	190
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		175
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.91	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	4848	1538
Flt Permitted		
Satd. Flow (perm)	4848	1538
Right Turn on Red		Yes
Satd. Flow (RTOR)		173
Link Speed (mph)	45	
Link Distance (ft)	737	
Travel Time (s)	11.2	
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	7%	5%
Adj. Flow (vph)	1411	200
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1411	200
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	20	
Link Offset(ft)	0	
Crosswalk Width(ft)	60	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	1	0
Detector Template		
Leading Detector (ft)	336	0
Trailing Detector (ft)	330	0
Detector 1 Position(ft)	330	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)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type	NA	Perm
Protected Phases	6	

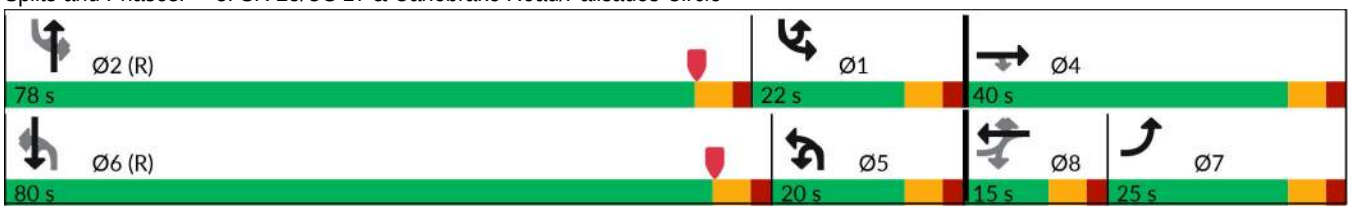


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases	8		4	8		8	6	6		2	2	2
Detector Phase	7	4	4	8	8	8	5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	16.0	16.0	9.0	9.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	22.0	22.0	15.0	15.0
Total Split (s)	25.0	40.0	40.0	15.0	15.0	15.0	20.0	20.0	78.0	78.0	22.0	22.0
Total Split (%)	17.9%	28.6%	28.6%	10.7%	10.7%	10.7%	14.3%	14.3%	55.7%	55.7%	15.7%	15.7%
Maximum Green (s)	19.0	34.0	34.0	9.0	9.0	9.0	14.0	14.0	72.0	72.0	16.0	16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.1	0.0	-2.1	0.0	0.0	0.0		-2.0	-1.5	0.0		0.0
Total Lost Time (s)	3.9	6.0	3.9	6.0	6.0	6.0		4.0	4.5	6.0		6.0
Lead/Lag	Lag			Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	5.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	3.0	3.0
Recall Mode	None	Min	Min	None	None	None	None	None	C-Max	C-Max	None	None
Act Effct Green (s)	28.6	29.6	31.7	9.1	9.1	9.1		96.4	80.7	79.2		92.4
Actuated g/C Ratio	0.20	0.21	0.23	0.07	0.07	0.07		0.69	0.58	0.57		0.66
v/c Ratio	0.72	0.04	0.31	0.28	0.13	0.27		0.60	0.75	0.03		0.68
Control Delay (s/veh)	63.7	41.3	8.4	70.7	64.4	3.1		23.0	14.3	0.0		62.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay (s/veh)	63.7	41.3	8.4	70.7	64.4	3.1		23.0	14.3	0.0		62.6
LOS	E	D	A	E	E	A		C	B	A		E
Approach Delay (s/veh)		43.8			30.5				14.8			
Approach LOS		D			C				B			
Queue Length 50th (ft)	190	11	0	23	14	0		40	243	0		95
Queue Length 95th (ft)	276	31	52	56	39	0		113	276	m0		174
Internal Link Dist (ft)		1104			693				1825			
Turn Bay Length (ft)	350		250	135				275		175		235
Base Capacity (vph)	349	463	464	92	123	214		347	2930	964		261
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0		0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0		0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0		0
Reduced v/c Ratio	0.68	0.03	0.28	0.28	0.13	0.27		0.54	0.75	0.03		0.59

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 93 (66%), Referenced to phase 2:NBSB and 6:NBSB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 17.1		Intersection LOS: B	
Intersection Capacity Utilization 85.6%		ICU Level of Service E	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: SR 25/US 17 & Canebrake Road/Palisades Circle





Lane Group	SBT	SBR
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	16.0	16.0
Minimum Split (s)	22.0	22.0
Total Split (s)	80.0	80.0
Total Split (%)	57.1%	57.1%
Maximum Green (s)	74.0	74.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	-1.5	-1.5
Total Lost Time (s)	4.5	4.5
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	5.0	5.0
Recall Mode	C-Max	C-Max
Act Effct Green (s)	82.7	82.7
Actuated g/C Ratio	0.59	0.59
v/c Ratio	0.49	0.20
Control Delay (s/veh)	10.0	2.3
Queue Delay	0.0	0.0
Total Delay (s/veh)	10.0	2.3
LOS	A	A
Approach Delay (s/veh)	13.7	
Approach LOS	B	
Queue Length 50th (ft)	201	4
Queue Length 95th (ft)	312	11
Internal Link Dist (ft)	657	
Turn Bay Length (ft)		175
Base Capacity (vph)	2863	979
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.49	0.20

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	225	15	125	25	15	55	5	175	2095	30	90	55
Future Volume (veh/h)	225	15	125	25	15	55	5	175	2095	30	90	55
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1841	1900	1693	1900	1900	1900		1841	1870	1900		1900
Adj Flow Rate, veh/h	237	16	0	26	16	0		184	2205	0		58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95		0.95
Percent Heavy Veh, %	4	0	14	0	0	0		4	2	0		0
Cap, veh/h	294	329		123	109			484	2681			476
Arrive On Green	0.09	0.17	0.00	0.06	0.06	0.00		0.37	1.00	0.00		0.18
Sat Flow, veh/h	1753	1900	1434	1419	1900	1610		1753	5106	1610		1810
Grp Volume(v), veh/h	237	16	0	26	16	0		184	2205	0		58
Grp Sat Flow(s),veh/h/ln	1753	1900	1434	1419	1900	1610		1753	1702	1610		1810
Q Serve(g_s), s	7.0	1.0	0.0	2.5	1.1	0.0		0.0	0.0	0.0		0.0
Cycle Q Clear(g_c), s	7.0	1.0	0.0	3.5	1.1	0.0		0.0	0.0	0.0		0.0
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	294	329		123	109			484	2681			476
V/C Ratio(X)	0.81	0.05		0.21	0.15			0.38	0.82			0.12
Avail Cap(c_a), veh/h	404	461		133	122			484	2681			476
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		2.00	2.00	2.00		1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00		0.67	0.67	0.00		1.00
Uniform Delay (d), s/veh	57.7	48.3	0.0	64.3	62.7	0.0		21.1	0.0	0.0		9.4
Incr Delay (d2), s/veh	12.4	0.1	0.0	0.8	0.6	0.0		0.3	2.0	0.0		0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	9.0	0.5	0.0	0.9	0.6	0.0		3.8	0.5	0.0		0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	70.0	48.4	0.0	65.1	63.3	0.0		21.5	2.0	0.0		9.5
LnGrp LOS	E	D		E	E			C	A			A
Approach Vol, veh/h		253			42				2389			
Approach Delay, s/veh		68.7			64.4				3.5			
Approach LOS		E			E				A			

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.8	78.0		30.2	29.8	80.0	16.2	14.1
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	72.0		34.0	14.0	74.0	19.0	9.0
Max Q Clear Time (g_c+I1), s	2.0	2.0		3.0	2.0	28.1	9.0	5.5
Green Ext Time (p_c), s	0.1	68.9		0.1	0.4	39.8	1.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	14.5
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

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



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1340	190
Future Volume (veh/h)	1340	190
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1796	1826
Adj Flow Rate, veh/h	1411	200
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	7	5
Cap, veh/h	2645	834
Arrive On Green	0.54	0.54
Sat Flow, veh/h	4904	1547
Grp Volume(v), veh/h	1411	200
Grp Sat Flow(s),veh/h/ln	1635	1547
Q Serve(g_s), s	26.1	9.6
Cycle Q Clear(g_c), s	26.1	9.6
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2645	834
V/C Ratio(X)	0.53	0.24
Avail Cap(c_a), veh/h	2645	834
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	20.9	17.1
Incr Delay (d2), s/veh	0.8	0.7
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	3.6
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	21.6	17.7
LnGrp LOS	C	B
Approach Vol, veh/h	1669	
Approach Delay, s/veh	20.7	
Approach LOS	C	
Timer - Assigned Phs		

Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	0	15	5	2450	15	25	1675
Future Volume (vph)	0	15	5	2450	15	25	1675
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	235		175	235	
Storage Lanes	0	1	1		1	1	
Taper Length (ft)	25		100			100	
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00	1.00	0.91
Frt		0.865			0.850		
Flt Protected			0.950			0.950	
Satd. Flow (prot)	0	1174	1805	5085	1615	1805	4848
Flt Permitted			0.950			0.950	
Satd. Flow (perm)	0	1174	1805	5085	1615	1805	4848
Link Speed (mph)	30			45			45
Link Distance (ft)	633			737			740
Travel Time (s)	14.4			11.2			11.2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	40%	0%	2%	0%	0%	7%
Adj. Flow (vph)	0	16	5	2606	16	27	1782
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	16	5	2606	16	27	1782
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	R NA	R NA	Left	R NA	L NA	Right
Median Width(ft)	0			20			20
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		9	15	
Sign Control	Stop			Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	0	15	5	2450	15	25	1675
Future Vol, veh/h	0	15	5	2450	15	25	1675
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	Yield	-	None
Storage Length	-	0	235	-	175	235	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	0	40	0	2	0	0	7
Mvmt Flow	0	16	5	2606	16	27	1782

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	-	1303	1301	0	0	2606	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	7.9	5.6	-	-	5.3	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.3	2.3	-	-	3.1	-
Pot Cap-1 Maneuver	0	95	305	-	-	63	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	-	95	305	-	-	63	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	50.4	0	1.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	305	-	-	95	63	-
HCM Lane V/C Ratio	0.017	-	-	0.168	0.422	-
HCM Control Delay (s/veh)	17	-	-	50.4	98.7	-
HCM Lane LOS	C	-	-	F	F	-
HCM 95th %tile Q (veh)	0.1	-	-	0.6	1.6	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	90	0	0	15	65	2430	5	5	20	1560
Future Volume (vph)	0	0	90	0	0	15	65	2430	5	5	20	1560
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		100	235		175		235	
Storage Lanes	0		1	0		0	1		1		1	
Taper Length (ft)	25			25			100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91
Frt			0.865			0.865			0.850			
Flt Protected							0.950				0.950	
Satd. Flow (prot)	0	0	1596	0	0	1644	1770	5036	1615	0	1805	4848
Flt Permitted							0.950				0.950	
Satd. Flow (perm)	0	0	1596	0	0	1644	1770	5036	1615	0	1805	4848
Link Speed (mph)		30			30			45				45
Link Distance (ft)		920			795			721				996
Travel Time (s)		20.9			18.1			10.9				15.1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	3%	0%	0%	0%	2%	3%	0%	0%	0%	7%
Adj. Flow (vph)	0	0	97	0	0	16	70	2613	5	5	22	1677
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	97	0	0	16	70	2613	5	0	27	1677
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			20				20
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	9	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.6%		ICU Level of Service B	
Analysis Period (min) 15			



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	125
Future Volume (vph)	125
Ideal Flow (vphpl)	1900
Storage Length (ft)	175
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1568
Flt Permitted	
Satd. Flow (perm)	1568
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.93
Heavy Vehicles (%)	3%
Adj. Flow (vph)	134
Shared Lane Traffic (%)	
Lane Group Flow (vph)	134
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
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	90	0	0	15	65	2430	5	5	20	1560	125
Future Vol, veh/h	0	0	90	0	0	15	65	2430	5	5	20	1560	125
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	-	-	-	235	-	175	-	235	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	3	0	0	0	2	3	0	0	0	7	3
Mvmt Flow	0	0	97	0	0	16	70	2613	5	5	22	1677	134

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	-	-	839	-	-	1307	1677	0	0	1907	2613	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.16	-	-	7.1	5.34	-	-	5.6	5.3	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.93	-	-	3.9	3.12	-	-	2.3	3.1	-	-
Pot Cap-1 Maneuver	0	0	264	0	0	131	182	-	-	139	62	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	-	-	264	-	-	131	182	-	-	69	69	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	26.3	36.3	1	1.3
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	182	-	-	264	131	69	-	-
HCM Lane V/C Ratio	0.384	-	-	0.367	0.123	0.39	-	-
HCM Control Delay (s/veh)	36.6	-	-	26.3	36.3	87.5	-	-
HCM Lane LOS	E	-	-	D	E	F	-	-
HCM 95th %tile Q (veh)	1.7	-	-	1.6	0.4	1.5	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	65	65	5	100	20	110	10	5	1715	725	225	1600
Future Volume (vph)	65	65	5	100	20	110	10	5	1715	725	225	1600
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	325		150		235		275	375	
Storage Lanes	1		0	1		1		1		1	1	
Taper Length (ft)	50			100				100			100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	1.00	0.91
Frt		0.990				0.850				0.850		
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	1612	1813	0	1787	1900	1538	0	1805	4988	1599	1687	4803
Flt Permitted	0.743			0.567				0.074			0.064	
Satd. Flow (perm)	1260	1813	0	1067	1900	1538	0	141	4988	1599	114	4803
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		2				98				238		
Link Speed (mph)		30			40				45			45
Link Distance (ft)		883			1109				996			836
Travel Time (s)		20.1			18.9				15.1			12.7
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	12%	4%	0%	1%	0%	5%	0%	0%	4%	1%	7%	8%
Adj. Flow (vph)	71	71	5	110	22	121	11	5	1885	797	247	1758
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	76	0	110	22	121	0	16	1885	797	247	1758
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)		12			12				16			20
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			25				16			20
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	2	1	1	1	2	1	1	2
Detector Template	Left						Left	Left		Right	Left	
Leading Detector (ft)	40	40		40	40	40	20	40	336	40	40	336
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	330	0	0	330
Detector 1 Size(ft)	40	40		40	40	40	20	40	6	40	40	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
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
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
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
Detector 2 Position(ft)		0			0				0			0
Detector 2 Size(ft)		0			0				0			0
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	D.P+P	NA		D.P+P	NA	pm+ov	Perm	Perm	NA	pm+ov	D.P+P	NA
Protected Phases	7	4		3	8	1			2	3	1	6



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	100
Future Volume (vph)	100
Ideal Flow (vphpl)	1900
Storage Length (ft)	175
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1553
Flt Permitted	
Satd. Flow (perm)	1553
Right Turn on Red	Yes
Satd. Flow (RTOR)	110
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.91
Heavy Vehicles (%)	4%
Adj. Flow (vph)	110
Shared Lane Traffic (%)	
Lane Group Flow (vph)	110
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)	40
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	40
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	pm+ov
Protected Phases	7

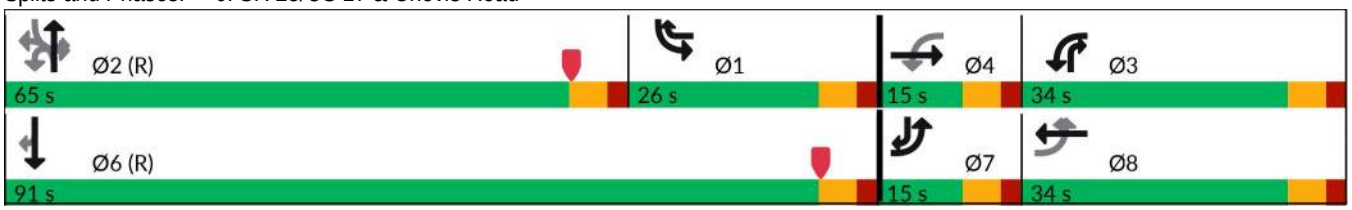


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Permitted Phases	8			4		8	2	2		2	2	
Detector Phase	7	4		3	8	1	2	2	2	3	1	6
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0	9.0	16.0	16.0	16.0	9.0	9.0	16.0
Minimum Split (s)	15.0	15.0		15.0	15.0	15.0	22.0	22.0	22.0	15.0	15.0	22.0
Total Split (s)	15.0	15.0		34.0	34.0	26.0	65.0	65.0	65.0	34.0	26.0	91.0
Total Split (%)	10.7%	10.7%		24.3%	24.3%	18.6%	46.4%	46.4%	46.4%	24.3%	18.6%	65.0%
Maximum Green (s)	9.0	9.0		28.0	28.0	20.0	59.0	59.0	59.0	28.0	20.0	85.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	-2.1		0.0	-2.0	-2.0		-2.0	-1.5	-1.5	-2.0	-1.5
Total Lost Time (s)	6.0	3.9		6.0	4.0	4.0		4.0	4.5	4.5	4.0	4.5
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	4.0	5.0	5.0	5.0	3.0	4.0	5.0
Recall Mode	None	Min		None	Min	None	C-Max	C-Max	C-Max	None	None	C-Max
Act Effct Green (s)	35.9	11.1		35.9	28.9	50.9		62.1	61.6	94.5	84.1	87.6
Actuated g/C Ratio	0.26	0.08		0.26	0.21	0.36		0.44	0.44	0.68	0.60	0.63
v/c Ratio	0.21	0.52		0.27	0.06	0.19		0.26	0.86	0.69	0.78	0.59
Control Delay (s/veh)	37.3	73.8		41.4	44.4	6.1		19.2	22.0	3.3	41.3	4.7
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.3	73.8		41.4	44.4	6.1		19.2	22.0	3.3	41.3	4.7
LOS	D	E		D	D	A		B	C	A	D	A
Approach Delay (s/veh)		56.2			24.8				16.4			8.7
Approach LOS		E			C				B			A
Queue Length 50th (ft)	47	66		74	16	10		6	520	13	179	63
Queue Length 95th (ft)	87	122		124	41	44		m8	510	10	#301	67
Internal Link Dist (ft)		803			1029				916			756
Turn Bay Length (ft)	175			325		150		235		275	375	
Base Capacity (vph)	345	145		425	407	621		62	2193	1156	315	3003
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.21	0.52		0.26	0.05	0.19		0.26	0.86	0.69	0.78	0.59

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 2 (1%), Referenced to phase 2:NBSB and 6:SBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay (s/veh): 14.8 Intersection LOS: B
Intersection Capacity Utilization 75.3% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SR 25/US 17 & Chevis Road





Lane Group	SBR
Permitted Phases	6
Detector Phase	7
Switch Phase	
Minimum Initial (s)	9.0
Minimum Split (s)	15.0
Total Split (s)	15.0
Total Split (%)	10.7%
Maximum Green (s)	9.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-1.5
Total Lost Time (s)	4.5
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Act Effct Green (s)	102.6
Actuated g/C Ratio	0.73
v/c Ratio	0.09
Control Delay (s/veh)	0.1
Queue Delay	0.0
Total Delay (s/veh)	0.1
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	175
Base Capacity (vph)	1167
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.09

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	65	65	5	100	20	110	10	5	1715	725	225	1600
Future Volume (veh/h)	65	65	5	100	20	110	10	5	1715	725	225	1600
Initial Q (Qb), veh	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	
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
Work Zone On Approach		No			No				No			No
Adj Sat Flow, veh/h/ln	1722	1841	1900	1885	1900	1826		1900	1841	1885	1796	1781
Adj Flow Rate, veh/h	71	71	0	110	22	0		5	1885	797	247	1758
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91		0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	12	4	0	1	0	5		0	4	1	7	8
Cap, veh/h	223	146		202	155			172	2172	809	564	3669
Arrive On Green	0.06	0.08	0.00	0.06	0.08	0.00		0.44	0.43	0.43	0.59	1.00
Sat Flow, veh/h	1640	1841	0	1795	1900	1547		277	5025	1598	1711	4863
Grp Volume(v), veh/h	71	71	0	110	22	0		5	1885	797	247	1758
Grp Sat Flow(s),veh/h/ln	1640	1841	0	1795	1900	1547		277	1675	1598	1711	1621
Q Serve(g_s), s	5.5	5.2	0.0	1.2	1.5	0.0		1.5	47.7	58.4	4.7	0.0
Cycle Q Clear(g_c), s	5.5	5.2	0.0	1.2	1.5	0.0		1.5	47.7	58.4	4.7	0.0
Prop In Lane	1.00		0.00	1.00		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	223	146		202	155			172	2172	809	564	3669
V/C Ratio(X)	0.32	0.49		0.54	0.14			0.03	0.87	0.99	0.44	0.48
Avail Cap(c_a), veh/h	229	146		447	407			172	2172	809	564	3669
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00		1.00	1.00	1.00	0.78	0.78
Uniform Delay (d), s/veh	55.7	61.7	0.0	60.9	59.7	0.0		22.7	36.1	34.1	20.5	0.0
Incr Delay (d2), s/veh	0.8	2.5	0.0	2.3	0.4	0.0		0.3	5.0	28.3	0.6	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
%ile BackOfQ(50%),veh/ln	2.3	2.5	0.0	3.8	0.7	0.0		0.1	19.6	27.0	3.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.5	64.2	0.0	63.1	60.1	0.0		23.0	41.1	62.4	21.1	0.4
LnGrp LOS	E	E		E	E			C	D	E	C	A
Approach Vol, veh/h		142			132				2687			2005
Approach Delay, s/veh		60.4			62.6				47.4			2.9
Approach LOS		E			E				D			A

Timer - Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	45.1	65.0	14.9	15.0		110.1	14.4	15.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s	20.0	59.0	28.0	9.0		85.0	9.0	28.0
Max Q Clear Time (g_c+I1), s	6.7	60.4	3.2	7.2		2.0	7.5	3.5
Green Ext Time (p_c), s	1.0	0.0	0.3	0.0		76.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	30.2
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

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



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	100
Future Volume (veh/h)	100
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1841
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.91
Percent Heavy Veh, %	4
Cap, veh/h	
Arrive On Green	0.00
Sat Flow, veh/h	1560
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1560
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	2.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	85	5	65	35	5	20	80	1775	35	45	25	1825
Future Volume (vph)	85	5	65	35	5	20	80	1775	35	45	25	1825
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		175	125		0	325		175		235	
Storage Lanes	1		1	1		0	1		1		1	
Taper Length (ft)	50			50			100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91
Frt			0.850		0.879				0.850			
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1671	1900	1615	1656	1670	0	1687	4988	1615	0	1660	4803
Flt Permitted	0.740			0.754			0.074				0.084	
Satd. Flow (perm)	1302	1900	1615	1314	1670	0	131	4988	1615	0	147	4803
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			23		21				117			
Link Speed (mph)		25			25			45				45
Link Distance (ft)		848			774			836				974
Travel Time (s)		23.1			21.1			12.7				14.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	8%	0%	0%	9%	0%	0%	7%	4%	0%	8%	10%	8%
Adj. Flow (vph)	88	5	67	36	5	21	82	1830	36	46	26	1881
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	5	67	36	26	0	82	1830	36	0	72	1881
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)		12			14			20				20
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			25				45
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	9	15	
Number of Detectors	1	1	0	1	1		1	1	0	1	1	1
Detector Template										Left		
Leading Detector (ft)	40	40	0	40	40		40	336	0	20	40	336
Trailing Detector (ft)	0	0	0	0	0		0	330	0	0	0	330
Detector 1 Position(ft)	0	0	0	0	0		0	330	0	0	0	330
Detector 1 Size(ft)	40	40	20	40	40		40	6	20	20	40	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
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
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
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
Turn Type	D.P+P	NA	pm+ov	Perm	NA		D.P+P	NA	Perm	D.P+P	D.P+P	NA
Protected Phases	7	4	5		8		5	2		1	1	6
Permitted Phases	8		4	8			6		2	2	2	
Detector Phase	7	4	5	8	8		5	2	2	1	1	6
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0		9.0	16.0	16.0	9.0	9.0	16.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0		15.0	22.0	22.0	15.0	15.0	22.0

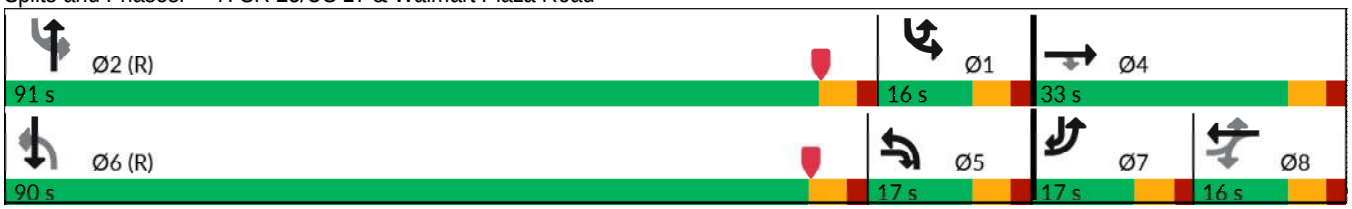


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	155
Future Volume (vph)	155
Ideal Flow (vphpl)	1900
Storage Length (ft)	175
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1538
Flt Permitted	
Satd. Flow (perm)	1538
Right Turn on Red	Yes
Satd. Flow (RTOR)	159
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	5%
Adj. Flow (vph)	160
Shared Lane Traffic (%)	
Lane Group Flow (vph)	160
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	0
Detector Template	
Leading Detector (ft)	0
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
Turn Type	pm+ov
Protected Phases	7
Permitted Phases	6
Detector Phase	7
Switch Phase	
Minimum Initial (s)	9.0
Minimum Split (s)	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Total Split (s)	17.0	33.0	17.0	16.0	16.0		17.0	91.0	91.0	16.0	16.0	90.0
Total Split (%)	12.1%	23.6%	12.1%	11.4%	11.4%		12.1%	65.0%	65.0%	11.4%	11.4%	64.3%
Maximum Green (s)	11.0	27.0	11.0	10.0	10.0		11.0	85.0	85.0	10.0	10.0	84.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5		-2.5	-1.5	-1.5		-2.5	-1.5
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	4.5	4.5		3.5	4.5
Lead/Lag	Lead		Lag	Lag	Lag		Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	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	5.0	5.0	3.0	3.0	5.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	None	C-Max
Act Effct Green (s)	22.8	25.6	41.6	11.9	11.9		103.9	94.2	94.2		104.8	90.4
Actuated g/C Ratio	0.16	0.18	0.30	0.09	0.09		0.74	0.67	0.67		0.75	0.65
v/c Ratio	0.36	0.01	0.14	0.32	0.16		0.35	0.55	0.03		0.31	0.61
Control Delay (s/veh)	51.7	43.8	23.1	68.4	28.9		20.7	1.8	0.0		12.8	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	51.7	43.8	23.1	68.4	28.9		20.7	1.8	0.0		12.8	3.4
LOS	D	D	C	E	C		C	A	A		B	A
Approach Delay (s/veh)		39.5			51.8			2.6				3.5
Approach LOS		D			D			A				A
Queue Length 50th (ft)	68	4	28	31	4		22	34	0		4	50
Queue Length 95th (ft)	119	16	64	69	36		m33	37	m0		38	62
Internal Link Dist (ft)		768			694			756				894
Turn Bay Length (ft)	300		175	125			325		175		235	
Base Capacity (vph)	254	403	476	117	168		248	3354	1124		246	3100
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0
Reduced v/c Ratio	0.35	0.01	0.14	0.31	0.15		0.33	0.55	0.03		0.29	0.61

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 31 (22%), Referenced to phase 2:NBSB and 6:NBSB, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay (s/veh): 5.1		Intersection LOS: A	
Intersection Capacity Utilization 64.6%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 7: SR 25/US 17 & Walmart Plaza Road





Lane Group	SBR
Total Split (s)	17.0
Total Split (%)	12.1%
Maximum Green (s)	11.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-1.5
Total Lost Time (s)	4.5
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Act Effct Green (s)	103.5
Actuated g/C Ratio	0.74
v/c Ratio	0.14
Control Delay (s/veh)	0.2
Queue Delay	0.0
Total Delay (s/veh)	0.2
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	175
Base Capacity (vph)	1175
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.14

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	85	5	65	35	5	20	80	1775	35	45	25	1825
Future Volume (veh/h)	85	5	65	35	5	20	80	1775	35	45	25	1825
Initial Q (Qb), veh	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	
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
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1781	1900	1900	1767	1900	1900	1796	1841	1900		1752	1781
Adj Flow Rate, veh/h	88	5	0	36	5	0	82	1830	0		26	1881
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97
Percent Heavy Veh, %	8	0	0	9	0	0	7	4	0		10	8
Cap, veh/h	280	335		147	136		362	3105			406	2970
Arrive On Green	0.08	0.18	0.00	0.07	0.07	0.00	0.26	1.00	0.00		0.12	0.61
Sat Flow, veh/h	1697	1900	1610	1333	1900	0	1711	5025	1610		1668	4863
Grp Volume(v), veh/h	88	5	0	36	5	0	82	1830	0		26	1881
Grp Sat Flow(s),veh/h/ln	1697	1900	1610	1333	1900	0	1711	1675	1610		1668	1621
Q Serve(g_s), s	6.5	0.3	0.0	3.6	0.3	0.0	0.0	0.0	0.0		0.0	34.4
Cycle Q Clear(g_c), s	6.5	0.3	0.0	3.6	0.3	0.0	0.0	0.0	0.0		0.0	34.4
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00		1.00	
Lane Grp Cap(c), veh/h	280	335		147	136		362	3105			406	2970
V/C Ratio(X)	0.31	0.01		0.25	0.04		0.23	0.59			0.06	0.63
Avail Cap(c_a), veh/h	308	400		170	170		362	3105			406	2970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00		1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.50	0.50	0.00		1.00	1.00
Uniform Delay (d), s/veh	53.2	47.6	0.0	62.0	60.5	0.0	21.0	0.0	0.0		5.0	17.3
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.9	0.1	0.0	0.2	0.4	0.0		0.1	1.0
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
%ile BackOfQ(50%),veh/ln	2.9	0.1	0.0	1.3	0.2	0.0	1.6	0.1	0.0		0.2	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.8	47.6	0.0	62.9	60.6	0.0	21.1	0.4	0.0		5.0	18.3
LnGrp LOS	D	D		E	E		C	A			A	B
Approach Vol, veh/h		93			41			1912				1907
Approach Delay, s/veh		53.5			62.6			1.3				18.2
Approach LOS		D			E			A				B

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.8	91.0		28.2	21.8	90.0	14.7	13.5				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	10.0	85.0		27.0	11.0	84.0	11.0	10.0				
Max Q Clear Time (g_c+I1), s	2.0	2.0		2.3	2.0	36.4	8.5	5.6				
Green Ext Time (p_c), s	0.0	78.0		0.0	0.1	46.1	0.0	0.0				

Intersection Summary			
HCM 6th Ctrl Delay, s/veh		11.3	
HCM 6th LOS		B	

Notes

User approved ignoring U-Turning movement.

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



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	155
Future Volume (veh/h)	155
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1826
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.97
Percent Heavy Veh, %	5
Cap, veh/h	
Arrive On Green	0.00
Sat Flow, veh/h	1547
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1547
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	130	0	0	5	45	1875	5	5	1920	25
Future Volume (vph)	0	0	130	0	0	5	45	1875	5	5	1920	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		75	235		175	235		175
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.865			0.865			0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1494	0	0	1644	1480	4988	1292	1805	4848	1615
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	0	1494	0	0	1644	1480	4988	1292	1805	4848	1615
Link Speed (mph)		25			30			45			45	
Link Distance (ft)		691			1032			974			722	
Travel Time (s)		18.8			23.5			14.8			10.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	13%	0%	10%	0%	0%	0%	22%	4%	25%	0%	7%	0%
Adj. Flow (vph)	0	0	138	0	0	5	48	1995	5	5	2043	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	138	0	0	5	48	1995	5	5	2043	27
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			20			20	
Link Offset(ft)		15			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	130	0	0	5	45	1875	5	5	1920	25
Future Vol, veh/h	0	0	130	0	0	5	45	1875	5	5	1920	25
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	-	-	-	-	-	-	235	-	175	235	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	13	0	10	0	0	0	22	4	25	0	7	0
Mvmt Flow	0	0	138	0	0	5	48	1995	5	5	2043	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1022	-	-	998	2043	0	0	1995	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.3	-	-	7.1	5.74	-	-	5.3	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	4	-	-	3.9	3.32	-	-	3.1	-	-
Pot Cap-1 Maneuver	0	0	190	0	0	211	93	-	-	129	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	190	-	-	211	93	-	-	129	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	62.5	22.5	1.8	0.1
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	93	-	-	190	211	129	-	-
HCM Lane V/C Ratio	0.515	-	-	0.728	0.025	0.041	-	-
HCM Control Delay (s/veh)	79.1	-	-	62.5	22.5	34.1	-	-
HCM Lane LOS	F	-	-	F	C	D	-	-
HCM 95th %tile Q (veh)	2.3	-	-	4.7	0.1	0.1	-	-

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	1880	0	0	0	1945
Future Volume (vph)	0	1880	0	0	0	1945
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	0.76
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	4988	0	0	0	3575
Flt Permitted						
Satd. Flow (perm)	0	4988	0	0	0	3575
Link Speed (mph)		45	45		45	
Link Distance (ft)		722	536		371	
Travel Time (s)		10.9	8.1		5.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.92	0.92
Heavy Vehicles (%)	0%	4%	5%	0%	0%	3%
Adj. Flow (vph)	0	2089	0	0	0	2114
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2089	0	0	0	2114
Enter Blocked Intersection	No	Yes	No	No	No	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	45
Sign Control		Free	Stop		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.7%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	0	2040	0	0	0	2915
Future Volume (vph)	0	2040	0	0	0	2915
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	25	0		0	0	
Storage Lanes	2	5		0	0	
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	0.52	1.00	1.00	1.00	0.81
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	4077	0	0	0	7471
Flt Permitted						
Satd. Flow (perm)	0	4077	0	0	0	7471
Link Speed (mph)	35		35			45
Link Distance (ft)	193		144			547
Travel Time (s)	3.8		2.8			8.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	0%	0%	3%	3%
Adj. Flow (vph)	0	2217	0	0	0	3168
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2217	0	0	0	3168
Enter Blocked Intersection	No	Yes	No	No	No	Yes
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	45		9	15	
Sign Control	Free		Stop			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.1%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1000	1355	625	1415	1560	340
Future Volume (vph)	1000	1355	625	1415	1560	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	675	675	500			425
Storage Lanes	1	1	0			2
Taper Length (ft)	100		100			
Lane Util. Factor	0.97	0.88	0.97	0.91	0.86	0.88
Ped Bike Factor	0.54					
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3183	2608	3303	4893	6225	2632
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1733	2608	3303	4893	6225	2632
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		1				56
Link Speed (mph)	45			45	45	
Link Distance (ft)	1448			547	715	
Travel Time (s)	21.9			8.3	10.8	
Confl. Peds. (#/hr)	1360					
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	10%	9%	6%	6%	5%	8%
Adj. Flow (vph)	1031	1397	644	1459	1608	351
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1031	1397	644	1459	1608	351
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			30	30	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			35	35	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template						
Leading Detector (ft)	40	40	40	336	336	40
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	330	330	0
Detector 1 Size(ft)	40	40	40	6	6	40
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)				0	0	
Detector 2 Size(ft)				0	0	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	pt+ov	Prot	NA	NA	pt+ov
Protected Phases	7	7 5	5	2	6	6 7
Permitted Phases						
Detector Phase	7	7 5	5	2	6	6 7
Switch Phase						
Minimum Initial (s)	9.0		9.0	16.0	16.0	
Minimum Split (s)	24.0		16.5	24.0	24.0	
Total Split (s)	56.0		38.0	84.0	46.0	
Total Split (%)	40.0%		27.1%	60.0%	32.9%	
Maximum Green (s)	50.0		32.0	78.0	40.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-3.0		-2.5	-3.0	-3.0	
Total Lost Time (s)	3.0		3.5	3.0	3.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		4.0	5.0	5.0	
Recall Mode	None		None	C-Max	C-Max	
Act Effct Green (s)	53.0	91.0	34.5	81.0	43.0	99.0
Actuated g/C Ratio	0.38	0.65	0.25	0.58	0.31	0.71
v/c Ratio	0.86	0.82	0.79	0.52	0.84	0.19
Control Delay (s/veh)	48.4	23.8	36.5	12.4	50.2	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.4	23.8	36.5	12.4	50.2	6.0
LOS	D	C	D	B	D	A
Approach Delay (s/veh)	34.2			19.8	42.3	
Approach LOS	C			B	D	
Queue Length 50th (ft)	442	510	239	366	398	46
Queue Length 95th (ft)	535	636	309	374	447	65
Internal Link Dist (ft)	1368			467	635	
Turn Bay Length (ft)	675	675	500			425
Base Capacity (vph)	1204	1695	813	2830	1911	1877
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.82	0.79	0.52	0.84	0.19

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 116 (83%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay (s/veh): 32.0	Intersection LOS: C
Intersection Capacity Utilization 79.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 11: SR 25/US 17 & Little Neck Road





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1000	1355	625	1415	1560	340
Future Volume (veh/h)	1000	1355	625	1415	1560	340
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1767	1811	1811	1826	1781
Adj Flow Rate, veh/h	1031	1397	644	1459	1608	351
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	10	9	6	6	5	8
Cap, veh/h	1225	1606	761	2861	2048	1872
Arrive On Green	0.38	0.38	0.23	0.58	0.33	0.33
Sat Flow, veh/h	3237	2635	3346	5107	6537	2657
Grp Volume(v), veh/h	1031	1397	644	1459	1608	351
Grp Sat Flow(s),veh/h/ln	1618	1317	1673	1648	1570	1329
Q Serve(g_s), s	40.7	53.0	25.8	24.7	32.5	6.3
Cycle Q Clear(g_c), s	40.7	53.0	25.8	24.7	32.5	6.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1225	1606	761	2861	2048	1872
V/C Ratio(X)	0.84	0.87	0.85	0.51	0.79	0.19
Avail Cap(c_a), veh/h	1225	1606	825	2861	2048	1872
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	39.7	22.7	51.7	17.6	42.7	7.0
Incr Delay (d2), s/veh	5.4	5.4	8.1	0.7	3.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.5	39.0	11.4	9.0	12.7	8.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	45.1	28.1	59.8	18.3	45.8	7.3
LnGrp LOS	D	C	E	B	D	A
Approach Vol, veh/h	2428			2103	1959	
Approach Delay, s/veh	35.4			31.0	38.9	
Approach LOS	D			C	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		84.0		56.0	35.3	48.7
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		78.0		50.0	32.0	40.0
Max Q Clear Time (g_c+I1), s		26.7		55.0	27.8	34.5
Green Ext Time (p_c), s		45.5		0.0	1.6	5.5

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		35.0
HCM 6th LOS		D



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	5	2410	5	5	1900
Future Volume (vph)	0	5	2410	5	5	1900
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		175	235	
Storage Lanes	0	1		1	1	
Taper Length (ft)	25				150	
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.91
Frt		0.865		0.850		
Flt Protected					0.950	
Satd. Flow (prot)	0	1644	4893	1615	1805	4848
Flt Permitted					0.950	
Satd. Flow (perm)	0	1644	4893	1615	1805	4848
Link Speed (mph)	30		45			45
Link Distance (ft)	573		715			1604
Travel Time (s)	13.0		10.8			24.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	6%	0%	0%	7%
Adj. Flow (vph)	0	5	2564	5	5	2021
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	5	2564	5	5	2021
Enter Blocked Intersection	No	No	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		40			40
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.6%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	2410	5	5	1900
Future Vol, veh/h	0	5	2410	5	5	1900
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	-	175	235	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	6	0	0	7
Mvmt Flow	0	5	2564	5	5	2021

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1282	0	0	2569	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	5.3	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	3.1	-
Pot Cap-1 Maneuver	0	136	-	-	66	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	136	-	-	66	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	32.5	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	136	66	-
HCM Lane V/C Ratio	-	-	0.039	0.081	-
HCM Control Delay (s/veh)	-	-	32.5	64.3	-
HCM Lane LOS	-	-	D	F	-
HCM 95th %tile Q (veh)	-	-	0.1	0.3	-



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	0	110	20	2435	45	1830	15
Future Volume (vph)	0	110	20	2435	45	1830	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	100	235		235		175
Storage Lanes	0	0	1		1		1
Taper Length (ft)	25		100		100		
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00	0.91	1.00
Frt		0.865					0.850
Flt Protected			0.950		0.950		
Satd. Flow (prot)	0	1596	1805	4893	1805	4848	1615
Flt Permitted			0.950		0.950		
Satd. Flow (perm)	0	1596	1805	4893	1805	4848	1615
Link Speed (mph)	25			45		45	
Link Distance (ft)	1168			1309		777	
Travel Time (s)	31.9			19.8		11.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	3%	0%	6%	0%	7%	0%
Adj. Flow (vph)	0	118	22	2618	48	1968	16
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	118	22	2618	48	1968	16
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	24			22		22	
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	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	0	110	20	2435	45	1830	15
Future Vol, veh/h	0	110	20	2435	45	1830	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	-	Yield
Storage Length	-	-	235	-	235	-	175
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93
Heavy Vehicles, %	0	3	0	6	0	7	0
Mvmt Flow	0	118	22	2618	48	1968	16

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	-	984	1968	0	1911	-	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	7.16	5.3	-	5.6	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.93	3.1	-	2.3	-	-
Pot Cap-1 Maneuver	0	211	133	-	139	-	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	-	211	133	-	139	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	41.8	0.3	1.1
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	133	-	211	139	-	-
HCM Lane V/C Ratio	0.162	-	0.561	0.348	-	-
HCM Control Delay (s/veh)	37.2	-	41.8	44.1	-	-
HCM Lane LOS	E	-	E	E	-	-
HCM 95th %tile Q (veh)	0.6	-	3	1.4	-	-

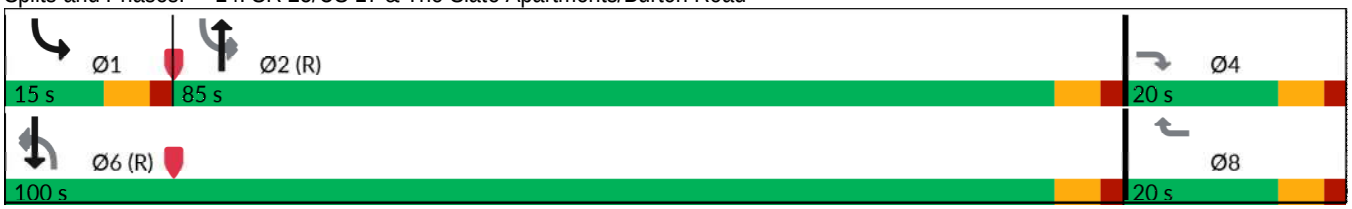


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	130	0	0	150	30	2420	30	15	1760	35
Future Volume (vph)	0	0	130	0	0	150	30	2420	30	15	1760	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	235		175	235		175
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.865			0.865			0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1596	0	0	1550	1805	4893	1335	1805	4848	1509
Flt Permitted							0.100			0.046		
Satd. Flow (perm)	0	0	1596	0	0	1550	190	4893	1335	87	4848	1509
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			82			116			82			37
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		951			1550			777			856	
Travel Time (s)		25.9			42.3			11.8			13.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	3%	0%	0%	6%	0%	6%	21%	0%	7%	7%
Adj. Flow (vph)	0	0	138	0	0	160	32	2574	32	16	1872	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	138	0	0	160	32	2574	32	16	1872	37
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			0			22			22	
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			1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)			40			40	40	336	40	40	336	40
Trailing Detector (ft)			0			0	0	330	0	0	330	0
Detector 1 Position(ft)			0			0	0	330	0	0	330	0
Detector 1 Size(ft)			40			40	40	6	40	40	6	40
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
Turn Type			Perm			Perm	D.Pm	NA	Perm	D.P+P	NA	Perm
Protected Phases								2		1	6	
Permitted Phases			4			8	6		2	2		6
Detector Phase			4			8	6	2	2	1	6	6
Switch Phase												
Minimum Initial (s)			9.0			9.0	16.0	16.0	16.0	9.0	16.0	16.0
Minimum Split (s)			15.0			15.0	22.0	22.0	22.0	15.0	22.0	22.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)			20.0			20.0	100.0	85.0	85.0	15.0	100.0	100.0
Total Split (%)			16.7%			16.7%	83.3%	70.8%	70.8%	12.5%	83.3%	83.3%
Maximum Green (s)			14.0			14.0	94.0	79.0	79.0	9.0	94.0	94.0
Yellow Time (s)			4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			2.0			2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)			0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)			6.0			6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								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			None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)			10.8			10.8	97.2	91.2	91.2	94.8	97.2	97.2
Actuated g/C Ratio			0.09			0.09	0.81	0.76	0.76	0.79	0.81	0.81
v/c Ratio			0.63			0.65	0.21	0.69	0.03	0.08	0.48	0.03
Control Delay (s/veh)			36.1			29.8	6.6	10.1	0.1	2.2	1.5	0.0
Queue Delay			0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)			36.1			29.8	6.6	10.1	0.1	2.2	1.5	0.0
LOS			D			C	A	B	A	A	A	A
Approach Delay (s/veh)		36.1			29.8			10.0			1.5	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)			42			33	4	213	0	1	35	0
Queue Length 95th (ft)			107			103	m17	546	m0	m1	38	m0
Internal Link Dist (ft)		871			1470			697			776	
Turn Bay Length (ft)							235		175	235		175
Base Capacity (vph)			258			283	153	3717	1033	197	3925	1228
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
Reduced v/c Ratio			0.53			0.57	0.21	0.69	0.03	0.08	0.48	0.03

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 52 (43%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 8.0		Intersection LOS: A	
Intersection Capacity Utilization 66.0%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 14: SR 25/US 17 & The Slate Apartments/Burton Road



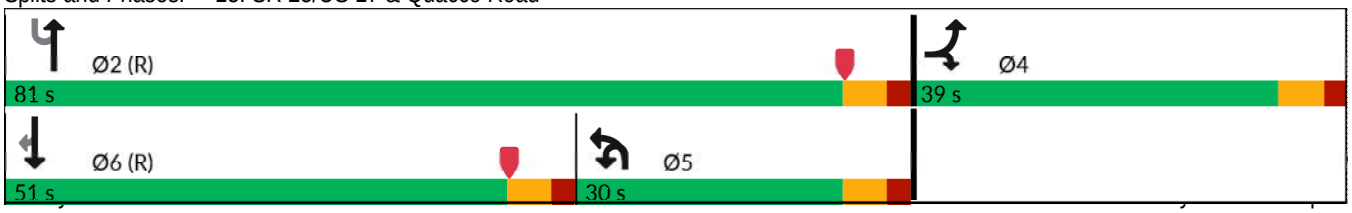
HCM 6th Edition methodology does not support Non-NEMA phasing.

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	765	695	50	510	2010	45	1065	290
Future Volume (vph)	765	695	50	510	2010	45	1065	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	600	600		425		235		375
Storage Lanes	1	1		2		1		1
Taper Length (ft)	100			200		100		
Lane Util. Factor	0.97	0.88	0.91	0.97	0.91	1.00	0.91	1.00
Frt		0.850						0.850
Flt Protected	0.950			0.950		0.950		
Satd. Flow (prot)	3467	2787	0	3379	4893	1805	4715	1553
Flt Permitted	0.950			0.950		0.052		
Satd. Flow (perm)	3467	2787	0	3379	4893	99	4715	1553
Right Turn on Red		Yes						Yes
Satd. Flow (RTOR)		504						315
Link Speed (mph)	40				45		45	
Link Distance (ft)	1368				856		1052	
Travel Time (s)	23.3				13.0		15.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	2%	0%	4%	6%	0%	10%	4%
Adj. Flow (vph)	832	755	54	554	2185	49	1158	315
Shared Lane Traffic (%)								
Lane Group Flow (vph)	832	755	0	608	2185	49	1158	315
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	40				32		32	
Link Offset(ft)	0				0		0	
Crosswalk Width(ft)	25				16		30	
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)	15	9	9	15		15		9
Number of Detectors	1	1	1	1	1	1	1	0
Detector Template			Left					
Leading Detector (ft)	40	40	20	40	336	40	336	0
Trailing Detector (ft)	0	0	0	0	330	0	330	0
Detector 1 Position(ft)	0	0	0	0	330	0	330	0
Detector 1 Size(ft)	40	40	20	40	6	40	6	20
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
Turn Type	Prot	Prot	Prot	Prot	NA	D.Pm	NA	Perm
Protected Phases	4	4	5	5	2		6	
Permitted Phases						2		6
Detector Phase	4	4	5	5	2	2	6	6
Switch Phase								
Minimum Initial (s)	9.0	9.0	9.0	9.0	16.0	16.0	16.0	16.0
Minimum Split (s)	15.0	15.0	15.0	15.0	22.0	22.0	22.0	22.0

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Total Split (s)	39.0	39.0	30.0	30.0	81.0	81.0	51.0	51.0
Total Split (%)	32.5%	32.5%	25.0%	25.0%	67.5%	67.5%	42.5%	42.5%
Maximum Green (s)	33.0	33.0	24.0	24.0	75.0	75.0	45.0	45.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.9	-1.9		-1.4	-1.3	-1.0	-1.3	-1.3
Total Lost Time (s)	4.1	4.1		4.6	4.7	5.0	4.7	4.7
Lead/Lag			Lag	Lag			Lead	Lead
Lead-Lag Optimize?			Yes	Yes			Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	34.2	34.2		25.4	77.0	76.7	47.0	47.0
Actuated g/C Ratio	0.29	0.29		0.21	0.64	0.64	0.39	0.39
v/c Ratio	0.84	0.65		0.85	0.70	0.78	0.63	0.39
Control Delay (s/veh)	49.3	14.6		47.3	7.9	82.2	29.5	4.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.3	14.6		47.3	7.9	82.2	29.5	4.4
LOS	D	B		D	A	F	C	A
Approach Delay (s/veh)	32.8				16.5		26.0	
Approach LOS	C				B		C	
Queue Length 50th (ft)	309	91		236	385	15	227	17
Queue Length 95th (ft)	388	166		#324	60	#108	263	31
Internal Link Dist (ft)	1288				776		972	
Turn Bay Length (ft)	600	600		425		235		375
Base Capacity (vph)	1008	1167		715	3139	63	1846	799
Starvation Cap Reductn	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0
Reduced v/c Ratio	0.83	0.65		0.85	0.70	0.78	0.63	0.39

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 108 (90%), Referenced to phase 2:NBSB and 6:SBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay (s/veh): 23.3		Intersection LOS: C	
Intersection Capacity Utilization 85.5%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 15: SR 25/US 17 & Quacco Road



Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (veh/h)	765	695	50	510	2010	45	1065	290
Future Volume (veh/h)	765	695	50	510	2010	45	1065	290
Initial Q (Qb), veh	0	0		0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00				1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00
Work Zone On Approach	No				No		No	
Adj Sat Flow, veh/h/ln	1885	1870		1841	1811		1752	1841
Adj Flow Rate, veh/h	832	755		554	2185		1158	0
Peak Hour Factor	0.92	0.92		0.92	0.92		0.92	0.92
Percent Heavy Veh, %	1	2		4	6		10	4
Cap, veh/h	1013	811		720	3144		1845	
Arrive On Green	0.29	0.29		0.42	1.00		0.39	0.00
Sat Flow, veh/h	3483	2790		3401	5107		4940	1560
Grp Volume(v), veh/h	832	755		554	2185		1158	0
Grp Sat Flow(s),veh/h/ln	1742	1395		1700	1648		1594	1560
Q Serve(g_s), s	26.7	31.6		16.7	0.0		23.5	0.0
Cycle Q Clear(g_c), s	26.7	31.6		16.7	0.0		23.5	0.0
Prop In Lane	1.00	1.00		1.00				1.00
Lane Grp Cap(c), veh/h	1013	811		720	3144		1845	
V/C Ratio(X)	0.82	0.93		0.77	0.70		0.63	
Avail Cap(c_a), veh/h	1013	811		720	3144		1845	
HCM Platoon Ratio	1.00	1.00		2.00	2.00		1.00	1.00
Upstream Filter(I)	1.00	1.00		0.66	0.66		1.00	0.00
Uniform Delay (d), s/veh	39.6	41.4		32.1	0.0		29.9	0.0
Incr Delay (d2), s/veh	5.5	17.1		3.4	0.9		1.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	11.9	23.4		5.6	0.2		8.9	0.0
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh	45.1	58.5		35.5	0.9		31.5	0.0
LnGrp LOS	D	E		D	A		C	
Approach Vol, veh/h	1587				2739		1158	
Approach Delay, s/veh	51.5				7.9		31.5	
Approach LOS	D				A		C	

Timer - Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		81.0		39.0	30.0	51.0		
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		
Max Green Setting (Gmax), s		75.0		33.0	24.0	45.0		
Max Q Clear Time (g_c+I1), s		2.0		33.6	18.7	25.5		
Green Ext Time (p_c), s		71.8		0.0	1.2	17.1		

Intersection Summary		
HCM 6th Ctrl Delay, s/veh	25.5	
HCM 6th LOS	C	

Notes

User approved ignoring U-Turning movement.

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

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	0	65	5	20	2795	5	1330	30
Future Volume (vph)	0	65	5	20	2795	5	1330	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0		235		235		175
Storage Lanes	0	1		1		1		1
Taper Length (ft)	125			100		100		
Lane Util. Factor	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Frt		0.865						0.850
Flt Protected				0.950		0.950		
Satd. Flow (prot)	0	1644	0	1657	4988	1805	4759	1538
Flt Permitted				0.950		0.950		
Satd. Flow (perm)	0	1644	0	1657	4988	1805	4759	1538
Link Speed (mph)	25				45		45	
Link Distance (ft)	1147				1052		2163	
Travel Time (s)	31.3				15.9		32.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	11%	4%	0%	9%	5%
Adj. Flow (vph)	0	70	5	22	3005	5	1430	32
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	70	0	27	3005	5	1430	32
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	0				22		22	
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)	15	9	9	15		9		9
Sign Control	Stop				Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	0	65	5	20	2795	5	1330	30
Future Vol, veh/h	0	65	5	20	2795	5	1330	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	-	Yield
Storage Length	-	0	-	235	-	235	-	175
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	11	4	0	9	5
Mvmt Flow	0	70	5	22	3005	5	1430	32

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	-	715	1044	1430	0	2194	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	7.1	5.6	5.52	-	5.6	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	2.3	3.21	-	2.3	-	-
Pot Cap-1 Maneuver	0	324	423	222	-	96	-	-
Stage 1	0	-	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	-	324	238	238	-	96	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	19.1	0.2	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	238	-	324	96	-	-
HCM Lane V/C Ratio	0.113	-	0.216	0.056	-	-
HCM Control Delay (s/veh)	22	-	19.1	44.7	-	-
HCM Lane LOS	C	-	C	E	-	-
HCM 95th %tile Q (veh)	0.4	-	0.8	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	0	60	30	2770	5	1305	5
Future Volume (vph)	0	60	30	2770	5	1305	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	235		235		175
Storage Lanes	0	1	1		1		1
Taper Length (ft)	25		100		100		
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00	0.91	1.00
Frt		0.865					0.850
Flt Protected			0.950		0.950		
Satd. Flow (prot)	0	1644	1805	4988	1805	4759	1615
Flt Permitted			0.950		0.950		
Satd. Flow (perm)	0	1644	1805	4988	1805	4759	1615
Link Speed (mph)	25			45		45	
Link Distance (ft)	865			2163		972	
Travel Time (s)	23.6			32.8		14.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	4%	0%	9%	0%
Adj. Flow (vph)	0	63	31	2885	5	1359	5
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	63	31	2885	5	1359	5
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	0			22		22	
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	56.9%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	0	60	30	2770	5	1305	5
Future Vol, veh/h	0	60	30	2770	5	1305	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	-	Yield
Storage Length	-	0	235	-	235	-	175
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	4	0	9	0
Mvmt Flow	0	63	31	2885	5	1359	5

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	-	680	1359	0	2106	-	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	7.1	5.3	-	5.6	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	3.1	-	2.3	-	-
Pot Cap-1 Maneuver	0	341	266	-	108	-	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	-	341	266	-	108	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	17.9	0.2	0.2
HCM LOS	C		

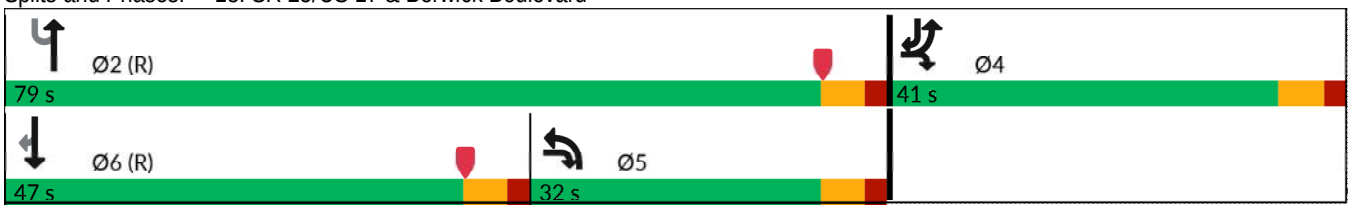
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	266	-	341	108	-	-
HCM Lane V/C Ratio	0.117	-	0.183	0.048	-	-
HCM Control Delay (s/veh)	20.3	-	17.9	40	-	-
HCM Lane LOS	C	-	C	E	-	-
HCM 95th %tile Q (veh)	0.4	-	0.7	0.2	-	-

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	505	550	495	2275	5	760	175
Future Volume (vph)	505	550	495	2275	5	760	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	375	375	275		235		375
Storage Lanes	2	1	2		1		1
Taper Length (ft)	100		200		100		
Lane Util. Factor	0.97	0.88	0.97	0.91	1.00	0.91	1.00
Frt		0.850					0.850
Flt Protected	0.950		0.950		0.950		
Satd. Flow (prot)	3433	2787	3433	4988	1770	4759	1583
Flt Permitted	0.950		0.950		0.050		
Satd. Flow (perm)	3433	2787	3433	4988	93	4759	1583
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)		90					48
Link Speed (mph)	35			45		45	
Link Distance (ft)	1433			972		1495	
Travel Time (s)	27.9			14.7		22.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	4%	2%	9%	2%
Adj. Flow (vph)	537	585	527	2420	5	809	186
Shared Lane Traffic (%)							
Lane Group Flow (vph)	537	585	527	2420	5	809	186
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	24			24		22	
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
Number of Detectors	1	1	1	1	1	1	0
Detector Template					Left		
Leading Detector (ft)	40	40	40	336	20	336	0
Trailing Detector (ft)	0	0	0	330	0	330	0
Detector 1 Position(ft)	0	0	0	330	0	330	0
Detector 1 Size(ft)	40	40	40	6	20	6	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
Turn Type	Prot	pt+ov	Prot	NA	D.Pm	NA	pm+ov
Protected Phases	4	4 5	5	2		6	4
Permitted Phases					2		6
Detector Phase	4	4 5	5	2	2	6	4
Switch Phase							
Minimum Initial (s)	9.0		9.0	16.0	16.0	16.0	9.0
Minimum Split (s)	15.0		15.0	22.0	22.0	22.0	15.0

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Total Split (s)	41.0		32.0	79.0	79.0	47.0	41.0
Total Split (%)	34.2%		26.7%	65.8%	65.8%	39.2%	34.2%
Maximum Green (s)	35.0		26.0	73.0	73.0	41.0	35.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.2		-1.2	-1.5	0.0	-1.5	-1.5
Total Lost Time (s)	4.8		4.8	4.5	6.0	4.5	4.5
Lead/Lag			Lag			Lead	
Lead-Lag Optimize?			Yes			Yes	
Vehicle Extension (s)	3.0		3.0	5.0	5.0	5.0	3.0
Recall Mode	None		None	C-Max	C-Max	C-Max	None
Act Effct Green (s)	28.5	60.5	27.2	82.2	80.7	50.2	83.5
Actuated g/C Ratio	0.24	0.50	0.23	0.69	0.67	0.42	0.70
v/c Ratio	0.66	0.40	0.68	0.71	0.08	0.41	0.17
Control Delay (s/veh)	44.9	15.7	43.3	10.0	7.6	21.4	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.9	15.7	43.3	10.0	7.6	21.4	5.0
LOS	D	B	D	A	A	C	A
Approach Delay (s/veh)	29.7			15.9		18.3	
Approach LOS	C			B		B	
Queue Length 50th (ft)	194	129	203	242	1	97	32
Queue Length 95th (ft)	232	152	m250	467	m2	115	57
Internal Link Dist (ft)	1353			892		1415	
Turn Bay Length (ft)	375	375	275		235		375
Base Capacity (vph)	1035	1622	778	3418	62	1992	1105
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.36	0.68	0.71	0.08	0.41	0.17

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 40 (33%), Referenced to phase 2:NBSB and 6:SBT, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay (s/veh): 19.4		Intersection LOS: B	
Intersection Capacity Utilization 84.4%		ICU Level of Service E	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 18: SR 25/US 17 & Berwick Boulevard





Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	505	550	495	2275	5	760	175
Future Volume (veh/h)	505	550	495	2275	5	760	175
Initial Q (Qb), veh	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841		1767	1870
Adj Flow Rate, veh/h	537	585	527	2420		809	0
Peak Hour Factor	0.94	0.94	0.94	0.94		0.94	0.94
Percent Heavy Veh, %	2	2	2	4		9	2
Cap, veh/h	734	1474	1092	3568		1708	
Arrive On Green	0.21	0.21	0.32	0.71		0.71	0.00
Sat Flow, veh/h	3456	2790	3456	5191		4982	1585
Grp Volume(v), veh/h	537	585	527	2420		809	0
Grp Sat Flow(s),veh/h/ln	1728	1395	1728	1675		1608	1585
Q Serve(g_s), s	17.4	0.0	14.8	32.3		8.8	0.0
Cycle Q Clear(g_c), s	17.4	0.0	14.8	32.3		8.8	0.0
Prop In Lane	1.00	1.00	1.00				1.00
Lane Grp Cap(c), veh/h	734	1474	1092	3568		1708	
V/C Ratio(X)	0.73	0.40	0.48	0.68		0.47	
Avail Cap(c_a), veh/h	1042	1723	1092	3568		1708	
HCM Platoon Ratio	1.00	1.00	1.00	1.00		2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00		0.95	0.00
Uniform Delay (d), s/veh	44.1	16.9	33.1	9.7		12.6	0.0
Incr Delay (d2), s/veh	1.6	0.2	0.3	1.1		0.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	9.8	6.0	9.8		2.5	0.0
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	45.6	17.1	33.5	10.8		13.5	0.0
LnGrp LOS	D	B	C	B		B	
Approach Vol, veh/h	1122			2947		809	
Approach Delay, s/veh	30.7			14.8		13.5	
Approach LOS	C			B		B	

Timer - Assigned Phs		2		4	5	6	
Phs Duration (G+Y+Rc), s		89.7		30.3	42.7	47.0	
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0	
Max Green Setting (Gmax), s		73.0		35.0	26.0	41.0	
Max Q Clear Time (g_c+I1), s		34.3		19.4	16.8	10.8	
Green Ext Time (p_c), s		38.5		4.9	1.6	19.8	

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	18.3
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	0	15	5	5	5	30	2735	20	10	925	50
Future Volume (vph)	160	0	15	5	5	5	30	2735	20	10	925	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		300	0		0	235		175	235		175
Storage Lanes	1		1	0		0	1		1	1		1
Taper Length (ft)	50			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.850			0.955				0.850			0.850
Flt Protected	0.950				0.984		0.950			0.950		
Satd. Flow (prot)	1805	1615	0	0	1785	0	1805	4988	1615	1543	4759	1615
Flt Permitted	0.748				0.893		0.260			0.057		
Satd. Flow (perm)	1421	1615	0	0	1620	0	494	4988	1615	93	4759	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		225			5				82			82
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		711			409			1495			1000	
Travel Time (s)		19.4			11.2			22.7			15.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	4%	0%	17%	9%	0%
Adj. Flow (vph)	167	0	16	5	5	5	31	2849	21	10	964	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	167	16	0	0	15	0	31	2849	21	10	964	52
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			22			22	
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	1	2	1
Detector Template	Left											
Leading Detector (ft)	40	40		40	40		40	336	40	40	336	40
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	330	0	0	330	0
Detector 1 Size(ft)	40	40		40	40		40	6	40	40	6	40
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)		0			0			0			0	
Detector 2 Size(ft)		0			0			0			0	
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	D.P+P	NA		Perm	NA		D.P+P	NA	Perm	Perm	NA	pm+ov
Protected Phases	7	4			8		5	2			6	7



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			8			6		2	6		6
Detector Phase	7	4		8	8		5	2	2	6	6	7
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		9.0	16.0	16.0	16.0	16.0	9.0
Minimum Split (s)	15.0	15.0		15.0	15.0		15.0	22.0	22.0	22.0	22.0	15.0
Total Split (s)	18.0	33.0		15.0	15.0		15.0	87.0	87.0	72.0	72.0	18.0
Total Split (%)	15.0%	27.5%		12.5%	12.5%		12.5%	72.5%	72.5%	60.0%	60.0%	15.0%
Maximum Green (s)	12.0	27.0		9.0	9.0		9.0	81.0	81.0	66.0	66.0	12.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead			Lag	Lag		Lag			Lead	Lead	Lead
Lead-Lag Optimize?	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
Recall Mode	None	None		Min	Min		None	C-Max	C-Max	C-Max	C-Max	None
Act Effct Green (s)	20.5	26.5			9.0		77.9	81.5	81.5	72.5	72.5	86.4
Actuated g/C Ratio	0.17	0.22			0.08		0.65	0.68	0.68	0.60	0.60	0.72
v/c Ratio	0.60	0.03			0.12		0.07	0.84	0.02	0.18	0.34	0.04
Control Delay (s/veh)	50.2	0.1			42.7		5.3	9.6	0.0	23.4	13.2	0.4
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.2	0.1			42.7		5.3	9.6	0.0	23.4	13.2	0.4
LOS	D	A			D		A	A	A	C	B	A
Approach Delay (s/veh)		45.8			42.7			9.5			12.6	
Approach LOS		D			D			A			B	
Queue Length 50th (ft)	111	0			7		5	227	0	4	147	0
Queue Length 95th (ft)	179	0			30		m8	268	m0	18	179	2
Internal Link Dist (ft)		631			329			1415			920	
Turn Bay Length (ft)							235		175	235		175
Base Capacity (vph)	287	537			126		419	3386	1122	56	2874	1191
Starvation Cap Reductn	0	0			0		0	0	0	0	0	0
Spillback Cap Reductn	0	0			0		0	0	0	0	0	0
Storage Cap Reductn	0	0			0		0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.03			0.12		0.07	0.84	0.02	0.18	0.34	0.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 119 (99%), Referenced to phase 2:NBT and 6:NBSB, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 12.0		Intersection LOS: B	
Intersection Capacity Utilization 78.4%		ICU Level of Service D	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 19: SR 25/US 17 & Commercial Driveway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	0	15	5	5	5	30	2735	20	10	925	50
Future Volume (veh/h)	160	0	15	5	5	5	30	2735	20	10	925	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1841	1900	1648	1767	1900
Adj Flow Rate, veh/h	167	0	0	5	5	5	31	2849	0	10	964	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	4	0	17	9	0
Cap, veh/h	351	428		66	59	42	455	3392		105	2653	
Arrive On Green	0.10	0.00	0.00	0.08	0.08	0.08	0.15	1.00	0.00	0.55	0.55	0.00
Sat Flow, veh/h	1810	1900	0	341	786	563	1810	5025	1610	81	4823	1610
Grp Volume(v), veh/h	167	0	0	15	0	0	31	2849	0	10	964	0
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1690	0	0	1810	1675	1610	81	1608	1610
Q Serve(g_s), s	10.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.6	13.5	0.0
Cycle Q Clear(g_c), s	10.1	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	7.6	13.5	0.0
Prop In Lane	1.00		0.00	0.33		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	351	428		167	0	0	455	3392		105	2653	
V/C Ratio(X)	0.48	0.00		0.09	0.00	0.00	0.07	0.84		0.10	0.36	
Avail Cap(c_a), veh/h	351	428		167	0	0	455	3392		105	2653	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.65	0.65	0.00	0.97	0.97	0.00
Uniform Delay (d), s/veh	45.0	0.0	0.0	51.8	0.0	0.0	13.8	0.0	0.0	13.9	15.2	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.2	0.0	0.0	0.0	1.8	0.0	1.7	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.0	0.0	0.4	0.0	0.0	0.4	0.6	0.0	0.2	4.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.0	0.0	0.0	52.0	0.0	0.0	13.8	1.8	0.0	15.6	15.6	0.0
LnGrp LOS	D			D			B	A		B	B	
Approach Vol, veh/h		167			15			2880			974	
Approach Delay, s/veh		46.0			52.0			1.9			15.6	
Approach LOS		D			D			A			B	

Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		87.0		33.0	15.0	72.0	18.0	15.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s		81.0		27.0	9.0	66.0	12.0	9.0				
Max Q Clear Time (g_c+I1), s		2.0		0.0	2.0	15.5	12.1	2.9				
Green Ext Time (p_c), s		78.3		0.0	0.0	26.0	0.0	0.0				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			7.2									
HCM 6th LOS			A									

Notes

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	120	0	10	185	0	470	0	0	2830	70	155	790
Future Volume (vph)	120	0	10	185	0	470	0	0	2830	70	155	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		250	250		300		235		275	235	
Storage Lanes	1		1	1		2		1		1	1	
Taper Length (ft)	25			100				100			100	
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	0.88	1.00	1.00	0.91	1.00	1.00	0.91
Frt			0.850			0.850				0.850		
Flt Protected	0.950			0.950							0.950	
Satd. Flow (prot)	1805	0	1615	3400	0	2814	1900	0	4988	1553	1770	4715
Flt Permitted	0.950			0.950							0.049	
Satd. Flow (perm)	1805	0	1615	3400	0	2814	1900	0	4988	1553	91	4715
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			126			126				76		
Link Speed (mph)		30			25				45			45
Link Distance (ft)		520			1289				1000			979
Travel Time (s)		11.8			35.2				15.2			14.8
Peak Hour Factor	0.92	0.92	0.92	0.98	0.92	0.98	0.98	0.92	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	3%	0%	1%	0%	0%	4%	4%	2%	10%
Adj. Flow (vph)	130	0	11	189	0	480	0	0	2888	71	158	806
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	0	11	189	0	480	0	0	2888	71	158	806
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				22			22
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		1	1		1	1		1	0	1	1
Detector Template	Left		Right			Right	Left					
Leading Detector (ft)	40		40	40		40	20		336	0	40	336
Trailing Detector (ft)	0		0	0		0	0		330	0	0	330
Detector 1 Position(ft)	0		0	0		0	0		330	0	0	330
Detector 1 Size(ft)	40		40	40		40	20		6	20	40	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
Turn Type	Prot		Prot	Prot		Over	Perm		NA	Perm	D.P+P	NA
Protected Phases	7		5!	3		1			2		1	6
Permitted Phases							2!			2	2	
Detector Phase	7		5	3		1	2		2	2	1	6
Switch Phase												
Minimum Initial (s)	9.0		9.0	9.0		9.0	16.0		16.0	16.0	9.0	16.0
Minimum Split (s)	15.0		15.0	15.0		15.0	22.0		22.0	22.0	15.0	22.0



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	55
Future Volume (vph)	55
Ideal Flow (vphpl)	1900
Storage Length (ft)	275
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Right Turn on Red	Yes
Satd. Flow (RTOR)	60
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	0%
Adj. Flow (vph)	60
Shared Lane Traffic (%)	
Lane Group Flow (vph)	60
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
Turn Type	pm+ov
Protected Phases	7
Permitted Phases	6
Detector Phase	7
Switch Phase	
Minimum Initial (s)	9.0
Minimum Split (s)	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Total Split (s)	19.0		15.0	19.0		26.0	85.0		85.0	85.0	26.0	96.0
Total Split (%)	14.6%		11.5%	14.6%		20.0%	65.4%		65.4%	65.4%	20.0%	73.8%
Maximum Green (s)	13.0		9.0	13.0		20.0	79.0		79.0	79.0	20.0	90.0
Yellow Time (s)	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	-1.3		0.0	0.0		-1.4	-1.4	-1.3	-1.4
Total Lost Time (s)	6.0		6.0	4.7		6.0	6.0		4.6	4.6	4.7	4.6
Lead/Lag			Lag			Lead	Lag		Lag	Lag	Lead	Lead
Lead-Lag Optimize?			Yes			Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0		3.0	3.0		3.0	5.0		5.0	5.0	3.0	5.0
Recall Mode	None		None	None		None	C-Max		C-Max	C-Max	None	C-Max
Act Effct Green (s)	12.3		9.0	13.6		19.4			81.7	81.7	102.3	104.1
Actuated g/C Ratio	0.09		0.07	0.10		0.15			0.63	0.63	0.79	0.80
v/c Ratio	0.76		0.05	0.53		0.91			0.92	0.07	0.47	0.21
Control Delay (s/veh)	84.5		0.4	60.8		62.8			27.8	2.1	29.8	3.8
Queue Delay	0.0		0.0	0.0		0.0			0.3	0.0	0.0	0.0
Total Delay (s/veh)	84.5		0.4	60.8		62.8			28.2	2.1	29.8	3.8
LOS	F		A	E		E			C	A	C	A
Approach Delay (s/veh)		77.9			62.2				27.5			7.6
Approach LOS		E			E				C			A
Queue Length 50th (ft)	108		0	78		171			762	0	68	43
Queue Length 95th (ft)	#203		0	118		#277			847	17	m138	m98
Internal Link Dist (ft)		440			1209				920			899
Turn Bay Length (ft)			250	250		300				275	235	
Base Capacity (vph)	180		229	374		539			3135	1004	347	3775
Starvation Cap Reductn	0		0	0		0			37	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
Reduced v/c Ratio	0.72		0.05	0.51		0.89			0.93	0.07	0.46	0.21

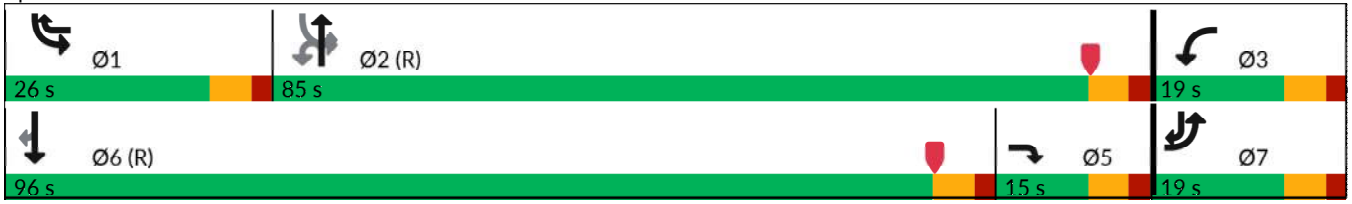
Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:SBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay (s/veh): 29.6		Intersection LOS: C	
Intersection Capacity Utilization 89.9%		ICU Level of Service E	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

! Phase conflict between lane groups.

Splits and Phases: 20: SR 25/US 17 & Cottonvale Road





Lane Group	SBR
Total Split (s)	19.0
Total Split (%)	14.6%
Maximum Green (s)	13.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Act Effct Green (s)	125.8
Actuated g/C Ratio	0.97
v/c Ratio	0.04
Control Delay (s/veh)	0.4
Queue Delay	0.0
Total Delay (s/veh)	0.4
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	m6
Internal Link Dist (ft)	
Turn Bay Length (ft)	275
Base Capacity (vph)	1544
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.04

Intersection Summary

HCM 6th Edition methodology cannot be performed with phasing conflicts.

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	0	45	15	5	3405	20	945	20
Future Volume (vph)	0	45	15	5	3405	20	945	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		235		235		175
Storage Lanes	0	1		1		1		1
Taper Length (ft)	25			100		100		
Lane Util. Factor	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Frt		0.865						0.850
Flt Protected				0.950		0.950		
Satd. Flow (prot)	0	1644	0	1699	5036	1805	4759	1324
Flt Permitted				0.950		0.950		
Satd. Flow (perm)	0	1644	0	1699	5036	1805	4759	1324
Link Speed (mph)	30				45		45	
Link Distance (ft)	1221				802		553	
Travel Time (s)	27.8				12.2		8.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	6%	0%	0%	25%	3%	0%	9%	22%
Adj. Flow (vph)	0	46	15	5	3510	21	974	21
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	46	0	20	3510	21	974	21
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Right	Left	Right
Median Width(ft)	0				22		22	
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)	15	9	9	15		9		9
Sign Control	Stop				Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.1%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	0	45	15	5	3405	20	945	20
Future Vol, veh/h	0	45	15	5	3405	20	945	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	-	Yield
Storage Length	-	0	-	235	-	235	-	175
Veh in Median Storage, #	1	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97
Heavy Vehicles, %	6	0	0	25	3	0	9	22
Mvmt Flow	0	46	15	5	3510	21	974	21

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	-	487	711	974	0	2563	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	7.1	5.6	5.8	-	5.6	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	2.3	3.35	-	2.3	-	-
Pot Cap-1 Maneuver	0	455	644	340	-	59	-	-
Stage 1	0	-	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	-	455	493	493	-	59	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.8	0.1	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	493	-	455	59	-	-
HCM Lane V/C Ratio	0.042	-	0.102	0.349	-	-
HCM Control Delay (s/veh)	12.6	-	13.8	95.8	-	-
HCM Lane LOS	B	-	B	F	-	-
HCM 95th %tile Q (veh)	0.1	-	0.3	1.3	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	35	0	0	0	105	0	3390	15	0	0	0
Future Volume (vph)	5	35	0	0	0	105	0	3390	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	235		175	235		175
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00
Frt						0.865			0.850			
Flt Protected		0.994										
Satd. Flow (prot)	0	1889	0	0	0	1508	0	4848	1583	0	0	0
Flt Permitted		0.994										
Satd. Flow (perm)	0	1889	0	0	0	1508	0	4848	1583	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27				27			27			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		123			1087			139			1544	
Travel Time (s)		2.8			24.7			2.1			23.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.92
Heavy Vehicles (%)	0%	0%	20%	14%	0%	9%	13%	7%	2%	14%	9%	0%
Adj. Flow (vph)	5	36	0	0	0	107	0	3459	15	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	41	0	0	0	107	0	3459	15	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			22			22	
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	1				1		2	1			
Detector Template												
Leading Detector (ft)	40	40				40		336	40			
Trailing Detector (ft)	0	0				0		0	0			
Detector 1 Position(ft)	0	0				0		330	0			
Detector 1 Size(ft)	40	40				40		6	40			
Detector 1 Type	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			
Detector 1 Queue (s)	0.0	0.0				0.0		0.0	0.0			
Detector 1 Delay (s)	0.0	0.0				0.0		0.0	0.0			
Detector 2 Position(ft)								0				
Detector 2 Size(ft)								0				
Detector 2 Type								Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)								0.0				
Turn Type	Split	NA				Perm		NA	Perm			
Protected Phases	4	4						2				



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases						8			2			
Detector Phase	4	4				8		2	2			
Switch Phase												
Minimum Initial (s)	9.0	9.0				9.0		16.0	16.0			
Minimum Split (s)	15.0	15.0				15.0		22.0	22.0			
Total Split (s)	17.0	17.0				17.0		103.0	103.0			
Total Split (%)	14.2%	14.2%				14.2%		85.8%	85.8%			
Maximum Green (s)	11.0	11.0				11.0		97.0	97.0			
Yellow Time (s)	4.0	4.0				4.0		4.0	4.0			
All-Red Time (s)	2.0	2.0				2.0		2.0	2.0			
Lost Time Adjust (s)		0.0				0.0		0.0	0.0			
Total Lost Time (s)		6.0				6.0		6.0	6.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0				3.0		3.0	3.0			
Recall Mode	None	None				None		C-Max	C-Max			
Act Effct Green (s)		10.4				10.4		97.6	97.6			
Actuated g/C Ratio		0.09				0.09		0.81	0.81			
v/c Ratio		0.22				0.69		0.88	0.01			
Control Delay (s/veh)		15.5				62.9		10.9	0.4			
Queue Delay		0.0				0.0		0.0	0.0			
Total Delay (s/veh)		15.5				62.9		10.9	0.4			
LOS		B				E		B	A			
Approach Delay (s/veh)		15.5			62.9			10.9				
Approach LOS		B			E			B				
Queue Length 50th (ft)		17				61		523	0			
Queue Length 95th (ft)		m40				#139		599	2			
Internal Link Dist (ft)		43			1007			59			1464	
Turn Bay Length (ft)									175			
Base Capacity (vph)		197				162		3944	1292			
Starvation Cap Reductn		0				0		0	0			
Spillback Cap Reductn		0				0		0	0			
Storage Cap Reductn		0				0		0	0			
Reduced v/c Ratio		0.21				0.66		0.88	0.01			

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 47 (39%), Referenced to phase 2:NBT and 6:, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay (s/veh): 12.5		Intersection LOS: B	
Intersection Capacity Utilization 95.5%		ICU Level of Service F	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Derrick Inn Road & SR 25/US 17



HCM 6th Edition methodology does not support Non-NEMA phasing.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	215	245	690	2785	760	195
Future Volume (vph)	215	245	690	2785	760	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	350	400			175
Storage Lanes	1	1	1			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	0.88	0.97	0.95	0.91	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1641	2472	3303	3505	4803	1404
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1641	2472	3303	3505	4803	1404
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		45				210
Link Speed (mph)	35			45	45	
Link Distance (ft)	2461			863	977	
Travel Time (s)	47.9			13.1	14.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	10%	15%	6%	3%	8%	15%
Adj. Flow (vph)	231	263	742	2995	817	210
Shared Lane Traffic (%)						
Lane Group Flow (vph)	231	263	742	2995	817	210
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	L NA	Right	Left	R NA	Left	Right
Median Width(ft)	40			24	16	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	30			25	25	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	0	1	1	1	0
Detector Template						
Leading Detector (ft)	40	0	40	336	336	0
Trailing Detector (ft)	0	0	0	330	330	0
Detector 1 Position(ft)	0	0	0	330	330	0
Detector 1 Size(ft)	40	20	40	6	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
Turn Type	Prot	pt+ov	Prot	NA	NA	Perm
Protected Phases	4!	4 5	5	Free!	6	
Permitted Phases						6
Detector Phase	4	4 5	5		6	6
Switch Phase						
Minimum Initial (s)	9.0		9.0		16.0	16.0
Minimum Split (s)	15.0		15.0		22.0	22.0

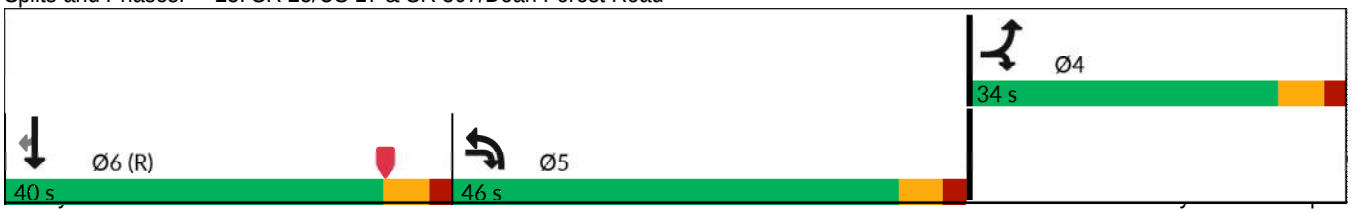
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (s)	34.0		46.0		40.0	40.0
Total Split (%)	28.3%		38.3%		33.3%	33.3%
Maximum Green (s)	28.0		40.0		34.0	34.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	-3.5		-2.5		-1.5	-1.5
Total Lost Time (s)	2.5		3.5		4.5	4.5
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	4.0		3.0		5.0	5.0
Recall Mode	None		None		C-Max	C-Max
Act Effct Green (s)	26.1	62.0	35.9	120.0	47.5	47.5
Actuated g/C Ratio	0.22	0.52	0.30	1.00	0.40	0.40
v/c Ratio	0.65	0.20	0.75	0.85	0.43	0.31
Control Delay (s/veh)	51.0	12.0	34.1	6.3	29.0	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.0	12.0	34.1	6.3	29.0	5.4
LOS	D	B	C	A	C	A
Approach Delay (s/veh)	30.3			11.8	24.2	
Approach LOS	C			B	C	
Queue Length 50th (ft)	164	48	267	572	168	0
Queue Length 95th (ft)	238	58	m271	892	242	57
Internal Link Dist (ft)	2381			783	897	
Turn Bay Length (ft)		350	400			175
Base Capacity (vph)	430	1398	1169	3505	1902	682
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.19	0.63	0.85	0.43	0.31

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 4 (3%), Referenced to phase 2: and 6:SBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay (s/veh): 16.0		Intersection LOS: B	
Intersection Capacity Utilization 95.6%		ICU Level of Service F	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

! Phase conflict between lane groups.

Splits and Phases: 23: SR 25/US 17 & SR 307/Dean Forest Road



HCM 6th Edition methodology cannot be performed with phasing conflicts.



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	0	85	55	2980	5	905	15
Future Volume (vph)	0	85	55	2980	5	905	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	700		235		175
Storage Lanes	0	1	1		1		1
Taper Length (ft)	25		100		100		
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	1.00
Frt		0.865					0.850
Flt Protected			0.950		0.950		
Satd. Flow (prot)	0	1644	1805	3505	1805	3312	1615
Flt Permitted			0.950		0.950		
Satd. Flow (perm)	0	1644	1805	3505	1805	3312	1615
Link Speed (mph)	25			45		45	
Link Distance (ft)	1440			1027		2554	
Travel Time (s)	39.3			15.6		38.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	3%	0%	9%	0%
Adj. Flow (vph)	0	89	58	3137	5	953	16
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	89	58	3137	5	953	16
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Left	R NA	Left	Right
Median Width(ft)	0			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	22		9		9
Sign Control	Stop			Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	85.7%	ICU Level of Service	E
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	0	85	55	2980	5	905	15
Future Vol, veh/h	0	85	55	2980	5	905	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	-	Yield
Storage Length	-	0	700	-	235	-	175
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	3	0	9	0
Mvmt Flow	0	89	58	3137	5	953	16

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	-	477	953	0	3137	-	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.1	-	6.4	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	2.5	-	-
Pot Cap-1 Maneuver	0	540	729	-	13	-	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	-	540	729	-	13	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13	0.2	2.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	729	-	540	13	-	-
HCM Lane V/C Ratio	0.079	-	0.166	0.405	-	-
HCM Control Delay (s/veh)	10.4	-	13$	409.5	-	-
HCM Lane LOS	B	-	B	F	-	-
HCM 95th %tile Q (veh)	0.3	-	0.6	1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	40	0	0	5	35	2950	5	5	885	5
Future Volume (vph)	0	0	40	0	0	5	35	2950	5	5	885	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	235		0	235		175
Storage Lanes	0		1	0		1	1		0	1		1
Taper Length (ft)	25			25			100			100		
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			0.865			0.865						0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1565	0	0	1644	1805	3505	0	1805	3312	1615
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	0	1565	0	0	1644	1805	3505	0	1805	3312	1615
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		1154			381			2554			1159	
Travel Time (s)		31.5			10.4			38.7			17.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	5%	0%	0%	0%	0%	3%	0%	0%	9%	0%
Adj. Flow (vph)	0	0	41	0	0	5	36	3010	5	5	903	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	41	0	0	5	36	3015	0	5	903	5
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)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 91.7%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	40	0	0	5	35	2950	5	5	885	5
Future Vol, veh/h	0	0	40	0	0	5	35	2950	5	5	885	5
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	-	-	Stop	-	-	Stop	-	-	None	-	-	Yield
Storage Length	-	-	0	-	-	0	235	-	-	235	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	5	0	0	0	0	3	0	0	9	0
Mvmt Flow	0	0	41	0	0	5	36	3010	5	5	903	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	452	-	-	1508	903	0	0	3015	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7	-	-	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.35	-	-	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	547	0	0	112	761	-	-	116	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	547	-	-	112	761	-	-	116	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.1	38.7	0.1	0.2
HCM LOS	B	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	761	-	-	547	112	116	-	-
HCM Lane V/C Ratio	0.047	-	-	0.075	0.046	0.044	-	-
HCM Control Delay (s/veh)	10	-	-	12.1	38.7	37.5	-	-
HCM Lane LOS	A	-	-	B	E	E	-	-
HCM 95th %tile Q (veh)	0.1	-	-	0.2	0.1	0.1	-	-



Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	0	5	5	2950	5	5	0	890
Future Volume (vph)	0	5	5	2950	5	5	0	890
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	235		0		235	
Storage Lanes	0	1	1		0		1	
Taper Length (ft)	25		100				100	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95
Frt		0.865						
Flt Protected			0.950				0.950	
Satd. Flow (prot)	0	1644	1805	3505	0	0	1805	3312
Flt Permitted			0.950				0.950	
Satd. Flow (perm)	0	1644	1805	3505	0	0	1805	3312
Link Speed (mph)	25			45				45
Link Distance (ft)	866			1159				1375
Travel Time (s)	23.6			17.6				20.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%	0%	9%
Adj. Flow (vph)	0	5	5	3041	5	5	0	918
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	5	5	3046	0	0	5	918
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	R NA	Left	Left
Median Width(ft)	0			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)	15	9	9		9	9	15	
Sign Control	Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 91.7%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Vol, veh/h	0	5	5	2950	5	5	0	890
Future Vol, veh/h	0	5	5	2950	5	5	0	890
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	Stop	-	-	None	-	-	None
Storage Length	-	0	235	-	-	-	235	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	3	0	0	0	9
Mvmt Flow	0	5	5	3041	5	5	0	918

Major/Minor	Minor1		Major1			Major2		
Conflicting Flow All	-	1523	918	0	0	3046	3046	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	6.9	6.4	-	-	6.4	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.5	-	-	2.5	2.2	-
Pot Cap-1 Maneuver	0	109	381	-	-	15	112	-
Stage 1	0	-	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	-	109	381	-	-	14	14	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	39.7	0	2.1
HCM LOS	E		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	381	-	-	109	14	-
HCM Lane V/C Ratio	0.014	-	-	0.047	0.368	-
HCM Control Delay (s/veh)	14.6	-	-	39.7$	370.6	-
HCM Lane LOS	B	-	-	E	F	-
HCM 95th %tile Q (veh)	0	-	-	0.1	0.9	-

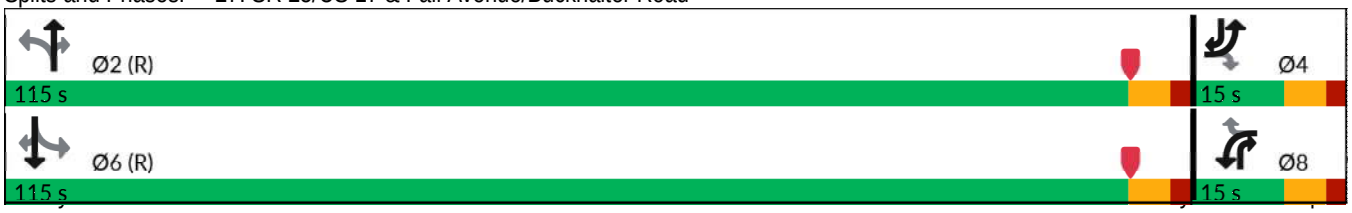


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	0	10	110	0	65	20	2805	135	25	775	50
Future Volume (vph)	60	0	10	110	0	65	20	2805	135	25	775	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		175	275		0	235		175	235		175
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	50			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	0.97	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	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	0	1615	3502	0	1615	1805	3505	1599	1671	3282	1583
Flt Permitted	0.950			0.950			0.346			0.036		
Satd. Flow (perm)	1770	0	1615	3502	0	1615	657	3505	1599	63	3282	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			25			25						
Link Speed (mph)		25			40			45			45	
Link Distance (ft)		1154			1877			1375			1428	
Travel Time (s)		31.5			32.0			20.8			21.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	3%	1%	8%	10%	2%
Adj. Flow (vph)	61	0	10	112	0	66	20	2862	138	26	791	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	0	10	112	0	66	20	2862	138	26	791	51
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			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	15		9	15		9
Number of Detectors	1		1	1		1	1	1	1	1	1	1
Detector Template			Right			Right						
Leading Detector (ft)	40		20	40		20	40	336	40	40	336	40
Trailing Detector (ft)	0		0	0		0	0	330	0	0	330	0
Detector 1 Position(ft)	0		0	0		0	0	330	0	0	330	0
Detector 1 Size(ft)	40		20	40		20	40	6	40	40	6	40
Detector 1 Type	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
Detector 1 Queue (s)	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
Turn Type	Prot		Perm	Prot		Perm	Perm	NA	pm+ov	Perm	NA	pm+ov
Protected Phases	4			8				2	8		6	4
Permitted Phases			4			8	2		2	6		6
Detector Phase	4		4	8		8	2	2	8	6	6	4
Switch Phase												
Minimum Initial (s)	9.0		9.0	9.0		9.0	16.0	16.0	9.0	16.0	16.0	9.0
Minimum Split (s)	15.0		15.0	15.0		15.0	22.0	22.0	15.0	22.0	22.0	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	15.0		15.0	15.0		15.0	115.0	115.0	15.0	115.0	115.0	15.0
Total Split (%)	11.5%		11.5%	11.5%		11.5%	88.5%	88.5%	11.5%	88.5%	88.5%	11.5%
Maximum Green (s)	9.0		9.0	9.0		9.0	109.0	109.0	9.0	109.0	109.0	9.0
Yellow Time (s)	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0	-2.5	-2.5	0.0	-2.5	-2.5	0.0
Total Lost Time (s)	6.0		6.0	6.0		6.0	3.5	3.5	6.0	3.5	3.5	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0		4.0	3.0		3.0	5.0	5.0	3.0	5.0	5.0	4.0
Recall Mode	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max	None
Act Effct Green (s)	9.0		9.0	9.0		9.0	111.5	111.5	130.0	111.5	111.5	130.0
Actuated g/C Ratio	0.07		0.07	0.07		0.07	0.86	0.86	1.00	0.86	0.86	1.00
v/c Ratio	0.50		0.07	0.46		0.49	0.04	0.95	0.09	0.48	0.28	0.03
Control Delay (s/veh)	73.0		6.6	64.8		51.2	1.5	16.7	0.1	37.2	1.6	0.0
Queue Delay	0.0		0.0	0.0		0.1	0.0	32.9	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.0		6.6	64.8		51.3	1.5	49.5	0.1	37.2	1.6	0.0
LOS	E		A	E		D	A	D	A	D	A	A
Approach Delay (s/veh)		63.6			59.8			47.0			2.6	
Approach LOS		E			E			D			A	
Queue Length 50th (ft)	51		0	47		34	2	715	0	3	37	0
Queue Length 95th (ft)	99		6	79		83	5	941	0	#63	38	0
Internal Link Dist (ft)		1074			1797			1295			1348	
Turn Bay Length (ft)			175	275			235		175	235		175
Base Capacity (vph)	122		135	242		135	563	3006	1599	54	2814	1583
Starvation Cap Reductn	0		0	0		0	0	0	0	0	0	0
Spillback Cap Reductn	0		0	0		1	0	341	0	0	0	0
Storage Cap Reductn	0		0	0		0	0	0	0	0	0	0
Reduced v/c Ratio	0.50		0.07	0.46		0.49	0.04	1.07	0.09	0.48	0.28	0.03

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 112 (86%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay (s/veh): 38.5		Intersection LOS: D	
Intersection Capacity Utilization 100.0%		ICU Level of Service G	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 27: SR 25/US 17 & Fall Avenue/Buckhalter Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	0	10	110	0	65	20	2805	135	25	775	50
Future Volume (veh/h)	60	0	10	110	0	65	20	2805	135	25	775	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	0	1900	1900	0	1900	1900	1856	1885	1781	1752	1870
Adj Flow Rate, veh/h	61	0	0	112	0	0	20	2862	138	26	791	51
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	0	0	0	0	0	0	3	1	8	10	2
Cap, veh/h	123	0		243	0		625	3024	1450	74	2855	1439
Arrive On Green	0.07	0.00	0.00	0.07	0.00	0.00	0.86	0.86	0.84	1.00	1.00	1.00
Sat Flow, veh/h	1781	61		3510	112		664	3526	1598	76	3328	1585
Grp Volume(v), veh/h	61	62.7		112	59.6		20	2862	138	26	791	51
Grp Sat Flow(s),veh/h/ln	1781	E		1755	E		664	1763	1598	76	1664	1585
Q Serve(g_s), s	4.3			4.0			0.6	79.7	1.1	31.8	0.0	0.0
Cycle Q Clear(g_c), s	4.3			4.0			0.6	79.7	1.1	111.5	0.0	0.0
Prop In Lane	1.00			1.00			1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123			243			625	3024	1450	74	2855	1439
V/C Ratio(X)	0.50			0.46			0.03	0.95	0.10	0.35	0.28	0.04
Avail Cap(c_a), veh/h	123			243			625	3024	1450	74	2855	1439
HCM Platoon Ratio	1.00			1.00			1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00			1.00			1.00	1.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	58.3			58.2			1.4	7.0	0.6	44.5	0.0	0.0
Incr Delay (d2), s/veh	4.3			1.4			0.1	7.9	0.1	12.4	0.2	0.0
Initial Q Delay(d3), s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1			1.8			0.0	15.3	0.4	1.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.7			59.6			1.4	14.9	0.7	56.9	0.2	0.0
LnGrp LOS	E			E			A	B	A	E	A	A
Approach Vol, veh/h								3020			868	
Approach Delay, s/veh								14.2			1.9	
Approach LOS								B			A	

Timer - Assigned Phs		2	3		6	7						
Phs Duration (G+Y+Rc), s		115.0	15.0		115.0	15.0						
Change Period (Y+Rc), s		6.0	6.0		6.0	6.0						
Max Green Setting (Gmax), s		109.0	9.0		109.0	9.0						
Max Q Clear Time (g_c+I1), s		81.7	6.0		113.5	6.3						
Green Ext Time (p_c), s		27.2	0.1		0.0	0.0						

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	13.5
HCM 6th LOS	B

Notes

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	10	5	2950	865	15
Future Volume (vph)	0	10	5	2950	865	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	50	235			175
Storage Lanes	0	0	1			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.865				0.850
Flt Protected			0.950			
Satd. Flow (prot)	0	1096	1504	3471	3282	1615
Flt Permitted			0.950			
Satd. Flow (perm)	0	1096	1504	3471	3282	1615
Link Speed (mph)	30			45	45	
Link Distance (ft)	1128			579	1301	
Travel Time (s)	25.6			8.8	19.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	20%	50%	20%	4%	10%	0%
Adj. Flow (vph)	0	10	5	3073	901	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	10	5	3073	901	16
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	84.9%	ICU Level of Service	E
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	5	2950	865	15
Future Vol, veh/h	0	10	5	2950	865	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	-	235	-	-	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	20	50	20	4	10	0
Mvmt Flow	0	10	5	3073	901	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	451	901	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.9	4.5	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.8	2.4	-	-	-
Pot Cap-1 Maneuver	0	443	647	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	443	647	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	647	-	443	-	-
HCM Lane V/C Ratio	0.008	-	0.024	-	-
HCM Control Delay (s/veh)	10.6	-	13.3	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	0	35	40	2910	5	845	40
Future Volume (vph)	0	35	40	2910	5	845	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	235		235		175
Storage Lanes	0	1	1		1		1
Taper Length (ft)	25		100		100		
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	1.00
Frt		0.865					0.850
Flt Protected			0.950		0.950		
Satd. Flow (prot)	0	939	1556	3471	1805	3343	1369
Flt Permitted			0.950		0.950		
Satd. Flow (perm)	0	939	1556	3471	1805	3343	1369
Link Speed (mph)	30			45		45	
Link Distance (ft)	1102			1301		792	
Travel Time (s)	25.0			19.7		12.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	50%	75%	16%	4%	0%	8%	18%
Adj. Flow (vph)	0	37	42	3063	5	889	42
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	37	42	3063	5	889	42
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	0			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	83.8%	ICU Level of Service	E
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	0	35	40	2910	5	845	40
Future Vol, veh/h	0	35	40	2910	5	845	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	-	Yield
Storage Length	-	0	235	-	235	-	175
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	50	75	16	4	0	8	18
Mvmt Flow	0	37	42	3063	5	889	42

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	-	445	889	0	3063	-	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	8.4	4.42	-	6.4	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.05	2.36	-	2.5	-	-
Pot Cap-1 Maneuver	0	400	676	-	15	-	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	-	400	676	-	15	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.9	0.1	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	676	-	400	15	-	-
HCM Lane V/C Ratio	0.062	-	0.092	0.351	-	-
HCM Control Delay (s/veh)	10.7	-	14.9	$ 342.3	-	-
HCM Lane LOS	B	-	B	F	-	-
HCM 95th %tile Q (veh)	0.2	-	0.3	0.9	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	5	0	0	10	5	2905	5	5	885	30
Future Volume (vph)	0	0	5	0	0	10	5	2905	5	5	885	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	235		0	235		175
Storage Lanes	0		1	0		1	1		0	1		1
Taper Length (ft)	25			25			100			100		
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			0.865			0.865						0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1644	0	0	1644	1805	3471	0	1805	3312	1615
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	0	1644	0	0	1644	1805	3471	0	1805	3312	1615
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		862			878			792			1017	
Travel Time (s)		23.5			23.9			12.0			15.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	4%	0%	0%	9%	0%
Adj. Flow (vph)	0	0	5	0	0	10	5	3026	5	5	922	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	5	0	0	10	5	3031	0	5	922	31
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)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 90.5%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	0	0	10	5	2905	5	5	885	30
Future Vol, veh/h	0	0	5	0	0	10	5	2905	5	5	885	30
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	-	-	Stop	-	-	Stop	-	-	None	-	-	Yield
Storage Length	-	-	0	-	-	0	235	-	-	235	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	0	0	0	0	0	0	4	0	0	9	0
Mvmt Flow	0	0	5	0	0	10	5	3026	5	5	922	31

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	461	-	-	1516	922	0	0	3031	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	553	0	0	110	749	-	-	114	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	553	-	-	110	749	-	-	114	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.6	41.1	0	0.2
HCM LOS	B	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	749	-	-	553	110	114	-	-
HCM Lane V/C Ratio	0.007	-	-	0.009	0.095	0.046	-	-
HCM Control Delay (s/veh)	9.8	-	-	11.6	41.1	38.1	-	-
HCM Lane LOS	A	-	-	B	E	E	-	-
HCM 95th %tile Q (veh)	0	-	-	0	0.3	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	60	0	0	35	40	20	2090	15	10	755
Future Volume (vph)	0	0	60	0	0	35	40	20	2090	15	10	755
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		235		400	235	
Storage Lanes	0		1	0		1		1		1	1	
Taper Length (ft)	25			25				100			100	
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			0.865			0.865				0.850		
Flt Protected								0.950			0.950	
Satd. Flow (prot)	0	0	934	0	0	1644	0	1496	3406	1615	1805	3282
Flt Permitted								0.950			0.950	
Satd. Flow (perm)	0	0	934	0	0	1644	0	1496	3406	1615	1805	3282
Link Speed (mph)		30			30				45			45
Link Distance (ft)		941			754				610			2479
Travel Time (s)		21.4			17.1				9.2			37.6
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
Heavy Vehicles (%)	78%	0%	76%	0%	0%	0%	0%	61%	6%	0%	0%	10%
Adj. Flow (vph)	0	0	65	0	0	38	43	22	2272	16	11	821
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	65	0	0	38	0	65	2272	16	11	821
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)	15		9	15		9	9	15		9	15	
Sign Control		Stop			Stop				Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.8%		ICU Level of Service C	
Analysis Period (min) 15			



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	25
Future Volume (vph)	25
Ideal Flow (vphpl)	1900
Storage Length (ft)	175
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	991
Flt Permitted	
Satd. Flow (perm)	991
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	63%
Adj. Flow (vph)	27
Shared Lane Traffic (%)	
Lane Group Flow (vph)	27
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
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	60	0	0	35	40	20	2090	15	10	755	25
Future Vol, veh/h	0	0	60	0	0	35	40	20	2090	15	10	755	25
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	-	-	Stop	-	-	Stop	-	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	0	-	235	-	400	235	-	175
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, %	78	0	76	0	0	0	0	61	6	0	0	10	63
Mvmt Flow	0	0	65	0	0	38	43	22	2272	16	11	821	27

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	-	-	411	-	-	1136	821	821	0	0	2272	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	8.42	-	-	6.9	6.4	5.32	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	4.06	-	-	3.3	2.5	2.81	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	424	0	0	199	439	516	-	-	228	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	-	-	424	-	-	199	414	414	-	-	228	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15	27.3	0.4	0.3
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	414	-	-	424	199	228	-	-
HCM Lane V/C Ratio	0.158	-	-	0.154	0.191	0.048	-	-
HCM Control Delay (s/veh)	15.3	-	-	15	27.3	21.6	-	-
HCM Lane LOS	C	-	-	C	D	C	-	-
HCM 95th %tile Q (veh)	0.6	-	-	0.5	0.7	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	25	15	25	35	5	145	15	2045	65	5	105	730
Future Volume (vph)	25	15	25	35	5	145	15	2045	65	5	105	730
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		250	235		200		300	
Storage Lanes	0		0	0		1	1		1		1	
Taper Length (ft)	25			25			100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt		0.948				0.850			0.850			
Flt Protected		0.981			0.958		0.950				0.950	
Satd. Flow (prot)	0	1647	0	0	1364	1429	1641	3406	1313	0	1503	3252
Flt Permitted		0.856			0.723		0.359				0.043	
Satd. Flow (perm)	0	1437	0	0	1029	1429	620	3406	1313	0	68	3252
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)		19				107			76			
Link Speed (mph)		30			25			45				45
Link Distance (ft)		369			1049			2479				552
Travel Time (s)		8.4			28.6			37.6				8.4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	0%	13%	38%	0%	13%	10%	6%	23%	0%	21%	11%
Adj. Flow (vph)	26	16	26	37	5	153	16	2153	68	5	111	768
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	68	0	0	42	153	16	2153	68	0	116	768
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)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2		1	2	1	1	2	1	1	1	2
Detector Template	Left			Left					Right	Left		
Leading Detector (ft)	40	40		40	330	40	40	336	20	20	40	336
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	330	0	0	0	330
Detector 1 Size(ft)	40	40		40	40	40	40	6	20	20	40	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
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
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
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
Detector 2 Position(ft)		0			330			0				0
Detector 2 Size(ft)		0			0			0				0
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	Perm	Perm	NA	Perm	D.P+P	D.P+P	NA
Protected Phases		4			8			2		1	1	6



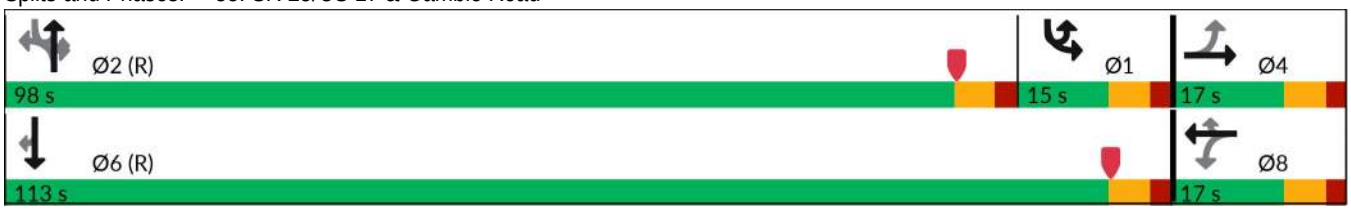
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	20
Future Volume (vph)	20
Ideal Flow (vphpl)	1900
Storage Length (ft)	175
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Right Turn on Red	Yes
Satd. Flow (RTOR)	25
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Heavy Vehicles (%)	0%
Adj. Flow (vph)	21
Shared Lane Traffic (%)	
Lane Group Flow (vph)	21
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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Permitted Phases	4			8		8	2		2	2	2	
Detector Phase	4	4		8	8	8	2	2	2	1	1	6
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0	9.0	16.0	16.0	16.0	9.0	9.0	16.0
Minimum Split (s)	15.0	15.0		15.0	15.0	15.0	22.0	22.0	22.0	15.0	15.0	22.0
Total Split (s)	17.0	17.0		17.0	17.0	17.0	98.0	98.0	98.0	15.0	15.0	113.0
Total Split (%)	13.1%	13.1%		13.1%	13.1%	13.1%	75.4%	75.4%	75.4%	11.5%	11.5%	86.9%
Maximum Green (s)	11.0	11.0		11.0	11.0	11.0	92.0	92.0	92.0	9.0	9.0	107.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0			6.0	6.0	6.0	6.0	6.0		6.0	6.0
Lead/Lag							Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	5.0	5.0	5.0	3.0	3.0	5.0
Recall Mode	None	None		None	None	None	C-Max	C-Max	C-Max	None	None	C-Max
Act Effct Green (s)		10.3			10.3	10.3	92.7	92.7	92.7		101.7	107.7
Actuated g/C Ratio		0.08			0.08	0.08	0.71	0.71	0.71		0.78	0.83
v/c Ratio		0.52			0.52	0.73	0.04	0.89	0.07		0.76	0.29
Control Delay (s/veh)		56.9			79.8	39.9	2.3	11.7	0.1		51.9	2.9
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)		56.9			79.8	39.9	2.3	11.7	0.1		51.9	2.9
LOS		E			E	D	A	B	A		D	A
Approach Delay (s/veh)		56.9			48.5			11.3				9.1
Approach LOS		E			D			B				A
Queue Length 50th (ft)		40			34	37	1	722	0		20	78
Queue Length 95th (ft)		90			#76	#130	m2	258	m0		#144	106
Internal Link Dist (ft)		289			969			2399				472
Turn Bay Length (ft)						250	235		200		300	
Base Capacity (vph)		138			87	218	442	2429	958		152	2694
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
Reduced v/c Ratio		0.49			0.48	0.70	0.04	0.89	0.07		0.76	0.29

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 84 (65%), Referenced to phase 2:NBSB and 6:SBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay (s/veh): 13.7 Intersection LOS: B
Intersection Capacity Utilization 100.5% ICU Level of Service G
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 35: SR 25/US 17 & Gamble Road





Lane Group	SBR
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	16.0
Minimum Split (s)	22.0
Total Split (s)	113.0
Total Split (%)	86.9%
Maximum Green (s)	107.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	5.0
Recall Mode	C-Max
Act Effct Green (s)	107.7
Actuated g/C Ratio	0.83
v/c Ratio	0.02
Control Delay (s/veh)	1.2
Queue Delay	0.0
Total Delay (s/veh)	1.2
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	5
Internal Link Dist (ft)	
Turn Bay Length (ft)	175
Base Capacity (vph)	1342
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.02

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	25	15	25	35	5	145	15	2045	65	5	105	730
Future Volume (veh/h)	25	15	25	35	5	145	15	2045	65	5	105	730
Initial Q (Qb), veh	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	
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
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1811	1900	1707	1337	1900	1707	1752	1811	1559		1589	1737
Adj Flow Rate, veh/h	26	16	26	37	5	0	16	2153	0		111	768
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95
Percent Heavy Veh, %	6	0	13	38	0	13	10	6	23		21	11
Cap, veh/h	72	36	43	140	16		520	2435			220	2771
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.00	0.71	0.71	0.00		0.17	1.00
Sat Flow, veh/h	496	537	640	1300	234	1447	656	3441	1321		1513	3300
Grp Volume(v), veh/h	68	0	0	42	0	0	16	2153	0		111	768
Grp Sat Flow(s),veh/h/ln	1673	0	0	1534	0	1447	656	1721	1321		1513	1650
Q Serve(g_s), s	1.7	0.0	0.0	0.0	0.0	0.0	1.0	63.5	0.0		0.2	0.0
Cycle Q Clear(g_c), s	4.9	0.0	0.0	3.2	0.0	0.0	1.0	63.5	0.0		0.2	0.0
Prop In Lane	0.38		0.38	0.88		1.00	1.00		1.00		1.00	
Lane Grp Cap(c), veh/h	152	0	0	156	0		520	2435			220	2771
V/C Ratio(X)	0.45	0.00	0.00	0.27	0.00		0.03	0.88			0.50	0.28
Avail Cap(c_a), veh/h	179	0	0	180	0		520	2435			220	2771
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00		1.00	1.00
Uniform Delay (d), s/veh	58.7	0.0	0.0	57.9	0.0	0.0	5.7	14.8	0.0		44.8	0.0
Incr Delay (d2), s/veh	2.9	0.0	0.0	1.3	0.0	0.0	0.1	5.1	0.0		1.9	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
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	1.4	0.0	0.0	0.1	21.9	0.0		3.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.6	0.0	0.0	59.2	0.0	0.0	5.8	20.0	0.0		46.6	0.2
LnGrp LOS	E			E			A	B			D	A
Approach Vol, veh/h		68			42			2169				879
Approach Delay, s/veh		61.6			59.2			19.9				6.1
Approach LOS		E			E			B				A

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	17.2	98.0		14.8		115.2		14.8				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	9.0	92.0		11.0		107.0		11.0				
Max Q Clear Time (g_c+I1), s	2.2	65.5		6.9		2.0		5.2				
Green Ext Time (p_c), s	0.1	26.4		0.1		36.8		0.2				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			17.5									
HCM 6th LOS			B									

Notes

User approved ignoring U-Turning movement.

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



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	20
Future Volume (veh/h)	20
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.95
Percent Heavy Veh, %	0
Cap, veh/h	
Arrive On Green	0.00
Sat Flow, veh/h	1610
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1610
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	2.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	10	0	0	5	5	2210	5	5	850	5
Future Volume (vph)	0	0	10	0	0	5	5	2210	5	5	850	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	235		175
Storage Lanes	0		1	0		1	1		0	1		1
Taper Length (ft)	25			25			100			100		
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			0.865			0.865						0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1644	0	0	1644	1805	3406	0	1805	3252	1615
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	0	1644	0	0	1644	1805	3406	0	1805	3252	1615
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		840			519			552			1353	
Travel Time (s)		19.1			11.8			8.4			20.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	11%	0%
Adj. Flow (vph)	0	0	10	0	0	5	5	2302	5	5	885	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	10	0	0	5	5	2307	0	5	885	5
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)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 71.2%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	10	0	0	5	5	2210	5	5	850	5
Future Vol, veh/h	0	0	10	0	0	5	5	2210	5	5	850	5
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	-	-	Stop	-	-	Stop	-	-	None	-	-	Yield
Storage Length	-	-	0	-	-	0	100	-	-	235	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	6	0	0	11	0
Mvmt Flow	0	0	10	0	0	5	5	2302	5	5	885	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	443	-	-	1154	885	0	0	2307	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	568	0	0	194	773	-	-	221	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	568	-	-	194	773	-	-	221	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.5	24.1	0	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	773	-	-	568	194	221	-	-
HCM Lane V/C Ratio	0.007	-	-	0.018	0.027	0.024	-	-
HCM Control Delay (s/veh)	9.7	-	-	11.5	24.1	21.7	-	-
HCM Lane LOS	A	-	-	B	C	C	-	-
HCM 95th %tile Q (veh)	0	-	-	0.1	0.1	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	90	0	0	60	40	2155	55	5	65	805
Future Volume (vph)	0	0	90	0	0	60	40	2155	55	5	65	805
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	235		175		235	
Storage Lanes	0		1	0		1	1		1		1	
Taper Length (ft)	25			25			100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.95	1.00	0.95
Frt			0.865			0.865		0.996				
Flt Protected							0.950				0.950	
Satd. Flow (prot)	0	0	1393	0	0	1596	1736	4836	0	0	1805	3252
Flt Permitted							0.950				0.950	
Satd. Flow (perm)	0	0	1393	0	0	1596	1736	4836	0	0	1805	3252
Link Speed (mph)		30			25			45				45
Link Distance (ft)		644			773			923				503
Travel Time (s)		14.6			21.1			14.0				7.6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	31%	0%	18%	0%	0%	3%	4%	7%	0%	0%	0%	11%
Adj. Flow (vph)	0	0	93	0	0	62	41	2222	57	5	67	830
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	93	0	0	62	41	2279	0	0	72	830
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			20				25
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	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.5%		ICU Level of Service B	
Analysis Period (min) 15			



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	65
Future Volume (vph)	65
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)	1429
Flt Permitted	
Satd. Flow (perm)	1429
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	13%
Adj. Flow (vph)	67
Shared Lane Traffic (%)	
Lane Group Flow (vph)	67
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
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	90	0	0	60	40	2155	55	5	65	805	65
Future Vol, veh/h	0	0	90	0	0	60	40	2155	55	5	65	805	65
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	-	-	Stop	-	-	Yield	-	-	Yield	-	-	-	Yield
Storage Length	-	-	0	-	-	0	235	-	175	-	235	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	31	0	18	0	0	3	4	7	0	0	0	11	13
Mvmt Flow	0	0	93	0	0	62	41	2222	57	5	67	830	67

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	-	-	415	-	-	1140	830	0	0	1663	2222	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.26	-	-	7.16	4.18	-	-	5.6	5.3	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.48	-	-	3.93	2.24	-	-	2.3	3.1	-	-
Pot Cap-1 Maneuver	0	0	544	0	0	166	785	-	-	191	99	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	-	-	544	-	-	166	785	-	-	100	100	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13	39	0.2	7.6
HCM LOS	B	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	785	-	-	544	166	100	-	-
HCM Lane V/C Ratio	0.053	-	-	0.171	0.373	0.722	-	-
HCM Control Delay (s/veh)	9.8	-	-	13	39	102.6	-	-
HCM Lane LOS	A	-	-	B	E	F	-	-
HCM 95th %tile Q (veh)	0.2	-	-	0.6	1.6	3.7	-	-

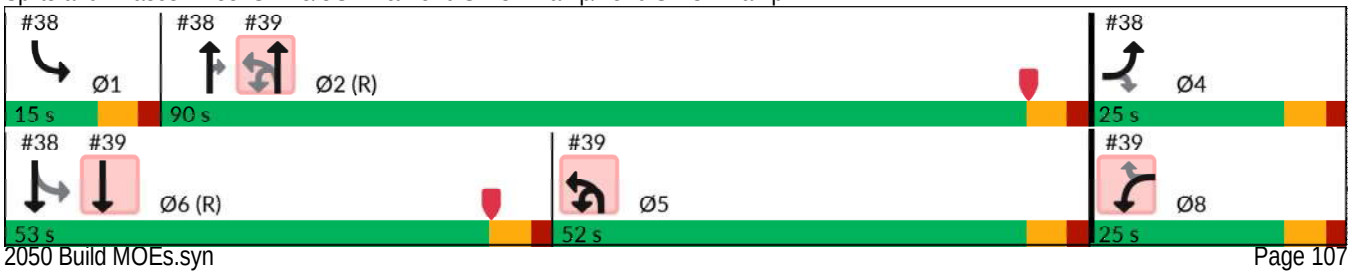
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	375	0	265	0	0	0	0	2045	175	100	675	0
Future Volume (vph)	375	0	265	0	0	0	0	2045	175	100	675	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	525		0	0		0	300		0	100		0
Storage Lanes	2		1	0		0	0		1	0		0
Taper Length (ft)	200			25			100			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3400	0	1380	0	0	0	0	4848	1538	1770	3374	0
Flt Permitted	0.950									0.104		
Satd. Flow (perm)	3400	0	1380	0	0	0	0	4848	1538	194	3374	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			273						180			
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		900			769			503			476	
Travel Time (s)		13.6			11.7			7.6			7.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	0%	17%	0%	0%	0%	0%	7%	5%	2%	7%	0%
Adj. Flow (vph)	387	0	273	0	0	0	0	2108	180	103	696	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	387	0	273	0	0	0	0	2108	180	103	696	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			40	
Link Offset(ft)		0			70			0			0	
Crosswalk Width(ft)		16			16			16			80	
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		0					1	0	1	1	
Detector Template												
Leading Detector (ft)	40		0					336	0	40	276	
Trailing Detector (ft)	0		0					330	0	0	270	
Detector 1 Position(ft)	0		0					330	0	0	270	
Detector 1 Size(ft)	40		20					6	20	40	6	
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	
Turn Type	Prot		Perm					NA	Perm	pm+pt	NA	
Protected Phases	4							2		1	6	
Permitted Phases			4						2	6		
Detector Phase	4		4					2	2	1	6	
Switch Phase												
Minimum Initial (s)	9.0		9.0					16.0	16.0	9.0	16.0	
Minimum Split (s)	15.0		15.0					22.0	22.0	15.0	22.0	

Lane Group	Ø5	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	5	8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	9.0	9.0
Minimum Split (s)	15.0	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	25.0		25.0					90.0	90.0	15.0	53.0	
Total Split (%)	19.2%		19.2%					69.2%	69.2%	11.5%	40.8%	
Maximum Green (s)	19.0		19.0					84.0	84.0	9.0	47.0	
Yellow Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-1.5		-1.5					-1.5	-1.5	-1.5	-1.5	
Total Lost Time (s)	4.5		4.5					4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead	Lead	
Lead-Lag Optimize?								Yes	Yes	Yes	Yes	
Vehicle Extension (s)	5.0		5.0					5.0	5.0	2.0	5.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	20.1		20.1					85.9	85.9	48.9	48.9	
Actuated g/C Ratio	0.15		0.15					0.66	0.66	0.38	0.38	
v/c Ratio	0.74		0.62					0.66	0.17	0.52	0.55	
Control Delay (s/veh)	61.7		12.1					6.1	0.6	44.9	12.2	
Queue Delay	0.0		0.0					0.2	0.0	0.0	0.1	
Total Delay (s/veh)	61.7		12.1					6.3	0.6	44.9	12.2	
LOS	E		B					A	A	D	B	
Approach Delay (s/veh)		41.2						5.8			16.5	
Approach LOS		D						A			B	
Queue Length 50th (ft)	161		0					90	0	27	80	
Queue Length 95th (ft)	218		84					246	m6	m80	142	
Internal Link Dist (ft)		820			689			423			396	
Turn Bay Length (ft)	525									100		
Base Capacity (vph)	536		447					3204	1078	200	1269	
Starvation Cap Reductn	0		0					0	0	0	49	
Spillback Cap Reductn	0		0					298	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.72		0.61					0.73	0.17	0.52	0.57	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 72 (55%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay (s/veh): 14.3		Intersection LOS: B	
Intersection Capacity Utilization 76.5%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 38: SR 25/US 17 & I-516 SB Off-Ramp/I-516 SB On-Ramp



Lane Group	Ø5	Ø8
Total Split (s)	52.0	25.0
Total Split (%)	40%	19%
Maximum Green (s)	46.0	19.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	5.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	115	0	275	20	520	1880	0	0	640
Future Volume (vph)	0	0	0	115	0	275	20	520	1880	0	0	640
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	300		0		100		0	350	
Storage Lanes	0		0	2		1		0		0	1	
Taper Length (ft)	25			200				50			100	
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	1.00	0.91
Frt						0.850						0.971
Flt Protected				0.950				0.950				
Satd. Flow (prot)	0	0	0	3183	0	1599	0	1618	3471	0	0	4691
Flt Permitted				0.950				0.328				
Satd. Flow (perm)	0	0	0	3183	0	1599	0	559	3471	0	0	4691
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)						130						50
Link Speed (mph)		45			45				45			45
Link Distance (ft)		692			1022				476			642
Travel Time (s)		10.5			15.5				7.2			9.7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	10%	0%	1%	0%	12%	4%	0%	0%	6%
Adj. Flow (vph)	0	0	0	120	0	286	21	542	1958	0	0	667
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	120	0	286	0	563	1958	0	0	828
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		24			24				40			40
Link Offset(ft)		50			0				0			0
Crosswalk Width(ft)		16			16				75			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		0	1	1	1			1
Detector Template							Left					
Leading Detector (ft)				40		0	20	40	256			336
Trailing Detector (ft)				0		0	0	0	250			330
Detector 1 Position(ft)				0		0	0	0	250			330
Detector 1 Size(ft)				40		20	20	40	6			6
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
Turn Type				Prot		Perm	pm+pt	pm+pt	NA			NA
Protected Phases				8			5	5	2			6
Permitted Phases						8	2	2				
Detector Phase				8		8	5	5	2			6
Switch Phase												
Minimum Initial (s)				9.0		9.0	9.0	9.0	16.0			16.0
Minimum Split (s)				15.0		15.0	15.0	15.0	22.0			22.0

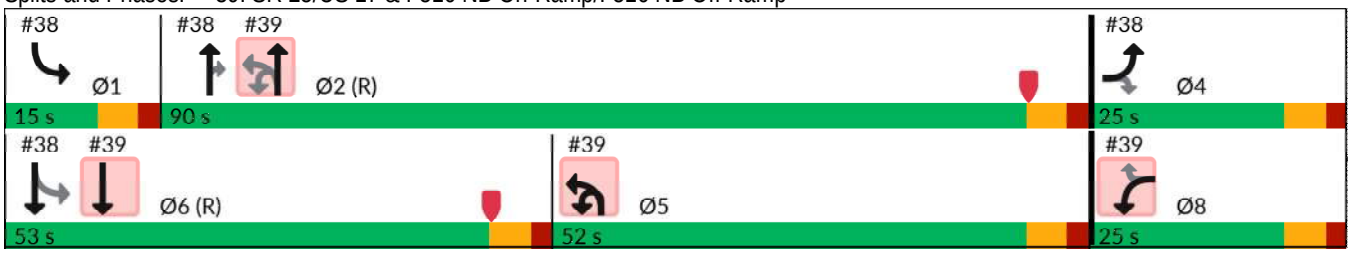


Lane Group	SBR	Ø1	Ø4
Lane Configurations			
Traffic Volume (vph)	155		
Future Volume (vph)	155		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	0		
Storage Lanes	0		
Taper Length (ft)			
Lane Util. Factor	0.91		
Frt			
Flt Protected			
Satd. Flow (prot)	0		
Flt Permitted			
Satd. Flow (perm)	0		
Right Turn on Red	Yes		
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.96		
Heavy Vehicles (%)	13%		
Adj. Flow (vph)	161		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0		
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			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases		1	4
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)		9.0	9.0
Minimum Split (s)		15.0	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Total Split (s)				25.0		25.0	52.0	52.0	90.0			53.0
Total Split (%)				19.2%		19.2%	40.0%	40.0%	69.2%			40.8%
Maximum Green (s)				19.0		19.0	46.0	46.0	84.0			47.0
Yellow Time (s)				4.0		4.0	4.0	4.0	4.0			4.0
All-Red Time (s)				2.0		2.0	2.0	2.0	2.0			2.0
Lost Time Adjust (s)				-1.5		-1.5		-1.5	-1.5			-1.5
Total Lost Time (s)				4.5		4.5		4.5	4.5			4.5
Lead/Lag							Lag	Lag	Lag			Lead
Lead-Lag Optimize?							Yes	Yes	Yes			Yes
Vehicle Extension (s)				5.0		5.0	3.0	3.0	5.0			5.0
Recall Mode				None		None	None	None	C-Max			C-Max
Act Effct Green (s)				20.1		20.1		85.9	85.9			48.9
Actuated g/C Ratio				0.15		0.15		0.66	0.66			0.38
v/c Ratio				0.24		0.80		0.74	0.85			0.46
Control Delay (s/veh)				49.6		46.2		15.4	17.2			17.3
Queue Delay				0.0		0.0		0.0	0.0			0.0
Total Delay (s/veh)				49.6		46.2		15.4	17.2			17.3
LOS				D		D		B	B			B
Approach Delay (s/veh)					47.2				16.8			17.3
Approach LOS					D				B			B
Queue Length 50th (ft)				46		130		131	534			73
Queue Length 95th (ft)				76		#266		314	733			86
Internal Link Dist (ft)		612			942				396			562
Turn Bay Length (ft)				300				100				
Base Capacity (vph)				501		361		756	2294			1797
Starvation Cap Reductn				0		0		0	0			0
Spillback Cap Reductn				0		0		0	0			0
Storage Cap Reductn				0		0		0	0			0
Reduced v/c Ratio				0.24		0.79		0.74	0.85			0.46

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 72 (55%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay (s/veh): 20.2		Intersection LOS: C	
Intersection Capacity Utilization 76.5%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 39: SR 25/US 17 & I-516 NB On-Ramp/I-516 NB Off-Ramp





Lane Group	SBR	Ø1	Ø4
Total Split (s)		15.0	25.0
Total Split (%)		12%	19%
Maximum Green (s)		9.0	19.0
Yellow Time (s)		4.0	4.0
All-Red Time (s)		2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	
Lead-Lag Optimize?		Yes	
Vehicle Extension (s)		2.0	5.0
Recall Mode		None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay (s/veh)			
Queue Delay			
Total Delay (s/veh)			
LOS			
Approach Delay (s/veh)			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	5	20	10	315	10	5	5	25	1250	875	20	465
Future Volume (vph)	5	20	10	315	10	5	5	25	1250	875	20	465
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	325		0		235		275	350	
Storage Lanes	1		1	2		0		1		1	1	
Taper Length (ft)	50			200				100			50	
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	1.00	0.95
Frt			0.850		0.950					0.850		
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	1357	1681	1455	3155	1725	0	0	1805	3471	1553	1671	3471
Flt Permitted	0.748			0.950				0.471			0.162	
Satd. Flow (perm)	1069	1681	1455	3155	1725	0	0	895	3471	1553	285	3471
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			76		5					740		
Link Speed (mph)		25			45				45			45
Link Distance (ft)		895			696				642			875
Travel Time (s)		24.4			10.5				9.7			13.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	33%	13%	11%	11%	0%	14%	0%	0%	4%	4%	8%	4%
Adj. Flow (vph)	5	21	10	325	10	5	5	26	1289	902	21	479
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	21	10	325	15	0	0	31	1289	902	21	479
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				40			40
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	1	1	1	1		1	1	1	0	1	1
Detector Template	Left		Right	Left			Left					
Leading Detector (ft)	40	40	20	40	40		20	40	336	0	40	336
Trailing Detector (ft)	0	0	0	0	0		0	0	330	0	0	330
Detector 1 Position(ft)	0	0	0	0	0		0	0	330	0	0	330
Detector 1 Size(ft)	40	40	20	40	40		20	40	6	20	40	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
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
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
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
Turn Type	Perm	NA	Perm	Prot	NA		Perm	Perm	NA	pm+ov	Perm	NA
Protected Phases		4		3	8				2	3		6
Permitted Phases	4		4				2	2		2	6	
Detector Phase	4	4	4	3	8		2	2	2	3	6	6
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0		16.0	16.0	16.0	9.0	16.0	16.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0		22.0	22.0	22.0	15.0	22.0	22.0

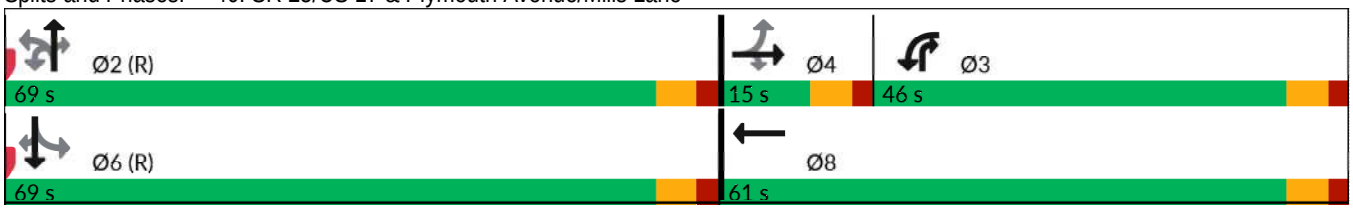


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	5
Future Volume (vph)	5
Ideal Flow (vphpl)	1900
Storage Length (ft)	350
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Right Turn on Red	Yes
Satd. Flow (RTOR)	76
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Adj. Flow (vph)	5
Shared Lane Traffic (%)	
Lane Group Flow (vph)	5
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)	40
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	40
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
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	16.0
Minimum Split (s)	22.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Total Split (s)	15.0	15.0	15.0	46.0	61.0		69.0	69.0	69.0	46.0	69.0	69.0
Total Split (%)	11.5%	11.5%	11.5%	35.4%	46.9%		53.1%	53.1%	53.1%	35.4%	53.1%	53.1%
Maximum Green (s)	9.0	9.0	9.0	40.0	55.0		63.0	63.0	63.0	40.0	63.0	63.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
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)	6.0	6.0	6.0	6.0	6.0			6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag						Lag		
Lead-Lag Optimize?	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
Recall Mode	None	None	None	None	None		C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	9.0	9.0	9.0	21.2	30.2			87.8	87.8	117.4	87.8	87.8
Actuated g/C Ratio	0.07	0.07	0.07	0.16	0.23			0.68	0.68	0.90	0.68	0.68
v/c Ratio	0.07	0.18	0.06	0.63	0.04			0.05	0.55	0.61	0.11	0.20
Control Delay (s/veh)	58.8	61.0	0.7	55.9	24.5			5.8	6.0	1.1	12.9	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.2	0.1	0.0	0.0
Total Delay (s/veh)	58.8	61.0	0.7	55.9	24.5			5.8	6.2	1.2	12.9	9.7
LOS	E	E	A	E	C			A	A	A	B	A
Approach Delay (s/veh)		43.9			54.5				4.2			9.8
Approach LOS		D			D				A			A
Queue Length 50th (ft)	4	17	0	132	6			4	93	3	7	86
Queue Length 95th (ft)	18	45	0	172	23			m6	205	18	23	129
Internal Link Dist (ft)		815			616				562			795
Turn Bay Length (ft)				325				235		275	350	
Base Capacity (vph)	74	116	171	970	732			604	2344	1474	192	2344
Starvation Cap Reductn	0	0	0	0	0			0	360	66	0	0
Spillback Cap Reductn	0	0	0	0	0			0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0			0	0	0	0	0
Reduced v/c Ratio	0.07	0.18	0.06	0.34	0.02			0.05	0.65	0.64	0.11	0.20

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 64 (49%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 11.1		Intersection LOS: B	
Intersection Capacity Utilization 90.0%		ICU Level of Service E	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 40: SR 25/US 17 & Plymouth Avenue/Mills Lane





Lane Group	SBR
Total Split (s)	69.0
Total Split (%)	53.1%
Maximum Green (s)	63.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Act Effct Green (s)	87.8
Actuated g/C Ratio	0.68
v/c Ratio	0.00
Control Delay (s/veh)	0.0
Queue Delay	0.0
Total Delay (s/veh)	0.0
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	350
Base Capacity (vph)	1115
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.00

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	5	20	10	315	10	5	5	25	1250	875	20	465
Future Volume (veh/h)	5	20	10	315	10	5	5	25	1250	875	20	465
Initial Q (Qb), veh	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	
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
Work Zone On Approach		No			No				No			No
Adj Sat Flow, veh/h/ln	1411	1707	1737	1737	1900	1693		1900	1841	1841	1781	1841
Adj Flow Rate, veh/h	5	21	0	325	10	0		26	1289	0	21	479
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	33	13	11	11	0	14		0	4	4	8	4
Cap, veh/h	104	86		398	419			646	2403		310	2403
Arrive On Green	0.05	0.05	0.00	0.12	0.22	0.00		0.91	0.91	0.00	0.69	0.69
Sat Flow, veh/h	1060	1707	1472	3209	1900	0		926	3497	1560	408	3497
Grp Volume(v), veh/h	5	21	0	325	10	0		26	1289	0	21	479
Grp Sat Flow(s),veh/h/ln	1060	1707	1472	1605	1900	0		926	1749	1560	408	1749
Q Serve(g_s), s	0.6	1.5	0.0	12.8	0.5	0.0		0.6	8.1	0.0	2.6	6.5
Cycle Q Clear(g_c), s	1.1	1.5	0.0	12.8	0.5	0.0		7.0	8.1	0.0	10.7	6.5
Prop In Lane	1.00		1.00	1.00		0.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	104	86		398	419			646	2403		310	2403
V/C Ratio(X)	0.05	0.24		0.82	0.02			0.04	0.54		0.07	0.20
Avail Cap(c_a), veh/h	124	118		987	804			646	2403		310	2403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.33	1.33	1.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00		0.42	0.42	0.00	1.00	1.00
Uniform Delay (d), s/veh	59.4	59.3	0.0	55.5	39.7	0.0		2.6	2.1	0.0	9.6	7.4
Incr Delay (d2), s/veh	0.2	1.5	0.0	4.1	0.0	0.0		0.0	0.4	0.0	0.4	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
%ile BackOfQ(50%),veh/ln	0.2	0.7	0.0	5.3	0.2	0.0		0.1	1.6	0.0	0.3	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.6	60.8	0.0	59.6	39.7	0.0		2.6	2.5	0.0	10.1	7.6
LnGrp LOS	E	E		E	D			A	A		B	A
Approach Vol, veh/h		26			335				1315			505
Approach Delay, s/veh		60.6			59.0				2.5			7.7
Approach LOS		E			E				A			A

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		95.3	22.1	12.5		95.3		34.7				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s		63.0	40.0	9.0		63.0		55.0				
Max Q Clear Time (g_c+I1), s		10.1	14.8	3.5		12.7		2.5				
Green Ext Time (p_c), s		37.0	1.3	0.0		11.2		0.0				

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	13.0
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

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



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	5
Future Volume (veh/h)	5
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	5
Peak Hour Factor	0.97
Percent Heavy Veh, %	0
Cap, veh/h	1106
Arrive On Green	0.69
Sat Flow, veh/h	1610
Grp Volume(v), veh/h	5
Grp Sat Flow(s),veh/h/ln	1610
Q Serve(g_s), s	0.1
Cycle Q Clear(g_c), s	0.1
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	1106
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	1106
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	6.4
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	6.4
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	130	0	0	0	15	2450	0	50	0	1570
Future Volume (vph)	0	0	130	0	0	0	15	2450	0	50	0	1570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	235		175		235	
Storage Lanes	0		1	0		1	1		1		1	
Taper Length (ft)	25			25			100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91
Frt			0.865									
Flt Protected							0.950				0.950	
Satd. Flow (prot)	0	0	1644	0	0	1900	1805	5085	1900	0	1805	4848
Flt Permitted							0.950				0.950	
Satd. Flow (perm)	0	0	1644	0	0	1900	1805	5085	1900	0	1805	4848
Link Speed (mph)		30			30			45				45
Link Distance (ft)		565			317			740				721
Travel Time (s)		12.8			7.2			11.2				10.9
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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	7%
Adj. Flow (vph)	0	0	141	0	0	0	16	2663	0	54	0	1707
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	141	0	0	0	16	2663	0	0	54	1707
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)	15		9	15		9	15		9	9	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.7%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	30
Future Volume (vph)	30
Ideal Flow (vphpl)	1900
Storage Length (ft)	175
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	0%
Adj. Flow (vph)	33
Shared Lane Traffic (%)	
Lane Group Flow (vph)	33
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
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	130	0	0	0	15	2450	0	50	0	1570	30
Future Vol, veh/h	0	0	130	0	0	0	15	2450	0	50	0	1570	30
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	-	-	Stop	-	-	Stop	-	-	Yield	-	-	-	Yield
Storage Length	-	-	0	-	-	0	235	-	175	-	235	-	175
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, %	0	0	0	0	0	0	0	2	0	0	0	7	0
Mvmt Flow	0	0	141	0	0	0	16	2663	0	54	0	1707	33

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	-	-	854	-	-	1332	1707	0	0	1944	2663	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	5.3	-	-	5.6	5.3	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	3.1	-	-	2.3	3.1	-	-
Pot Cap-1 Maneuver	0	0	263	0	0	126	180	-	-	133	59	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	-	-	263	-	-	126	180	-	-	133	133	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	33.5	0	0.2	1.5
HCM LOS	D	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	180	-	-	263	-	133	-	-
HCM Lane V/C Ratio	0.091	-	-	0.537	-	0.409	-	-
HCM Control Delay (s/veh)	27	-	-	33.5	0	49.6	-	-
HCM Lane LOS	D	-	-	D	A	E	-	-
HCM 95th %tile Q (veh)	0.3	-	-	2.9	-	1.8	-	-

Lane Group	NBU	NBT	NBR	SBU	SBL	SBT	NWL	NWR
Lane Configurations								
Traffic Volume (vph)	5	2410	0	45	0	1895	0	0
Future Volume (vph)	5	2410	0	45	0	1895	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		0		235		0	0
Storage Lanes	1		0		1		0	0
Taper Length (ft)	100				100		25	
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	0.91	1.00	1.00
Frt								
Flt Protected	0.950			0.950				
Satd. Flow (prot)	1805	4893	0	1805	0	4848	0	0
Flt Permitted	0.950			0.950				
Satd. Flow (perm)	1805	4893	0	1805	0	4848	0	0
Link Speed (mph)		45				45	30	
Link Distance (ft)		1604				624	94	
Travel Time (s)		24.3				9.5	2.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	6%	0%	0%	0%	7%	0%	0%
Adj. Flow (vph)	5	2620	0	49	0	2060	0	0
Shared Lane Traffic (%)								
Lane Group Flow (vph)	5	2620	0	49	0	2060	0	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	0	
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 49.9%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	0	25	3475	0	0	0	1005	0	0
Future Volume (vph)	0	0	25	3475	0	0	0	1005	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	235		0	235		0	0	0
Storage Lanes	0	0	1		0	0		3	0	0
Taper Length (ft)	25		100			100			25	
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00	1.00	1.00	0.76	1.00	1.00
Frt								0.850		
Flt Protected			0.950							
Satd. Flow (prot)	0	0	1805	5036	0	0	0	3682	0	0
Flt Permitted			0.950							
Satd. Flow (perm)	0	0	1805	5036	0	0	0	3682	0	0
Link Speed (mph)	45			45			45		30	
Link Distance (ft)	1445			1544			863		93	
Travel Time (s)	21.9			23.4			13.1		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
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%	9%	0%	0%	0%
Adj. Flow (vph)	0	0	27	3777	0	0	0	1092	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	27	3777	0	0	0	1092	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	Yes	No	No
Lane Alignment	Left	Right	R NA	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)	12			12			12		0	
Link Offset(ft)	0			0			0		0	
Crosswalk Width(ft)	16			16			16		16	
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9	15		45	15	9
Sign Control	Stop			Free			Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.5%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	NBU	NBT	NBR	SBU	SBL	SBT	NWL	NWR
Lane Configurations								
Traffic Volume (vph)	0	3000	0	35	0	955	0	0
Future Volume (vph)	0	3000	0	35	0	955	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		0		235		0	0
Storage Lanes	1		0		1		0	0
Taper Length (ft)	100				100		25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	0.95	1.00	1.00
Frt								
Flt Protected				0.950				
Satd. Flow (prot)	1900	3438	0	1805	0	3574	0	0
Flt Permitted				0.950				
Satd. Flow (perm)	1900	3438	0	1805	0	3574	0	0
Link Speed (mph)		45				45	30	
Link Distance (ft)		465				1027	63	
Travel Time (s)		7.0				15.6	1.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	5%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	0	3261	0	38	0	1038	0	0
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	3261	0	38	0	1038	0	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	0	
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	86.3%	ICU Level of Service	E
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	0	335	5	1745	1165	0	910
Future Volume (vph)	0	335	5	1745	1165	0	910
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	200	235		250	0	
Storage Lanes	0	1	1		1	0	
Taper Length (ft)	100		100			200	
Lane Util. Factor	1.00	0.88	1.00	0.95	1.00	1.00	0.95
Frt		0.850			0.850		
Flt Protected			0.950				
Satd. Flow (prot)	0	2842	1805	3438	1583	0	3223
Flt Permitted			0.950				
Satd. Flow (perm)	0	2842	1805	3438	1583	0	3223
Right Turn on Red		Yes			Yes		
Satd. Flow (RTOR)		55			386		
Link Speed (mph)	25			45			45
Link Distance (ft)	372			1017			1273
Travel Time (s)	10.1			15.4			19.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	0%	0%	5%	2%	2%	12%
Adj. Flow (vph)	0	364	5	1897	1266	0	989
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	364	5	1897	1266	0	989
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	Left	Left
Median Width(ft)	0			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		10	15	
Number of Detectors		1	1	2	1		2
Detector Template		Right					
Leading Detector (ft)		20	40	336	40		336
Trailing Detector (ft)		0	0	0	0		0
Detector 1 Position(ft)		0	0	330	0		330
Detector 1 Size(ft)		20	40	6	40		6
Detector 1 Type		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
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)				0			0
Detector 2 Size(ft)				0			0
Detector 2 Type				Cl+Ex			Cl+Ex
Detector 2 Channel							
Detector 2 Extend (s)				0.0			0.0
Turn Type		Prot	Perm	NA	Free		NA
Protected Phases		8		2			Free

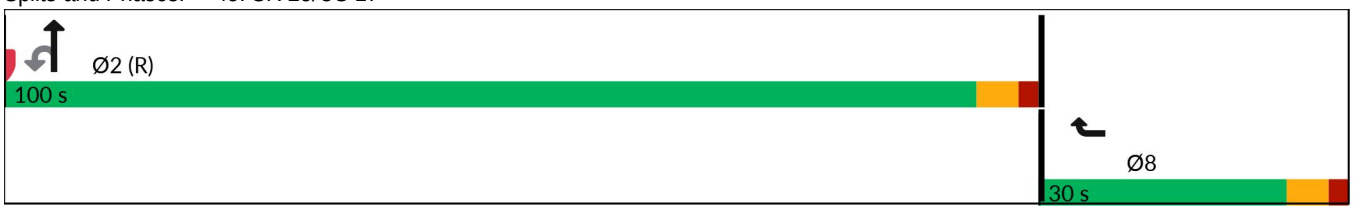


Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Permitted Phases			2		Free		
Detector Phase		8	2	2			
Switch Phase							
Minimum Initial (s)		9.0	16.0	16.0			
Minimum Split (s)		15.0	22.0	22.0			
Total Split (s)		30.0	100.0	100.0			
Total Split (%)		23.1%	76.9%	76.9%			
Maximum Green (s)		24.0	94.0	94.0			
Yellow Time (s)		4.0	4.0	4.0			
All-Red Time (s)		2.0	2.0	2.0			
Lost Time Adjust (s)		0.0	0.0	0.0			
Total Lost Time (s)		6.0	6.0	6.0			
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)		3.0	3.0	3.0			
Recall Mode		None	C-Max	C-Max			
Act Effct Green (s)		19.3	98.7	98.7	130.0		130.0
Actuated g/C Ratio		0.15	0.76	0.76	1.00		1.00
v/c Ratio		0.78	0.00	0.73	0.80		0.31
Control Delay (s/veh)		49.8	1.8	5.9	3.3		0.4
Queue Delay		0.0	0.0	0.0	0.0		0.0
Total Delay (s/veh)		49.8	1.8	5.9	3.3		0.4
LOS		D	A	A	A		A
Approach Delay (s/veh)	49.8			4.9			0.4
Approach LOS	D			A			A
Queue Length 50th (ft)		122	1	250	0		0
Queue Length 95th (ft)		178	m1	m352	m0		4
Internal Link Dist (ft)	292			937			1193
Turn Bay Length (ft)		200	235		250		
Base Capacity (vph)		569	1370	2610	1583		3223
Starvation Cap Reductn		0	0	0	0		0
Spillback Cap Reductn		0	0	0	0		0
Storage Cap Reductn		0	0	0	0		0
Reduced v/c Ratio		0.64	0.00	0.73	0.80		0.31

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 74 (57%), Referenced to phase 2:NBTU and 6:, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay (s/veh): 7.5		Intersection LOS: A	
Intersection Capacity Utilization 70.0%		ICU Level of Service C	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 45: SR 25/US 17



HCM 6th Edition methodology does not support Non-NEMA phasing.

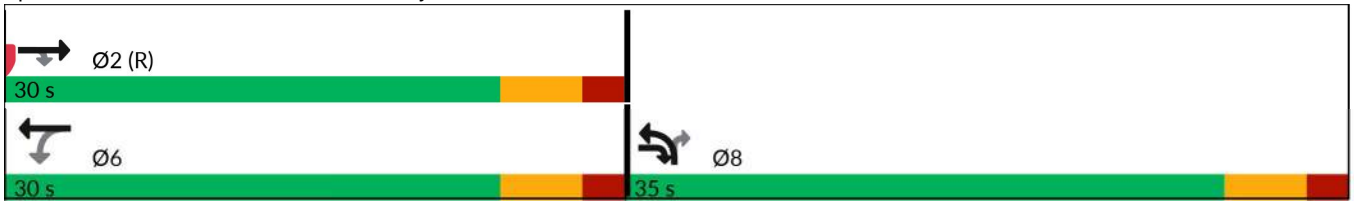
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	490	270	65	985	615	550
Future Volume (vph)	490	270	65	985	615	550
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		225	300		0	350
Storage Lanes		1	1		1	1
Taper Length (ft)			100		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3406	1615	1703	3505	1805	1583
Flt Permitted			0.430		0.950	
Satd. Flow (perm)	3406	1615	771	3505	1805	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						164
Link Speed (mph)	45			45	25	
Link Distance (ft)	1089			1133	694	
Travel Time (s)	16.5			17.2	18.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	0%	6%	3%	0%	2%
Adj. Flow (vph)	533	293	71	1071	668	598
Shared Lane Traffic (%)						
Lane Group Flow (vph)	533	293	71	1071	668	598
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template					Left	Right
Leading Detector (ft)	336	40	40	336	40	40
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	330	0	0	330	0	0
Detector 1 Size(ft)	6	40	40	6	40	40
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)	0			0		
Detector 2 Size(ft)	0			0		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	pm+ov	Perm	NA	Prot	Perm
Protected Phases	2	8		6	8	



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Permitted Phases		2	6			8
Detector Phase	2	8	6	6	8	8
Switch Phase						
Minimum Initial (s)	16.0	9.0	16.0	16.0	9.0	9.0
Minimum Split (s)	22.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	35.0	30.0	30.0	35.0	35.0
Total Split (%)	46.2%	53.8%	46.2%	46.2%	53.8%	53.8%
Maximum Green (s)	24.0	29.0	24.0	24.0	29.0	29.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	None	Max	Max	None	None
Act Effct Green (s)	25.2	65.0	25.2	25.2	27.8	27.8
Actuated g/C Ratio	0.39	1.00	0.39	0.39	0.43	0.43
v/c Ratio	0.40	0.18	0.24	0.79	0.87	0.78
Control Delay (s/veh)	15.9	0.2	17.0	23.5	25.3	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.9	0.2	17.0	23.5	25.3	15.3
LOS	B	A	B	C	C	B
Approach Delay (s/veh)	10.4			23.1	20.6	
Approach LOS	B			C	C	
Queue Length 50th (ft)	93	0	19	197	292	192
Queue Length 95th (ft)	148	0	48	#283	331	230
Internal Link Dist (ft)	1009			1053	614	
Turn Bay Length (ft)		225	300			350
Base Capacity (vph)	1322	1586	299	1361	805	797
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.18	0.24	0.79	0.83	0.75

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 18.9		Intersection LOS: B	
Intersection Capacity Utilization 76.0%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 46: Chatham Parkway





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	490	270	65	985	615	550
Future Volume (veh/h)	490	270	65	985	615	550
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1811	1900	1811	1856	1900	1870
Adj Flow Rate, veh/h	533	293	71	1071	668	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	0	6	3	0	2
Cap, veh/h	1426	1313	308	1461	726	
Arrive On Green	0.41	0.41	0.41	0.41	0.40	0.00
Sat Flow, veh/h	3532	1610	642	3618	1810	1585
Grp Volume(v), veh/h	533	293	71	1071	668	0
Grp Sat Flow(s),veh/h/ln	1721	1610	642	1763	1810	1585
Q Serve(g_s), s	7.0	2.7	5.6	16.6	22.8	0.0
Cycle Q Clear(g_c), s	7.0	2.7	12.6	16.6	22.8	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1426	1313	308	1461	726	
V/C Ratio(X)	0.37	0.22	0.23	0.73	0.92	
Avail Cap(c_a), veh/h	1426	1313	308	1461	807	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.2	1.4	17.5	16.0	18.5	0.0
Incr Delay (d2), s/veh	0.7	0.4	1.7	3.3	14.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	2.6	0.9	6.1	11.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	13.9	1.7	19.3	19.3	33.3	0.0
LnGrp LOS	B	A	B	B	C	
Approach Vol, veh/h	826			1142	668	
Approach Delay, s/veh	9.6			19.3	33.3	
Approach LOS	A			B	C	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	32.9				32.9	32.1
Change Period (Y+Rc), s	6.0				6.0	6.0
Max Green Setting (Gmax), s	24.0				24.0	29.0
Max Q Clear Time (g_c+I1), s	9.0				18.6	24.8
Green Ext Time (p_c), s	7.5				4.7	1.3

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	19.8
HCM 6th LOS	B

Notes

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	685	35	75	1270	255	75	0	35	40	0	235
Future Volume (vph)	115	685	35	75	1270	255	75	0	35	40	0	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		175	235		550	0		150	0		375
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	200			100			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1597	3406	1583	1805	3505	1495	1805	0	1583	1805	0	1369
Flt Permitted	0.133			0.351			0.950			0.950		
Satd. Flow (perm)	224	3406	1583	667	3505	1495	1805	0	1583	1805	0	1369
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			38			277			126			126
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		1209			1089			511			469	
Travel Time (s)		18.3			16.5			13.9			12.8	
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
Heavy Vehicles (%)	13%	6%	2%	0%	3%	8%	0%	0%	2%	0%	0%	18%
Adj. Flow (vph)	125	745	38	82	1380	277	82	0	38	43	0	255
Shared Lane Traffic (%)												
Lane Group Flow (vph)	125	745	38	82	1380	277	82	0	38	43	0	255
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	1	2	1	1		1	1		1
Detector Template				Left			Left			Left		Right
Leading Detector (ft)	40	336	40	40	336	40	40		40	40		40
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0		0
Detector 1 Position(ft)	0	330	0	0	330	0	0		0	0		0
Detector 1 Size(ft)	40	6	40	40	6	40	40		40	40		40
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)		0			0							
Detector 2 Size(ft)		0			0							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA	pm+ov	Prot		Over	Prot		Over
Protected Phases	5	2	7	1	6	7	7		1	7		5

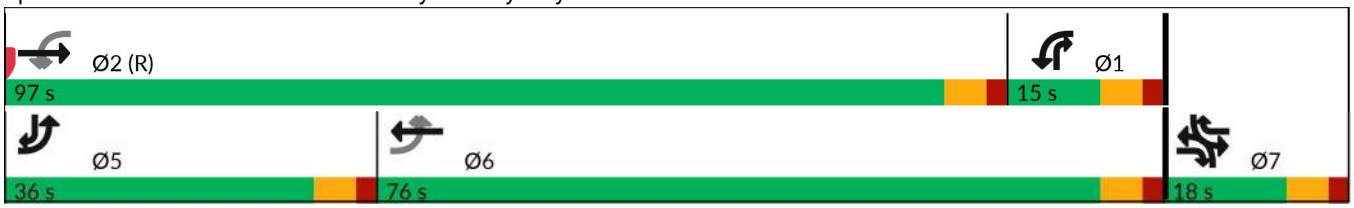


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6		2	2		6						
Detector Phase	5	2	7	1	6	7	7		1	7		5
Switch Phase												
Minimum Initial (s)	9.0	16.0	9.0	9.0	16.0	9.0	9.0		9.0	9.0		9.0
Minimum Split (s)	15.0	22.0	15.0	15.0	22.0	15.0	15.0		15.0	15.0		15.0
Total Split (s)	36.0	97.0	18.0	15.0	76.0	18.0	18.0		15.0	18.0		36.0
Total Split (%)	27.7%	74.6%	13.8%	11.5%	58.5%	13.8%	13.8%		11.5%	13.8%		27.7%
Maximum Green (s)	30.0	91.0	12.0	9.0	70.0	12.0	12.0		9.0	12.0		30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
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)	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0
Lead/Lag	Lead	Lead		Lag	Lag				Lag			Lead
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		3.0	3.0		3.0
Recall Mode	None	C-Max	None	None	Max	None	None		None	None		None
Act Effct Green (s)	101.3	92.3	109.0	101.3	82.3	99.0	10.7		9.0	10.7		19.0
Actuated g/C Ratio	0.78	0.71	0.84	0.78	0.63	0.76	0.08		0.07	0.08		0.15
v/c Ratio	0.33	0.31	0.03	0.14	0.62	0.23	0.55		0.17	0.29		0.83
Control Delay (s/veh)	5.3	7.5	0.6	1.9	12.6	1.1	71.4		1.6	66.4		65.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay (s/veh)	5.3	7.5	0.6	1.9	12.6	1.1	71.4		1.6	66.4		65.7
LOS	A	A	A	A	B	A	E		A	E		E
Approach Delay (s/veh)		6.9			10.2			49.3			65.8	
Approach LOS		A			B			D			E	
Queue Length 50th (ft)	16	112	0	7	305	4	67		0	37		127
Queue Length 95th (ft)	29	143	5	m8	454	m35	122		0	79		210
Internal Link Dist (ft)		1129			1009			431			389	
Turn Bay Length (ft)	275		175	235		550			150			375
Base Capacity (vph)	499	2417	1305	598	2217	1216	166		226	166		412
Starvation Cap Reductn	0	0	0	0	0	0	0		0	0		0
Spillback Cap Reductn	0	0	0	0	0	0	0		0	0		0
Storage Cap Reductn	0	0	0	0	0	0	0		0	0		0
Reduced v/c Ratio	0.25	0.31	0.03	0.14	0.62	0.23	0.49		0.17	0.26		0.62

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 16.2		Intersection LOS: B	
Intersection Capacity Utilization 67.1%		ICU Level of Service C	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 47: Chatham Parkway & Mersy Way



HCM 6th Edition methodology does not support Non-NEMA phasing.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	370	0	0	155	0	1990	90	20	540	275
Future Volume (vph)	0	0	370	0	0	155	0	1990	90	20	540	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		375	0		0	0		175	235		450
Storage Lanes	0		1	0		1	0		1	1		1
Taper Length (ft)	100			25			200			100		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.865			0.850			0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	0	2842	0	0	1611	0	3438	1583	1805	3223	1369
Flt Permitted										0.050		
Satd. Flow (perm)	0	0	2842	0	0	1611	0	3438	1583	95	3223	1369
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			672			25			69			299
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		556			382			1273			519	
Travel Time (s)		15.2			10.4			19.3			7.9	
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
Heavy Vehicles (%)	13%	0%	0%	2%	0%	2%	3%	5%	2%	0%	12%	18%
Adj. Flow (vph)	0	0	402	0	0	168	0	2163	98	22	587	299
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	402	0	0	168	0	2163	98	22	587	299
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			12			12			12	
Link Offset(ft)		0			-10			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			1		4	1	1	2	1
Detector Template			Right						Right	Left		Right
Leading Detector (ft)			20			40		336	40	40	336	40
Trailing Detector (ft)			0			0		0	0	0	0	0
Detector 1 Position(ft)			0			0		330	0	0	330	0
Detector 1 Size(ft)			20			40		6	40	40	6	40
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)								0			0	
Detector 2 Size(ft)								0			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	
Detector 3 Position(ft)								0				
Detector 3 Size(ft)								0				



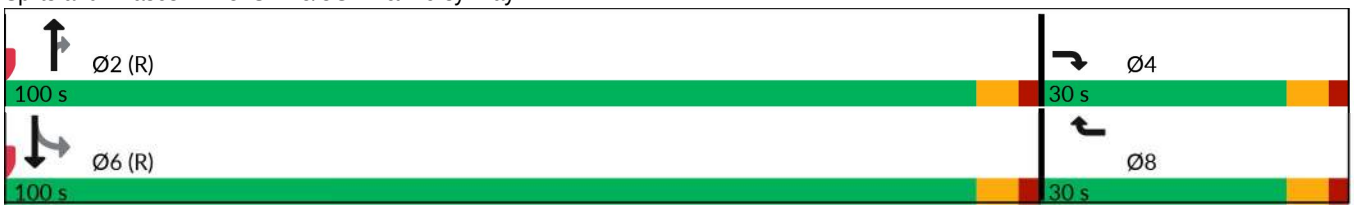
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 3 Type								Cl+Ex				
Detector 3 Channel												
Detector 3 Extend (s)								0.0				
Detector 4 Position(ft)								0				
Detector 4 Size(ft)								0				
Detector 4 Type								Cl+Ex				
Detector 4 Channel												
Detector 4 Extend (s)								0.0				
Turn Type			Prot			Prot		NA	Perm	Perm	NA	Free
Protected Phases			4			8		2			6	
Permitted Phases									2	6		Free
Detector Phase			4			8		2	2	6	6	
Switch Phase												
Minimum Initial (s)			9.0			9.0		16.0	16.0	16.0	16.0	
Minimum Split (s)			24.0			24.0		22.0	22.0	22.0	22.0	
Total Split (s)			30.0			30.0		100.0	100.0	100.0	100.0	
Total Split (%)			23.1%			23.1%		76.9%	76.9%	76.9%	76.9%	
Maximum Green (s)			24.0			24.0		94.0	94.0	94.0	94.0	
Yellow Time (s)			4.0			4.0		4.0	4.0	4.0	4.0	
All-Red Time (s)			2.0			2.0		2.0	2.0	2.0	2.0	
Lost Time Adjust (s)			0.0			0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)			6.0			6.0		6.0	6.0	6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)			3.0			3.0		3.0	3.0	3.0	3.0	
Recall Mode			None			None		C-Max	C-Max	C-Max	C-Max	
Act Effct Green (s)			17.0			17.0		101.0	101.0	101.0	101.0	130.0
Actuated g/C Ratio			0.13			0.13		0.78	0.78	0.78	0.78	1.00
v/c Ratio			0.42			0.72		0.81	0.08	0.30	0.23	0.22
Control Delay (s/veh)			2.4			63.0		8.0	1.4	18.7	4.9	0.4
Queue Delay			0.0			0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)			2.4			63.0		8.0	1.4	18.7	4.9	0.4
LOS			A			E		A	A	B	A	A
Approach Delay (s/veh)		2.4			63.0			7.7			3.7	
Approach LOS		A			E			A			A	
Queue Length 50th (ft)			2			117		315	3	5	67	0
Queue Length 95th (ft)			6			186		345	m8	m20	115	m0
Internal Link Dist (ft)		476			302			1193			439	
Turn Bay Length (ft)			375						175	235		450
Base Capacity (vph)			1072			317		2671	1245	73	2504	1369
Starvation Cap Reductn			0			0		0	0	0	0	0
Spillback Cap Reductn			0			0		0	0	0	0	0
Storage Cap Reductn			0			0		0	0	0	0	0
Reduced v/c Ratio			0.38			0.53		0.81	0.08	0.30	0.23	0.22

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	

Offset: 67 (52%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 8.7	Intersection LOS: A
Intersection Capacity Utilization 74.6%	ICU Level of Service D
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 48: SR 25/US 17 & Mersy Way



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	370	0	0	155	0	1990	90	20	540	275
Future Volume (veh/h)	0	0	370	0	0	155	0	1990	90	20	540	275
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	0	1900	0	0	1870	0	1826	1870	1900	1722	1633
Adj Flow Rate, veh/h	0	0	402	0	0	168	0	2163	0	22	587	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, %	0	0	0	0	0	2	0	5	2	0	12	18
Cap, veh/h	0	0	0	0	0	0	0	3309		133	3121	
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.95	0.95	0.00
Sat Flow, veh/h		0			0		0	3561	1585	186	3272	1384
Grp Volume(v), veh/h		0.0			0.0		0	2163	0	22	587	0
Grp Sat Flow(s),veh/h/ln							0	1735	1585	186	1636	1384
Q Serve(g_s), s							0.0	69.9	0.0	10.2	1.3	0.0
Cycle Q Clear(g_c), s							0.0	69.9	0.0	80.1	1.3	0.0
Prop In Lane							0.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h							0	3309		133	3121	
V/C Ratio(X)							0.00	0.65		0.17	0.19	
Avail Cap(c_a), veh/h							0	3309		133	3121	
HCM Platoon Ratio							1.00	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)							0.00	0.60	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh							0.0	26.0	0.0	25.1	0.2	0.0
Incr Delay (d2), s/veh							0.0	0.6	0.0	2.7	0.1	0.0
Initial Q Delay(d3), s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	28.4	0.0	0.5	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh							0.0	26.6	0.0	27.8	0.3	0.0
LnGrp LOS								C		C	A	
Approach Vol, veh/h								2163			609	
Approach Delay, s/veh								26.6			1.3	
Approach LOS								C			A	

Timer - Assigned Phs	2				6							
Phs Duration (G+Y+Rc), s	130.0				130.0							
Change Period (Y+Rc), s	6.0				6.0							
Max Green Setting (Gmax), s	94.0				94.0							
Max Q Clear Time (g_c+I1), s	71.9				82.1							
Green Ext Time (p_c), s	21.7				6.7							

Intersection Summary		
HCM 6th Ctrl Delay, s/veh	21.1	
HCM 6th LOS	C	

Notes

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

Lane Group	NBU	NBT	NBR	SBU	SBL	SBT	NWL	NWR
Lane Configurations								
Traffic Volume (vph)	0	2210	0	40	0	855	0	0
Future Volume (vph)	0	2210	0	40	0	855	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		0		235		0	0
Storage Lanes	1		0		1		0	0
Taper Length (ft)	100				100		25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	0.95	1.00	1.00
Frt								
Flt Protected				0.950				
Satd. Flow (prot)	1900	3406	0	1805	0	3252	0	0
Flt Permitted				0.950				
Satd. Flow (perm)	1900	3406	0	1805	0	3252	0	0
Right Turn on Red			Yes					Yes
Satd. Flow (RTOR)								
Link Speed (mph)		45				45	30	
Link Distance (ft)		1353				923	92	
Travel Time (s)		20.5				14.0	2.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	6%	0%	0%	0%	11%	0%	0%
Adj. Flow (vph)	0	2402	0	43	0	929	0	0
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	2402	0	43	0	929	0	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	0	
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	0	1		1		0		
Detector Template								
Leading Detector (ft)	0	336		40		0		
Trailing Detector (ft)	0	330		0		0		
Detector 1 Position(ft)	0	330		0		0		
Detector 1 Size(ft)	20	6		40		6		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0		0.0		0.0		
Detector 1 Queue (s)	0.0	0.0		0.0		0.0		
Detector 1 Delay (s)	0.0	0.0		0.0		0.0		
Turn Type	Perm	NA		Prot		NA		
Protected Phases		2		1		Free		
Permitted Phases	2							
Detector Phase	2	2		1				
Switch Phase								
Minimum Initial (s)	16.0	16.0		9.0				
Minimum Split (s)	22.0	22.0		15.0				

Lane Group	NBU	NBT	NBR	SBU	SBL	SBT	NWL	NWR
Total Split (s)	115.0	115.0		15.0				
Total Split (%)	88.5%	88.5%		11.5%				
Maximum Green (s)	109.0	109.0		9.0				
Yellow Time (s)	4.0	4.0		4.0				
All-Red Time (s)	2.0	2.0		2.0				
Lost Time Adjust (s)	0.0	0.0		0.0				
Total Lost Time (s)	6.0	6.0		6.0				
Lead/Lag	Lag	Lag		Lead				
Lead-Lag Optimize?	Yes	Yes		Yes				
Vehicle Extension (s)	3.0	3.0		3.0				
Recall Mode	C-Max	C-Max		None				
Act Effct Green (s)		113.2		9.0		130.0		
Actuated g/C Ratio		0.87		0.07		1.00		
v/c Ratio		0.81		0.35		0.29		
Control Delay (s/veh)		3.3		69.7		0.2		
Queue Delay		0.0		0.0		0.0		
Total Delay (s/veh)		3.3		69.7		0.2		
LOS		A		E		A		
Approach Delay (s/veh)		3.3				3.3		
Approach LOS		A				A		
Queue Length 50th (ft)		39		37		0		
Queue Length 95th (ft)		20		m68		0		
Internal Link Dist (ft)		1273				843	12	
Turn Bay Length (ft)				235				
Base Capacity (vph)		2965		124		3252		
Starvation Cap Reductn		0		0		0		
Spillback Cap Reductn		0		0		0		
Storage Cap Reductn		0		0		0		
Reduced v/c Ratio		0.81		0.35		0.29		

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 10 (8%), Referenced to phase 2:NBTU and 6:, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 3.3		Intersection LOS: A	
Intersection Capacity Utilization 66.1%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 49: SR 25/US 17



HCM 6th Edition methodology does not support Non-NEMA phasing.

Lane Group	NBU	NBT	NBR	SBU	SBL	SBT	NWL	NWR
Lane Configurations								
Traffic Volume (vph)	0	2930	0	25	0	850	0	0
Future Volume (vph)	0	2930	0	25	0	850	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		0		235		0	0
Storage Lanes	1		0		1		0	0
Taper Length (ft)	100				100		25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	0.95	1.00	1.00
Frt								
Flt Protected				0.950				
Satd. Flow (prot)	1900	3505	0	1805	0	3574	0	0
Flt Permitted				0.036				
Satd. Flow (perm)	1900	3505	0	68	0	3574	0	0
Right Turn on Red			Yes					Yes
Satd. Flow (RTOR)								
Link Speed (mph)		45				45	30	
Link Distance (ft)		1428				579	58	
Travel Time (s)		21.6				8.8	1.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	0	3185	0	27	0	924	0	0
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	3185	0	27	0	924	0	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	0	
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		2		
Detector Template	Left	Thru		Left		Thru		
Leading Detector (ft)	20	100		20		100		
Trailing Detector (ft)	0	0		0		0		
Detector 1 Position(ft)	0	0		0		0		
Detector 1 Size(ft)	20	6		20		6		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0		0.0		0.0		
Detector 1 Queue (s)	0.0	0.0		0.0		0.0		
Detector 1 Delay (s)	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	Perm	NA		D.P+P		NA		
Protected Phases		2		1		Free		



Lane Group	NBU	NBT	NBR	SBU	SBL	SBT	NWL	NWR
Permitted Phases	2			2				
Detector Phase	2	2		1				
Switch Phase								
Minimum Initial (s)	16.0	16.0		9.0				
Minimum Split (s)	22.0	22.0		15.0				
Total Split (s)	115.0	115.0		15.0				
Total Split (%)	88.5%	88.5%		11.5%				
Maximum Green (s)	109.0	109.0		9.0				
Yellow Time (s)	4.0	4.0		4.0				
All-Red Time (s)	2.0	2.0		2.0				
Lost Time Adjust (s)	0.0	0.0		0.0				
Total Lost Time (s)	6.0	6.0		6.0				
Lead/Lag	Lag	Lag		Lead				
Lead-Lag Optimize?	Yes	Yes		Yes				
Vehicle Extension (s)	3.0	3.0		3.0				
Recall Mode	C-Max	C-Max		None				
Act Effct Green (s)		117.4		120.4		130.0		
Actuated g/C Ratio		0.90		0.93		1.00		
v/c Ratio		1.01		0.15		0.26		
Control Delay (s/veh)		21.4		8.4		0.2		
Queue Delay		0.0		0.0		0.0		
Total Delay (s/veh)		21.4		8.4		0.2		
LOS		C		A		A		
Approach Delay (s/veh)		21.4				0.4		
Approach LOS		C				A		
Queue Length 50th (ft)		~1578		1		0		
Queue Length 95th (ft)		#1692		8		0		
Internal Link Dist (ft)		1348				499	1	
Turn Bay Length (ft)				235				
Base Capacity (vph)		3165		183		3574		
Starvation Cap Reductn		0		0		0		
Spillback Cap Reductn		0		0		0		
Storage Cap Reductn		0		0		0		
Reduced v/c Ratio		1.01		0.15		0.26		

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 128 (98%), Referenced to phase 2:NBSB and 6:, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay (s/veh): 16.5		Intersection LOS: B	
Intersection Capacity Utilization 86.0%		ICU Level of Service E	
Analysis Period (min) 15			

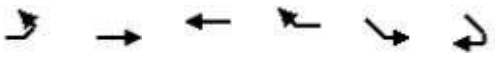
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 50: SR 25/US 17



HCM 6th Edition methodology does not support Non-NEMA phasing.



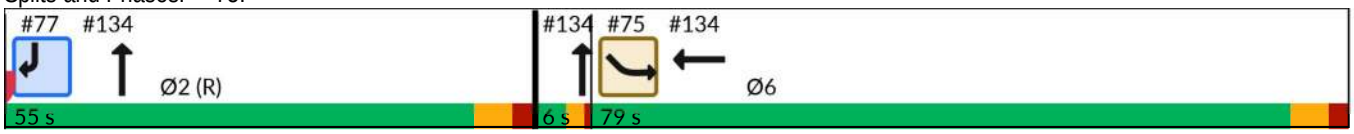
Lane Group	EBL	EBT	WBT	WBR	SEL	SER	Ø2	Ø3
Lane Configurations								
Traffic Volume (vph)	0	1120	0	0	390	0		
Future Volume (vph)	0	1120	0	0	390	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.97	1.00		
Frt								
Flt Protected					0.950			
Satd. Flow (prot)	0	5036	0	0	3433	0		
Flt Permitted					0.950			
Satd. Flow (perm)	0	5036	0	0	3433	0		
Right Turn on Red				Yes	Yes	Yes		
Satd. Flow (RTOR)					432			
Link Speed (mph)		35	35		35			
Link Distance (ft)		228	661		335			
Travel Time (s)		4.4	12.9		6.5			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Heavy Vehicles (%)	0%	3%	0%	0%	2%	0%		
Adj. Flow (vph)	0	1217	0	0	424	0		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	1217	0	0	424	0		
Enter Blocked Intersection	No	Yes	No	No	Yes	No		
Lane Alignment	Left	Left	Left	Right	Left	Right		
Median Width(ft)		12	12		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		
Turning Speed (mph)	15			9	35	9		
Turn Type		NA			Prot			
Protected Phases		Free!			6!		2	3
Permitted Phases								
Minimum Split (s)					24.0		24.0	6.0
Total Split (s)					79.0		55.0	6.0
Total Split (%)					56.4%		39%	4%
Maximum Green (s)					73.0		49.0	3.5
Yellow Time (s)					4.0		4.0	2.0
All-Red Time (s)					2.0		2.0	0.5
Lost Time Adjust (s)					0.0			
Total Lost Time (s)					6.0			
Lead/Lag					Lag			Lead
Lead-Lag Optimize?					Yes			Yes
Act Effct Green (s)		140.0			73.0			
Actuated g/C Ratio		1.00			0.52			
v/c Ratio		0.24			0.21			
Control Delay (s/veh)		0.1			1.6			
Queue Delay		0.0			0.0			
Total Delay (s/veh)		0.1			1.6			
LOS		A			A			
Approach Delay (s/veh)		0.1			1.6			

Lane Group	EBL	EBT	WBT	WBR	SEL	SER	Ø2	Ø3
Approach LOS		A			A			
Queue Length 50th (ft)		0			0			
Queue Length 95th (ft)		0			23			
Internal Link Dist (ft)		148	581		255			
Turn Bay Length (ft)								
Base Capacity (vph)		5036			1996			
Starvation Cap Reductn		0			0			
Spillback Cap Reductn		0			0			
Storage Cap Reductn		0			0			
Reduced v/c Ratio		0.24			0.21			

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:SBR, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 0.5		Intersection LOS: A	
Intersection Capacity Utilization 41.1%		ICU Level of Service A	
Analysis Period (min) 15			

! Phase conflict between lane groups.

Splits and Phases: 75:



HCM 6th Edition methodology does not support clustered intersections.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3	Ø6
Lane Configurations								
Traffic Volume (vph)	0	0	1775	0	0	170		
Future Volume (vph)	0	0	1775	0	0	170		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00		
Frt						0.865		
Flt Protected								
Satd. Flow (prot)	0	0	5036	0	0	1611		
Flt Permitted								
Satd. Flow (perm)	0	0	5036	0	0	1611		
Right Turn on Red				Yes		Yes		
Satd. Flow (RTOR)						84		
Link Speed (mph)		45	35		35			
Link Distance (ft)		371	167		287			
Travel Time (s)		5.6	3.3		5.6			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Heavy Vehicles (%)	0%	0%	3%	0%	0%	2%		
Adj. Flow (vph)	0	0	1929	0	0	185		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	1929	0	0	185		
Enter Blocked Intersection	No	No	Yes	No	No	Yes		
Lane Alignment	Left	Left	Left	Right	R NA	R NA		
Median Width(ft)		0	0		0			
Link Offset(ft)		0	0		0			
Crosswalk Width(ft)		16	16		16			
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	15			9	15	25		
Turn Type			NA			Prot		
Protected Phases			Free!			2!	3	6
Permitted Phases								
Minimum Split (s)						24.0	6.0	24.0
Total Split (s)						55.0	6.0	79.0
Total Split (%)						39.3%	4%	56%
Maximum Green (s)						49.0	3.5	73.0
Yellow Time (s)						4.0	2.0	4.0
All-Red Time (s)						2.0	0.5	2.0
Lost Time Adjust (s)						0.0		
Total Lost Time (s)						6.0		
Lead/Lag							Lead	Lag
Lead-Lag Optimize?							Yes	Yes
Act Effct Green (s)			140.0			49.0		
Actuated g/C Ratio			1.00			0.35		
v/c Ratio			0.38			0.30		
Control Delay (s/veh)			0.1			19.0		
Queue Delay			0.0			0.0		
Total Delay (s/veh)			0.1			19.0		
LOS			A			B		
Approach Delay (s/veh)			0.1		19.0			

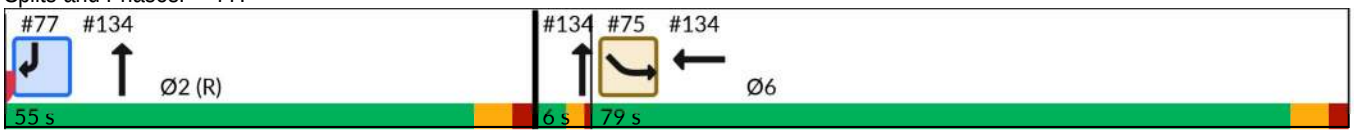


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3	Ø6
Approach LOS			A		B			
Queue Length 50th (ft)			0			64		
Queue Length 95th (ft)			0			126		
Internal Link Dist (ft)		291	87		207			
Turn Bay Length (ft)								
Base Capacity (vph)			5036			618		
Starvation Cap Reductn			0			0		
Spillback Cap Reductn			0			0		
Storage Cap Reductn			0			0		
Reduced v/c Ratio			0.38			0.30		

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:SBR, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 1.8		Intersection LOS: A	
Intersection Capacity Utilization 53.2%		ICU Level of Service A	
Analysis Period (min) 15			

! Phase conflict between lane groups.

Splits and Phases: 77:



HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	390	170	0	0	0	0
Future Volume (vph)	390	170	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	3610	1615	0	0	0	0
Flt Permitted						
Satd. Flow (perm)	3610	1615	0	0	0	0
Link Speed (mph)	45			35	35	
Link Distance (ft)	1216			335	287	
Travel Time (s)	18.4			6.5	5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	424	185	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	424	185	0	0	0	0
Enter Blocked Intersection	Yes	Yes	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		45	15		15	9
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			



Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	0	0	3420	0	5	0	1000
Future Volume (vph)	0	0	3420	0	5	0	1000
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0		235	
Storage Lanes	0	0		0		1	
Taper Length (ft)	25					100	
Lane Util. Factor	1.00	1.00	0.91	1.00	0.91	1.00	0.91
Frt							
Flt Protected						0.950	
Satd. Flow (prot)	0	0	5187	0	0	1805	5187
Flt Permitted						0.950	
Satd. Flow (perm)	0	0	5187	0	0	1805	5187
Link Speed (mph)	30		45				45
Link Distance (ft)	96		979				802
Travel Time (s)	2.2		14.8				12.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	3717	0	5	0	1087
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	3717	0	0	5	1087
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	R NA	Left	Left
Median Width(ft)	0		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	9	15	
Sign Control	Stop		Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.4%		ICU Level of Service C	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1675	1380	0	0	0
Future Volume (vph)	0	1675	1380	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3610	3610	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	3610	3610	0	0	0
Link Speed (mph)		30	55		30	
Link Distance (ft)		454	815		136	
Travel Time (s)		10.3	10.1		3.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1821	1500	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1821	1500	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		20	20		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.6%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	5	5	15	0	0	0	0	0	975	15
Future Volume (vph)	0	0	5	5	15	0	0	0	0	0	975	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	235		175
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Frt			0.865									0.850
Flt Protected					0.988							
Satd. Flow (prot)	0	0	1644	0	1877	0	0	0	0	0	5136	1615
Flt Permitted					0.988							
Satd. Flow (perm)	0	0	1644	0	1877	0	0	0	0	0	5136	1615
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		471			151			1149			128	
Travel Time (s)		10.7			3.4			26.1			2.9	
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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
Adj. Flow (vph)	0	0	5	5	16	0	0	0	0	0	1060	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	5	0	21	0	0	0	0	0	1060	16
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Yield			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	5	15	0	0	0	0	0	975	15
Future Vol, veh/h	0	0	5	5	15	0	0	0	0	0	975	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Yield	Yield	Yield	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
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, %	0	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	0	0	5	5	16	0	0	0	0	0	1060	16

Major/Minor	Minor2					Major2		
Conflicting Flow All	-	-	530			-	-	0
Stage 1	-	-	-			-	-	-
Stage 2	-	-	-			-	-	-
Critical Hdwy	-	-	7.1			-	-	-
Critical Hdwy Stg 1	-	-	-			-	-	-
Critical Hdwy Stg 2	-	-	-			-	-	-
Follow-up Hdwy	-	-	3.9			-	-	-
Pot Cap-1 Maneuver	0	0	427			0	-	-
Stage 1	0	0	-			0	-	-
Stage 2	0	0	-			0	-	-
Platoon blocked, %							-	-
Mov Cap-1 Maneuver	-	0	427			-	-	-
Mov Cap-2 Maneuver	-	0	-			-	-	-
Stage 1	-	0	-			-	-	-
Stage 2	-	0	-			-	-	-

Approach	EB	SB
HCM Control Delay, s/v	13.5	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	427	-	-
HCM Lane V/C Ratio	0.013	-	-
HCM Control Delay (s/veh)	13.5	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q (veh)	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	20	3405	0	0
Future Volume (vph)	0	0	20	3405	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	235			0
Storage Lanes	0	0	1			0
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.86	1.00	1.00
Frt						
Flt Protected			0.950			
Satd. Flow (prot)	0	0	1805	6225	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	1805	6225	0	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	151			1008	139	
Travel Time (s)	3.4			15.3	2.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	5%	0%	0%
Adj. Flow (vph)	0	0	22	3701	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	22	3701	0	0
Enter Blocked Intersection	No	No	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			45
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	148.5%	ICU Level of Service	H
Analysis Period (min)	15		



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	40	990
Future Volume (vph)	0	0	0	0	40	990
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	235	
Storage Lanes	0	0		0	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.86
Ped Bike Factor						
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	0	1805	6471
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	0	1805	6471
Link Speed (mph)	30		30			45
Link Distance (ft)	123		128			1445
Travel Time (s)	2.8		2.9			21.9
Confl. Peds. (#/hr)					2895	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	0	0	0	0	43	1076
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	43	1076
Enter Blocked Intersection	No	No	No	No	Yes	Yes
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Free		Stop			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 17.7%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	3425	0	0	0	985
Future Volume (vph)	0	3425	0	0	0	985
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	0.76
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	4940	0	0	0	3646
Flt Permitted						
Satd. Flow (perm)	0	4940	0	0	0	3646
Link Speed (mph)		45	45		45	
Link Distance (ft)		553	1008		1149	
Travel Time (s)		8.4	15.3		17.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	5%	0%	0%	0%	1%
Adj. Flow (vph)	0	3723	0	0	0	1071
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	3723	0	0	0	1071
Enter Blocked Intersection	No	Yes	No	No	No	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	45
Sign Control		Free	Stop		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 95.8%		ICU Level of Service F	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	60	1450	0	0	0	0
Future Volume (vph)	60	1450	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175			0	0	0
Storage Lanes	1			0	0	0
Taper Length (ft)	100				25	
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1770	5036	0	0	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	1770	5036	0	0	0	0
Link Speed (mph)		35	35		35	
Link Distance (ft)		661	158		224	
Travel Time (s)		12.9	3.1		4.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	3%	0%	0%	0%	0%
Adj. Flow (vph)	65	1576	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	65	1576	0	0	0	0
Enter Blocked Intersection	Yes	Yes	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	45			35	15	9
Sign Control		Free	Free		Free	

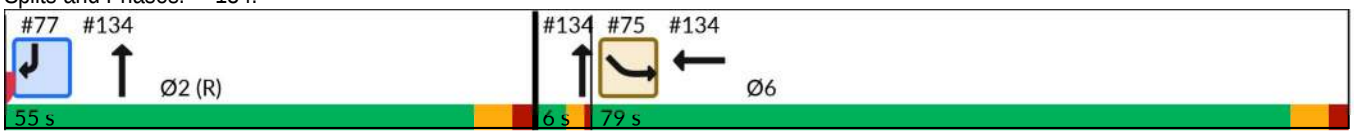
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.9%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	WBT	NBT	NBR2	Ø2	Ø3
Lane Configurations					
Traffic Volume (vph)	1775	1120	760		
Future Volume (vph)	1775	1120	760		
Ideal Flow (vphpl)	1900	1900	1900		
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor	0.91	0.91	1.00		
Frt			0.850		
Flt Protected					
Satd. Flow (prot)	5036	5036	1583		
Flt Permitted					
Satd. Flow (perm)	5036	5036	1583		
Right Turn on Red			Yes		
Satd. Flow (RTOR)			524		
Link Speed (mph)	35	45			
Link Distance (ft)	272	536			
Travel Time (s)	5.3	8.1			
Peak Hour Factor	0.92	0.92	0.92		
Heavy Vehicles (%)	3%	3%	2%		
Adj. Flow (vph)	1929	1217	826		
Shared Lane Traffic (%)					
Lane Group Flow (vph)	1929	1217	826		
Enter Blocked Intersection	Yes	Yes	Yes		
Lane Alignment	Left	Left	Right		
Median Width(ft)	0	0			
Link Offset(ft)	0	0			
Crosswalk Width(ft)	16	16			
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00		
Turning Speed (mph)			45		
Turn Type	NA	NA	Free		
Protected Phases	6	2 3		2	3
Permitted Phases			Free		
Minimum Split (s)	24.0			24.0	6.0
Total Split (s)	79.0			55.0	6.0
Total Split (%)	56.4%			39%	4%
Maximum Green (s)	73.0			49.0	3.5
Yellow Time (s)	4.0			4.0	2.0
All-Red Time (s)	2.0			2.0	0.5
Lost Time Adjust (s)	0.0				
Total Lost Time (s)	6.0				
Lead/Lag	Lag				Lead
Lead-Lag Optimize?	Yes				Yes
Act Effct Green (s)	73.0	49.0	140.0		
Actuated g/C Ratio	0.52	0.35	1.00		
v/c Ratio	0.73	0.69	0.52		
Control Delay (s/veh)	25.6	14.8	4.8		
Queue Delay	0.5	0.0	0.0		

Lane Group	WBT	NBT	NBR2	Ø2	Ø3
Total Delay (s/veh)	26.1	14.8	4.8		
LOS	C	B	A		
Approach Delay (s/veh)	26.1	10.7			
Approach LOS	C	B			
Queue Length 50th (ft)	356	214	560		
Queue Length 95th (ft)	450	244	693		
Internal Link Dist (ft)	192	456			
Turn Bay Length (ft)			250		
Base Capacity (vph)	2625	1762	1583		
Starvation Cap Reductn	297	0	0		
Spillback Cap Reductn	0	0	0		
Storage Cap Reductn	0	0	0		
Reduced v/c Ratio	0.83	0.69	0.52		

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:SBR, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 18.2		Intersection LOS: B	
Intersection Capacity Utilization 65.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 134:



HCM 6th Edition methodology does not support more than 4 approaches.



Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	1420	1775
Future Volume (vph)	0	0	0	0	1420	1775
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.86	0.86
Frt						
Flt Protected					0.950	0.987
Satd. Flow (prot)	0	0	0	0	1522	4709
Flt Permitted					0.950	0.987
Satd. Flow (perm)	0	0	0	0	1522	4709
Link Speed (mph)	35		35			35
Link Distance (ft)	402		272			507
Travel Time (s)	7.8		5.3			9.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	2%	3%
Adj. Flow (vph)	0	0	0	0	1543	1929
Shared Lane Traffic (%)					45%	
Lane Group Flow (vph)	0	0	0	0	849	2623
Enter Blocked Intersection	No	No	No	No	Yes	Yes
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	45	
Sign Control	Free		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 81.8%		ICU Level of Service D	
Analysis Period (min) 15			

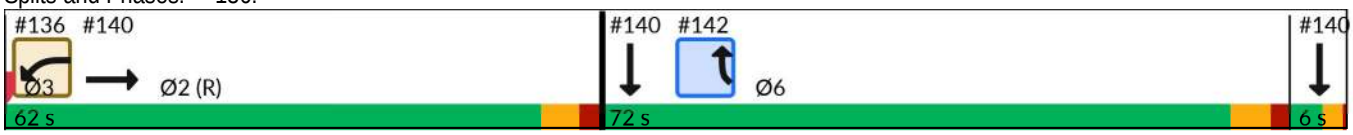


Lane Group	WBL	WBR	NET	NER	SWL	SWT	Ø3	Ø6
Lane Configurations								
Traffic Volume (vph)	760	0	0	0	0	2435		
Future Volume (vph)	760	0	0	0	0	2435		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	0.86		
Frt								
Flt Protected	0.950							
Satd. Flow (prot)	3433	0	0	0	0	6346		
Flt Permitted	0.950							
Satd. Flow (perm)	3433	0	0	0	0	6346		
Right Turn on Red	Yes	Yes		Yes				
Satd. Flow (RTOR)	59							
Link Speed (mph)	35		35			35		
Link Distance (ft)	372		507			248		
Travel Time (s)	7.2		9.9			4.8		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Heavy Vehicles (%)	2%	0%	0%	0%	0%	3%		
Adj. Flow (vph)	826	0	0	0	0	2647		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	826	0	0	0	0	2647		
Enter Blocked Intersection	Yes	No	No	No	No	Yes		
Lane Alignment	Left	Right	Left	Right	Left	Left		
Median Width(ft)	24		0			0		
Link Offset(ft)	0		0			0		
Crosswalk Width(ft)	16		16			16		
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	35	9		9	15			
Number of Detectors	0					0		
Detector Template								
Leading Detector (ft)	0					0		
Trailing Detector (ft)	0					0		
Turn Type	Prot					NA		
Protected Phases	2!					Free!	3	6
Permitted Phases								
Detector Phase	2							
Switch Phase								
Minimum Initial (s)	5.0						3.5	5.0
Minimum Split (s)	24.0						6.0	24.0
Total Split (s)	62.0						6.0	72.0
Total Split (%)	44.3%						4%	51%
Maximum Green (s)	56.0						3.5	66.0
Yellow Time (s)	4.0						2.0	4.0
All-Red Time (s)	2.0						0.5	2.0
Lost Time Adjust (s)	0.0							
Total Lost Time (s)	6.0							
Lead/Lag							Lag	Lead
Lead-Lag Optimize?							Yes	Yes
Vehicle Extension (s)	3.0						3.0	3.0

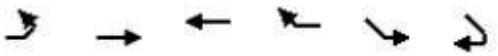
Lane Group	WBL	WBR	NET	NER	SWL	SWT	Ø3	Ø6
Recall Mode	C-Max						None	Max
Act Effct Green (s)	56.0					140.0		
Actuated g/C Ratio	0.40					1.00		
v/c Ratio	0.59					0.42		
Control Delay (s/veh)	32.4					0.1		
Queue Delay	0.0					0.0		
Total Delay (s/veh)	32.4					0.1		
LOS	C					A		
Approach Delay (s/veh)	32.4					0.1		
Approach LOS	C					A		
Queue Length 50th (ft)	280					0		
Queue Length 95th (ft)	346					0		
Internal Link Dist (ft)	292		427			168		
Turn Bay Length (ft)								
Base Capacity (vph)	1408					6346		
Starvation Cap Reductn	0					0		
Spillback Cap Reductn	0					0		
Storage Cap Reductn	0					0		
Reduced v/c Ratio	0.59					0.42		

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 4 (3%), Referenced to phase 2:WBL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay (s/veh): 7.8		Intersection LOS: A	
Intersection Capacity Utilization 63.6%		ICU Level of Service B	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

Splits and Phases: 136:

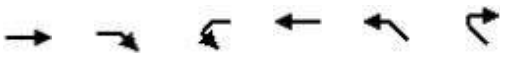


HCM 6th Edition methodology does not support clustered intersections.



Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	760	0	0	1420	0
Future Volume (vph)	0	760	0	0	1420	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	1863	0	0	3433	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1863	0	0	3433	0
Link Speed (mph)		35	45		35	
Link Distance (ft)		507	268		402	
Travel Time (s)		9.9	4.1		7.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	0	826	0	0	1543	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	826	0	0	1543	0
Enter Blocked Intersection	No	Yes	No	No	Yes	No
Lane Alignment	Left	R NA	Left	Right	L NA	L NA
Median Width(ft)		0	0		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
Turning Speed (mph)	15			9	35	9
Sign Control		Free	Stop		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 94.0%		ICU Level of Service F	
Analysis Period (min) 15			



Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	0	0	0	480	60	0
Future Volume (vph)	0	0	0	480	60	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	1863	1770	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	1863	1770	0
Link Speed (mph)	45			35	35	
Link Distance (ft)	1173			258	224	
Travel Time (s)	17.8			5.0	4.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	2%	2%	2%	2%
Adj. Flow (vph)	0	0	0	522	65	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	522	65	0
Enter Blocked Intersection	No	No	No	Yes	Yes	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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
Turning Speed (mph)		9	15		35	9
Sign Control	Stop			Yield	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.9%		ICU Level of Service B	
Analysis Period (min) 15			



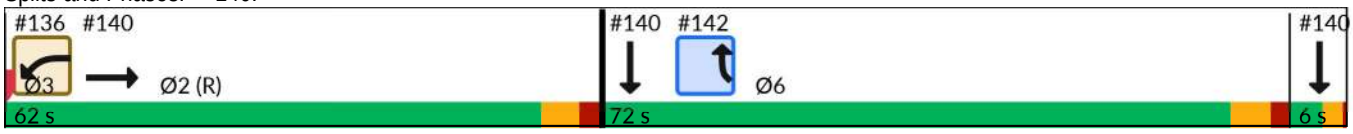
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1450	0	0	0	0	0	0	0	0	2435	0
Future Volume (vph)	0	1450	0	0	0	0	0	0	0	0	2435	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	5036	0	0	0	0	0	0	0	0	6346	0
Flt Permitted												
Satd. Flow (perm)	0	5036	0	0	0	0	0	0	0	0	6346	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		158			101			248			129	
Travel Time (s)		3.1			2.0			4.8			2.5	
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
Heavy Vehicles (%)	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%
Adj. Flow (vph)	0	1576	0	0	0	0	0	0	0	0	2647	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1576	0	0	0	0	0	0	0	0	2647	0
Enter Blocked Intersection	No	Yes	No	No	No	No	No	No	No	No	Yes	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		0									0	
Detector Template												
Leading Detector (ft)		0									0	
Trailing Detector (ft)		0									0	
Turn Type		NA									NA	
Protected Phases		2									6 3	
Permitted Phases												
Detector Phase		2									6 3	
Switch Phase												
Minimum Initial (s)		5.0										
Minimum Split (s)		24.0										
Total Split (s)		62.0										
Total Split (%)		44.3%										
Maximum Green (s)		56.0										
Yellow Time (s)		4.0										
All-Red Time (s)		2.0										
Lost Time Adjust (s)		0.0										
Total Lost Time (s)		6.0										
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0										

Lane Group	Ø3	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Turn Type		
Protected Phases	3	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	3.5	5.0
Minimum Split (s)	6.0	24.0
Total Split (s)	6.0	72.0
Total Split (%)	4%	51%
Maximum Green (s)	3.5	66.0
Yellow Time (s)	2.0	4.0
All-Red Time (s)	0.5	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode		C-Max										
Act Effct Green (s)		56.0									66.0	
Actuated g/C Ratio		0.40									0.47	
v/c Ratio		0.78									0.88	
Control Delay (s/veh)		16.6									24.8	
Queue Delay		0.0									0.0	
Total Delay (s/veh)		16.6									24.8	
LOS		B									C	
Approach Delay (s/veh)		16.6									24.8	
Approach LOS		B									C	
Queue Length 50th (ft)		119									357	
Queue Length 95th (ft)		178									374	
Internal Link Dist (ft)		78			21			168			49	
Turn Bay Length (ft)												
Base Capacity (vph)		2014									2991	
Starvation Cap Reductn		0									0	
Spillback Cap Reductn		0									0	
Storage Cap Reductn		0									0	
Reduced v/c Ratio		0.78									0.88	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 4 (3%), Referenced to phase 2:WBL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay (s/veh): 21.8		Intersection LOS: C	
Intersection Capacity Utilization 73.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 140:



Lane Group	Ø3	Ø6
Recall Mode	None	Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	2435	480
Future Volume (vph)	0	0	0	0	2435	480
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.86	1.00
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	0	0	0	6346	1583
Flt Permitted						
Satd. Flow (perm)	0	0	0	0	6346	1583
Link Speed (mph)	35			35	35	
Link Distance (ft)	258			129	144	
Travel Time (s)	5.0			2.5	2.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	3%	2%
Adj. Flow (vph)	0	0	0	0	2647	522
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	2647	522
Enter Blocked Intersection	No	No	No	No	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			45
Sign Control	Free			Free	Free	

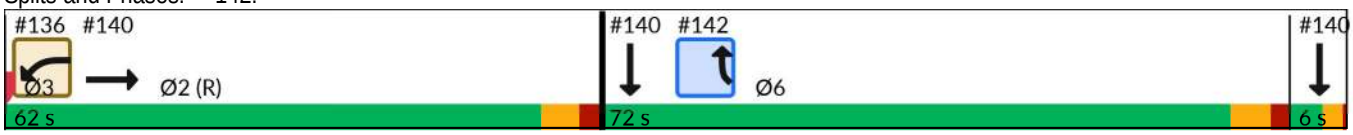
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 71.6%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø2	Ø3
Lane Configurations								
Traffic Volume (vph)	1450	0	0	0	0	590		
Future Volume (vph)	1450	0	0	0	0	590		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Util. Factor	0.91	1.00	1.00	1.00	1.00	0.88		
Frt						0.850		
Flt Protected								
Satd. Flow (prot)	5036	0	0	0	0	2787		
Flt Permitted								
Satd. Flow (perm)	5036	0	0	0	0	2787		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)						240		
Link Speed (mph)	35			35	35			
Link Distance (ft)	101			193	262			
Travel Time (s)	2.0			3.8	5.1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Heavy Vehicles (%)	3%	0%	0%	0%	0%	2%		
Adj. Flow (vph)	1576	0	0	0	0	641		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	1576	0	0	0	0	641		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(ft)	24			24	0			
Link Offset(ft)	0			0	0			
Crosswalk Width(ft)	16			16	16			
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)		9	15		15	35		
Number of Detectors	0					0		
Detector Template								
Leading Detector (ft)	0					0		
Trailing Detector (ft)	0					0		
Turn Type	NA					Prot		
Protected Phases	Free!					6!	2	3
Permitted Phases								
Detector Phase						6		
Switch Phase								
Minimum Initial (s)						5.0	5.0	3.5
Minimum Split (s)						24.0	24.0	6.0
Total Split (s)						72.0	62.0	6.0
Total Split (%)						51.4%	44%	4%
Maximum Green (s)						66.0	56.0	3.5
Yellow Time (s)						4.0	4.0	2.0
All-Red Time (s)						2.0	2.0	0.5
Lost Time Adjust (s)						0.0		
Total Lost Time (s)						6.0		
Lead/Lag						Lead		Lag
Lead-Lag Optimize?						Yes		Yes
Vehicle Extension (s)						3.0	3.0	3.0

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø2	Ø3
Recall Mode						Max	C-Max	None
Act Effct Green (s)	140.0					66.0		
Actuated g/C Ratio	1.00					0.47		
v/c Ratio	0.31					0.45		
Control Delay (s/veh)	0.1					15.8		
Queue Delay	0.0					0.0		
Total Delay (s/veh)	0.1					15.8		
LOS	A					B		
Approach Delay (s/veh)	0.1				15.8			
Approach LOS	A				B			
Queue Length 50th (ft)	0					132		
Queue Length 95th (ft)	0					187		
Internal Link Dist (ft)	21			113	182			
Turn Bay Length (ft)								
Base Capacity (vph)	5036					1440		
Starvation Cap Reductn	0					0		
Spillback Cap Reductn	0					0		
Storage Cap Reductn	0					0		
Reduced v/c Ratio	0.31					0.45		

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 4 (3%), Referenced to phase 2:WBL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay (s/veh): 4.6		Intersection LOS: A	
Intersection Capacity Utilization 73.3%		ICU Level of Service D	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

Splits and Phases: 142:



HCM 6th Edition methodology does not support clustered intersections.



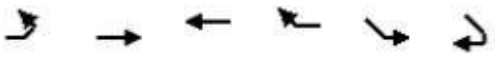
Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	760	590
Future Volume (vph)	0	0	0	0	760	590
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	500	
Storage Lanes	0	0		0	1	
Taper Length (ft)	25				300	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	0.95
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	0	3433	3539
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	0	3433	3539
Link Speed (mph)	30		30			45
Link Distance (ft)	372		262			1184
Travel Time (s)	8.5		6.0			17.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	2%	2%
Adj. Flow (vph)	0	0	0	0	826	641
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	826	641
Enter Blocked Intersection	No	No	No	No	Yes	Yes
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		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
Turning Speed (mph)	15	9		9	45	
Sign Control	Free		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.6%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	NBT	NBR	SBU	SBL	SBT	NWL	NWR
Lane Configurations							
Traffic Volume (vph)	2145	0	20	0	835	0	0
Future Volume (vph)	2145	0	20	0	835	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		235		0	0
Storage Lanes		0		1		0	0
Taper Length (ft)				100		25	
Lane Util. Factor	0.95	1.00	1.00	1.00	0.95	1.00	1.00
Frt							
Flt Protected			0.950				
Satd. Flow (prot)	3610	0	1805	0	3610	0	0
Flt Permitted			0.950				
Satd. Flow (perm)	3610	0	1805	0	3610	0	0
Link Speed (mph)	45				45	30	
Link Distance (ft)	519				610	110	
Travel Time (s)	7.9				9.2	2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2332	0	22	0	908	0	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	2332	0	22	0	908	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)	12				12	0	
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)		9	9	15		15	9
Sign Control	Free				Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	62.6%	ICU Level of Service	B
Analysis Period (min)	15		

2050 BUILD
PM PEAK HOUR



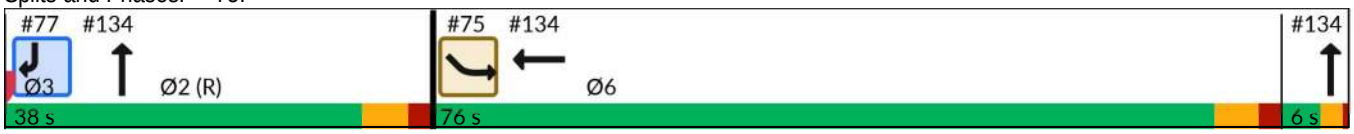
Lane Group	EBL	EBT	WBT	WBR	SEL	SER	Ø2	Ø3
Lane Configurations								
Traffic Volume (vph)	0	985	0	0	625	0		
Future Volume (vph)	0	985	0	0	625	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.97	1.00		
Frt								
Flt Protected					0.950			
Satd. Flow (prot)	0	5036	0	0	3433	0		
Flt Permitted					0.950			
Satd. Flow (perm)	0	5036	0	0	3433	0		
Right Turn on Red				Yes	Yes	Yes		
Satd. Flow (RTOR)					525			
Link Speed (mph)		35	35		35			
Link Distance (ft)		228	661		335			
Travel Time (s)		4.4	12.9		6.5			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Heavy Vehicles (%)	0%	3%	0%	0%	2%	0%		
Adj. Flow (vph)	0	1071	0	0	679	0		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	1071	0	0	679	0		
Enter Blocked Intersection	No	Yes	No	No	Yes	No		
Lane Alignment	Left	Left	Left	Right	Left	Right		
Median Width(ft)		12	12		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		
Turning Speed (mph)	15			9	35	9		
Turn Type		NA			Prot			
Protected Phases		Free!			6!		2	3
Permitted Phases								
Minimum Split (s)					24.0		24.0	6.0
Total Split (s)					76.0		38.0	6.0
Total Split (%)					63.3%		32%	5%
Maximum Green (s)					70.0		32.0	3.5
Yellow Time (s)					4.0		4.0	2.0
All-Red Time (s)					2.0		2.0	0.5
Lost Time Adjust (s)					0.0			
Total Lost Time (s)					6.0			
Lead/Lag					Lead			Lag
Lead-Lag Optimize?					Yes			Yes
Act Effct Green (s)		120.0			70.0			
Actuated g/C Ratio		1.00			0.58			
v/c Ratio		0.21			0.31			
Control Delay (s/veh)		0.1			3.0			
Queue Delay		0.0			0.0			
Total Delay (s/veh)		0.1			3.0			
LOS		A			A			
Approach Delay (s/veh)		0.1			3.0			

Lane Group	EBL	EBT	WBT	WBR	SEL	SER	Ø2	Ø3
Approach LOS		A			A			
Queue Length 50th (ft)		0			25			
Queue Length 95th (ft)		0			51			
Internal Link Dist (ft)		148	581		255			
Turn Bay Length (ft)								
Base Capacity (vph)		5036			2221			
Starvation Cap Reductn		0			0			
Spillback Cap Reductn		0			0			
Storage Cap Reductn		0			0			
Reduced v/c Ratio		0.21			0.31			

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 113 (94%), Referenced to phase 2:SBR, Start of Green			
Natural Cycle: 80			
Control Type: Pretimed			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 1.2		Intersection LOS: A	
Intersection Capacity Utilization 45.2%		ICU Level of Service A	
Analysis Period (min) 15			

! Phase conflict between lane groups.

Splits and Phases: 75:



HCM 6th Edition methodology does not support clustered intersections.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3	Ø6
Lane Configurations								
Traffic Volume (vph)	0	0	2425	0	0	250		
Future Volume (vph)	0	0	2425	0	0	250		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00		
Frt						0.865		
Flt Protected								
Satd. Flow (prot)	0	0	5036	0	0	1611		
Flt Permitted								
Satd. Flow (perm)	0	0	5036	0	0	1611		
Right Turn on Red				Yes		Yes		
Satd. Flow (RTOR)						31		
Link Speed (mph)		45	35		35			
Link Distance (ft)		371	167		283			
Travel Time (s)		5.6	3.3		5.5			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Heavy Vehicles (%)	0%	0%	3%	0%	0%	2%		
Adj. Flow (vph)	0	0	2636	0	0	272		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	2636	0	0	272		
Enter Blocked Intersection	No	No	Yes	No	No	Yes		
Lane Alignment	Left	Left	Left	Right	R NA	R NA		
Median Width(ft)		0	0		0			
Link Offset(ft)		0	0		0			
Crosswalk Width(ft)		16	16		16			
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	15			9	15	25		
Turn Type			NA			Prot		
Protected Phases			Free!			2!	3	6
Permitted Phases								
Minimum Split (s)						24.0	6.0	24.0
Total Split (s)						38.0	6.0	76.0
Total Split (%)						31.7%	5%	63%
Maximum Green (s)						32.0	3.5	70.0
Yellow Time (s)						4.0	2.0	4.0
All-Red Time (s)						2.0	0.5	2.0
Lost Time Adjust (s)						0.0		
Total Lost Time (s)						6.0		
Lead/Lag							Lag	Lead
Lead-Lag Optimize?							Yes	Yes
Act Effct Green (s)			120.0			32.0		
Actuated g/C Ratio			1.00			0.27		
v/c Ratio			0.52			0.60		
Control Delay (s/veh)			0.3			40.3		
Queue Delay			0.0			0.0		
Total Delay (s/veh)			0.3			40.3		
LOS			A			D		
Approach Delay (s/veh)			0.3		40.3			

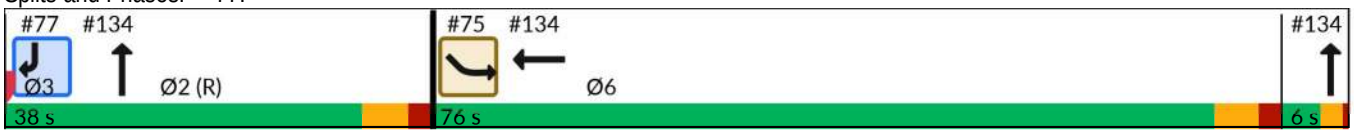


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3	Ø6
Approach LOS			A		D			
Queue Length 50th (ft)			0			164		
Queue Length 95th (ft)			0			258		
Internal Link Dist (ft)		291	87		203			
Turn Bay Length (ft)								
Base Capacity (vph)			5036			452		
Starvation Cap Reductn			0			0		
Spillback Cap Reductn			0			0		
Storage Cap Reductn			0			0		
Reduced v/c Ratio			0.52			0.60		

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 113 (94%), Referenced to phase 2:SBR, Start of Green			
Natural Cycle: 80			
Control Type: Pretimed			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 4.1		Intersection LOS: A	
Intersection Capacity Utilization 70.7%		ICU Level of Service C	
Analysis Period (min) 15			

! Phase conflict between lane groups.

Splits and Phases: 77:



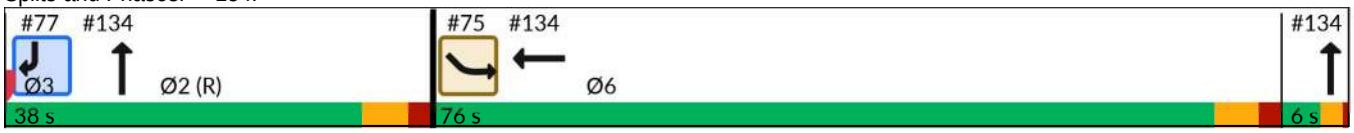
HCM 6th Edition methodology does not support clustered intersections.

Lane Group	WBT	NBT	NBR2	Ø2	Ø3
Lane Configurations					
Traffic Volume (vph)	2425	985	750		
Future Volume (vph)	2425	985	750		
Ideal Flow (vphpl)	1900	1900	1900		
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor	0.91	0.91	1.00		
Frt			0.850		
Flt Protected					
Satd. Flow (prot)	5036	5036	1583		
Flt Permitted					
Satd. Flow (perm)	5036	5036	1583		
Right Turn on Red			Yes		
Satd. Flow (RTOR)			686		
Link Speed (mph)	35	45			
Link Distance (ft)	272	536			
Travel Time (s)	5.3	8.1			
Peak Hour Factor	0.92	0.92	0.92		
Heavy Vehicles (%)	3%	3%	2%		
Adj. Flow (vph)	2636	1071	815		
Shared Lane Traffic (%)					
Lane Group Flow (vph)	2636	1071	815		
Enter Blocked Intersection	Yes	Yes	Yes		
Lane Alignment	Left	Left	Right		
Median Width(ft)	0	0			
Link Offset(ft)	0	0			
Crosswalk Width(ft)	16	16			
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00		
Turning Speed (mph)			45		
Turn Type	NA	NA	Free		
Protected Phases	6	2 3		2	3
Permitted Phases			Free		
Minimum Split (s)	24.0			24.0	6.0
Total Split (s)	76.0			38.0	6.0
Total Split (%)	63.3%			32%	5%
Maximum Green (s)	70.0			32.0	3.5
Yellow Time (s)	4.0			4.0	2.0
All-Red Time (s)	2.0			2.0	0.5
Lost Time Adjust (s)	0.0				
Total Lost Time (s)	6.0				
Lead/Lag	Lead				Lag
Lead-Lag Optimize?	Yes				Yes
Act Effct Green (s)	70.0	32.0	120.0		
Actuated g/C Ratio	0.58	0.27	1.00		
v/c Ratio	0.90	0.80	0.51		
Control Delay (s/veh)	28.1	30.1	5.1		
Queue Delay	2.7	0.0	0.0		

Lane Group	WBT	NBT	NBR2	Ø2	Ø3
Total Delay (s/veh)	30.8	30.1	5.1		
LOS	C	C	A		
Approach Delay (s/veh)	30.8	19.3			
Approach LOS	C	B			
Queue Length 50th (ft)	578	189	398		
Queue Length 95th (ft)	641	268	545		
Internal Link Dist (ft)	192	456			
Turn Bay Length (ft)			250		
Base Capacity (vph)	2937	1342	1583		
Starvation Cap Reductn	203	0	0		
Spillback Cap Reductn	0	0	0		
Storage Cap Reductn	0	0	0		
Reduced v/c Ratio	0.96	0.80	0.51		

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 113 (94%), Referenced to phase 2:SBR, Start of Green			
Natural Cycle: 80			
Control Type: Pretimed			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 26.0		Intersection LOS: C	
Intersection Capacity Utilization 75.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 134:



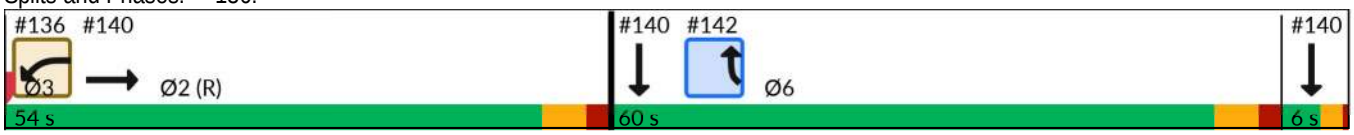
HCM 6th Edition methodology does not support more than 4 approaches.

Lane Group	WBL	WBR	NET	NER	SWL	SWT	Ø3	Ø6
Lane Configurations								
Traffic Volume (vph)	1070	0	0	0	0	2370		
Future Volume (vph)	1070	0	0	0	0	2370		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	0.86		
Frt								
Flt Protected	0.950							
Satd. Flow (prot)	3433	0	0	0	0	6346		
Flt Permitted	0.950							
Satd. Flow (perm)	3433	0	0	0	0	6346		
Right Turn on Red	Yes	Yes		Yes				
Satd. Flow (RTOR)	65							
Link Speed (mph)	35		35			35		
Link Distance (ft)	372		507			248		
Travel Time (s)	7.2		9.9			4.8		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Heavy Vehicles (%)	2%	0%	0%	0%	0%	3%		
Adj. Flow (vph)	1163	0	0	0	0	2576		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	1163	0	0	0	0	2576		
Enter Blocked Intersection	Yes	No	No	No	No	Yes		
Lane Alignment	Left	Right	Left	Right	Left	Left		
Median Width(ft)	24		0			0		
Link Offset(ft)	0		0			0		
Crosswalk Width(ft)	16		16			16		
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	35	9		9	15			
Number of Detectors	0					0		
Detector Template								
Leading Detector (ft)	0					0		
Trailing Detector (ft)	0					0		
Turn Type	Prot					NA		
Protected Phases	2!					Free!	3	6
Permitted Phases								
Detector Phase	2							
Switch Phase								
Minimum Initial (s)	5.0						3.5	5.0
Minimum Split (s)	24.0						6.0	24.0
Total Split (s)	54.0						6.0	60.0
Total Split (%)	45.0%						5%	50%
Maximum Green (s)	48.0						3.5	54.0
Yellow Time (s)	4.0						2.0	4.0
All-Red Time (s)	2.0						0.5	2.0
Lost Time Adjust (s)	0.0							
Total Lost Time (s)	6.0							
Lead/Lag							Lag	Lead
Lead-Lag Optimize?							Yes	Yes
Vehicle Extension (s)	3.0						3.0	3.0

Lane Group	WBL	WBR	NET	NER	SWL	SWT	Ø3	Ø6
Recall Mode	C-Max						None	Max
Act Effct Green (s)	48.0					120.0		
Actuated g/C Ratio	0.40					1.00		
v/c Ratio	0.82					0.41		
Control Delay (s/veh)	36.3					0.2		
Queue Delay	0.0					0.0		
Total Delay (s/veh)	36.3					0.3		
LOS	D					A		
Approach Delay (s/veh)	36.3					0.3		
Approach LOS	D					A		
Queue Length 50th (ft)	390					0		
Queue Length 95th (ft)	481					0		
Internal Link Dist (ft)	292		427			168		
Turn Bay Length (ft)								
Base Capacity (vph)	1412					6346		
Starvation Cap Reductn	0					0		
Spillback Cap Reductn	1					111		
Storage Cap Reductn	0					0		
Reduced v/c Ratio	0.82					0.41		

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 3 (3%), Referenced to phase 2:WBL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 11.5		Intersection LOS: B	
Intersection Capacity Utilization 71.5%		ICU Level of Service C	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

Splits and Phases: 136:



HCM 6th Edition methodology does not support clustered intersections.

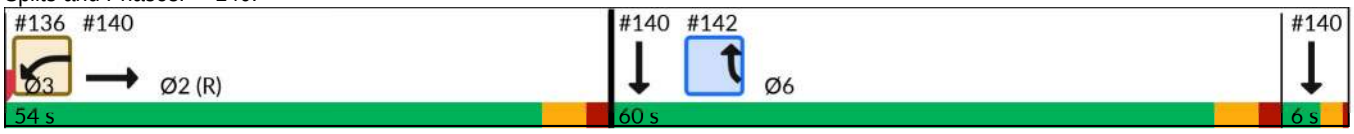
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1520	0	0	0	0	0	0	0	0	2370	0
Future Volume (vph)	0	1520	0	0	0	0	0	0	0	0	2370	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	5036	0	0	0	0	0	0	0	0	6346	0
Flt Permitted												
Satd. Flow (perm)	0	5036	0	0	0	0	0	0	0	0	6346	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		158			101			248			129	
Travel Time (s)		3.1			2.0			4.8			2.5	
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
Heavy Vehicles (%)	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%
Adj. Flow (vph)	0	1652	0	0	0	0	0	0	0	0	2576	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1652	0	0	0	0	0	0	0	0	2576	0
Enter Blocked Intersection	No	Yes	No	No	No	No	No	No	No	No	Yes	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		0									0	
Detector Template												
Leading Detector (ft)		0									0	
Trailing Detector (ft)		0									0	
Turn Type		NA									NA	
Protected Phases		2									6 3	
Permitted Phases												
Detector Phase		2									6 3	
Switch Phase												
Minimum Initial (s)		5.0										
Minimum Split (s)		24.0										
Total Split (s)		54.0										
Total Split (%)		45.0%										
Maximum Green (s)		48.0										
Yellow Time (s)		4.0										
All-Red Time (s)		2.0										
Lost Time Adjust (s)		0.0										
Total Lost Time (s)		6.0										
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0										

Lane Group	Ø3	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Turn Type		
Protected Phases	3	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	3.5	5.0
Minimum Split (s)	6.0	24.0
Total Split (s)	6.0	60.0
Total Split (%)	5%	50%
Maximum Green (s)	3.5	54.0
Yellow Time (s)	2.0	4.0
All-Red Time (s)	0.5	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode		C-Max										
Act Effct Green (s)		48.0									54.0	
Actuated g/C Ratio		0.40									0.45	
v/c Ratio		0.82									0.90	
Control Delay (s/veh)		15.2									31.8	
Queue Delay		0.0									0.0	
Total Delay (s/veh)		15.2									31.8	
LOS		B									C	
Approach Delay (s/veh)		15.2									31.8	
Approach LOS		B									C	
Queue Length 50th (ft)		127									531	
Queue Length 95th (ft)		153									603	
Internal Link Dist (ft)		78			21			168			49	
Turn Bay Length (ft)												
Base Capacity (vph)		2014									2855	
Starvation Cap Reductn		0									0	
Spillback Cap Reductn		0									0	
Storage Cap Reductn		0									0	
Reduced v/c Ratio		0.82									0.90	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 3 (3%), Referenced to phase 2:WBL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 25.3		Intersection LOS: C	
Intersection Capacity Utilization 73.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 140:



Lane Group	Ø3	Ø6
Recall Mode	None	Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

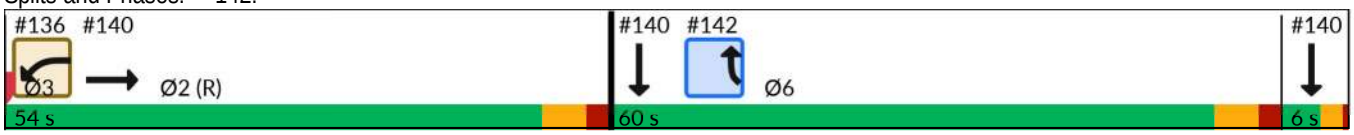
HCM 6th Edition methodology does not support clustered intersections.

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø2	Ø3
Lane Configurations								
Traffic Volume (vph)	1520	0	0	0	0	960		
Future Volume (vph)	1520	0	0	0	0	960		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Util. Factor	0.91	1.00	1.00	1.00	1.00	0.88		
Frt						0.850		
Flt Protected								
Satd. Flow (prot)	5036	0	0	0	0	2787		
Flt Permitted								
Satd. Flow (perm)	5036	0	0	0	0	2787		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)						217		
Link Speed (mph)	35			35	35			
Link Distance (ft)	101			193	262			
Travel Time (s)	2.0			3.8	5.1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Heavy Vehicles (%)	3%	0%	0%	0%	0%	2%		
Adj. Flow (vph)	1652	0	0	0	0	1043		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	1652	0	0	0	0	1043		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(ft)	24			24	0			
Link Offset(ft)	0			0	0			
Crosswalk Width(ft)	16			16	16			
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)		9	15		15	35		
Number of Detectors	0					0		
Detector Template								
Leading Detector (ft)	0					0		
Trailing Detector (ft)	0					0		
Turn Type	NA					Prot		
Protected Phases	Free!					6!	2	3
Permitted Phases								
Detector Phase						6		
Switch Phase								
Minimum Initial (s)						5.0	5.0	3.5
Minimum Split (s)						24.0	24.0	6.0
Total Split (s)						60.0	54.0	6.0
Total Split (%)						50.0%	45%	5%
Maximum Green (s)						54.0	48.0	3.5
Yellow Time (s)						4.0	4.0	2.0
All-Red Time (s)						2.0	2.0	0.5
Lost Time Adjust (s)						0.0		
Total Lost Time (s)						6.0		
Lead/Lag						Lead		Lag
Lead-Lag Optimize?						Yes		Yes
Vehicle Extension (s)						3.0	3.0	3.0

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø2	Ø3
Recall Mode						Max	C-Max	None
Act Effct Green (s)	120.0					54.0		
Actuated g/C Ratio	1.00					0.45		
v/c Ratio	0.33					0.76		
Control Delay (s/veh)	0.1					25.7		
Queue Delay	0.0					0.0		
Total Delay (s/veh)	0.1					25.7		
LOS	A					C		
Approach Delay (s/veh)	0.1				25.7			
Approach LOS	A				C			
Queue Length 50th (ft)	0					304		
Queue Length 95th (ft)	0					400		
Internal Link Dist (ft)	21			113	182			
Turn Bay Length (ft)								
Base Capacity (vph)	5036					1373		
Starvation Cap Reductn	0					0		
Spillback Cap Reductn	0					0		
Storage Cap Reductn	0					0		
Reduced v/c Ratio	0.33					0.76		

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 3 (3%), Referenced to phase 2:WBL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 10.0		Intersection LOS: B	
Intersection Capacity Utilization 73.7%		ICU Level of Service D	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

Splits and Phases: 142:



HCM 6th Edition methodology does not support clustered intersections.

APPENDIX C
CRASH DATA (2018 - 2022)

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
6534992	Savannah Police Department	1/1/2018 16:02	0	0	0	Sideswipe-Same Direction	Disregard Stop Sign/Signal	Daylight	Dry	32.054083	-81.141225
6536147	Savannah Police Department	1/2/2018 0:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.049945	-81.1585
6536179	Savannah Police Department	1/2/2018 15:56	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.996	-81.269824
6538280	Savannah Police Department	1/4/2018 9:16	0	0	0	Angle (Other)	Too Fast for Conditions	Daylight	Ice/Frost	31.997586	-81.257427
6538731	Savannah Police Department	1/4/2018 12:53	0	0	0	Sideswipe-Same Direction	Driver Lost Control	Daylight	Slush	32.023668	-81.225956
6540491	Savannah Police Department	1/5/2018 13:14	0	0	0	Angle (Other)	Too Fast for Conditions	Daylight	Ice/Frost	32.050252	-81.157076
6541281	Savannah Police Department	1/5/2018 12:00	0	0	0	Rear End		Daylight	Ice/Frost	32.050302	-81.156846
6541659	Savannah Police Department	1/6/2018 17:30	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Ice/Frost	32.050471	-81.156073
6541970	Savannah Police Department	1/4/2018 20:25	0	0	0	Not a Collision with Motor Vehicle	["Too Fast for Conditions","Driver Lost Control"]	Dark-Not Lighted	Ice/Frost	32.051015	-81.153549
6543004	Savannah Police Department	1/8/2018 16:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.995757	-81.269711
6543909	Savannah Police Department	1/9/2018 7:26	0	0	0	Left Angle Crash	Disregard Stop Sign/Signal	Daylight	Wet	32.051196	-81.152715
6544532	Savannah Police Department	1/9/2018 12:23	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048424	-81.165244
6545503	Savannah Police Department	1/10/2018 7:47	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992895	-81.274637
6546108	Savannah Police Department	1/9/2018 17:43	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	31.998152	-81.254086
6546233	Savannah Police Department	1/10/2018 14:34	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	32.051272	-81.152406
6547982	Savannah Police Department	1/11/2018 11:32	0	0	0	Angle (Other)	Improper Turn	Daylight	Wet	31.995921	-81.269788
6549839	Savannah Police Department	1/12/2018 12:12	1	0	0	Not a Collision with Motor Vehicle	Failure to Yield	Daylight	Dry	32.052629	-81.146824
6550122	Savannah Police Department	1/12/2018 16:15	0	0	1	Rear End	Reckless Driving	Daylight	Wet	31.995807	-81.269183
6552874	Savannah Police Department	1/15/2018 9:58	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.013968	-81.232837
6553327	Savannah Police Department	1/15/2018 16:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013967	-81.233032
6560428	Savannah Police Department	1/21/2018 13:16	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001925	-81.246237
6560495	Savannah Police Department	1/21/2018 15:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.00079	-81.247241
6560576	Savannah Police Department	1/21/2018 15:53	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023763	-81.225885
6561075	Savannah Police Department	1/21/2018 14:18	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023681	-81.22574
6562146	Savannah Police Department	1/22/2018 18:24	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.053633	-81.142293
6562160	Savannah Police Department	1/22/2018 18:58	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.054004	-81.140814
6562621	Savannah Police Department	1/23/2018 7:26	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.037212	-81.214865
6562729	Savannah Police Department	1/23/2018 7:32	0	0	0	Left Angle Crash	Failure to Yield	Dawn	Wet	32.010171	-81.235846
6568502	Savannah Police Department	1/27/2018 7:44	0	0	0	Rear End	["Following Too Close","No Signal/Improper Signal"]	Daylight	Dry	32.02387	-81.225882
6568606	Savannah Police Department	1/27/2018 16:35	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.013982	-81.233021
6568681	Savannah Police Department	1/27/2018 18:47	0	0	1	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Wet	32.011976	-81.234336
6568690	Savannah Police Department	1/27/2018 17:26	0	0	0	Rear End	Following Too Close	Daylight	Wet	31.999131	-81.249827
6569036	Savannah Police Department	1/28/2018 8:57	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.052927	-81.145601
6569691	Savannah Police Department	1/28/2018 13:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002538	-81.245865
6574200	Savannah Police Department	1/31/2018 11:49	0	0	0	Angle (Other)	Disregard Other Traffic Control	Daylight	Dry	31.99741	-81.259642
6583377	Savannah Police Department	2/7/2018 17:55	0	0	0	Rear End	Following Too Close	Dark-Lighted	Wet	32.054047	-81.141375
6583378	Savannah Police Department	2/7/2018 19:11	0	0	0	Sideswipe-Same Direction	Misjudged Clearance	Dark-Lighted	Wet	32.04836	-81.165518
6589192	Savannah Police Department	2/12/2018 16:50	0	0	0	Angle (Other)	Changed Lanes Improperly	Daylight	Wet	32.054278	-81.141373
6597410	Savannah Police Department	2/18/2018 13:18	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992609	-81.274424
6597640	Savannah Police Department	2/14/2018 14:23	0	0	0	Rear End	Not Visible (Object, Person, or Vehicle)	Daylight	Dry	32.053941	-81.141494
6616116	Chatham Co Police Department	2/1/2018 15:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.016481	-81.231167
6616131	Chatham Co Police Department	2/1/2018 6:36	0	0	0	(None)	Following Too Close	Dawn	(None)	32.000748	-81.247191
6616135	Chatham Co Police Department	2/1/2018 22:23	0	0	0	Angle (Other)	["Failure to Yield","Inattentive or Other Distraction (Distracted)","Disregard Stop Sign/Signal"]	Dark-Lighted	Dry	32.027146	-81.22319
6616153	Chatham Co Police Department	2/3/2018 10:25	0	0	0	Rear End	Improper Backing	Daylight	Dry	32.000981	-81.247516
6616164	Chatham Co Police Department	2/4/2018 11:14	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Wet	32.014048	-81.232968
6616204	Chatham Co Police Department	2/5/2018 7:59	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	32.0008	-81.247254
6616232	Chatham Co Police Department	2/5/2018 17:30	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	31.995795	-81.26973
6616239	Chatham Co Police Department	2/7/2018 6:09	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.023682	-81.225739
6616268	Chatham Co Police Department	2/7/2018 7:55	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023837	-81.225823
6616287	Chatham Co Police Department	2/10/2018 10:45	0	0	0	Angle (Other)	Improper Backing	Daylight	Dry	32.010176	-81.235841
6616288	Chatham Co Police Department	2/8/2018 13:15	0	0	1	Left Angle Crash	Failure to Yield	Daylight	Dry	32.014049	-81.232967
6616292	Chatham Co Police Department	2/9/2018 9:46	0	0	1	Not a Collision with Motor Vehicle		Daylight	Dry	32.038677	-81.211822
6616295	Chatham Co Police Department	2/9/2018 19:47	0	0	0	Not a Collision with Motor Vehicle	Misjudged Clearance	Dark-Not Lighted	Wet	31.998489	-81.251056
6616298	Chatham Co Police Department	2/10/2018 12:36	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000661	-81.247874
6616317	Chatham Co Police Department	2/11/2018 18:45	0	0	0	Rear End	["Talking on Hand-Held Device (Distracted)","Following Too Close"]	Dawn	Dry	32.013977	-81.233025
6616324	Chatham Co Police Department	2/11/2018 20:38	0	0	0	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Wet	32.014047	-81.232969
6616338	Chatham Co Police Department	2/11/2018 18:40	0	0	0	Rear End	["Following Too Close","Inattentive or Other Distraction (Distracted)"]	Dark-Lighted	Wet	32.00254	-81.245863
6616349	Chatham Co Police Department	2/12/2018 13:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000732	-81.247172
6616368	Chatham Co Police Department	2/12/2018 16:10	0	0	0	Sideswipe-Same Direction	Improper Turn	Daylight	Wet	32.001157	-81.247055
6616369	Chatham Co Police Department	2/12/2018 15:45	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.046865	-81.171474
6616395	Chatham Co Police Department	2/14/2018 13:08	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997307	-81.259414
6616406	Chatham Co Police Department	2/14/2018 17:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.026029	-81.224124
6616451	Chatham Co Police Department	2/17/2018 13:05	0	0	0	(None)	["Driver Lost Control","Too Fast for Conditions"]	Daylight	(None)	31.981709	-81.285908
6616527	Chatham Co Police Department	2/22/2018 12:25	0	0	0	Rear End		Daylight	Dry	32.000706	-81.247141
6616553	Chatham Co Police Department	2/23/2018 9:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.04838	-81.165421
6616564	Chatham Co Police Department	2/23/2018 19:00	0	0	0	Left Angle Crash	["Failure to Yield","Disregard Stop Sign/Signal"]	Dark-Lighted	Dry	32.029396	-81.221314
6616639	Chatham Co Police Department	2/25/2018 1:15	0	0	1	Not a Collision with Motor Vehicle	["Failure to Yield","Wrong Side of Road"]	Dark-Lighted	Dry	32.001039	-81.247455
6616683	Chatham Co Police Department	2/6/2018 8:55	0	0	0	Rear End	Failure to Yield	Daylight	Dry	32.004072	-81.243927
6616684	Chatham Co Police Department	2/23/2018 13:32	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.004604	-81.243659
6616687	Chatham Co Police Department	2/25/2018 8:53	0	0	0	Right Angle Crash		Daylight	Dry	32.002537	-81.245865
6616703	Chatham Co Police Department	2/26/2018 17:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.99898	-81.249521
6616704	Chatham Co Police Department	2/26/2018 21:30	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.000846	-81.24739
6616725	Chatham Co Police Department	2/28/2018 18:00	0	0	0	Rear End	Changed Lanes Improperly	Dusk	Dry	31.995747	-81.269993
6616732	Chatham Co Police Department	3/1/2018 10:36	0	0	0	Sideswipe-Same Direction	Under the Influence (U.I.)	Daylight	Dry	32.000846	-81.24739
6617071	Chatham Co Police Department	3/1/2018 16:20	0	0	1	Left Angle Crash	Vision Obscured	Daylight	Dry	32.053645	-81.14228
6618355	Savannah Police Department	3/1/2018 9:04	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053846	-81.140962
6619160	Chatham Co Police Department	3/3/2018 11:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013974	-81.233026
6621199	Savannah Police Department	3/5/2018 16:27	0	0	0	Sideswipe-Same Direction	Improper Passing	Daylight	Dry	32.05396	-81.140983
6621510	Chatham Co Police Department	3/5/2018 9:30	0	0	0	Rear End	Changed Lanes Improperly	Daylight	Dry	32.048355	-81.165539
6622656	Savannah Police Department	3/6/2018 18:22	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.053766	-81.142501
6625127	Chatham Co Police Department	3/8/2018 7:34	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999044	-81.249637
6627443	Chatham Co Police Department	3/9/2018 21:11	0	0	0	Angle (Other)	Following Too Close	Dark-Lighted	Dry	32.023837	-81.225823
6627565	Chatham Co Police Department	3/6/2018 20:45	0	0	0	Sideswipe-Same Direction	["Changed Lanes Improperly","Changed Lanes Improperly"]	Dark-Not Lighted	Dry	31.999252	-81.250093
6627792	Chatham Co Police Department	3/10/2018 0:00	0	0	0	Rear End	Failure to Yield	Daylight	Dry	32.000741	-81.247182
6628554	Savannah Police Department	3/12/2018 7:24	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.054135	-81.141008

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
6628925	Chatham Co Police Department	3/6/2018 19:07	0	0	0	Sideswipe-Same Direction	Improper Turn	Dark-Not Lighted	Dry	31.999407	-81.249365
6631985	Chatham Co Police Department	3/13/2018 16:55	0	0	0	Rear End	["Following Too Close","Misjudged Clearance","Occupant Distraction (Distracted)"]	Daylight	Dry	32.021431	-81.227664
6632177	Chatham Co Police Department	3/13/2018 15:19	0	0	0	Rear End	Failure to Yield	Daylight	Dry	32.048107	-81.165355
6632299	Savannah Police Department	3/14/2018 5:54	0	0	0	Not a Collision with Motor Vehicle	Driver Lost Control	Dark-Lighted	Dry	32.054502	-81.138881
6633830	Chatham Co Police Department	3/14/2018 14:50	0	0	0	Not a Collision with Motor Vehicle	Misjudged Clearance	Daylight	Dry	32.034223	-81.217688
6634849	Chatham Co Police Department	3/15/2018 7:28	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.029133	-81.221524
6634957	Chatham Co Police Department	3/14/2018 0:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999177	-81.249759
6636232	Chatham Co Police Department	3/9/2018 19:50	0	0	0	Rear End		Dark-Not Lighted	Dry	32.000969	-81.247519
6636704	Chatham Co Police Department	3/17/2018 17:55	0	0	0	Sideswipe-Same Direction		Daylight	Dry	31.998865	-81.250002
6640114	Chatham Co Police Department	3/20/2018 8:15	0	0	0	(None)	Misjudged Clearance	Daylight	(None)	32.036947	-81.215244
6642058	Chatham Co Police Department	3/19/2018 9:45	0	0	0	Sideswipe-Same Direction	["Changed Lanes Improperly","Misjudged Clearance"]	Daylight	Dry	31.997209	-81.260249
6642224	Chatham Co Police Department	3/21/2018 9:00	0	0	0	Sideswipe-Same Direction	["Misjudged Clearance","Misjudged Clearance"]	Daylight	Dry	31.99876	-81.250235
6642225	Chatham Co Police Department	3/21/2018 16:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023762	-81.225885
6647582	Savannah Police Department	3/24/2018 14:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054023	-81.140739
6649947	Savannah Police Department	3/28/2018 15:59	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054018	-81.14147
6649979	Savannah Police Department	3/28/2018 15:35	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054014	-81.141472
6649980	Savannah Police Department	3/28/2018 15:40	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	32.05410525	-81.141438
6664179	Savannah Police Department	4/9/2018 19:50	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.05329	-81.143926
6673999	Garden City Police Department	1/3/2018 12:34	0	0	0	Rear End		Daylight	Dry	32.039421	-81.207515
6674000	Garden City Police Department	1/3/2018 7:47	0	0	0	Rear End		Daylight	Ice/Frost	32.039405	-81.207641
6674002	Garden City Police Department	1/4/2018 12:54	0	0	0	Rear End	Following Too Close	Daylight	Ice/Frost	32.039405	-81.207641
6674046	Garden City Police Department	1/24/2018 12:15	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.043095	-81.186815
6674064	Garden City Police Department	2/2/2018 14:12	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.042421	-81.189695
6674076	Garden City Police Department	2/11/2018 17:08	0	0	0	Not a Collision with Motor Vehicle	Changed Lanes Improperly	Daylight	Dry	32.03948	-81.207046
6674077	Garden City Police Department	2/12/2018 12:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039344	-81.208081
6674081	Garden City Police Department	2/13/2018 16:16	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039342	-81.208098
6674092	Garden City Police Department	2/21/2018 6:55	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039361	-81.207962
6674097	Garden City Police Department	2/23/2018 10:59	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039354	-81.20801
6674112	Garden City Police Department	3/2/2018 19:43	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.039594	-81.207848
6674116	Garden City Police Department	3/4/2018 12:14	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039335	-81.208146
6674138	Garden City Police Department	3/15/2018 8:30	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.043714	-81.184431
6674145	Garden City Police Department	3/16/2018 18:05	0	0	0	Right Angle Crash	Failure to Yield	Daylight	Dry	32.040384	-81.199821
6674150	Garden City Police Department	3/20/2018 9:04	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.039363	-81.207953
6674152	Garden City Police Department	3/20/2018 15:33	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.039403	-81.207664
6674164	Garden City Police Department	3/24/2018 12:54	0	0	1	Angle (Other)	["Failure to Yield","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	32.044013	-81.183222
6674173	Garden City Police Department	4/2/2018 17:33	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039581	-81.207841
6674177	Garden City Police Department	4/4/2018 12:42	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039477	-81.207069
6674180	Garden City Police Department	4/4/2018 17:47	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039503	-81.20798
6674181	Garden City Police Department	4/5/2018 17:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039517	-81.206751
6674183	Garden City Police Department	4/7/2018 15:55	0	0	0	Rear End	["Inattentive or Other Distraction (Distracted)","Following Too Close","Too Fast for Conditions"]	Daylight	Wet	32.043979	-81.18336
6674184	Garden City Police Department	4/8/2018 20:06	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039573	-81.207836
6674190	Garden City Police Department	4/10/2018 17:39	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.042136	-81.1908
6674195	Garden City Police Department	4/13/2018 17:36	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039358	-81.207982
6678996	Savannah Police Department	4/19/2018 17:01	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.048723	-81.164041
6680534	Savannah Police Department	4/21/2018 10:27	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054316	-81.139604
6684062	Savannah Police Department	4/24/2018 0:00	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.048381	-81.165418
6685860	Chatham Co Police Department	3/29/2018 11:25	0	0	0	Angle (Other)	["Parked Improperly","Improper Turn","No Signal/Improper Signal"]	Daylight	Dry	32.05161	-81.151032
6686002	Savannah Police Department	4/26/2018 0:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053939	-81.141066
6686085	Chatham Co Police Department	3/22/2018 18:20	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.023837	-81.225823
6686095	Chatham Co Police Department	3/21/2018 17:35	0	0	0	Rear End		Daylight	Dry	32.048355	-81.165539
6686097	Chatham Co Police Department	3/21/2018 18:49	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000996	-81.247228
6686099	Chatham Co Police Department	3/23/2018 16:52	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.014048	-81.232968
6686143	Chatham Co Police Department	4/10/2018 19:04	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.995782	-81.269884
6686144	Chatham Co Police Department	4/9/2018 7:50	0	0	0	Rear End	["Inattentive or Other Distraction (Distracted)","Following Too Close"]	Daylight	Wet	32.023251	-81.22608
6686205	Chatham Co Police Department	4/2/2018 18:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001057	-81.247162
6686215	Chatham Co Police Department	4/6/2018 12:11	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013877	-81.233097
6686217	Chatham Co Police Department	4/6/2018 17:03	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002667	-81.245729
6686218	Chatham Co Police Department	4/6/2018 18:19	0	0	0	Sideswipe-Opposite Direction		Daylight	Dry	32.021417	-81.227674
6686251	Chatham Co Police Department	4/7/2018 14:34	0	0	0	Rear End		Daylight	Wet	32.052121	-81.148906
6686271	Chatham Co Police Department	4/5/2018 15:04	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001244	-81.247238
6687078	Chatham Co Police Department	4/26/2018 17:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002783	-81.245611
6687144	Chatham Co Police Department	4/25/2018 8:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001177	-81.247309
6688061	Chatham Co Police Department	4/27/2018 17:01	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.051161	-81.152877
6688703	Chatham Co Police Department	4/17/2018 8:57	0	0	0	Rear End		Daylight	Dry	32.01414	-81.233129
6690420	Chatham Co Police Department	4/26/2018 15:18	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000823	-81.247282
6690449	Chatham Co Police Department	4/30/2018 17:04	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	31.998231	-81.253471
6691799	Chatham Co Police Department	3/29/2018 18:53	0	0	0	Angle (Other)		Daylight	Dry	32.002399	-81.246019
6691802	Chatham Co Police Department	3/30/2018 11:50	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.053297	-81.143944
6691806	Chatham Co Police Department	3/30/2018 13:00	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.053644	-81.142283
6693506	Chatham Co Police Department	5/1/2018 19:21	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999259	-81.250108
6693641	Chatham Co Police Department	5/2/2018 15:20	0	0	0	Rear End		Daylight	Dry	32.000848	-81.247388
6693730	Chatham Co Police Department	5/2/2018 17:15	0	0	0	Rear End		Daylight	Dry	32.000846	-81.24739
6693740	Chatham Co Police Department	5/2/2018 16:09	0	0	0	Rear End	["Following Too Close","Failure to Yield"]	Daylight	Dry	32.023598	-81.226007
6694231	Savannah Police Department	5/2/2018 13:28	0	0	1	Rear End	Following Too Close	Daylight	Dry	32.048548	-81.164746
6695059	Savannah Police Department	5/3/2018 19:16	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.048368	-81.16548
6696020	Savannah Police Department	5/4/2018 10:24	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	32.053612	-81.143085
6696100	Chatham Co Police Department	5/4/2018 10:10	0	0	0	(None)	["Following Too Close","Misjudged Clearance"]	Daylight	(None)	32.00096	-81.247267
6696156	Chatham Co Police Department	5/2/2018 18:52	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997571	-81.257538
6696265	Savannah Police Department	5/4/2018 16:25	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.05351	-81.142832
6696556	Chatham Co Police Department	5/4/2018 18:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023664	-81.225959
6699412	Gsp Post 00	5/3/2018 14:11	0	0	1	Left Angle Crash	Failure to Yield	Daylight	Dry	32.023848	-81.225814
6701128	Savannah Police Department	5/8/2018 17:12	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.048723	-81.164041
6701489	Chatham Co Police Department	5/5/2018 15:00	0	0	0	(None)	Failure to Yield	Daylight	(None)	32.000847	-81.247389
6706368	Chatham Co Police Department	5/12/2018 13:11	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000962	-81.247265
6707094	Savannah Police Department	5/13/2018 21:52	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.048399	-81.165347

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
6708289	Savannah Police Department	5/14/2018 15:17	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048691	-81.165672
6710514	Savannah Police Department	5/15/2018 7:33	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992724	-81.274567
6711463	Chatham Co Police Department	4/1/2018 17:37	0	0	0	Rear End	["Following Too Close","Other Activity - Mobile Device (Distracted)"]	Daylight	Dry	31.997624	-81.257047
6716992	Savannah Police Department	5/19/2018 17:58	0	0	0	Head On	Failure to Yield	Daylight	Dry	32.048377	-81.165433
6721966	Chatham Co Police Department	5/8/2018 10:31	0	0	0	Angle (Other)	Improper Turn	Daylight	Dry	32.023896	-81.225925
6721974	Chatham Co Police Department	5/18/2018 17:55	0	0	0	Right Angle Crash		Daylight	Dry	32.029371	-81.221198
6721989	Chatham Co Police Department	5/17/2018 11:30	0	0	0	Not a Collision with Motor Vehicle		Daylight	Wet	32.044725	-81.180273
6721995	Chatham Co Police Department	5/18/2018 7:55	0	0	0	Left Angle Crash	["Failure to Yield","Misjudged Clearance"]	Daylight	Dry	32.049778	-81.159283
6722042	Chatham Co Police Department	5/10/2018 15:21	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999261	-81.250111
6722055	Chatham Co Police Department	5/3/2018 15:45	0	0	0	Rear End	["Misjudged Clearance","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	32.039672	-81.207894
6722058	Chatham Co Police Department	5/10/2018 12:55	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998951	-81.250202
6722061	Chatham Co Police Department	5/11/2018 14:53	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023857	-81.226025
6722146	Chatham Co Police Department	5/14/2018 16:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.995909	-81.269302
6722193	Chatham Co Police Department	5/23/2018 15:10	0	0	0	Rear End		Daylight	Dry	32.014149	-81.233138
6722221	Chatham Co Police Department	5/14/2018 14:55	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013764	-81.232994
6722225	Chatham Co Police Department	5/23/2018 8:25	0	0	1	Rear End	["Following Too Close","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	31.995658	-81.269844
6722259	Chatham Co Police Department	5/19/2018 20:32	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	31.997265	-81.259837
6722287	Chatham Co Police Department	5/21/2018 10:57	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.046422	-81.173311
6722288	Chatham Co Police Department	5/21/2018 12:36	0	0	0	Rear End		Daylight	Dry	32.026898	-81.223223
6722293	Chatham Co Police Department	5/22/2018 6:51	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023507	-81.225879
6723712	Chatham Co Police Department	5/24/2018 9:55	0	1	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.048274	-81.16586
6723713	Chatham Co Police Department	5/24/2018 12:45	0	0	0	Sideswipe-Same Direction	Following Too Close	Daylight	Dry	32.023601	-81.226005
6723796	Chatham Co Police Department	5/24/2018 15:55	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.002366	-81.246054
6724020	Savannah Police Department	5/24/2018 13:15	0	0	0	Right Angle Crash	Failure to Yield	Daylight	Dry	32.048587	-81.16459
6725324	Chatham Co Police Department	5/24/2018 17:11	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001034	-81.247187
6726721	Chatham Co Police Department	5/27/2018 18:25	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Wet	32.010176	-81.235841
6727435	Chatham Co Police Department	5/28/2018 16:46	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992712	-81.274624
6728526	Chatham Co Police Department	5/29/2018 8:45	0	0	0	Rear End	["Following Too Close","Following Too Close"]	Daylight	Dry	32.051149	-81.152933
6728842	Savannah Police Department	5/29/2018 18:00	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.054454	-81.138883
6730494	Chatham Co Police Department	5/26/2018 18:43	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.00202	-81.246419
6731052	Chatham Co Police Department	5/30/2018 17:17	0	0	0	Sideswipe-Same Direction	Improper Passing	Daylight	Wet	32.001171	-81.24704
6731063	Savannah Police Department	5/31/2018 12:10	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.05463	-81.139021
6731721	Chatham Co Police Department	5/31/2018 7:10	0	0	0	Angle (Other)	Disregard Stop Sign/Signal	Daylight	Wet	32.023766	-81.225883
6732375	Chatham Co Police Department	6/1/2018 10:04	0	0	1	Not a Collision with Motor Vehicle	Driver Lost Control	Daylight	Dry	32.00277	-81.245625
6736164	Chatham Co Police Department	6/4/2018 12:05	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000998	-81.247227
6736544	Chatham Co Police Department	6/4/2018 23:00	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	31.997857	-81.25624
6738124	Chatham Co Police Department	6/6/2018 13:00	0	0	0	(None)	Following Too Close	Daylight	(None)	31.998908	-81.25029
6738514	Chatham Co Police Department	6/6/2018 21:35	0	0	0	Sideswipe-Opposite Direction	["Misjudged Clearance","Disregard Other Traffic Control"]	Dark-Lighted	Dry	32.014048	-81.232968
6739122	Chatham Co Police Department	6/6/2018 8:20	0	0	0	Rear End	["Following Too Close","Following Too Close","Following Too Close"]	Daylight	Dry	32.046678	-81.172241
6740288	Savannah Police Department	6/8/2018 13:06	0	0	0	Rear End		Daylight	Wet	32.053946	-81.141794
6740921	Chatham Co Police Department	6/7/2018 6:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.995702	-81.269692
6741364	Chatham Co Police Department	6/9/2018 15:27	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.014109	-81.233094
6741377	Chatham Co Police Department	6/9/2018 15:38	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000996	-81.247228
6741813	Savannah Police Department	6/10/2018 11:46	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053736	-81.142619
6745091	Chatham Co Police Department	6/11/2018 21:30	0	0	0	Rear End	Following Too Close	Dark-Lighted	Wet	32.000998	-81.247226
6747337	Chatham Co Police Department	6/14/2018 12:14	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.05252	-81.147271
6747835	Savannah Police Department	6/14/2018 8:31	0	0	0	Left Angle Crash	["Failure to Yield","Misjudged Clearance"]	Daylight	Wet	32.053829	-81.142253
6747941	Savannah Police Department	6/14/2018 12:06	0	0	0	Angle (Other)	Changed Lanes Improperly	Daylight	Dry	32.049052	-81.165805
6748707	Savannah Police Department	6/15/2018 22:12	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	31.992724	-81.274567
6749107	Chatham Co Police Department	6/7/2018 15:00	0	0	0	Rear End	Following Too Close	Dark-Lighted	Wet	32.023613	-81.225996
6750176	Chatham Co Police Department	6/14/2018 17:47	0	0	0	Rear End	Too Fast for Conditions	Daylight	Wet	31.996011	-81.268742
6750191	Chatham Co Police Department	6/17/2018 18:06	0	0	1	Rear End	Too Fast for Conditions	Daylight	Wet	32.045702	-81.176266
6761430	Savannah Police Department	6/19/2018 18:34	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053813	-81.142316
6761446	Chatham Co Police Department	6/6/2018 18:55	0	0	0	Rear End		Daylight	Dry	32.000957	-81.24727
6762113	Savannah Police Department	6/20/2018 7:02	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.053755	-81.142542
6763156	Chatham Co Police Department	6/20/2018 20:33	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023954	-81.22573
6763262	Chatham Co Police Department	6/20/2018 10:46	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013979	-81.233023
6763892	Chatham Co Police Department	6/14/2018 17:30	0	0	0	Rear End	Failure to Yield	Daylight	Wet	31.993239	-81.274095
6763910	Chatham Co Police Department	6/15/2018 13:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997282	-81.259651
6765384	Chatham Co Police Department	6/22/2018 12:15	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	31.995701	-81.269695
6767807	Garden City Police Department	4/20/2018 6:59	0	0	0	Rear End	["Changed Lanes Improperly","Following Too Close","Following Too Close"]	Daylight	Dry	32.043858	-81.183856
6767813	Garden City Police Department	4/20/2018 17:46	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.03957	-81.207834
6767822	Garden City Police Department	4/26/2018 12:34	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.039404	-81.207654
6767825	Garden City Police Department	4/27/2018 9:08	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039417	-81.207549
6769699	Savannah Police Department	6/26/2018 10:38	0	0	0	Angle (Other)	Improper Backing	Daylight	Dry	32.048351	-81.165562
6771538	Savannah Police Department	6/27/2018 16:28	0	0	0	Not a Collision with Motor Vehicle		Daylight	Wet	32.054156	-81.140931
6771770	Chatham Co Police Department	6/27/2018 20:30	0	0	0	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Wet	31.992765	-81.274569
6771773	Chatham Co Police Department	6/27/2018 6:20	0	0	0	Left Angle Crash		Daylight	Dry	32.047405	-81.169242
6771774	Chatham Co Police Department	6/27/2018 7:08	0	0	0	Rear End	Following Too Close	Dawn	Water (standing or moving)	32.01398	-81.233022
6771795	Chatham Co Police Department	6/27/2018 11:37	0	0	0	Right Angle Crash	Failure to Yield	Daylight	Dry	31.998902	-81.250304
6774064	Chatham Co Police Department	6/28/2018 13:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000964	-81.247263
6774318	Chatham Co Police Department	6/26/2018 12:45	0	0	0	Rear End		Daylight	Dry	32.029394	-81.221315
6775292	Chatham Co Police Department	6/29/2018 17:56	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.004256	-81.244024
6776327	Chatham Co Police Department	7/1/2018 3:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000782	-81.247233
6778261	Chatham Co Police Department	7/2/2018 15:29	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997311	-81.259385
6778542	Savannah Police Department	7/3/2018 7:37	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048452	-81.165596
6779233	Chatham Co Police Department	7/3/2018 6:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992724	-81.274567
6779235	Chatham Co Police Department	7/3/2018 17:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013977	-81.233025
6779730	Chatham Co Police Department	7/4/2018 8:06	0	0	0	Rear End	["Following Too Close","Changed Lanes Improperly","Under the Influence (U.I.)"]	Daylight	Dry	32.002617	-81.245781
6780636	Chatham Co Police Department	7/5/2018 8:23	0	0	0	Not a Collision with Motor Vehicle		Daylight	Wet	32.034207	-81.217701
6782595	Savannah Police Department	7/6/2018 15:00	0	0	2	Rear End	Too Fast for Conditions	Daylight	Wet	32.049328	-81.161361
6785696	Savannah Police Department	7/9/2018 18:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053973	-81.140935
6786131	Savannah Police Department	7/10/2018 7:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054152	-81.141421
6787463	Chatham Co Police Department	7/9/2018 15:00	0	0	0	Rear End	["Following Too Close","Improper Backing"]	Daylight	Dry	32.000963	-81.247536
6788557	Chatham Co Police Department	7/11/2018 11:37	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997306	-81.259419

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
6791055	Chatham Co Police Department	7/13/2018 17:20	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.029604	-81.221352
6791621	Chatham Co Police Department	7/14/2018 9:51	0	0	0	Rear End		Daylight	Dry	31.997135	-81.259553
6791630	Chatham Co Police Department	7/14/2018 23:25	0	0	0	Rear End		Dark-Lighted	Dry	31.997831	-81.256449
6791659	Chatham Co Police Department	7/13/2018 13:13	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000813	-81.24727
6792379	Chatham Co Police Department	7/14/2018 12:59	0	0	1	Left Angle Crash	Improper Turn	Daylight	Dry	32.000963	-81.247535
6793257	Chatham Co Police Department	7/16/2018 7:52	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000885	-81.24736
6793258	Chatham Co Police Department	7/16/2018 9:33	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997293	-81.260525
6794895	Chatham Co Police Department	7/16/2018 14:00	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.023765	-81.225884
6797217	Chatham Co Police Department	7/14/2018 15:15	0	0	0	Sideswipe-Same Direction	["Failure to Yield","Under the Influence (U.I.)"]	Daylight	Dry	31.997634	-81.257948
6797539	Chatham Co Police Department	7/19/2018 5:50	0	0	0	Left Angle Crash	["Disregard Other Traffic Control","Misjudged Clearance"]	Dark-Lighted	Dry	32.002539	-81.245863
6797717	Savannah Police Department	7/19/2018 18:27	0	0	0	Not a Collision with Motor Vehicle	Too Fast for Conditions	Daylight	Wet	32.053783	-81.141678
6798214	Chatham Co Police Department	7/19/2018 17:35	0	0	0	Rear End	["Following Too Close","Too Fast for Conditions"]	Dusk	Wet	32.003554	-81.24479
6798230	Chatham Co Police Department	7/19/2018 17:24	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.013966	-81.232839
6799692	Chatham Co Police Department	7/21/2018 16:47	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000676	-81.247104
6800118	Chatham Co Police Department	7/21/2018 4:00	0	0	1	Not a Collision with Motor Vehicle	Not Visible (Object, Person, or Vehicle)	Dark-Not Lighted	Dry	32.01725	-81.230773
6800350	Chatham Co Police Department	7/22/2018 14:22	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000847	-81.247389
6800661	Chatham Co Police Department	7/22/2018 21:10	0	0	0	Left Angle Crash	Disregard Other Traffic Control	Dark-Lighted	Dry	32.002552	-81.24585
6802425	Chatham Co Police Department	7/19/2018 10:59	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001108	-81.247108
6802769	Savannah Police Department	7/23/2018 13:39	0	0	0	Angle (Other)		Daylight	Dry	32.053315	-81.143995
6803383	Chatham Co Police Department	7/23/2018 13:29	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013974	-81.233027
6803391	Savannah Police Department	7/24/2018 11:08	0	1	0	Rear End	Talking on Hand-Held Device (Distracted)	Daylight	Dry	32.048421	-81.165257
6805716	Chatham Co Police Department	7/25/2018 15:45	0	0	0	Rear End	["Following Too Close","Other Activity - Mobile Device (Distracted)"]	Daylight	Dry	32.029475	-81.221453
6806869	Chatham Co Police Department	7/27/2018 7:55	0	0	0	Rear End	["Occupant Distraction (Distracted)","Following Too Close"]	Daylight	Dry	32.029288	-81.221405
6808601	Savannah Police Department	7/29/2018 20:30	0	0	0	Not a Collision with Motor Vehicle	Too Fast for Conditions	Dark-Not Lighted	Wet	32.049671	-81.165973
6809014	Chatham Co Police Department	5/26/2018 11:28	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.0141	-81.233084
6809622	Garden City Police Department	5/17/2018 10:24	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.039405	-81.207642
6809631	Garden City Police Department	5/18/2018 13:48	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039574	-81.207837
6809638	Garden City Police Department	5/22/2018 14:56	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.039578	-81.207839
6809650	Garden City Police Department	5/30/2018 14:04	0	0	0	Head On		Daylight	Dry	32.043741	-81.184323
6809658	Garden City Police Department	6/4/2018 6:32	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039576	-81.207838
6809696	Garden City Police Department	6/19/2018 14:37	0	0	0	Right Angle Crash	Improper Turn	Daylight	Dry	32.040591	-81.198222
6809705	Garden City Police Department	6/20/2018 16:44	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039589	-81.207845
6809708	Garden City Police Department	6/22/2018 7:53	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.040384	-81.199821
6809717	Garden City Police Department	6/25/2018 16:13	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	32.041897	-81.191756
6809719	Garden City Police Department	6/26/2018 16:16	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039577	-81.207838
6809721	Garden City Police Department	6/26/2018 18:51	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039335	-81.208145
6809739	Garden City Police Department	7/5/2018 18:11	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039576	-81.207838
6809748	Garden City Police Department	7/10/2018 19:35	0	0	0	Sideswipe-Same Direction	Following Too Close	Daylight	Dry	32.039573	-81.207836
6809752	Garden City Police Department	7/13/2018 12:40	0	0	0	Rear End	["Inattentive or Other Distraction (Distracted)","Following Too Close"]	Daylight	Dry	32.039358	-81.207987
6809772	Garden City Police Department	7/21/2018 22:49	0	0	0	Rear End	["Following Too Close","Inattentive or Other Distraction (Distracted)"]	Dark-Lighted	Dry	32.043859	-81.183855
6809774	Garden City Police Department	7/23/2018 16:51	0	0	0	Rear End	["Inattentive or Other Distraction (Distracted)","Following Too Close"]	Daylight	Dry	32.039358	-81.207983
6809777	Garden City Police Department	7/25/2018 16:53	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039417	-81.207549
6809778	Garden City Police Department	7/25/2018 18:16	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039572	-81.207835
6809782	Garden City Police Department	7/27/2018 13:08	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.039417	-81.207546
6809785	Garden City Police Department	7/27/2018 18:12	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039336	-81.208139
6809815	Chatham Co Police Department	7/26/2018 14:20	0	0	0	Sideswipe-Opposite Direction	Failure to Yield	Daylight	Dry	32.011728	-81.23451
6810805	Chatham Co Police Department	7/25/2018 14:44	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.00096	-81.247267
6810870	Chatham Co Police Department	7/16/2018 17:35	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000974	-81.247252
6814074	Chatham Co Police Department	8/1/2018 17:56	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.026728	-81.223542
6814773	Gsp Post 00	7/31/2018 20:05	0	0	0	Rear End	Following Too Close	Dusk	Wet	31.998944	-81.250217
6815149	Chatham Co Police Department	8/2/2018 15:03	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000963	-81.247264
6818162	Chatham Co Police Department	8/3/2018 15:30	0	0	0	Rear End	Following Too Close	Daylight	Wet	31.992724	-81.274567
6818163	Chatham Co Police Department	8/3/2018 17:25	0	0	0	Rear End	Following Too Close	Daylight	Wet	31.995793	-81.269729
6818171	Chatham Co Police Department	7/31/2018 18:15	0	0	0	(None)	["Following Too Close","Inattentive or Other Distraction (Distracted)"]	Daylight	(None)	32.002846	-81.245544
6819209	Gsp Post 00	8/3/2018 12:25	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.01419	-81.233184
6820785	Chatham Co Police Department	8/6/2018 5:46	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.00254	-81.245862
6823626	Chatham Co Police Department	8/7/2018 16:52	0	0	0	Rear End	["Inattentive or Other Distraction (Distracted)","Following Too Close"]	Daylight	Dry	31.99887	-81.249991
6823960	Gsp Post 00	8/6/2018 14:19	0	1	1	Rear End	Changed Lanes Improperly	Daylight	Dry	32.045912	-81.175406
6824168	Chatham Co Police Department	8/8/2018 13:00	0	0	0	Rear End		Daylight	Dry	32.002484	-81.245925
6825755	Chatham Co Police Department	8/9/2018 7:25	0	0	0	Rear End	Failure to Yield	Daylight	Dry	32.037102	-81.215025
6827095	Savannah Police Department	8/10/2018 7:50	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.053362	-81.144018
6828004	Chatham Co Police Department	8/6/2018 11:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023669	-81.225955
6828396	Chatham Co Police Department	8/11/2018 21:21	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	32.00665	-81.240133
6828877	Chatham Co Police Department	8/11/2018 19:37	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.016461	-81.231265
6831349	Savannah Police Department	8/13/2018 5:16	0	0	0	Angle (Other)	Disregard Stop Sign/Signal	Dark-Lighted	Dry	32.04837	-81.16547
6832435	Chatham Co Police Department	8/14/2018 10:09	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.052137	-81.148841
6833437	Savannah Police Department	8/14/2018 7:51	0	0	1	Left Angle Crash	Improper Turn	Daylight	Dry	32.053644	-81.142283
6833642	Savannah Police Department	8/15/2018 18:33	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053975	-81.142348
6834164	Savannah Police Department	8/16/2018 5:48	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.048377	-81.165433
6834214	Garden City Police Department	8/3/2018 15:00	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	32.043859	-81.183855
6834236	Garden City Police Department	8/13/2018 8:50	0	0	0	Right Angle Crash	Failure to Yield	Daylight	Dry	32.043627	-81.184785
6834241	Garden City Police Department	8/14/2018 16:16	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.041896	-81.19176
6834588	Savannah Police Department	8/16/2018 8:00	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.053314	-81.143991
6834713	Gsp Post 00	8/13/2018 13:16	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.054226	-81.142249
6837640	Chatham Co Police Department	8/17/2018 19:11	0	0	0	Rear End	Failure to Yield	Daylight	Dry	32.014172	-81.233164
6838115	Savannah Police Department	8/18/2018 17:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053812	-81.14232
6841683	Chatham Co Police Department	8/20/2018 18:24	0	0	0	Sideswipe-Same Direction	["Inattentive or Other Distraction (Distracted)","Improper Passing"]	Daylight	Dry	32.000792	-81.247245
6843825	Chatham Co Police Department	8/22/2018 17:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000787	-81.247239
6843941	Chatham Co Police Department	8/22/2018 17:42	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998105	-81.254413
6845082	Savannah Police Department	8/23/2018 7:43	0	0	0	Rear End	["Driver Condition","Following Too Close"]	Dawn	Dry	32.054031	-81.141443
6845963	Savannah Police Department	8/24/2018 0:00	0	0	0	Rear End	Misjudged Clearance	Daylight	Dry	32.048661	-81.16429
6846128	Chatham Co Police Department	8/24/2018 8:30	0	0	0	Rear End		Daylight	Dry	32.010112	-81.235721
6849219	Savannah Police Department	8/27/2018 8:09	0	0	0	Rear End	Following Too Close	Dawn	Dry	32.048332	-81.165634
6850127	Chatham Co Police Department	8/26/2018 3:55	0	0	0	Not a Collision with Motor Vehicle	Under the Influence (U.I.)	Dark-Lighted	Dry	32.051711	-81.15061
6850512	Chatham Co Police Department	8/27/2018 17:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.014088	-81.23307

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
6851793	Chatham Co Police Department	8/28/2018 17:12	0	0	0	Angle (Other)	Following Too Close	Daylight	Wet	32.000923	-81.247307
6853583	Savannah Police Department	8/29/2018 16:35	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053582	-81.142537
6853845	Chatham Co Police Department	8/29/2018 18:05	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.051306	-81.152268
6855770	Chatham Co Police Department	8/31/2018 8:15	0	0	0	Sideswipe-Same Direction	Improper Passing	Daylight	Dry	32.000094	-81.248209
6855771	Savannah Police Department	8/29/2018 7:47	0	0	0	Sideswipe-Same Direction	Misjudged Clearance	Daylight	Dry	32.053827	-81.141512
6855802	Savannah Police Department	8/31/2018 9:57	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.051717	-81.151086
6856126	Chatham Co Police Department	8/31/2018 13:00	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	32.006619	-81.239849
6856277	Savannah Police Department	8/31/2018 17:27	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.048326	-81.165657
6856504	Chatham Co Police Department	8/31/2018 12:45	0	0	2	Head On	Failure to Yield	Daylight	Dry	31.995793	-81.269729
6856511	Chatham Co Police Department	9/1/2018 1:30	0	0	0	Left Angle Crash		Dark-Lighted	Dry	32.000961	-81.247538
6856761	Chatham Co Police Department	9/1/2018 11:40	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.000793	-81.247245
6857172	Chatham Co Police Department	9/1/2018 22:15	0	0	0	Left Angle Crash		Dark-Lighted	Dry	32.023997	-81.225696
6857189	Chatham Co Police Department	9/1/2018 21:39	0	0	0	(None)	Following Too Close	Dark-Not Lighted	(None)	31.99795	-81.255533
6857366	Chatham Co Police Department	1/9/2018 14:51	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997937	-81.257006
6858602	Savannah Police Department	9/3/2018 18:15	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.048445	-81.16516
6860752	Chatham Co Police Department	8/4/2018 15:44	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.014085	-81.233067
6862131	Chatham Co Police Department	9/5/2018 8:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013426	-81.233248
6862132	Chatham Co Police Department	9/5/2018 15:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002372	-81.246048
6863149	Chatham Co Police Department	9/5/2018 11:16	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	31.996079	-81.267319
6863495	Chatham Co Police Department	9/5/2018 18:18	0	0	0	Angle (Other)	Changed Lanes Improperly	Daylight	Dry	32.047412	-81.169212
6863526	Chatham Co Police Department	9/6/2018 17:49	0	0	0	Left Angle Crash	Improper Turn	Daylight	Dry	32.002539	-81.245863
6865667	Chatham Co Police Department	9/8/2018 14:20	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	31.998048	-81.253792
6867868	Chatham Co Police Department	9/6/2018 15:25	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.000531	-81.247736
6868019	Chatham Co Police Department	9/9/2018 17:14	0	0	0	Not a Collision with Motor Vehicle		Dawn	Dry	31.997291	-81.259542
6868824	Savannah Police Department	9/11/2018 11:20	0	0	0	Rear End		Daylight	Dry	32.054023	-81.140739
6869725	Chatham Co Police Department	9/11/2018 18:23	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.0071	-81.239197
6871109	Chatham Co Police Department	8/25/2018 13:49	0	0	0	Sideswipe-Opposite Direction		Daylight	Dry	32.000964	-81.247535
6871140	Savannah Police Department	9/12/2018 16:51	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.053931	-81.142352
6871352	Chatham Co Police Department	9/12/2018 20:00	0	0	0	Rear End		Dark-Lighted	Dry	32.013976	-81.233025
6871448	Chatham Co Police Department	9/13/2018 3:35	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	32.029477	-81.221452
6872050	Chatham Co Police Department	8/6/2018 15:37	0	0	1	Left Angle Crash	Failure to Yield	Daylight	Dry	31.995793	-81.269729
6872323	Chatham Co Police Department	9/5/2018 6:11	0	0	0	Not a Collision with Motor Vehicle	Failure to Yield	Dark-Not Lighted	Dry	31.992817	-81.274712
6872594	Chatham Co Police Department	9/12/2018 17:25	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.996256	-81.266881
6872692	Chatham Co Police Department	9/13/2018 7:55	0	0	1	Rear End	Following Too Close	Daylight	Dry	32.029395	-81.221315
6872764	Chatham Co Police Department	9/13/2018 20:39	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.023683	-81.225944
6872876	Savannah Police Department	9/13/2018 13:24	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054032	-81.140703
6873330	Chatham Co Police Department	9/5/2018 17:12	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.037208	-81.215143
6873552	Chatham Co Police Department	9/12/2018 13:41	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000803	-81.247258
6873896	Chatham Co Police Department	9/11/2018 21:51	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	32.03341	-81.218505
6874154	Chatham Co Police Department	9/14/2018 18:02	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997777	-81.25688
6874213	Chatham Co Police Department	9/6/2018 12:26	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.99943	-81.250481
6874264	Chatham Co Police Department	9/6/2018 15:51	0	0	0	Left Angle Crash	Disregard Stop Sign/Signal	Daylight	Dry	32.000523	-81.247744
6875202	Chatham Co Police Department	9/15/2018 1:23	0	0	0	Angle (Other)		Dark-Lighted	Dry	32.052704	-81.146515
6877453	Chatham Co Police Department	9/17/2018 15:23	0	0	0	Rear End		Daylight	Dry	32.014049	-81.232967
6877461	Chatham Co Police Department	9/17/2018 9:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013979	-81.233023
6877533	Chatham Co Police Department	9/17/2018 18:16	0	0	0	Rear End	Following Too Close	Daylight	Wet	31.999896	-81.248714
6879245	Chatham Co Police Department	9/18/2018 11:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.995793	-81.269729
6880267	Garden City Police Department	8/17/2018 18:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039572	-81.207836
6880280	Garden City Police Department	8/23/2018 20:20	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.039577	-81.207838
6880285	Garden City Police Department	8/27/2018 11:35	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039404	-81.207655
6880295	Garden City Police Department	9/3/2018 18:26	0	0	0	Rear End	["Following Too Close","Reaction to Object or Animal","Reaction to Object or Animal"]	Daylight	Wet	32.041181	-81.194655
6880298	Garden City Police Department	9/4/2018 17:47	0	0	0	Rear End	["Inattentive or Other Distraction (Distracted)","Following Too Close"]	Daylight	Dry	32.039577	-81.207838
6880302	Garden City Police Department	9/6/2018 14:04	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.040615	-81.198038
6880383	Chatham Co Police Department	9/19/2018 13:40	0	0	0	Rear End	Improper Backing	Daylight	Dry	32.013983	-81.23302
6880384	Chatham Co Police Department	9/19/2018 13:38	0	0	0	Rear End	Following Too Close	Daylight	(None)	32.014084	-81.233066
6880761	Chatham Co Police Department	9/19/2018 16:00	0	0	0	Rear End	["Following Too Close","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	32.000794	-81.247246
6880762	Chatham Co Police Department	9/19/2018 17:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.034178	-81.217897
6883968	Savannah Police Department	9/22/2018 17:16	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.054547	-81.138962
6884946	Chatham Co Police Department	9/17/2018 8:55	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023675	-81.22595
6884954	Chatham Co Police Department	9/23/2018 12:48	0	0	0	Rear End	Following Too Close	Daylight	Wet	31.997355	-81.259055
6886400	Chatham Co Police Department	9/23/2018 19:35	0	0	0	Rear End		Dark-Lighted	Dry	32.000773	-81.247222
6888556	Chatham Co Police Department	9/25/2018 18:53	0	0	0	Rear End	Following Too Close	Dusk	Dry	32.000792	-81.247245
6890240	Chatham Co Police Department	9/26/2018 12:48	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002408	-81.245705
6890928	Savannah Police Department	9/27/2018 6:49	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053939	-81.141067
6891341	Savannah Police Department	9/27/2018 14:38	0	0	1	Angle (Other)	Changed Lanes Improperly	Daylight	Dry	32.053451	-81.143076
6891717	Savannah Police Department	9/27/2018 6:19	0	1	0	Rear End	Following Too Close	Dawn	Dry	32.053355	-81.143466
6892291	Chatham Co Police Department	9/28/2018 6:27	0	0	0	Rear End	["Following Too Close","Occupant Distraction (Distracted)"]	Dawn	Dry	32.000535	-81.246933
6892868	Savannah Police Department	9/27/2018 14:20	0	0	0	Angle (Other)	Misjudged Clearance	Daylight	Dry	32.052996	-81.145316
6893441	Savannah Police Department	9/29/2018 11:11	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.054308	-81.138762
6893490	Savannah Police Department	9/21/2018 16:10	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.04792	-81.167234
6893723	Savannah Police Department	9/29/2018 16:32	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053411	-81.14383
6893787	Chatham Co Police Department	9/29/2018 16:59	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997307	-81.259409
6896449	Savannah Police Department	10/1/2018 16:12	0	0	0	Rear End	Changed Lanes Improperly	Daylight	Dry	32.054003	-81.14234
6896783	Chatham Co Police Department	10/1/2018 7:56	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997547	-81.258602
6896785	Chatham Co Police Department	10/1/2018 14:11	0	0	1	Right Angle Crash	Failure to Yield	Daylight	Dry	31.997756	-81.257046
6896786	Chatham Co Police Department	10/1/2018 16:38	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000781	-81.247231
6897518	Savannah Police Department	9/28/2018 15:55	0	0	0	Rear End	Failure to Yield	Daylight	Dry	32.049492	-81.160599
6899254	Chatham Co Police Department	10/3/2018 18:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000784	-81.247235
6899451	Chatham Co Police Department	10/3/2018 17:51	0	1	0	Rear End	Following Too Close	Daylight	Dry	31.998965	-81.250176
6899452	Chatham Co Police Department	9/28/2018 17:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997291	-81.259543
6900864	Chatham Co Police Department	10/3/2018 18:48	0	0	0	Angle (Other)	["Improper Turn","Improper Backing"]	Daylight	Dry	32.050152	-81.157532
6902604	Chatham Co Police Department	10/5/2018 10:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.02367	-81.225954
6902903	Savannah Police Department	10/1/2018 19:49	0	0	0	Angle (Other)	Driver Lost Control	Dawn	Dry	32.049115	-81.162324
6903961	Chatham Co Police Department	10/5/2018 18:22	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023692	-81.225937
6905697	Chatham Co Police Department	10/3/2018 15:18	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.0236	-81.226006

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
6905705	Chatham Co Police Department	10/5/2018 19:15	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	31.999291	-81.249564
6905830	Chatham Co Police Department	10/8/2018 15:46	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.003152	-81.245223
6906673	Savannah Police Department	10/8/2018 7:32	0	0	0	Rear End	["Following Too Close","Reaction to Object or Animal"]	Daylight	Dry	32.054002	-81.140821
6906859	Savannah Police Department	10/9/2018 17:07	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.053743	-81.14259
6907122	Chatham Co Police Department	10/9/2018 19:11	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Wet	32.023666	-81.225957
6909061	Chatham Co Police Department	10/7/2018 0:08	0	0	0	Head On	Failure to Yield	Dark-Lighted	Dry	32.014048	-81.232968
6909294	Chatham Co Police Department	10/10/2018 11:58	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997307	-81.259412
6910291	Chatham Co Police Department	10/10/2018 17:15	0	0	0	Sideswipe-Same Direction	Following Too Close	Daylight	Dry	32.001008	-81.247215
6910292	Chatham Co Police Department	10/11/2018 11:10	0	0	0	Left Angle Crash	Disregard Stop Sign/Signal	Daylight	Dry	31.99742	-81.259561
6910310	Chatham Co Police Department	10/7/2018 16:48	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997314	-81.259358
6910375	Savannah Police Department	10/11/2018 16:56	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053949	-81.141029
6910551	Savannah Police Department	10/11/2018 19:35	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	32.054047	-81.141666
6910979	Chatham Co Police Department	10/9/2018 16:55	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.003573	-81.244769
6912716	Gsp Post 00	10/12/2018 10:15	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	31.996036	-81.26858
6914953	Savannah Police Department	10/15/2018 12:10	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.048726	-81.164026
6915336	Chatham Co Police Department	10/15/2018 12:45	0	0	0	Left Angle Crash	Disregard Stop Sign/Signal	Daylight	Dry	32.029476	-81.221452
6916166	Chatham Co Police Department	10/15/2018 20:02	0	0	0	Sideswipe-Same Direction	Failure to Yield	Dark-Not Lighted	Dry	32.010175	-81.235842
6916258	Chatham Co Police Department	10/15/2018 18:10	0	0	0	Sideswipe-Opposite Direction	["Misjudged Clearance","Failure to Yield"]	Daylight	Dry	32.027146	-81.22319
6916819	Chatham Co Police Department	10/16/2018 8:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039223	-81.208588
6917073	Savannah Police Department	10/16/2018 17:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.05381	-81.142326
6917699	Chatham Co Police Department	10/15/2018 6:45	0	0	0	Sideswipe-Same Direction	Failure to Yield	Dawn	Dry	32.023766	-81.225883
6917771	Chatham Co Police Department	10/16/2018 11:40	0	0	0	Angle (Other)	Improper Turn	Daylight	Dry	31.997805	-81.255735
6917772	Chatham Co Police Department	10/16/2018 18:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.995791	-81.269728
6917773	Chatham Co Police Department	10/16/2018 19:50	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.029396	-81.221314
6918757	Chatham Co Police Department	10/17/2018 20:26	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.000988	-81.247236
6919287	Chatham Co Police Department	10/18/2018 6:05	0	0	0	Sideswipe-Same Direction	["Changed Lanes Improperly","Improper Turn"]	Dark-Not Lighted	Dry	32.001095	-81.247809
6919533	Chatham Co Police Department	10/18/2018 12:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997382	-81.259855
6920233	Chatham Co Police Department	10/17/2018 16:56	0	0	0	Not a Collision with Motor Vehicle	Disregard Stop Sign/Signal	Daylight	Dry	32.051197	-81.152713
6921299	Savannah Police Department	10/19/2018 17:28	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992802	-81.274527
6921639	Chatham Co Police Department	10/15/2018 18:20	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.000697	-81.247129
6921783	Chatham Co Police Department	10/19/2018 12:19	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.052491	-81.147389
6921999	Savannah Police Department	10/17/2018 18:01	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Dusk	Dry	32.049345	-81.165918
6922513	Chatham Co Police Department	10/20/2018 19:32	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Wet	32.016763	-81.231073
6922654	Chatham Co Police Department	1/7/2018 0:20	0	1	0	Not a Collision with Motor Vehicle	["Not Visible (Object, Person, or Vehicle)","Disregard Other Traffic Control"]	Dark-Not Lighted	Dry	31.997421	-81.258585
6923199	Chatham Co Police Department	10/21/2018 3:19	0	0	1	Not a Collision with Motor Vehicle	Under the Influence (U.I.)	Dark-Lighted	Dry	32.037042	-81.21537
6923373	Chatham Co Police Department	10/18/2018 14:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023675	-81.22595
6925044	Chatham Co Police Department	10/18/2018 17:30	0	0	0	Left Angle Crash	Failure to Yield	Dusk	Dry	32.002538	-81.245864
6925140	Chatham Co Police Department	10/22/2018 14:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002342	-81.245779
6925435	Chatham Co Police Department	10/19/2018 1:07	0	0	0	Not a Collision with Motor Vehicle	["Driver Lost Control","Disregard Police - Evasion","Too Fast for Conditions"]	Dark-Not Lighted	Dry	31.998877	-81.249974
6925442	Chatham Co Police Department	10/22/2018 15:34	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000799	-81.247252
6926041	Garden City Police Department	9/21/2018 18:58	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039417	-81.207549
6926047	Garden City Police Department	9/25/2018 9:41	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039336	-81.208144
6926052	Garden City Police Department	9/26/2018 15:49	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039337	-81.208137
6926058	Garden City Police Department	9/28/2018 19:02	0	0	0	Rear End	Following Too Close	Dusk	Dry	32.039588	-81.207845
6926059	Garden City Police Department	9/29/2018 17:38	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.039405	-81.207646
6926068	Garden City Police Department	10/3/2018 18:57	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039584	-81.207842
6926076	Garden City Police Department	10/9/2018 11:54	0	0	1	Not a Collision with Motor Vehicle	Too Fast for Conditions	Daylight	Dry	32.041213	-81.19452
6926083	Garden City Police Department	10/11/2018 16:58	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039406	-81.207636
6926086	Garden City Police Department	10/11/2018 22:18	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.043859	-81.183855
6926089	Garden City Police Department	10/13/2018 4:56	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	32.040377	-81.199878
6926091	Garden City Police Department	10/13/2018 15:35	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039579	-81.20784
6926109	Garden City Police Department	10/16/2018 17:36	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039577	-81.207838
6926112	Garden City Police Department	10/19/2018 6:59	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.043859	-81.183855
6926117	Garden City Police Department	10/22/2018 13:46	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039336	-81.208139
6926180	Chatham Co Police Department	10/23/2018 17:03	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002468	-81.245943
6928386	Chatham Co Police Department	10/16/2018 19:24	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.023674	-81.225951
6929441	Savannah Police Department	10/25/2018 13:46	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.054099	-81.14116
6929699	Chatham Co Police Department	10/25/2018 14:50	0	0	1	Rear End	Following Too Close	Daylight	Dry	32.048381	-81.165417
6930369	Chatham Co Police Department	10/6/2018 17:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002638	-81.245985
6931132	Chatham Co Police Department	10/26/2018 7:22	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Dawn	Dry	32.008072	-81.23776
6931133	Chatham Co Police Department	10/26/2018 8:55	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000973	-81.247253
6931939	Chatham Co Police Department	10/26/2018 17:12	0	0	2	Left Angle Crash	["Failure to Yield","Changed Lanes Improperly"]	Daylight	Dry	31.997291	-81.259542
6932685	Chatham Co Police Department	10/27/2018 12:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999259	-81.250107
6932688	Chatham Co Police Department	10/27/2018 18:55	0	0	0	Rear End	Too Fast for Conditions	Dusk	Dry	32.012225	-81.234151
6933337	Chatham Co Police Department	10/28/2018 17:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013974	-81.233027
6933413	Chatham Co Police Department	10/28/2018 21:52	0	0	0	Right Angle Crash	Failure to Yield	Dark-Not Lighted	Dry	32.013956	-81.232846
6933428	Chatham Co Police Department	10/28/2018 19:39	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.000964	-81.247263
6934881	Savannah Police Department	10/30/2018 14:48	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053788	-81.142415
6935386	Chatham Co Police Department	10/28/2018 12:12	0	0	0	Rear End	Following Too Close	Daylight	Wet	31.99926	-81.250108
6935387	Chatham Co Police Department	10/28/2018 12:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.99777	-81.256932
6935443	Chatham Co Police Department	10/29/2018 9:42	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.023683	-81.225738
6936696	Chatham Co Police Department	10/30/2018 13:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023673	-81.225951
6936718	Chatham Co Police Department	10/30/2018 8:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992722	-81.274563
6937125	Chatham Co Police Department	10/30/2018 17:52	0	0	0	Rear End		Daylight	Dry	32.000658	-81.247083
6937290	Savannah Police Department	10/31/2018 7:02	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.054017	-81.140995
6937909	Savannah Police Department	10/31/2018 10:18	0	0	0	Left Angle Crash		Daylight	Dry	32.051209	-81.152664
6938486	Chatham Co Police Department	10/31/2018 20:39	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	32.007765	-81.237871
6939710	Chatham Co Police Department	10/29/2018 6:12	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.029396	-81.221314
6941374	Chatham Co Police Department	11/2/2018 6:50	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	31.992702	-81.274539
6943426	Chatham Co Police Department	11/1/2018 15:39	0	0	0	Rear End	["Following Too Close","Failure to Yield","Under the Influence (U.I.)"]	Daylight	Dry	31.997738	-81.257186
6944045	Chatham Co Police Department	11/3/2018 15:15	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	32.029475	-81.221453
6944512	Chatham Co Police Department	11/3/2018 21:04	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.000977	-81.247249
6944553	Chatham Co Police Department	11/1/2018 14:46	0	0	0	(None)	Following Too Close	Daylight	(None)	32.00098	-81.247245
6944555	Chatham Co Police Department	11/1/2018 19:25	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.014141	-81.23313
6945267	Chatham Co Police Department	11/5/2018 9:12	0	0	0	Rear End	["Following Too Close","Following Too Close"]	Daylight	Wet	32.053347	-81.143501

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
6945900	Chatham Co Police Department	11/5/2018 17:29	0	0	0	Rear End	Following Too Close	Dusk	Wet	32.021005	-81.227807
6946213	Chatham Co Police Department	11/5/2018 18:37	0	1	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	31.997408	-81.259656
6949201	Chatham Co Police Department	11/7/2018 7:12	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023756	-81.22568
6950027	Cobb County Police Department	11/7/2018 19:08	0	0	0	Rear End	["Following Too Close","Failure to Yield"]	Dark-Lighted	Wet	32.054154	-81.140939
6950049	Chatham Co Police Department	11/7/2018 16:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.995946	-81.269112
6951198	Savannah Police Department	11/8/2018 16:17	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.054454	-81.138883
6951502	Chatham Co Police Department	11/7/2018 20:00	0	0	0	Sideswipe-Same Direction	["Under the Influence (U.I.)","Following Too Close"]	Dusk	Wet	32.017679	-81.230488
6952974	Savannah Police Department	11/9/2018 22:59	0	0	0	Angle (Other)	Improper Turn	Dark-Not Lighted	Wet	32.053768	-81.142311
6954478	Chatham Co Police Department	11/11/2018 14:54	0	0	0	Angle (Other)		Daylight	Dry	32.023804	-81.225645
6955276	Chatham Co Police Department	11/7/2018 18:13	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.000961	-81.247538
6955288	Chatham Co Police Department	11/12/2018 12:25	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000785	-81.247235
6955404	Savannah Police Department	11/12/2018 16:40	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.053587	-81.143178
6957062	Savannah Police Department	11/13/2018 16:37	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Wet	32.053637	-81.142292
6957084	Savannah Police Department	11/13/2018 17:45	0	0	0	Angle (Other)	Failure to Yield	Dark-Lighted	Wet	32.048761	-81.164054
6957295	Savannah Police Department	11/13/2018 17:10	0	0	0	Angle (Other)	Changed Lanes Improperly	Dark-Lighted	Wet	32.053877	-81.142341
6958431	Savannah Police Department	11/14/2018 15:09	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Dawn	Dry	32.053813	-81.142318
6958779	Chatham Co Police Department	11/14/2018 17:39	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.002539	-81.245864
6959422	Chatham Co Police Department	11/14/2018 10:07	0	0	0	Left Angle Crash	["Improper Turn","Failure to Yield"]	Daylight	Dry	32.027196	-81.223149
6960654	Savannah Police Department	11/15/2018 20:17	0	0	0	Angle (Other)	Disregard Stop Sign/Signal	Dark-Lighted	Dry	32.054454	-81.138883
6960668	Chatham Co Police Department	11/4/2018 12:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013967	-81.232838
6960698	Chatham Co Police Department	11/16/2018 7:30	0	0	0	Rear End	["Other Interior Distraction (Distracted)","Following Too Close"]	Daylight	Dry	32.013098	-81.233488
6963779	Chatham Co Police Department	11/16/2018 18:41	0	1	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.019619	-81.229041
6963817	Chatham Co Police Department	11/16/2018 16:34	0	0	0	Rear End		Daylight	Dry	31.995791	-81.269855
6964491	Chatham Co Police Department	11/17/2018 15:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001014	-81.247209
6964863	Savannah Police Department	11/18/2018 2:34	0	0	0	Angle (Other)	Too Fast for Conditions	Dark-Lighted	Dry	32.05127	-81.152746
6965043	Chatham Co Police Department	11/16/2018 20:47	0	0	0	Rear End	Failure to Yield	Dusk	Dry	32.01011	-81.235722
6965054	Chatham Co Police Department	11/17/2018 15:21	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	31.999134	-81.249833
6967667	Savannah Police Department	11/19/2018 12:06	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.049507	-81.160529
6970197	Chatham Co Police Department	11/19/2018 19:10	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Dark-Lighted	Dry	31.993368	-81.273964
6971542	Savannah Police Department	11/21/2018 15:08	0	0	0	Sideswipe-Same Direction	Misjudged Clearance	Daylight	Dry	32.052244	-81.148403
6972594	Chatham Co Police Department	11/13/2018 17:48	0	0	0	Sideswipe-Opposite Direction	["Failure to Yield","Misjudged Clearance"]	Dark-Lighted	Wet	32.014048	-81.232968
6972602	Chatham Co Police Department	11/18/2018 3:28	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Wet	31.99883	-81.249194
6974415	Chatham Co Police Department	11/24/2018 21:00	0	0	0	Not a Collision with Motor Vehicle	Changed Lanes Improperly	Dark-Not Lighted	Dry	32.046629	-81.172444
6975106	Chatham Co Police Department	8/19/2018 18:14	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.002628	-81.245971
6975119	Chatham Co Police Department	11/23/2018 18:45	0	0	0	Right Angle Crash	Failure to Yield	Dark-Lighted	Wet	32.013842	-81.233122
6975835	Chatham Co Police Department	11/24/2018 19:18	0	0	0	Sideswipe-Opposite Direction	Improper Turn	Dark-Not Lighted	Dry	31.99066	-81.276688
6978362	Savannah Police Department	11/27/2018 18:22	0	0	0	Rear End		Dark-Not Lighted	Dry	32.054157	-81.140928
6980123	Chatham Co Police Department	11/28/2018 18:33	0	0	0	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Dry	32.012242	-81.234138
6980257	Chatham Co Police Department	11/28/2018 15:55	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023289	-81.226236
6981231	Savannah Police Department	11/29/2018 17:23	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.054547	-81.138962
6981275	Chatham Co Police Department	11/29/2018 17:50	0	0	0	Rear End	Following Too Close	Dawn	Dry	32.033296	-81.218594
6982987	Savannah Police Department	11/30/2018 15:55	0	0	0	Right Angle Crash	Failure to Yield	Daylight	Dry	32.048723	-81.16404
6985159	Chatham Co Police Department	11/27/2018 16:47	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023637	-81.225979
6985166	Chatham Co Police Department	11/30/2018 11:03	0	0	0	Sideswipe-Same Direction	Improper Turn	Daylight	Dry	32.053288	-81.143922
6985175	Chatham Co Police Department	12/1/2018 14:33	0	0	2	Left Angle Crash	Failure to Yield	Daylight	Wet	32.00254	-81.245862
6985176	Chatham Co Police Department	12/1/2018 14:54	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000701	-81.247134
6985178	Chatham Co Police Department	12/1/2018 20:51	0	0	0	Head On	Failure to Yield	Dark-Lighted	Wet	31.997727	-81.257279
6986576	Garden City Police Department	11/2/2018 10:44	0	0	0	Left Angle Crash	Improper Turn	Daylight	Dry	32.043858	-81.183857
6986578	Garden City Police Department	11/2/2018 15:06	0	0	0	Not a Collision with Motor Vehicle	Too Fast for Conditions	Daylight	Wet	32.039337	-81.208134
6986584	Garden City Police Department	11/5/2018 8:31	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.039405	-81.207645
6986617	Garden City Police Department	11/26/2018 7:10	0	0	0	Right Angle Crash	Improper Turn	Daylight	Wet	32.039417	-81.207549
6986622	Garden City Police Department	11/30/2018 9:50	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.041896	-81.191759
6986625	Garden City Police Department	11/30/2018 15:27	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.040384	-81.199821
6987930	Chatham Co Police Department	11/25/2018 18:04	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.051224	-81.152601
6988195	Chatham Co Police Department	12/3/2018 9:25	0	0	0	Right Angle Crash	Failure to Yield	Daylight	Wet	32.002368	-81.246052
6988684	Chatham Co Police Department	11/28/2018 15:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.024741	-81.225125
6988971	Savannah Police Department	12/5/2018 8:15	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.048592	-81.16564
6989270	Chatham Co Police Department	12/1/2018 14:13	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Wet	32.011977	-81.234336
6990050	Chatham Co Police Department	12/5/2018 18:38	0	0	0	Rear End	Changed Lanes Improperly	Dark-Lighted	Dry	32.001267	-81.246938
6990109	Chatham Co Police Department	12/5/2018 6:30	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.000971	-81.247255
6990597	Chatham Co Police Department	12/6/2018 9:58	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998821	-81.249173
6990638	Chatham Co Police Department	12/6/2018 8:38	0	0	0	Right Angle Crash	Failure to Yield	Daylight	Dry	31.992725	-81.274568
6990823	Chatham Co Police Department	12/6/2018 9:27	0	0	0	Angle (Other)	Improper Turn	Daylight	Dry	31.999133	-81.249835
6990859	Chatham Co Police Department	12/6/2018 8:54	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999015	-81.249691
6990916	Chatham Co Police Department	12/5/2018 16:00	0	0	0	Angle (Other)	["Misjudged Clearance","Failure to Yield"]	Daylight	Dry	32.029705	-81.221272
6991059	Chatham Co Police Department	12/1/2018 15:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.02366	-81.225961
6991548	Chatham Co Police Department	12/6/2018 16:07	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.044202	-81.182444
6991549	Chatham Co Police Department	12/6/2018 17:50	0	0	0	Rear End	Following Too Close	Dusk	Dry	32.025086	-81.224852
6991550	Chatham Co Police Department	12/6/2018 19:00	0	0	0	Rear End	Following Too Close	Dusk	Dry	32.000959	-81.247268
6992300	Savannah Police Department	12/7/2018 8:54	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053833	-81.142239
6993125	Chatham Co Police Department	12/7/2018 6:38	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023993	-81.226087
6993431	Chatham Co Police Department	12/7/2018 17:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.029476	-81.221452
6995871	Chatham Co Police Department	12/9/2018 18:14	0	0	0	(None)		Dusk	(None)	32.001155	-81.247058
6995897	Chatham Co Police Department	12/10/2018 2:20	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Wet	32.038866	-81.211056
6995926	Chatham Co Police Department	12/1/2018 11:17	0	0	0	Left Angle Crash	Disregard Stop Sign/Signal	Daylight	Dry	32.000965	-81.247534
6995938	Chatham Co Police Department	12/7/2018 15:37	0	0	0	Rear End	["Inattentive or Other Distraction (Distracted)","Following Too Close"]	Daylight	Dry	32.002255	-81.246171
6997816	Chatham Co Police Department	12/10/2018 17:30	0	0	0	Rear End	["Following Too Close","Following Too Close"]	Dark-Not Lighted	Dry	32.027032	-81.223286
7008224	Gsp Post 00	12/15/2018 17:50	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	31.995732	-81.270038
7011386	Savannah Police Department	12/20/2018 0:00	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.05395	-81.141024
7015686	Savannah Police Department	12/22/2018 19:35	0	0	0	Rear End		Dark-Not Lighted	Dry	32.053747	-81.141819
7017596	Savannah Police Department	12/24/2018 17:41	0	0	1	Angle (Other)	Failure to Yield	Dark-Not Lighted	Dry	32.048145	-81.166359
7024675	Savannah Police Department	1/2/2019 12:18	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048979	-81.162918
7027803	Savannah Police Department	1/3/2019 17:44	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Wet	32.054441	-81.139117
7029249	Savannah Police Department	1/4/2019 23:59	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.05455	-81.139348
7030056	Savannah Police Department	1/4/2019 19:00	0	0	0	Rear End		Dark-Not Lighted	Dry	32.053673	-81.142858

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
7036207	Savannah Police Department	1/9/2019 17:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.049141	-81.165841
7038063	Savannah Police Department	1/10/2019 12:51	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	32.048867	-81.164088
7041061	Savannah Police Department	1/11/2019 14:06	0	0	0	Sideswipe-Same Direction	Improper Passing	Daylight	Dry	32.054252	-81.14097
7041214	Gsp Post 00	1/8/2019 16:10	0	0	0	Angle (Other)	Misjudged Clearance	Daylight	Dry	32.039851	-81.204166
7043314	Chatham Co Police Department	12/11/2018 12:02	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023977	-81.225712
7043332	Chatham Co Police Department	12/11/2018 17:35	0	0	0	Rear End	Following Too Close	Dusk	Dry	32.001138	-81.247076
7043507	Chatham Co Police Department	12/12/2018 18:30	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.023882	-81.226073
7043712	Chatham Co Police Department	12/14/2018 15:09	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Wet	32.014002	-81.233005
7043715	Chatham Co Police Department	12/14/2018 16:55	0	0	0	Rear End	Too Fast for Conditions	Dusk	Wet	32.014044	-81.232971
7043771	Chatham Co Police Department	12/14/2018 16:58	0	0	1	Angle (Other)		Daylight	Wet	32.002455	-81.245656
7043774	Chatham Co Police Department	12/14/2018 19:36	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	(None)	32.001154	-81.247952
7043833	Chatham Co Police Department	12/16/2018 13:11	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998986	-81.250134
7043834	Chatham Co Police Department	12/16/2018 15:19	0	0	0	Rear End	["Following Too Close","Vision Obscured"]	Daylight	Dry	32.001181	-81.247305
7043884	Chatham Co Police Department	12/17/2018 14:21	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000959	-81.247268
7043887	Chatham Co Police Department	12/17/2018 19:21	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.014145	-81.233134
7043925	Chatham Co Police Department	12/19/2018 6:40	0	0	0	Angle (Other)	Following Too Close	Dark-Not Lighted	Dry	32.001142	-81.247072
7043967	Chatham Co Police Department	12/21/2018 0:00	0	0	0	Not a Collision with Motor Vehicle	Disregard Police - Evasion	Dark-Not Lighted	Dry	31.998797	-81.250151
7044049	Chatham Co Police Department	12/24/2018 11:35	0	0	0	Angle (Other)	Inattentive or Other Distraction (Distracted)	Daylight	Dry	32.037209	-81.215142
7044051	Chatham Co Police Department	12/24/2018 11:35	0	0	0	Rear End	["Following Too Close","Changed Lanes Improperly"]	Daylight	Dry	32.038642	-81.212375
7044052	Chatham Co Police Department	12/24/2018 14:30	0	0	0	Angle (Other)	["Disregard Stop Sign/Signal","Driver Lost Control"]	Daylight	Dry	31.997637	-81.2569
7044095	Chatham Co Police Department	12/26/2018 15:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999352	-81.249111
7044098	Chatham Co Police Department	12/26/2018 18:08	0	0	0	Angle (Other)		Dark-Not Lighted	Dry	32.037064	-81.215079
7044141	Chatham Co Police Department	12/28/2018 12:32	0	0	0	Rear End	["Following Too Close","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	32.028943	-81.221667
7044145	Chatham Co Police Department	12/28/2018 17:40	0	0	0	Head On	["Reckless Driving","Wrong Side of Road","Under the Influence (U.I.)"]	Dark-Lighted	Wet	32.031014	-81.220294
7044153	Chatham Co Police Department	12/29/2018 14:16	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000966	-81.24726
7044157	Chatham Co Police Department	12/30/2018 7:50	0	0	0	Sideswipe-Same Direction	["Changed Lanes Improperly","Under the Influence (U.I.)"]	Daylight	Wet	32.052656	-81.146712
7044160	Chatham Co Police Department	12/30/2018 14:46	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	31.998187	-81.25383
7044194	Chatham Co Police Department	1/2/2019 6:14	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	31.993632	-81.273847
7044208	Chatham Co Police Department	1/3/2019 16:16	0	0	0	Rear End	Following Too Close	Daylight	Wet	31.997372	-81.258934
7044209	Chatham Co Police Department	1/3/2019 17:40	0	0	2	Rear End	Failure to Yield	Dusk	Dry	32.012036	-81.234451
7044210	Chatham Co Police Department	1/3/2019 18:01	0	0	0	Sideswipe-Same Direction	["Changed Lanes Improperly","Inattentive or Other Distraction (Distracted)"]	Dark-Lighted	Wet	32.002648	-81.245468
7044212	Chatham Co Police Department	1/4/2019 7:58	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.045689	-81.176319
7044222	Chatham Co Police Department	1/5/2019 10:55	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999256	-81.2501
7044228	Chatham Co Police Department	1/6/2019 14:29	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992619	-81.274436
7044230	Chatham Co Police Department	1/6/2019 11:07	0	0	0	Rear End	Misjudged Clearance	Daylight	Dry	32.013979	-81.233023
7044247	Chatham Co Police Department	1/7/2019 6:00	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	31.995625	-81.269961
7044252	Chatham Co Police Department	1/7/2019 17:59	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.001119	-81.247096
7044253	Chatham Co Police Department	1/7/2019 18:21	0	0	0	Rear End	Parked Improperly	Dark-Not Lighted	Dry	32.000965	-81.247262
7044262	Chatham Co Police Department	1/8/2019 13:02	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	31.998047	-81.253803
7044266	Chatham Co Police Department	1/8/2019 15:20	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	32.0438	-81.184089
7044292	Chatham Co Police Department	1/9/2019 6:50	0	0	0	Left Angle Crash	Failure to Yield	Dawn	Dry	32.017521	-81.230389
7044386	Chatham Co Police Department	1/10/2019 11:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.99777	-81.256934
7044388	Chatham Co Police Department	1/10/2019 14:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.029475	-81.221453
7044389	Chatham Co Police Department	1/10/2019 6:56	0	1	0	Rear End	["Following Too Close","Following Too Close"]	Daylight	Dry	32.053029	-81.145183
7044445	Chatham Co Police Department	1/12/2019 17:25	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023565	-81.226032
7045333	Chatham Co Police Department	1/15/2019 7:00	0	0	0	Rear End	Following Too Close	Dawn	Dry	31.997291	-81.259542
7047874	Savannah Police Department	1/17/2019 9:15	0	0	0	Left Angle Crash	["Improper Turn","Failure to Yield"]	Daylight	Dry	32.053641	-81.142295
7049345	Savannah Police Department	1/17/2019 21:50	0	0	0	Rear End	Following Too Close	Dark-Lighted	Wet	32.050979	-81.153712
7049938	Savannah Police Department	1/18/2019 6:58	0	0	0	Rear End	Following Too Close	Dawn	Dry	32.05456	-81.138973
7050575	Garden City Police Department	12/5/2018 8:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039405	-81.207641
7050576	Garden City Police Department	12/5/2018 13:07	0	0	0	Rear End		Daylight	Dry	32.039458	-81.207762
7050578	Garden City Police Department	12/7/2018 14:56	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039343	-81.208091
7050586	Garden City Police Department	12/11/2018 18:05	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.039693	-81.207906
7050615	Garden City Police Department	12/29/2018 6:19	0	0	0	Not a Collision with Motor Vehicle	Following Too Close	Dark-Lighted	Dry	32.043858	-81.183859
7051815	Chatham Co Police Department	1/10/2019 19:11	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Dark-Lighted	Dry	31.997982	-81.254331
7051886	Chatham Co Police Department	1/18/2019 17:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.02982	-81.221008
7053342	Chatham Co Police Department	1/17/2019 10:56	0	0	1	Rear End		Daylight	Dry	32.000781	-81.247231
7056503	Chatham Co Police Department	1/10/2019 11:25	0	0	2	Rear End	Changed Lanes Improperly	Daylight	Dry	32.016286	-81.231377
7056988	Chatham Co Police Department	1/10/2019 6:56	0	1	0	Rear End	["Following Too Close","Following Too Close"]	Daylight	Dry	32.053109	-81.144852
7057856	Savannah Police Department	1/24/2019 5:57	0	0	1	Head On		Dark-Lighted	Water (standing or moving)	32.048381	-81.16542
7058429	Savannah Police Department	1/25/2019 12:10	0	0	0	Angle (Other)		Daylight	Dry	32.049758	-81.166007
7060997	Chatham Co Police Department	1/22/2019 12:34	0	2	0	Rear End	["Too Fast for Conditions","Driver Lost Control","Reckless Driving","Aggressive Driving"]	Daylight	Dry	32.050947	-81.153863
7061107	Chatham Co Police Department	1/26/2019 18:30	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.000815	-81.247273
7064637	Gsp Post 00	1/29/2019 12:06	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.029484	-81.221403
7065295	Chatham Co Police Department	1/27/2019 19:54	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.013949	-81.233044
7066086	Chatham Co Police Department	1/31/2019 9:28	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	32.05161	-81.151032
7068001	Chatham Co Police Department	1/31/2019 18:15	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.013704	-81.233222
7068016	Chatham Co Police Department	2/1/2019 10:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000781	-81.247231
7068618	Chatham Co Police Department	2/1/2019 17:20	0	0	0	Right Angle Crash	Disregard Stop Sign/Signal	Dark-Lighted	Dry	31.997706	-81.256485
7068619	Chatham Co Police Department	2/1/2019 18:31	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.01226	-81.234124
7069023	Chatham Co Police Department	2/2/2019 13:49	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997637	-81.256901
7069761	Chatham Co Police Department	2/3/2019 11:44	0	0	0	Rear End	Improper Backing	Daylight	Wet	31.999133	-81.249834
7070230	Chatham Co Police Department	2/3/2019 18:00	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.001044	-81.247177
7070273	Chatham Co Police Department	2/2/2019 23:44	0	0	0	Left Angle Crash	Disregard Stop Sign/Signal	Dark-Not Lighted	Dry	32.014048	-81.232968
7070873	Chatham Co Police Department	1/21/2019 17:57	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.029474	-81.221454
7071618	Chatham Co Police Department	2/4/2019 16:32	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	31.998898	-81.249922
7071619	Chatham Co Police Department	2/4/2019 12:50	0	0	0	Sideswipe-Same Direction	Following Too Close	Daylight	Dry	32.023588	-81.225816
7073000	Chatham Co Police Department	2/5/2019 14:55	0	0	0	Sideswipe-Opposite Direction		Daylight	Dry	31.992737	-81.274599
7073025	Chatham Co Police Department	2/5/2019 19:27	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.023101	-81.226198
7073788	Savannah Police Department	2/6/2019 7:56	0	0	0	Angle (Other)	Changed Lanes Improperly	Daylight	Dry	32.048188	-81.165379
7074444	Chatham Co Police Department	2/6/2019 17:30	0	0	0	Rear End		Daylight	Dry	32.033638	-81.218321
7074808	Chatham Co Police Department	2/7/2019 7:40	0	0	0	Head On	Improper Turn	Daylight	Dry	32.021364	-81.227521
7074810	Chatham Co Police Department	2/7/2019 8:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.047553	-81.168658
7075469	Savannah Police Department	2/7/2019 16:11	0	0	1	Angle (Other)	Failure to Yield	Daylight	Dry	32.048722	-81.164043
7076724	Chatham Co Police Department	2/8/2019 7:13	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001082	-81.247136

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
7077535	Chatham Co Police Department	2/5/2019 20:10	0	0	0	Rear End		Dark-Not Lighted	Dry	32.029631	-81.221331
7078025	Gsp Post 00	2/7/2019 0:54	0	0	0	Angle (Other)	Driver Lost Control	Dark-Lighted	Dry	32.046842	-81.171152
7078210	Chatham Co Police Department	2/5/2019 9:25	0	0	0	Rear End	["Following Too Close","Vision Obscured"]	Daylight	Wet	31.998421	-81.248085
7079824	Chatham Co Police Department	2/7/2019 8:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998762	-81.249044
7080562	Chatham Co Police Department	2/11/2019 17:59	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002539	-81.245864
7081400	Savannah Police Department	2/12/2019 12:15	0	0	0	Angle (Other)	Changed Lanes Improperly	Daylight	Dry	32.048385	-81.1654
7081437	Savannah Police Department	2/12/2019 14:17	0	0	0	Sideswipe-Opposite Direction	Failure to Yield	Daylight	Dry	32.048364	-81.165497
7082151	Chatham Co Sheriff's Office	2/12/2019 18:20	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Wet	32.040864	-81.196266
7083270	Savannah Police Department	2/13/2019 11:23	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.053408	-81.143251
7083616	Chatham Co Police Department	2/9/2019 17:34	0	0	0	Sideswipe-Same Direction	Improper Passing	Daylight	Dry	32.024344	-81.225424
7083673	Chatham Co Police Department	2/8/2019 17:00	0	0	0	Rear End		Daylight	Dry	32.029391	-81.221318
7085426	Savannah Police Department	2/14/2019 15:43	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.995921	-81.269788
7087060	Chatham Co Police Department	2/15/2019 15:25	0	0	0	Rear End		Daylight	Dry	32.016189	-81.231436
7087497	Savannah Police Department	2/16/2019 15:59	0	0	0	Left Angle Crash	Disregard Other Traffic Control	Daylight	Dry	32.054454	-81.138883
7088542	Chatham Co Police Department	2/14/2019 19:28	0	0	0	Angle (Other)	Failure to Yield	Dark-Not Lighted	Dry	32.037065	-81.215079
7088560	Chatham Co Police Department	2/14/2019 12:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.995701	-81.269697
7090418	Chatham Co Police Department	2/18/2019 8:00	0	0	2	Angle (Other)	Too Fast for Conditions	Daylight	Wet	32.029477	-81.221452
7092677	Chatham Co Police Department	2/17/2019 12:46	0	0	0	Rear End	Occupant Distraction (Distracted)	Daylight	Dry	31.999258	-81.250104
7094951	Chatham Co Police Department	2/18/2019 13:08	0	0	0	Rear End	Following Too Close	Daylight	Wet	31.999012	-81.249696
7094970	Chatham Co Police Department	2/22/2019 8:30	0	0	0	Rear End	Under the Influence (U.I.)	Daylight	Dry	31.997291	-81.259544
7097413	Chatham Co Police Department	2/24/2019 2:20	0	0	0	Rear End	Following Too Close	Dark-Lighted	Wet	31.99777	-81.256936
7097626	Chatham Co Police Department	2/18/2019 8:00	0	0	0	Sideswipe-Opposite Direction	["Failure to Yield","Vision Obscured","Reaction to Object or Animal"]	Daylight	Dry	32.029476	-81.221452
7098148	Chatham Co Police Department	2/24/2019 5:00	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	32.014277	-81.232784
7098268	Chatham Co Police Department	2/24/2019 18:45	0	0	0	Rear End	Following Too Close	Dusk	Dry	32.001221	-81.246987
7100518	Chatham Co Police Department	2/25/2019 14:25	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.014516	-81.232608
7100569	Chatham Co Police Department	2/26/2019 9:45	0	0	0	Left Angle Crash	Improper Turn	Daylight	Dry	32.028279	-81.222165
7100942	Chatham Co Police Department	2/26/2019 19:08	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.001125	-81.24709
7102662	Chatham Co Police Department	2/27/2019 20:45	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Wet	32.00096	-81.247267
7103337	Chatham Co Police Department	2/28/2019 7:57	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013969	-81.232836
7103344	Chatham Co Police Department	2/28/2019 9:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.00244	-81.245974
7104018	Chatham Co Police Department	2/26/2019 7:51	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.034102	-81.217786
7105322	Chatham Co Police Department	3/1/2019 20:25	0	3	0	Angle (Other)	Disregard Other Traffic Control	Dark-Lighted	Dry	32.029476	-81.221453
7105423	Chatham Co Police Department	3/1/2019 7:58	0	0	0	Sideswipe-Opposite Direction	Failure to Yield	Daylight	Wet	32.053294	-81.143937
7105430	Chatham Co Police Department	3/1/2019 13:00	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.037065	-81.215079
7107087	Savannah Police Department	3/3/2019 20:36	0	0	0	Left Angle Crash		Dark-Lighted	Wet	32.054493	-81.138915
7109612	Chatham Co Police Department	3/4/2019 5:55	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	31.998233	-81.252474
7109725	Savannah Police Department	3/5/2019 17:47	0	0	0	Rear End		Daylight	Dry	32.049225	-81.161841
7109821	Chatham Co Police Department	3/4/2019 5:30	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	31.995737	-81.269539
7110015	Chatham Co Police Department	3/5/2019 18:45	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.014274	-81.232786
7111055	Chatham Co Police Department	3/3/2019 16:00	0	0	1	Left Angle Crash	Disregard Stop Sign/Signal	Daylight	Dry	32.002426	-81.245709
7112807	Savannah Police Department	3/7/2019 15:51	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048617	-81.164465
7113147	Chatham Co Police Department	3/7/2019 18:48	0	0	0	Rear End		Dusk	Dry	32.053041	-81.145133
7114903	Savannah Police Department	3/8/2019 18:47	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.053768	-81.141734
7115339	Savannah Police Department	3/8/2019 16:34	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.049783	-81.165999
7115864	Chatham Co Police Department	3/9/2019 13:14	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000959	-81.247268
7116222	Chatham Co Police Department	3/8/2019 19:40	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.00071	-81.247145
7116471	Chatham Co Police Department	3/8/2019 14:55	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001113	-81.247103
7116496	Chatham Co Police Department	3/4/2019 13:54	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	31.999416	-81.24935
7116498	Chatham Co Police Department	3/9/2019 16:54	0	0	1	Rear End	Following Too Close	Daylight	Dry	32.002066	-81.246088
7117759	Chatham Co Police Department	3/3/2019 13:48	0	0	0	Rear End		Daylight	Dry	31.999275	-81.250142
7118016	Chatham Co Police Department	3/2/2019 14:40	0	0	0	Sideswipe-Same Direction		Daylight	Dry	31.998828	-81.250482
7119038	Chatham Co Police Department	3/12/2019 8:03	0	0	0	Right Angle Crash		Daylight	Dry	32.012513	-81.233936
7123843	Chatham Co Police Department	3/14/2019 18:44	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997714	-81.256421
7123848	Chatham Co Police Department	3/14/2019 19:50	0	0	0	Left Angle Crash	Improper Turn	Dark-Lighted	Dry	32.023836	-81.225823
7126290	Chatham Co Police Department	3/16/2019 14:11	0	0	0	Sideswipe-Same Direction		Daylight	Dry	31.998601	-81.250701
7129035	Chatham Co Police Department	3/18/2019 13:16	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000955	-81.247272
7129339	Chatham Co Police Department	4/18/2019 17:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.996033	-81.26769
7130448	Chatham Co Police Department	3/14/2019 13:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.029575	-81.221189
7131328	Chatham Co Police Department	3/19/2019 20:50	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.000976	-81.24725
7132183	Chatham Co Police Department	3/20/2019 18:51	0	0	0	Not a Collision with Motor Vehicle	["Not Visible (Object, Person, or Vehicle)","Disregard Police - Traffic Control"]	Daylight	Dry	31.992805	-81.274524
7133299	Chatham Co Police Department	3/21/2019 17:34	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.021449	-81.227651
7133905	Garden City Police Department	2/4/2019 12:22	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039579	-81.207839
7133915	Garden City Police Department	2/7/2019 20:03	0	0	0	Angle (Other)	Following Too Close	Dark-Lighted	Dry	32.039404	-81.207654
7133918	Garden City Police Department	2/9/2019 11:51	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.043971	-81.183393
7133923	Garden City Police Department	2/12/2019 16:36	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.039417	-81.207551
7133924	Garden City Police Department	2/12/2019 17:00	0	0	0	Angle (Other)	Failure to Yield	Dusk	Wet	32.044006	-81.183251
7133927	Garden City Police Department	2/13/2019 16:47	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039576	-81.207838
7135173	Chatham Co Police Department	3/22/2019 18:05	0	0	0	Sideswipe-Same Direction	Improper Passing	Daylight	Dry	31.998904	-81.250298
7135266	Chatham Co Police Department	3/14/2019 16:28	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997851	-81.256288
7137017	Chatham Co Police Department	3/24/2019 17:17	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000631	-81.24705
7137322	Chatham Co Police Department	3/24/2019 20:31	0	0	0	Head On	Failure to Yield	Daylight	Dry	32.002397	-81.246021
7138951	Chatham Co Police Department	3/25/2019 20:55	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.001091	-81.247127
7140427	Chatham Co Police Department	3/26/2019 19:24	0	0	1	Left Angle Crash	Failure to Yield	Dusk	Wet	32.023765	-81.225884
7141388	Chatham Co Police Department	3/27/2019 8:31	0	0	0	Rear End	Improper Turn	Daylight	Dry	32.047588	-81.168523
7141410	Chatham Co Police Department	3/27/2019 11:45	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	32.020552	-81.228325
7142503	Chatham Co Police Department	3/27/2019 11:44	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997309	-81.259397
7142829	Chatham Co Police Department	3/27/2019 11:22	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.001809	-81.246359
7144979	Chatham Co Police Department	3/21/2019 15:20	0	0	0	Rear End		Daylight	Dry	32.000783	-81.247233
7148323	Chatham Co Police Department	4/1/2019 7:55	0	0	0	Rear End		Daylight	Dry	32.016412	-81.231092
7149065	Chatham Co Police Department	4/2/2019 7:40	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.046941	-81.171164
7149509	Chatham Co Police Department	4/2/2019 18:15	0	0	0	Rear End	["Under the Influence (U.I.)","Following Too Close"]	Daylight	Dry	32.029541	-81.221402
7150104	Savannah Police Department	4/3/2019 7:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053949	-81.141029
7150233	Gsp Post 00	4/1/2019 23:50	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Wet	31.980647	-81.28699
7151650	Chatham Co Police Department	4/4/2019 8:26	0	0	0	Rear End	["Following Too Close","Not Visible (Object, Person, or Vehicle)"]	Daylight	Dry	31.998636	-81.248762
7151774	Chatham Co Police Department	4/4/2019 9:00	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.002673	-81.24603

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
7152654	Chatham Co Police Department	4/5/2019 6:42	0	0	0	Rear End	Following Too Close	Dawn	Wet	32.029397	-81.221313
7153680	Chatham Co Police Department	4/5/2019 20:50	0	0	0	Sideswipe-Same Direction	Failure to Yield	Dark-Lighted	Dry	31.998434	-81.248141
7155364	Chatham Co Police Department	4/7/2019 19:13	0	0	2	Left Angle Crash	Failure to Yield	Daylight	Dry	32.014047	-81.232969
7158702	Chatham Co Police Department	4/10/2019 7:39	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.046865	-81.171474
7158840	Savannah Police Department	4/10/2019 9:50	0	0	0	Left Angle Crash	Disregard Stop Sign/Signal	Daylight	Dry	32.053609	-81.142429
7160212	Chatham Co Police Department	3/28/2019 8:08	0	0	0	Left Angle Crash	Not Visible (Object, Person, or Vehicle)	Daylight	Dry	32.052485	-81.147413
7160578	Savannah Police Department	4/11/2019 23:23	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.053956	-81.140999
7160646	Chatham Co Police Department	4/9/2019 12:43	0	0	1	Not a Collision with Motor Vehicle		Daylight	(None)	32.046085	-81.174694
7160665	Chatham Co Police Department	4/11/2019 18:48	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.024642	-81.225203
7160907	Garden City Police Department	3/4/2019 16:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039428	-81.207459
7160929	Garden City Police Department	3/15/2019 16:07	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039579	-81.207839
7160934	Garden City Police Department	3/20/2019 9:28	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039338	-81.208129
7160945	Garden City Police Department	3/26/2019 18:16	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Wet	32.04401	-81.183234
7160948	Garden City Police Department	3/29/2019 13:40	0	0	0	Angle (Other)	["Improper Backing","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	32.041242	-81.194397
7160950	Garden City Police Department	3/30/2019 9:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.043859	-81.183855
7161999	Chatham Co Police Department	4/9/2019 20:06	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Wet	32.000798	-81.247251
7162025	Chatham Co Police Department	4/12/2019 17:13	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023643	-81.225974
7162467	Chatham Co Police Department	4/12/2019 18:00	0	0	0	Rear End	Too Fast for Conditions	Daylight	Dry	32.021728	-81.22725
7162580	Chatham Co Police Department	4/13/2019 0:00	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.014048	-81.232968
7165785	Chatham Co Police Department	4/15/2019 8:05	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997862	-81.255254
7167863	Chatham Co Police Department	4/17/2019 18:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001509	-81.246677
7168494	Chatham Co Police Department	4/16/2019 13:15	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	31.995612	-81.270003
7169034	Savannah Police Department	4/18/2019 18:57	0	0	2	Rear End	Following Too Close	Daylight	Dry	32.054495	-81.138909
7169232	Chatham Co Police Department	4/16/2019 14:06	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000791	-81.247243
7169252	Chatham Co Police Department	4/16/2019 9:10	0	0	0	Left Angle Crash	["Disregard Stop Sign/Signal","Driver Condition"]	Daylight	Dry	32.000844	-81.247392
7170132	Chatham Co Police Department	4/19/2019 14:39	0	0	0	Sideswipe-Same Direction		Daylight	Wet	32.002408	-81.245705
7170133	Chatham Co Police Department	4/19/2019 14:47	0	0	0	Left Angle Crash	Disregard Stop Sign/Signal	Daylight	Wet	32.029391	-81.221318
7170170	Chatham Co Police Department	4/16/2019 21:05	0	0	0	Sideswipe-Same Direction		Dark-Not Lighted	Dry	32.011978	-81.234335
7170216	Chatham Co Police Department	4/15/2019 20:38	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.000958	-81.247269
7170606	Chatham Co Police Department	4/19/2019 16:00	0	0	0	Angle (Other)	Following Too Close	Daylight	Wet	31.995653	-81.269861
7170607	Chatham Co Police Department	4/19/2019 17:00	0	0	0	Rear End	Improper Backing	Daylight	Dry	31.997421	-81.25956
7170637	Chatham Co Police Department	4/16/2019 11:00	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	32.014266	-81.232793
7170778	Savannah Police Department	4/20/2019 11:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053315	-81.143995
7171526	Chatham Co Police Department	4/20/2019 11:11	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997311	-81.259378
7171853	Chatham Co Police Department	4/20/2019 20:45	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	31.99579	-81.269727
7171909	Chatham Co Police Department	4/16/2019 20:40	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.023671	-81.225953
7171924	Chatham Co Police Department	4/10/2019 17:42	0	0	0	Left Angle Crash	Vision Obscured	Daylight	Dry	32.027286	-81.223078
7172009	Chatham Co Police Department	4/20/2019 17:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.996013	-81.268729
7173590	Savannah Police Department	4/23/2019 7:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.049099	-81.162395
7174595	Savannah Police Department	4/23/2019 7:53	0	0	1	Sideswipe-Same Direction	Other Exterior Distraction (Distracted)	Daylight	Dry	32.048834	-81.163552
7177367	Savannah Police Department	4/24/2019 12:46	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.04837	-81.16547
7177963	Chatham Co Police Department	4/25/2019 14:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.047265	-81.169823
7177967	Chatham Co Police Department	4/25/2019 23:54	0	0	0	Angle (Other)		Dark-Lighted	Dry	32.053068	-81.145023
7178086	Savannah Police Department	4/26/2019 7:15	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.048151	-81.166336
7178344	Savannah Police Department	4/26/2019 11:32	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.048757	-81.163892
7179747	Chatham Co Police Department	4/26/2019 20:28	0	0	0	Rear End	["Following Too Close","Other Interior Distraction (Distracted)"]	Dark-Not Lighted	Dry	32.002429	-81.245713
7179748	Chatham Co Police Department	4/27/2019 1:24	0	0	0	Head On		Dark-Lighted	Dry	32.005365	-81.242372
7180030	Savannah Police Department	4/27/2019 12:00	0	0	0	Rear End	Other Interior Distraction (Distracted)	Daylight	Dry	32.049105	-81.165826
7180286	Chatham Co Police Department	4/27/2019 1:15	0	0	0	Rear End	Under the Influence (U.I.)	Dark-Lighted	Dry	32.002538	-81.245864
7180498	Chatham Co Police Department	4/27/2019 10:48	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013968	-81.232837
7180860	Chatham Co Police Department	4/28/2019 15:00	0	0	0	Head On	Following Too Close	Daylight	Dry	32.003561	-81.244782
7181215	Chatham Co Police Department	4/28/2019 19:26	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.011341	-81.234795
7181994	Chatham Co Police Department	4/25/2019 17:17	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.013917	-81.232876
7182549	Chatham Co Police Department	4/29/2019 12:54	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023672	-81.225952
7183175	Savannah Police Department	4/29/2019 17:19	0	0	0	Angle (Other)	Misjudged Clearance	Daylight	Dry	32.048642	-81.164368
7184879	Savannah Police Department	5/1/2019 17:27	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.04837	-81.16547
7185544	Gsp Post 00	4/21/2019 19:07	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.031011	-81.220113
7186153	Savannah Police Department	5/2/2019 7:29	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.05292	-81.145629
7186278	Gsp Post 00	4/21/2019 18:14	0	1	0	Not a Collision with Motor Vehicle		Daylight	Dry	32.030694	-81.220534
7186889	Gsp Post 00	4/14/2019 19:07	0	0	0	Rear End		Daylight	Wet	31.995789	-81.269727
7187033	Chatham Co Police Department	5/2/2019 10:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999126	-81.249819
7188239	Savannah Police Department	5/2/2019 7:55	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.052907	-81.145681
7191478	Chatham Co Police Department	5/2/2019 16:00	0	0	0	Sideswipe-Same Direction		Daylight	Dry	31.997512	-81.257948
7192015	Chatham Co Police Department	4/30/2019 17:44	0	0	0	Sideswipe-Same Direction	Improper Passing	Daylight	Dry	32.039358	-81.207988
7192456	Chatham Co Police Department	5/4/2019 13:25	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000958	-81.247269
7192482	Gsp Post 00	5/1/2019 15:59	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	32.048231	-81.166027
7195570	Chatham Co Police Department	5/6/2019 18:09	0	0	0	Rear End		Daylight	Dry	31.998398	-81.252147
7195599	Chatham Co Police Department	5/6/2019 18:02	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.030629	-81.220583
7197059	Chatham Co Police Department	5/7/2019 7:35	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.011977	-81.234336
7198951	Chatham Co Police Department	5/1/2019 16:10	0	0	0	Rear End	Under the Influence (U.I.)	Daylight	Wet	32.00088	-81.247351
7199618	Chatham Co Police Department	5/9/2019 12:23	0	0	0	Sideswipe-Same Direction	["Following Too Close","Other Exterior Distraction (Distracted)"]	Daylight	Dry	32.051579	-81.151162
7199622	Savannah Police Department	5/9/2019 8:54	0	0	0	Sideswipe-Same Direction	Misjudged Clearance	Daylight	Dry	32.054134	-81.141015
7199636	Chatham Co Police Department	5/8/2019 18:01	0	0	0	Angle (Other)		Daylight	Dry	32.034406	-81.217718
7200244	Chatham Co Police Department	5/7/2019 15:38	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	32.023657	-81.225964
7201012	Chatham Co Police Department	5/3/2019 17:19	0	0	0	Left Angle Crash		Daylight	Dry	32.010176	-81.235841
7201560	Savannah Police Department	5/10/2019 22:20	0	0	0	Angle (Other)	Failure to Yield	Dark-Lighted	Dry	32.054547	-81.138962
7202078	Chatham Co Police Department	5/11/2019 11:06	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.003101	-81.245278
7202655	Chatham Co Police Department	5/12/2019 10:21	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	31.996073	-81.267362
7204360	Savannah Police Department	5/13/2019 11:39	0	0	0	Right Angle Crash	Failure to Yield	Daylight	Dry	32.053435	-81.144042
7204518	Chatham Co Police Department	5/13/2019 8:49	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999059	-81.249611
7205227	Garden City Police Department	4/2/2019 11:05	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039577	-81.207838
7205244	Garden City Police Department	4/10/2019 17:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039417	-81.207548
7205261	Garden City Police Department	4/22/2019 22:33	0	0	0	Not a Collision with Motor Vehicle	Failure to Yield	Dark-Not Lighted	Dry	32.039404	-81.207654
7205272	Garden City Police Department	4/28/2019 12:33	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.041897	-81.191756
7205390	Savannah Police Department	5/14/2019 8:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992944	-81.274387

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
7206660	Chatham Co Police Department	5/14/2019 17:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002632	-81.245765
7207235	Savannah Police Department	5/14/2019 13:56	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.048772	-81.163824
7208099	Chatham Co Police Department	5/15/2019 17:35	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000632	-81.247906
7209374	Chatham Co Police Department	5/16/2019 15:55	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	32.029395	-81.221315
7210272	Chatham Co Police Department	5/14/2019 6:00	0	0	0	Not a Collision with Motor Vehicle		Dark-Lighted	Dry	32.016971	-81.230947
7211739	Chatham Co Police Department	5/18/2019 18:45	0	0	0	Sideswipe-Opposite Direction	["Driver Lost Control","Parked Improperly"]	Daylight	Dry	31.979073	-81.288615
7211740	Chatham Co Police Department	5/18/2019 21:50	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.002535	-81.245868
7212329	Chatham Co Police Department	5/19/2019 15:50	0	0	0	Angle (Other)	Disregard Stop Sign/Signal	Daylight	Dry	32.000846	-81.24739
7212385	Chatham Co Police Department	5/18/2019 21:30	0	0	0	Left Angle Crash		Dark-Lighted	Dry	32.029396	-81.221314
7212600	Savannah Police Department	5/19/2019 21:49	0	0	1	Not a Collision with Motor Vehicle	Disregard Stop Sign/Signal	Dark-Lighted	Dry	32.054495	-81.138909
7214136	Chatham Co Police Department	5/20/2019 19:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.996395	-81.265161
7214743	Savannah Police Department	5/21/2019 10:20	0	0	0	Sideswipe-Opposite Direction		Daylight	Dry	32.047782	-81.16777
7214789	Chatham Co Police Department	5/16/2019 11:20	0	0	0	Left Angle Crash	["Disregard Stop Sign/Signal","Occupant Distraction (Distracted)"]	Daylight	Dry	32.029475	-81.221453
7216316	Gsp Post 00	5/21/2019 13:50	0	0	2	Left Angle Crash	Failure to Yield	Daylight	Dry	32.052754	-81.14631
7216866	Savannah Police Department	5/22/2019 0:00	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.049499	-81.160563
7217195	Chatham Co Police Department	5/22/2019 9:25	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013966	-81.233032
7217201	Chatham Co Police Department	5/21/2019 17:19	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000467	-81.246849
7218450	Chatham Co Police Department	5/23/2019 7:45	0	0	0	Rear End	["Inattentive or Other Distraction (Distracted)","Following Too Close"]	Daylight	Dry	31.99268	-81.274512
7218490	Chatham Co Police Department	5/23/2019 8:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053246	-81.144291
7218572	Chatham Co Police Department	5/17/2019 15:32	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.003172	-81.245202
7218802	Chatham Co Police Department	5/23/2019 17:20	0	0	0	Left Angle Crash	Disregard Stop Sign/Signal	Daylight	Dry	31.99742	-81.259562
7220792	Chatham Co Police Department	5/24/2019 15:55	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	32.012472	-81.233966
7221316	Chatham Co Police Department	5/25/2019 19:24	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002489	-81.24592
7221459	Chatham Co Police Department	5/25/2019 12:42	0	0	0	Rear End		Daylight	Dry	32.000963	-81.247264
7221725	Chatham Co Police Department	5/25/2019 16:00	0	0	0	Sideswipe-Same Direction		Daylight	Dry	31.997229	-81.260102
7222305	Savannah Police Department	5/27/2019 9:04	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	32.054662	-81.138882
7227322	Savannah Police Department	5/30/2019 10:18	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048323	-81.16567
7231127	Chatham Co Police Department	6/2/2019 17:00	0	0	0	(None)	Following Too Close	Daylight	(None)	31.998989	-81.250127
7231708	Chatham Co Police Department	5/30/2019 15:28	0	0	0	Not a Collision with Motor Vehicle	Improper Backing	Daylight	Dry	32.027016	-81.2233
7232864	Chatham Co Police Department	6/3/2019 11:50	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.034969	-81.217275
7234191	Chatham Co Police Department	6/3/2019 17:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.02651	-81.223725
7234675	Chatham Co Police Department	6/2/2019 12:15	0	0	2	Right Angle Crash	Failure to Yield	Daylight	Dry	31.995716	-81.270088
7235975	Savannah Police Department	6/5/2019 13:48	0	0	0	Left Angle Crash	["Failure to Yield","No Signal/Improper Signal"]	Daylight	Dry	32.048351	-81.165562
7239023	Chatham Co Police Department	6/7/2019 21:17	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.023682	-81.225945
7239187	Savannah Police Department	6/8/2019 7:07	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053701	-81.142029
7239351	Chatham Co Police Department	6/7/2019 16:20	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.005167	-81.242926
7242922	Chatham Co Police Department	6/10/2019 7:19	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	31.996899	-81.262569
7243016	Chatham Co Police Department	6/10/2019 18:15	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.011962	-81.234346
7243900	Chatham Co Police Department	6/11/2019 17:20	0	0	0	Angle (Other)	["Changed Lanes Improperly","Changed Lanes Improperly"]	Daylight	Wet	32.000866	-81.247644
7243901	Chatham Co Police Department	6/11/2019 19:00	0	0	0	Left Angle Crash		Dusk	Wet	32.029397	-81.221313
7243953	Chatham Co Police Department	5/23/2019 12:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000966	-81.24726
7245189	Savannah Police Department	6/12/2019 15:57	0	0	0	Sideswipe-Opposite Direction	Improper Turn	Daylight	Wet	32.053315	-81.143995
7247037	Garden City Police Department	5/3/2019 19:48	0	0	0	Angle (Other)	Changed Lanes Improperly	Daylight	Dry	32.043929	-81.183564
7247039	Garden City Police Department	5/9/2019 5:56	0	0	0	Left Angle Crash	Disregard Stop Sign/Signal	Dark-Lighted	Dry	32.043859	-81.183855
7247051	Garden City Police Department	5/12/2019 14:22	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039591	-81.207846
7247060	Garden City Police Department	5/16/2019 17:38	0	0	0	Rear End		Daylight	Dry	32.039952	-81.203341
7247062	Garden City Police Department	5/18/2019 16:24	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039576	-81.207838
7247085	Garden City Police Department	5/29/2019 12:31	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039404	-81.207652
7248756	Chatham Co Police Department	6/15/2019 20:10	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.048241	-81.165395
7252168	Chatham Co Police Department	6/17/2019 15:28	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.034782	-81.217419
7253673	Chatham Co Police Department	6/19/2019 13:09	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999263	-81.249612
7253856	Savannah Police Department	6/19/2019 8:55	0	0	3	Left Angle Crash	Failure to Yield	Daylight	Dry	32.04838	-81.165573
7254189	Chatham Co Police Department	6/16/2019 12:44	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.99828	-81.253077
7254790	Chatham Co Police Department	6/20/2019 11:35	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.002346	-81.246075
7255754	Savannah Police Department	6/18/2019 17:19	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.05446	-81.139043
7255831	Gsp Post 00	6/17/2019 12:55	0	0	4	Right Angle Crash	["Under the Influence (U.I.)","Failure to Yield"]	Daylight	Dry	32.023759	-81.225678
7257970	Chatham Co Police Department	6/22/2019 7:37	0	0	0	Angle (Other)	Failure to Yield	Daylight	Wet	32.00254	-81.245862
7261703	Chatham Co Police Department	6/25/2019 21:24	0	0	0	Head On	Wrong Side of Road	Dark-Lighted	Dry	32.031439	-81.219801
7262384	Gsp Post 00	6/26/2019 7:42	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.990082	-81.277261
7262975	Chatham Co Police Department	6/26/2019 23:00	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.013364	-81.233468
7263022	Chatham Co Police Department	6/26/2019 19:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000968	-81.247258
7264744	Savannah Police Department	6/28/2019 7:43	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.99572	-81.269622
7266166	Chatham Co Police Department	6/25/2019 20:40	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	31.997477	-81.258195
7268317	Chatham Co Police Department	7/1/2019 13:42	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.04698	-81.171003
7269149	Chatham Co Police Department	7/2/2019 7:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.99926	-81.250109
7272390	Chatham Co Police Department	7/4/2019 17:45	0	1	0	Rear End	Following Too Close	Daylight	Wet	32.051235	-81.152555
7273355	Chatham Co Police Department	7/5/2019 20:35	0	0	0	Rear End	Following Too Close	Daylight	Wet	31.995888	-81.269409
7273369	Chatham Co Police Department	7/5/2019 16:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023766	-81.225883
7273428	Chatham Co Police Department	7/5/2019 17:02	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000786	-81.247237
7273622	Savannah Police Department	7/6/2019 15:03	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.048794	-81.164065
7276950	Gsp Post 00	7/4/2019 10:17	0	0	0	Left Angle Crash		Daylight	Dry	31.998871	-81.249282
7277700	Chatham Co Police Department	7/8/2019 12:56	0	0	0	Rear End		Daylight	Dry	32.001262	-81.246943
7277701	Chatham Co Police Department	7/8/2019 17:29	0	0	0	Rear End		Daylight	Dry	31.992724	-81.274567
7277830	Chatham Co Police Department	7/4/2019 8:55	0	0	0	Rear End		Daylight	Dry	32.00098	-81.247246
7278104	Chatham Co Police Department	7/3/2019 8:15	0	0	0	Rear End	["Following Too Close","Following Too Close"]	Daylight	Dry	31.997291	-81.259543
7278186	Chatham Co Police Department	7/7/2019 15:40	0	0	0	Sideswipe-Opposite Direction	Improper Turn	Daylight	Dry	32.000965	-81.247534
7279486	Gsp Post 00	7/10/2019 16:44	0	0	1	Rear End	Following Too Close	Daylight	Dry	32.013343	-81.233308
7280502	Chatham Co Police Department	7/11/2019 17:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000988	-81.247236
7282390	Savannah Police Department	7/13/2019 12:50	0	0	0	Rear End	Occupant Distraction (Distracted)	Daylight	Dry	32.054168	-81.140177
7282437	Chatham Co Police Department	7/12/2019 17:10	0	0	0	Rear End		Daylight	Dry	32.001023	-81.2472
7282768	Chatham Co Police Department	7/12/2019 15:42	0	0	0	(None)	Following Too Close	Daylight	(None)	31.999012	-81.249696
7283247	Chatham Co Police Department	7/12/2019 18:07	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.024069	-81.22564
7285640	Chatham Co Police Department	7/16/2019 7:56	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000788	-81.247239
7285912	Savannah Police Department	7/16/2019 12:35	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.053783	-81.142432
7287064	Savannah Police Department	7/17/2019 11:26	0	0	0	Rear End	Other Exterior Distraction (Distracted)	Daylight	Dry	32.054023	-81.140739

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
7289546	Savannah Police Department	7/16/2019 16:40	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.054022	-81.140743
7289912	Chatham Co Police Department	7/19/2019 7:50	0	0	1	Angle (Other)	Improper Turn	Daylight	Dry	31.997637	-81.256901
7290848	Chatham Co Police Department	7/20/2019 15:11	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000784	-81.247235
7290861	Chatham Co Police Department	7/20/2019 11:24	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	32.011746	-81.234669
7293174	Chatham Co Police Department	7/22/2019 11:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001295	-81.246907
7294629	Chatham Co Police Department	7/22/2019 9:27	0	0	0	Angle (Other)		Daylight	Dry	32.011843	-81.234427
7295148	Chatham Co Police Department	7/21/2019 12:52	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.996014	-81.268722
7295670	Chatham Co Police Department	7/24/2019 11:49	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000962	-81.247264
7297158	Chatham Co Police Department	7/25/2019 11:33	0	0	0	Sideswipe-Opposite Direction	Failure to Yield	Daylight	Dry	32.027727	-81.222751
7297633	Chatham Co Police Department	7/26/2019 0:02	0	0	0	Head On	["Under the Influence (U.I.)","Failure to Yield"]	Dark-Lighted	Dry	32.014163	-81.232875
7298341	Chatham Co Police Department	7/23/2019 11:41	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001058	-81.247161
7298698	Chatham Co Police Department	7/18/2019 15:11	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	32.047557	-81.168641
7299348	Savannah Police Department	7/27/2019 23:29	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.048234	-81.166013
7299733	Savannah Police Department	7/28/2019 19:08	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.04837	-81.16547
7301174	Chatham Co Police Department	7/29/2019 16:37	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.021868	-81.227325
7301197	Chatham Co Police Department	7/29/2019 19:44	0	0	0	Rear End	["Too Fast for Conditions","Under the Influence (U.I.)"]	Daylight	Dry	31.999359	-81.249448
7301664	Chatham Co Police Department	7/30/2019 9:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.029375	-81.221204
7301970	Chatham Co Police Department	7/30/2019 9:50	0	0	0	Left Angle Crash		Daylight	Dry	32.000848	-81.247388
7304479	Chatham Co Police Department	7/31/2019 14:00	0	0	0	Sideswipe-Opposite Direction	Misjudged Clearance	Daylight	Dry	32.051197	-81.152713
7305095	Chatham Co Police Department	8/1/2019 0:25	0	1	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	32.051804	-81.150222
7305776	Savannah Police Department	8/2/2019 0:00	0	0	0	Angle (Other)	Failure to Yield	Daylight	Wet	32.048767	-81.163845
7306383	Chatham Co Police Department	8/2/2019 17:00	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.000507	-81.248046
7306760	Chatham Co Police Department	8/3/2019 13:25	0	0	0	Angle (Other)	Changed Lanes Improperly	Daylight	Dry	31.99918	-81.249935
7307526	Chatham Co Police Department	8/1/2019 8:35	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023683	-81.225739
7309704	Chatham Co Police Department	7/23/2019 17:39	0	0	0	Not a Collision with Motor Vehicle	Reaction to Object or Animal	Daylight	Dry	32.045322	-81.177825
7310023	Chatham Co Police Department	8/5/2019 7:18	0	0	1	Rear End	["Following Too Close","Too Fast for Conditions"]	Daylight	Dry	31.997218	-81.260183
7311788	Chatham Co Police Department	8/7/2019 18:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.995762	-81.269945
7311934	Chatham Co Police Department	7/30/2019 10:05	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	32.000789	-81.247241
7312192	Savannah Police Department	8/8/2019 0:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048862	-81.165731
7312740	Chatham Co Police Department	8/8/2019 10:40	0	0	0	Head On	Following Too Close	Daylight	Dry	32.023682	-81.225945
7314055	Savannah Police Department	7/27/2019 13:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053809	-81.142331
7314782	Chatham Co Police Department	8/9/2019 10:25	0	1	0	Rear End	Following Too Close	Daylight	Dry	32.023654	-81.225966
7316195	Chatham Co Police Department	8/8/2019 10:10	0	0	0	Sideswipe-Same Direction	Following Too Close	Daylight	Dry	32.029475	-81.221453
7316321	Savannah Police Department	8/8/2019 16:54	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.053315	-81.143995
7317151	Chatham Co Police Department	8/12/2019 12:08	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000783	-81.247233
7317676	Garden City Police Department	6/5/2019 12:36	0	0	0	Rear End	["Following Too Close","Under the Influence (U.I.)"]	Daylight	Dry	32.043859	-81.183855
7317687	Garden City Police Department	6/8/2019 10:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039582	-81.207841
7317705	Garden City Police Department	6/18/2019 15:31	0	0	0	Rear End	["Distracted","Following Too Close"]	Daylight	Dry	32.039497	-81.20691
7317707	Garden City Police Department	6/18/2019 15:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039617	-81.205952
7317716	Garden City Police Department	6/21/2019 16:09	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.03957	-81.207834
7318067	Chatham Co Police Department	8/13/2019 8:16	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.029396	-81.221314
7319093	Chatham Co Police Department	8/13/2019 16:42	0	0	0	Angle (Other)	Improper Passing	Daylight	Dry	32.051197	-81.152712
7320411	Chatham Co Police Department	8/10/2019 10:48	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000953	-81.247275
7320568	Savannah Police Department	8/14/2019 9:07	0	0	0	Rear End	["Following Too Close","Wrong Side of Road"]	Daylight	Dry	32.04837	-81.16547
7321642	Chatham Co Police Department	8/9/2019 21:55	0	1	0	Head On	["Under the Influence (U.I.)","Wrong Side of Road"]	Dark-Lighted	Dry	32.038379	-81.213073
7321744	Savannah Police Department	8/15/2019 17:43	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.049499	-81.160565
7322735	Chatham Co Police Department	8/13/2019 14:07	0	0	0	Not a Collision with Motor Vehicle	Reaction to Object or Animal	Daylight	Dry	32.014048	-81.232968
7323436	Chatham Co Police Department	8/16/2019 7:51	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	31.995109	-81.271362
7323514	Chatham Co Police Department	8/13/2019 22:55	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.029477	-81.221452
7323817	Chatham Co Police Department	8/16/2019 17:24	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.02707	-81.22307
7325880	Chatham Co Police Department	8/19/2019 20:24	0	0	0	Rear End		Dark-Lighted	Dry	32.000818	-81.247276
7325902	Chatham Co Police Department	8/19/2019 16:57	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000973	-81.247253
7328031	Savannah Police Department	8/21/2019 0:00	0	0	0	Angle (Other)	Following Too Close	Daylight	Dry	32.046065	-81.174781
7328570	Chatham Co Police Department	8/17/2019 15:59	0	0	0	Rear End		Daylight	Wet	32.000795	-81.247248
7328571	Chatham Co Police Department	8/18/2019 11:32	0	0	0	Rear End	["Too Fast for Conditions","Following Too Close","Following Too Close"]	Daylight	Dry	32.000812	-81.247269
7329297	Chatham Co Police Department	8/17/2019 14:57	0	0	0	Rear End		Daylight	Dry	32.013887	-81.2329
7329517	Chatham Co Police Department	8/22/2019 11:00	0	0	0	Angle (Other)	Improper Turn	Daylight	Dry	31.997421	-81.259559
7329577	Savannah Police Department	8/22/2019 17:43	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	32.054203	-81.140042
7330615	Chatham Co Police Department	8/23/2019 14:56	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997119	-81.259549
7331516	Chatham Co Police Department	8/22/2019 16:39	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002433	-81.245982
7333118	Chatham Co Police Department	8/22/2019 14:08	0	0	0	Right Angle Crash	Failure to Yield	Daylight	Dry	31.997511	-81.25796
7334187	Chatham Co Police Department	8/26/2019 20:56	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	31.997721	-81.257319
7334922	Savannah Police Department	8/24/2019 14:25	0	0	0	Rear End	["Following Too Close","Inattentive or Other Distraction (Distracted)"]	Daylight	Wet	32.054547	-81.138962
7334943	Chatham Co Police Department	8/27/2019 11:41	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992863	-81.274465
7335053	Chatham Co Police Department	8/27/2019 11:48	0	0	0	Sideswipe-Same Direction	["Changed Lanes Improperly","Changed Lanes Improperly"]	Daylight	Dry	32.046859	-81.171498
7336427	Chatham Co Police Department	8/28/2019 11:19	0	0	1	Rear End	["Following Too Close","Too Fast for Conditions"]	Daylight	Dry	32.029474	-81.221454
7336587	Chatham Co Police Department	8/28/2019 18:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000967	-81.247259
7337853	Chatham Co Police Department	8/29/2019 4:08	0	0	0	Sideswipe-Same Direction	Under the Influence (U.I.)	Dark-Not Lighted	Dry	32.017705	-81.23047
7338113	Garden City Police Department	7/12/2019 15:39	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039605	-81.207599
7338115	Garden City Police Department	7/15/2019 11:13	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039587	-81.207844
7338118	Garden City Police Department	7/16/2019 19:26	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039591	-81.207847
7338122	Garden City Police Department	7/19/2019 16:17	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.043666	-81.184623
7338123	Garden City Police Department	7/19/2019 17:09	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039572	-81.207835
7338136	Garden City Police Department	7/23/2019 17:40	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.040201	-81.201257
7338164	Garden City Police Department	8/3/2019 13:05	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.039417	-81.207549
7338174	Garden City Police Department	8/7/2019 16:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.041897	-81.191756
7338183	Garden City Police Department	8/9/2019 22:36	0	0	1	Rear End	Following Too Close	Dark-Lighted	Dry	32.039492	-81.206952
7338187	Garden City Police Department	8/12/2019 7:41	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.043859	-81.183855
7338673	Chatham Co Police Department	8/30/2019 11:42	0	0	0	Left Angle Crash		Daylight	Dry	32.002539	-81.245863
7339068	Chatham Co Police Department	8/30/2019 17:53	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	31.99773	-81.257253
7339080	Chatham Co Police Department	8/30/2019 21:50	0	0	0	Rear End	Improper Passing	Dark-Lighted	Wet	31.992923	-81.274407
7340074	Savannah Police Department	8/31/2019 0:00	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.054491	-81.138923
7340836	Chatham Co Police Department	8/25/2019 17:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998973	-81.250159
7341052	Chatham Co Police Department	9/2/2019 20:25	0	0	0	Rear End	Following Too Close	Dusk	Dry	32.000941	-81.24756
7345058	Savannah Police Department	9/5/2019 12:49	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.05414	-81.140988

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
7347334	Chatham Co Police Department	8/29/2019 16:35	0	0	0	Left Angle Crash	["Failure to Yield","Too Fast for Conditions"]	Daylight	Dry	32.051222	-81.152612
7347345	Chatham Co Police Department	9/6/2019 11:35	0	0	2	Sideswipe-Opposite Direction	["Failure to Yield","Misjudged Clearance"]	Daylight	Dry	32.014049	-81.232968
7347356	Chatham Co Police Department	9/7/2019 14:21	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997472	-81.25917
7347967	Chatham Co Police Department	9/8/2019 13:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013974	-81.233026
7350507	Chatham Co Police Department	9/10/2019 12:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013969	-81.233031
7351915	Savannah Police Department	9/11/2019 17:03	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.048722	-81.164042
7352783	Chatham Co Police Department	9/11/2019 16:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000957	-81.24727
7353010	Chatham Co Police Department	9/6/2019 17:26	0	0	0	Angle (Other)	Following Too Close	Daylight	Dry	31.999011	-81.249698
7354103	Chatham Co Police Department	9/10/2019 17:00	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.024111	-81.225416
7355285	Chatham Co Police Department	9/14/2019 20:40	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.045774	-81.175974
7356122	Savannah Police Department	9/15/2019 5:05	0	0	0	Not a Collision with Motor Vehicle	Under the Influence (U.I.)	Dark-Lighted	Dry	32.053827	-81.141512
7356762	Chatham Co Police Department	9/16/2019 9:13	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.995279	-81.270976
7358202	Chatham Co Police Department	9/17/2019 8:26	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.995732	-81.269565
7358281	Chatham Co Police Department	9/16/2019 12:56	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.051811	-81.150191
7359867	Chatham Co Police Department	9/15/2019 17:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.995764	-81.269938
7360407	Chatham Co Police Department	9/19/2019 9:54	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992723	-81.274565
7361007	Savannah Police Department	9/19/2019 12:37	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.048723	-81.164041
7361054	Chatham Co Police Department	9/18/2019 17:51	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.013781	-81.233167
7361152	Chatham Co Police Department	9/19/2019 18:20	0	0	1	Left Angle Crash	Failure to Yield	Daylight	Dry	32.000964	-81.247534
7361154	Chatham Co Police Department	9/19/2019 20:27	0	0	0	Rear End	Following Too Close	Dusk	Dry	32.002469	-81.245942
7361403	Savannah Police Department	9/20/2019 7:31	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.048722	-81.164042
7363135	Chatham Co Police Department	9/21/2019 20:20	0	0	0	Angle (Other)	["Failure to Yield","Vision Obscured"]	Dark-Lighted	Dry	32.014073	-81.232754
7365397	Chatham Co Police Department	9/24/2019 18:24	0	0	2	Left Angle Crash	["Other Activity - Mobile Device (Distracted)","Inattentive or Other Distraction (Distracted)","Driver Lost Control"]	Daylight	Dry	32.029394	-81.221315
7365440	Chatham Co Police Department	9/23/2019 17:54	0	0	1	Rear End	Following Too Close	Daylight	Dry	32.014094	-81.233077
7368139	Chatham Co Police Department	9/24/2019 19:48	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.029247	-81.221438
7368189	Chatham Co Police Department	9/24/2019 18:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.044467	-81.181367
7370198	Chatham Co Police Department	9/26/2019 13:45	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	31.981063	-81.286379
7370372	Savannah Police Department	9/26/2019 16:32	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054244	-81.139884
7371430	Savannah Police Department	9/27/2019 14:31	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054023	-81.140739
7371747	Chatham Co Police Department	9/27/2019 14:46	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.047715	-81.168027
7371962	Chatham Co Police Department	9/28/2019 10:55	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	31.998185	-81.253846
7372071	Savannah Police Department	9/27/2019 15:00	0	0	0	Sideswipe-Same Direction	Misjudged Clearance	Daylight	Dry	32.048357	-81.16553
7372107	Savannah Police Department	9/27/2019 14:09	0	0	1	Angle (Other)		Daylight	Dry	32.048353	-81.165549
7372809	Chatham Co Police Department	9/29/2019 15:19	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002539	-81.245864
7373229	Chatham Co Police Department	9/26/2019 17:47	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000965	-81.247262
7374664	Chatham Co Police Department	9/30/2019 20:15	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	31.992634	-81.2747
7374711	Chatham Co Police Department	9/21/2019 17:28	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001408	-81.247065
7375335	Chatham Co Police Department	10/1/2019 6:50	0	0	0	Left Angle Crash	Failure to Yield	Dawn	Dry	32.014049	-81.232968
7375550	Chatham Co Police Department	9/27/2019 8:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.995497	-81.270382
7376047	Chatham Co Police Department	9/30/2019 18:28	0	0	0	Rear End	["Vision Obscured","Following Too Close"]	Dusk	Dry	31.996004	-81.26879
7376052	Chatham Co Police Department	9/27/2019 20:00	0	0	0	Rear End		Dark-Lighted	Dry	31.99777	-81.256935
7378905	Garden City Police Department	9/13/2019 9:33	0	0	1	Left Angle Crash	["Disregard Stop Sign/Signal","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	32.039404	-81.207651
7378916	Garden City Police Department	9/16/2019 17:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039582	-81.207841
7379628	Savannah Police Department	10/4/2019 7:25	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992743	-81.274593
7379762	Savannah Police Department	10/4/2019 7:13	0	0	0	Angle (Other)	Following Too Close	Dawn	Dry	32.047451	-81.169053
7380120	Savannah Police Department	10/5/2019 1:47	0	0	0	Angle (Other)	Improper Turn	Dark-Not Lighted	Dry	32.053845	-81.14144
7380363	Chatham Co Police Department	10/4/2019 12:37	0	0	0	Rear End		Daylight	Dry	31.997733	-81.256267
7380472	Chatham Co Police Department	10/5/2019 10:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000583	-81.246992
7381553	Chatham Co Police Department	10/6/2019 18:26	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001085	-81.247133
7381744	Chatham Co Police Department	9/30/2019 4:45	0	0	0	Sideswipe-Same Direction		Dark-Lighted	Dry	31.998766	-81.249054
7381745	Chatham Co Police Department	10/4/2019 3:06	0	0	0	Not a Collision with Motor Vehicle		Dark-Lighted	Dry	31.996096	-81.26815
7381893	Savannah Police Department	10/3/2019 14:30	0	0	0	Head On	Inattentive or Other Distraction (Distracted)	Daylight	Dry	32.051181	-81.152704
7382203	Chatham Co Police Department	10/7/2019 12:37	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000954	-81.247273
7382909	Chatham Co Police Department	10/7/2019 22:05	0	0	0	Rear End	Following Too Close	Dark-Lighted	Wet	31.997925	-81.25572
7383436	Chatham Co Police Department	10/8/2019 7:32	0	0	0	(None)	["Following Too Close","Following Too Close"]	Daylight	(None)	32.011454	-81.234884
7383756	Chatham Co Police Department	10/8/2019 15:16	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000792	-81.247245
7385508	Savannah Police Department	10/9/2019 21:00	0	0	0	Rear End		Dark-Not Lighted	Dry	32.048335	-81.165622
7385592	Chatham Co Police Department	10/8/2019 6:34	0	0	0	Rear End	Following Too Close	Dawn	Dry	32.023678	-81.225948
7385596	Chatham Co Police Department	10/9/2019 20:32	0	0	0	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Dry	32.021521	-81.227599
7385956	Chatham Co Police Department	10/8/2019 15:57	0	0	0	Angle (Other)	["Disregard Other Traffic Control","Failure to Yield"]	Daylight	Dry	32.047715	-81.165265
7385963	Chatham Co Police Department	10/10/2019 6:40	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.002539	-81.245864
7388826	Chatham Co Police Department	10/12/2019 21:21	0	0	0	Rear End	["Misjudged Clearance","Following Too Close"]	Dark-Not Lighted	Dry	32.000969	-81.247258
7388990	Savannah Police Department	10/12/2019 13:42	0	0	0	Left Angle Crash	Misjudged Clearance	Daylight	Dry	32.054022	-81.140743
7390331	Garden City Police Department	9/20/2019 6:35	0	0	0	Not a Collision with Motor Vehicle	Reaction to Object or Animal	Daylight	Dry	32.041896	-81.191759
7390333	Garden City Police Department	9/23/2019 8:10	0	1	0	Not a Collision with Motor Vehicle	Driver Lost Control	Daylight	Dry	32.041974	-81.191449
7390339	Garden City Police Department	9/26/2019 7:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.043822	-81.184003
7390343	Garden City Police Department	9/26/2019 17:20	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	32.044312	-81.181993
7390351	Garden City Police Department	9/29/2019 12:36	0	0	0	Rear End	["Following Too Close","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	32.039583	-81.207842
7391844	Savannah Police Department	10/15/2019 13:53	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Wet	32.049773	-81.166013
7394100	Chatham Co Police Department	10/16/2019 7:14	0	0	0	Rear End	Following Too Close	Dawn	Wet	31.992723	-81.274565
7395412	Garden City Police Department	8/28/2019 15:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039577	-81.207838
7395417	Garden City Police Department	8/29/2019 14:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039602	-81.207853
7395704	Savannah Police Department	10/18/2019 11:34	0	0	0	Angle (Other)	Changed Lanes Improperly	Daylight	Dry	32.052539	-81.147191
7396725	Garden City Police Department	8/29/2019 16:37	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039575	-81.207837
7397037	Chatham Co Police Department	10/18/2019 14:58	0	0	1	Head On	Failure to Yield	Daylight	Dry	31.995793	-81.269729
7397822	Savannah Police Department	10/20/2019 12:27	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.054635	-81.138997
7397834	Chatham Co Police Department	10/20/2019 10:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997282	-81.259654
7399741	Savannah Police Department	10/21/2019 18:38	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.049507	-81.160529
7401652	Chatham Co Police Department	10/21/2019 17:58	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	32.02386	-81.225604
7402408	Savannah Police Department	10/23/2019 13:47	0	0	0	Left Angle Crash	["Disregard Stop Sign/Signal","Disregard Stop Sign/Signal"]	Daylight	Dry	32.048376	-81.16544
7403032	Chatham Co Police Department	10/18/2019 23:44	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Dark-Not Lighted	Dry	31.998987	-81.249742
7403620	Chatham Co Police Department	10/24/2019 8:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997308	-81.2594
7406332	Chatham Co Police Department	10/26/2019 19:00	0	0	2	Left Angle Crash	Failure to Yield	Dusk	Wet	31.995793	-81.269729
7406425	Chatham Co Police Department	10/26/2019 18:06	0	0	0	Not a Collision with Motor Vehicle		Daylight	Wet	32.045436	-81.177356
7406527	Garden City Police Department	10/21/2019 17:45	0	0	0	(None)	Changed Lanes Improperly	Daylight	(None)	32.03972	-81.207924

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
7406636	Garden City Police Department	10/15/2019 16:25	0	0	0	Right Angle Crash		Daylight	Wet	32.039417	-81.207549
7409762	Chatham Co Police Department	10/20/2019 12:20	0	0	0	Rear End	Failure to Yield	Daylight	Dry	32.000963	-81.247264
7411685	Chatham Co Police Department	10/29/2019 13:58	0	0	1	Not a Collision with Motor Vehicle	Driver Condition	Daylight	Wet	31.995701	-81.269697
7411929	Savannah Police Department	10/30/2019 20:53	0	0	3	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.054139	-81.140994
7412407	Savannah Police Department	10/31/2019 7:18	0	0	0	Left Angle Crash	Failure to Yield	Dawn	Dry	32.053386	-81.144026
7412664	Chatham Co Police Department	10/30/2019 15:47	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.002286	-81.245843
7413588	Chatham Co Police Department	10/27/2019 16:13	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	32.012489	-81.233954
7413654	Chatham Co Police Department	10/31/2019 18:32	0	0	0	Angle (Other)		Daylight	Dry	31.999295	-81.249196
7413729	Garden City Police Department	10/31/2019 18:35	0	0	0	Rear End	Following Too Close	Dawn	Dry	32.039581	-81.207841
7413746	Garden City Police Department	10/31/2019 20:20	0	0	0	Rear End		Dark-Lighted	Dry	32.039578	-81.207839
7414539	Chatham Co Police Department	10/28/2019 17:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.996201	-81.267354
7415458	Chatham Co Police Department	11/1/2019 14:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.047953	-81.167106
7415827	Chatham Co Police Department	11/2/2019 20:30	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.001181	-81.24703
7416569	Chatham Co Police Department	11/2/2019 4:45	0	0	0	Head On		Dark-Not Lighted	Dry	32.000086	-81.248596
7416655	Chatham Co Police Department	10/31/2019 16:05	0	0	0	Rear End	["Misjudged Clearance","Misjudged Clearance"]	Daylight	Dry	32.044038	-81.18312
7419804	Chatham Co Police Department	11/4/2019 7:53	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.00254	-81.245863
7419849	Chatham Co Police Department	11/4/2019 13:36	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	32.045336	-81.177765
7420043	Chatham Co Police Department	11/4/2019 7:18	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992723	-81.274565
7421660	Chatham Co Police Department	11/5/2019 14:13	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000793	-81.247246
7423309	Chatham Co Police Department	11/6/2019 9:17	0	0	1	Left Angle Crash	Failure to Yield	Daylight	Dry	32.023824	-81.225814
7423885	Chatham Co Police Department	10/29/2019 18:40	0	0	0	Rear End	Following Too Close	Dark-Lighted	Wet	32.030746	-81.220496
7424403	Savannah Police Department	11/7/2019 8:09	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.048726	-81.164026
7425426	Chatham Co Police Department	11/7/2019 18:10	0	0	0	Left Angle Crash	["Failure to Yield","Not Visible (Object, Person, or Vehicle)"]	Dark-Lighted	Dry	32.012129	-81.234223
7425436	Chatham Co Police Department	11/7/2019 13:50	0	0	0	Rear End	Failure to Yield	Daylight	Dry	32.045298	-81.177923
7426131	Garden City Police Department	11/1/2019 14:55	0	0	0	Head On	Failure to Yield	Daylight	Dry	32.043934	-81.183544
7426254	Chatham Co Police Department	11/5/2019 7:32	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.02621	-81.223791
7426963	Chatham Co Police Department	10/28/2019 16:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.996258	-81.266871
7426964	Chatham Co Police Department	11/3/2019 8:23	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998902	-81.250303
7427269	Savannah Police Department	11/9/2019 10:32	0	0	0	Head On	Failure to Yield	Daylight	Dry	32.041898	-81.19175
7427358	Chatham Co Police Department	11/9/2019 13:30	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.027136	-81.223465
7427585	Chatham Co Police Department	11/7/2019 16:45	0	0	0	Rear End	["Other Interior Distraction (Distracted)","Following Too Close","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	32.002182	-81.246249
7427895	Chatham Co Police Department	11/9/2019 12:10	0	0	0	Rear End	Failure to Yield	Daylight	Dry	32.000956	-81.247272
7429818	Chatham Co Police Department	11/11/2019 18:18	0	0	0	Rear End	["Following Too Close","Following Too Close"]	Dark-Not Lighted	Dry	31.996193	-81.266385
7429919	Chatham Co Police Department	11/11/2019 13:34	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000785	-81.247236
7431548	Savannah Police Department	11/12/2019 6:27	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053512	-81.142824
7432114	Gsp Post 00	7/24/2019 1:47	1	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Wet	32.040146	-81.201692
7433705	Chatham Co Police Department	11/13/2019 17:56	0	0	0	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Dry	32.027183	-81.222983
7434572	Chatham Co Police Department	11/10/2019 11:55	0	0	0	Not a Collision with Motor Vehicle	Not Visible (Object, Person, or Vehicle)	Daylight	Dry	32.047357	-81.169441
7435039	Chatham Co Police Department	11/14/2019 18:09	0	0	0	Rear End	Following Too Close	Dusk	Dry	31.99436	-81.272722
7435096	Chatham Co Police Department	11/13/2019 17:50	0	0	0	Angle (Other)	Failure to Yield	Dark-Lighted	Dry	31.995771	-81.269917
7436204	Chatham Co Police Department	11/15/2019 12:00	0	0	1	Angle (Other)	Disregard Stop Sign/Signal	Daylight	Wet	32.029477	-81.221451
7436458	Savannah Police Department	11/15/2019 17:53	0	0	0	Not a Collision with Motor Vehicle	Failure to Yield	Dark-Lighted	Wet	32.054454	-81.138883
7437054	Chatham Co Police Department	11/15/2019 6:30	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Wet	32.013959	-81.233038
7437343	Savannah Police Department	11/16/2019 16:01	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Wet	32.051972	-81.14952
7437754	Chatham Co Police Department	11/12/2019 12:12	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000974	-81.247252
7438880	Gsp Post 00	11/13/2019 16:00	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.049465	-81.160722
7440129	Chatham Co Police Department	11/18/2019 17:43	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.023579	-81.225823
7442200	Chatham Co Police Department	11/19/2019 17:49	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	31.998854	-81.25003
7442215	Chatham Co Police Department	11/19/2019 18:40	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	31.998959	-81.249794
7443626	Chatham Co Police Department	11/20/2019 12:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998964	-81.250178
7444331	Chatham Co Police Department	11/21/2019 10:10	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.039218	-81.208618
7445145	Chatham Co Police Department	11/19/2019 15:17	0	0	1	Head On	Failure to Yield	Daylight	Dry	32.023735	-81.225906
7446123	Garden City Police Department	11/11/2019 13:36	0	0	0	Rear End		Daylight	Dry	32.039596	-81.207849
7446377	Chatham Co Police Department	11/22/2019 18:04	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.000799	-81.247253
7446410	Chatham Co Police Department	11/22/2019 0:00	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.030691	-81.220537
7447207	Chatham Co Police Department	11/23/2019 18:10	0	0	0	Rear End	Following Too Close	Dusk	Dry	32.000982	-81.247243
7447214	Chatham Co Police Department	11/24/2019 18:53	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	31.999061	-81.249607
7447430	Chatham Co Police Department	11/22/2019 14:48	0	0	0	Rear End		Daylight	Dry	31.992679	-81.27451
7447839	Garden City Police Department	10/17/2019 19:45	0	0	0	Sideswipe-Same Direction		Dark-Not Lighted	Dry	32.041932	-81.191614
7451180	Garden City Police Department	11/11/2019 17:50	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.039357	-81.207992
7455336	Chatham Co Police Department	11/23/2019 13:52	0	0	0	Left Angle Crash		Daylight	Dry	32.014049	-81.232967
7455519	Chatham Co Police Department	11/26/2019 18:30	0	0	0	Sideswipe-Same Direction		Dark-Lighted	Dry	32.014274	-81.232787
7455795	Chatham Co Police Department	11/28/2019 19:15	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.012178	-81.234186
7456745	Chatham Co Police Department	11/29/2019 14:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.014048	-81.232968
7457098	Chatham Co Police Department	11/26/2019 17:54	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.031155	-81.220187
7457795	Chatham Co Police Department	12/1/2019 20:01	0	0	2	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	31.992723	-81.274565
7458024	Chatham Co Police Department	12/1/2019 1:05	0	0	0	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Dry	32.029316	-81.221381
7459199	Chatham Co Police Department	11/28/2019 16:11	0	0	0	Sideswipe-Same Direction		Daylight	Dry	31.997308	-81.2594
7459975	Chatham Co Police Department	12/2/2019 18:12	0	0	1	Rear End	Following Too Close	Dark-Lighted	Dry	32.027015	-81.2233
7461060	Chatham Co Police Department	12/3/2019 6:00	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	31.995701	-81.269697
7461061	Chatham Co Police Department	12/3/2019 7:53	0	0	0	Head On	Disregard Stop Sign/Signal	Daylight	Dry	32.000963	-81.247536
7463059	Garden City Police Department	11/18/2019 11:12	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.03962	-81.205928
7463064	Garden City Police Department	12/2/2019 15:39	0	0	0	Rear End	["Following Too Close","Following Too Close"]	Daylight	Dry	32.042913	-81.187538
7463297	Savannah Police Department	12/5/2019 2:18	0	0	0	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Dry	32.048593	-81.165641
7464064	Chatham Co Police Department	12/4/2019 7:30	0	0	0	Rear End	Following Too Close	Dawn	Dry	31.999886	-81.248453
7464065	Chatham Co Police Department	12/5/2019 7:55	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.046941	-81.171164
7465626	Savannah Police Department	12/6/2019 18:09	0	0	0	Sideswipe-Same Direction		Dusk	Dry	32.047875	-81.167409
7466623	Chatham Co Police Department	12/7/2019 12:56	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000983	-81.247243
7468112	Garden City Police Department	12/5/2019 17:43	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	32.040072	-81.202322
7470164	Chatham Co Police Department	12/6/2019 3:41	0	0	0	(None)	Following Too Close	Dark-Not Lighted	Dry	32.029368	-81.221337
7470357	Chatham Co Police Department	12/10/2019 7:46	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001222	-81.246986
7470360	Chatham Co Police Department	12/10/2019 7:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.024632	-81.225211
7471184	Savannah Police Department	12/10/2019 16:53	0	0	0	Left Angle Crash	["Failure to Yield","No Signal/Improper Signal"]	Daylight	Dry	32.048722	-81.164042
7471500	Chatham Co Police Department	12/9/2019 18:50	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	31.995916	-81.269268
7471545	Chatham Co Police Department	12/9/2019 1:53	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Dark-Not Lighted	Dry	32.000942	-81.247559

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
7472021	Garden City Police Department	12/9/2019 12:55	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.042877	-81.187686
7472264	Garden City Police Department	12/4/2019 5:43	0	1	0	Left Angle Crash	Failure to Yield	Dawn	Dry	32.039417	-81.207549
7472302	Garden City Police Department	10/5/2019 13:59	0	0	0	Angle (Other)		Daylight	Wet	32.043746	-81.184305
7474876	Chatham Co Police Department	12/11/2019 17:00	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	31.997634	-81.257946
7474881	Chatham Co Police Department	12/12/2019 17:05	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	31.996124	-81.267926
7474912	Chatham Co Police Department	12/12/2019 20:45	0	0	0	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Dry	32.00254	-81.245862
7474973	Chatham Co Police Department	12/12/2019 10:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999133	-81.249834
7475412	Garden City Police Department	12/9/2019 13:21	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.043979	-81.183361
7475769	Garden City Police Department	12/13/2019 7:45	0	0	0	Rear End		Daylight	Wet	32.043736	-81.184345
7475970	Savannah Police Department	12/13/2019 15:58	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.048538	-81.165623
7477261	Chatham Co Police Department	12/14/2019 20:07	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.00254	-81.245862
7477586	Chatham Co Police Department	12/13/2019 19:00	0	0	0	Not a Collision with Motor Vehicle	Misjudged Clearance	Dark-Lighted	Wet	32.051231	-81.152573
7477832	Chatham Co Police Department	12/4/2019 17:32	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.011841	-81.234599
7478531	Chatham Co Police Department	12/11/2019 17:01	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	31.997502	-81.258942
7478532	Chatham Co Police Department	12/16/2019 6:43	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.044319	-81.181964
7478673	Chatham Co Police Department	12/8/2019 17:30	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.000955	-81.247272
7479755	Chatham Co Police Department	12/16/2019 17:22	0	0	0	Rear End	["Following Too Close","Disregard Stop Sign/Signal"]	Dusk	Dry	32.029427	-81.221287
7481286	Gsp Post 00	12/10/2019 19:50	1	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	32.037589	-81.214586
7481744	Chatham Co Police Department	12/17/2019 11:02	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000785	-81.247236
7481858	Chatham Co Police Department	12/16/2019 16:53	0	0	0	Rear End	["Following Too Close","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	32.004011	-81.243991
7482107	Savannah Police Department	12/17/2019 17:30	0	0	0	Rear End	Following Too Close	Dark-Lighted	Wet	32.053813	-81.142318
7482221	Garden City Police Department	12/16/2019 18:10	0	0	0	Rear End	["Following Too Close","Reaction to Object or Animal"]	Dark-Lighted	Dry	32.039573	-81.207836
7482314	Savannah Police Department	12/17/2019 17:11	0	0	0	Sideswipe-Same Direction	Improper Passing of School Bus	Daylight	Wet	32.049313	-81.165906
7482490	Chatham Co Police Department	12/17/2019 16:45	0	0	0	Rear End	Too Fast for Conditions	Daylight	Wet	32.011136	-81.23495
7484187	Chatham Co Police Department	12/18/2019 15:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998995	-81.250116
7485564	Chatham Co Police Department	12/13/2019 17:17	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Wet	32.014047	-81.232969
7485587	Chatham Co Police Department	12/19/2019 17:36	0	0	0	Rear End	["Inattentive or Other Distraction (Distracted)","Following Too Close"]	Dark-Not Lighted	Dry	32.001106	-81.247111
7486930	Chatham Co Police Department	12/20/2019 18:00	0	0	4	Rear End	Following Too Close	Dusk	Dry	32.010915	-81.23512
7486935	Chatham Co Police Department	12/19/2019 16:01	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023855	-81.22602
7487129	Garden City Police Department	12/14/2019 9:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039579	-81.207839
7487766	Chatham Co Police Department	12/21/2019 21:30	0	0	1	Rear End	Following Too Close	Dark-Lighted	Dry	32.013975	-81.233026
7488192	Chatham Co Police Department	12/22/2019 11:05	0	0	0	Rear End		Daylight	Wet	32.013982	-81.233021
7488679	Chatham Co Police Department	12/22/2019 23:04	0	0	0	Not a Collision with Motor Vehicle	Too Fast for Conditions	Dark-Not Lighted	Wet	31.99984	-81.248779
7489082	Savannah Police Department	12/23/2019 7:06	0	0	0	Left Angle Crash	Disregard Stop Sign/Signal	Dark-Not Lighted	Wet	32.048753	-81.163906
7490778	Chatham Co Police Department	12/23/2019 18:17	0	0	0	Rear End	Following Too Close	Dark-Lighted	Wet	32.048867	-81.165734
7491112	Garden City Police Department	12/23/2019 13:30	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.039502	-81.207976
7491328	Chatham Co Police Department	12/18/2019 17:05	0	0	0	Left Angle Crash	Failure to Yield	Dawn	Dry	32.014048	-81.232968
7491423	Chatham Co Police Department	12/24/2019 11:00	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.000793	-81.247245
7492102	Savannah Police Department	12/22/2019 12:47	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Wet	32.048381	-81.165573
7492289	Chatham Co Police Department	12/25/2019 21:18	0	0	0	Sideswipe-Same Direction	Improper Passing	Dark-Lighted	Dry	32.014444	-81.23266
7493089	Chatham Co Police Department	12/26/2019 9:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997431	-81.259479
7495579	Chatham Co Police Department	12/27/2019 22:16	0	0	0	Angle (Other)	Following Too Close	Dark-Lighted	Dry	32.002466	-81.245945
7496223	Chatham Co Police Department	12/24/2019 18:15	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.001221	-81.246987
7498813	Garden City Police Department	12/30/2019 16:25	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039579	-81.20784
7499331	Chatham Co Police Department	12/31/2019 12:14	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013978	-81.233024
7499685	Chatham Co Police Department	12/31/2019 12:32	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.014048	-81.232968
7500591	Chatham Co Police Department	12/28/2019 12:56	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	32.051006	-81.153589
7501429	Chatham Co Police Department	12/28/2019 4:24	0	0	0	Not a Collision with Motor Vehicle	["Under the Influence (U.I.)","Disregard Other Traffic Control"]	Dark-Lighted	Dry	32.014049	-81.232967
7501430	Chatham Co Police Department	1/1/2020 18:16	0	0	0	Sideswipe-Same Direction		Dark-Lighted	Dry	32.014306	-81.232762
7502542	Chatham Co Police Department	1/3/2020 8:45	0	0	0	Rear End	Following Too Close	(None)	Dry	32.014048	-81.232968
7503201	Chatham Co Police Department	1/3/2020 16:48	0	0	0	Rear End	Following Too Close	Dusk	Dry	32.005164	-81.24293
7503910	Chatham Co Police Department	1/4/2020 17:30	0	0	0	Rear End		Daylight	Dry	32.051197	-81.152713
7504486	Chatham Co Police Department	1/5/2020 11:03	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023674	-81.225951
7505816	Savannah Police Department	1/6/2020 10:13	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.053074	-81.144999
7506437	Chatham Co Police Department	1/2/2020 18:06	0	0	0	Rear End	Following Too Close	Dusk	Dry	32.039572	-81.207836
7506438	Chatham Co Police Department	1/6/2020 18:07	0	0	0	Sideswipe-Same Direction	Misjudged Clearance	Dark-Lighted	Dry	32.051183	-81.152705
7507283	Garden City Police Department	12/23/2019 17:30	0	0	0	Head On	Wrong Side of Road	Dark-Lighted	Wet	32.043625	-81.184795
7507284	Garden City Police Department	1/3/2020 9:30	0	0	0	Head On	["Vision Obscured","Failure to Yield"]	Daylight	Dry	32.043859	-81.183855
7507879	Chatham Co Police Department	1/2/2020 18:15	0	0	0	Sideswipe-Same Direction	Failure to Yield	Dark-Lighted	Dry	31.998902	-81.250304
7507880	Chatham Co Police Department	1/6/2020 18:12	0	0	1	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.023455	-81.22592
7507881	Chatham Co Police Department	1/7/2020 5:28	0	0	0	Angle (Other)	Failure to Yield	Dark-Not Lighted	Dry	31.992724	-81.274567
7507897	Chatham Co Police Department	1/7/2020 12:03	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.046143	-81.174443
7507910	Chatham Co Police Department	1/1/2020 11:12	0	0	0	Rear End	Improper Backing	Daylight	Dry	32.014041	-81.232974
7507969	Chatham Co Police Department	12/31/2019 15:05	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.051707	-81.150629
7508445	Garden City Police Department	1/7/2020 16:07	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.03958	-81.20784
7508489	Garden City Police Department	1/7/2020 7:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039417	-81.207547
7508847	Chatham Co Police Department	1/5/2020 14:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998187	-81.253828
7510111	Savannah Police Department	1/9/2020 12:47	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.048723	-81.164039
7510622	Chatham Co Police Department	1/8/2020 21:24	0	1	0	Left Angle Crash	Disregard Stop Sign/Signal	Dark-Lighted	Dry	31.999061	-81.249607
7511549	Chatham Co Police Department	1/10/2020 18:49	0	0	2	Head On		Dark-Lighted	Dry	31.995791	-81.269728
7512579	Chatham Co Police Department	1/12/2020 10:30	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	32.001169	-81.247043
7513884	Chatham Co Police Department	1/9/2020 18:15	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.001463	-81.247007
7513938	Chatham Co Police Department	1/9/2020 17:00	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.021521	-81.227599
7514072	Chatham Co Police Department	1/13/2020 10:04	0	0	0	Angle (Other)		Daylight	Dry	32.053266	-81.143861
7514800	Chatham Co Police Department	1/9/2020 20:05	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Dark-Not Lighted	Dry	32.053335	-81.143975
7514805	Chatham Co Police Department	1/12/2020 16:50	0	1	0	Angle (Other)	Failure to Yield	Dusk	Dry	31.99579	-81.269728
7514842	Savannah Police Department	1/13/2020 20:21	0	0	0	Not a Collision with Motor Vehicle	Inattentive or Other Distraction (Distracted)	Dark-Lighted	Dry	32.054379	-81.13936
7515161	Chatham Co Police Department	1/14/2020 7:47	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.026053	-81.22392
7515717	Chatham Co Police Department	1/14/2020 7:31	0	0	0	Sideswipe-Opposite Direction		Daylight	Dry	32.02707	-81.223071
7516150	Chatham Co Police Department	1/14/2020 20:44	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Dark-Not Lighted	Dry	31.995929	-81.2692
7516155	Chatham Co Police Department	1/14/2020 19:31	0	0	1	Sideswipe-Opposite Direction	Failure to Yield	Dusk	Dry	32.000961	-81.247538
7517289	Chatham Co Police Department	1/6/2020 17:25	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000772	-81.24722
7517359	Chatham Co Police Department	1/15/2020 14:32	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.029415	-81.221298
7517632	Gsp Post 00	1/13/2020 22:03	1	0	0	Not a Collision with Motor Vehicle	Not Visible (Object, Person, or Vehicle)	Dark-Not Lighted	Wet	32.034789	-81.21724
7518374	Chatham Co Police Department	1/15/2020 20:53	0	0	1	Left Angle Crash	["Disregard Stop Sign/Signal","Failure to Yield","Inattentive or Other Distraction (Distracted)"]	Dark-Lighted	Dry	32.01405	-81.232966

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
7519426	Chatham Co Police Department	1/17/2020 8:37	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	(None)	Dry	31.98117	-81.28627
7519995	Chatham Co Police Department	1/17/2020 15:12	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013967	-81.232838
7520435	Chatham Co Police Department	1/18/2020 13:04	0	0	0	Sideswipe-Same Direction	Improper Turn	Daylight	Dry	31.99879	-81.250165
7520527	Garden City Police Department	1/17/2020 16:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.042473	-81.189488
7520933	Chatham Co Police Department	1/18/2020 16:56	0	0	0	Sideswipe-Same Direction	["Changed Lanes Improperly","Misjudged Clearance"]	Daylight	Dry	31.99777	-81.256935
7521634	Savannah Police Department	1/20/2020 10:44	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053813	-81.142318
7521727	Chatham Co Police Department	1/20/2020 14:38	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000956	-81.247271
7521765	Savannah Police Department	1/20/2020 16:43	0	0	0	Rear End	["Following Too Close","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	32.054263	-81.139809
7521968	Chatham Co Police Department	1/16/2020 16:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.996456	-81.265534
7523628	Garden City Police Department	1/21/2020 5:35	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	32.040303	-81.200457
7523657	Chatham Co Police Department	1/21/2020 18:15	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.050992	-81.153653
7523660	Chatham Co Police Department	1/21/2020 18:20	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.002461	-81.245951
7524814	Savannah Police Department	1/22/2020 19:05	0	0	0	Right Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.048723	-81.164041
7524833	Chatham Co Police Department	1/19/2020 14:12	0	0	0	Rear End	["Following Too Close","Occupant Distraction (Distracted)"]	Daylight	Dry	32.013967	-81.232837
7524889	Savannah Police Department	1/22/2020 22:35	0	0	0	Left Angle Crash		Dark-Not Lighted	Dry	32.052626	-81.146837
7525606	Garden City Police Department	1/23/2020 17:44	0	0	0	Rear End		Dawn	Dry	32.039573	-81.207836
7525949	Savannah Police Department	1/23/2020 6:40	0	0	0	Right Angle Crash	Improper Turn	Dark-Lighted	Dry	32.048377	-81.165433
7527235	Chatham Co Police Department	1/24/2020 18:26	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.023502	-81.225883
7527760	Chatham Co Police Department	1/25/2020 20:10	0	0	0	Angle (Other)	Failure to Yield	Dark-Not Lighted	Dry	32.051352	-81.15208
7527849	Chatham Co Police Department	1/24/2020 19:08	0	0	0	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Wet	31.996862	-81.262796
7528025	Chatham Co Police Department	1/24/2020 16:00	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Wet	32.023683	-81.225738
7528766	Chatham Co Police Department	1/22/2020 7:44	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999152	-81.249802
7530843	Chatham Co Police Department	1/28/2020 6:23	0	1	0	Not a Collision with Motor Vehicle	Driver Lost Control	Dawn	Dry	32.051749	-81.150451
7531074	Chatham Co Police Department	1/22/2020 13:06	0	0	0	Not a Collision with Motor Vehicle	Driver Condition	Daylight	Dry	32.037065	-81.215078
7531387	Chatham Co Police Department	1/28/2020 16:51	0	0	0	Head On		Daylight	Dry	31.999133	-81.249834
7531412	Garden City Police Department	1/27/2020 6:45	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.041656	-81.192691
7531535	Savannah Police Department	1/28/2020 18:30	0	0	0	Rear End		Dark-Lighted	Dry	32.053853	-81.141745
7531825	Chatham Co Police Department	1/26/2020 15:00	0	0	0	Rear End	Failure to Yield	Daylight	Dry	31.998187	-81.253828
7532695	Chatham Co Police Department	1/29/2020 17:48	0	0	0	Rear End	Following Too Close	Dawn	Wet	32.00254	-81.245863
7533067	Chatham Co Police Department	1/29/2020 7:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002386	-81.24573
7533375	Savannah Police Department	1/30/2020 16:33	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.053643	-81.142288
7534991	Savannah Police Department	1/31/2020 15:10	0	0	0	Head On	Improper Turn	Daylight	Wet	32.04837	-81.16547
7535018	Chatham Co Police Department	1/31/2020 15:32	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.051062	-81.1524
7535143	Chatham Co Police Department	2/1/2020 7:40	0	0	1	Left Angle Crash	Failure to Yield	Daylight	Dry	32.023836	-81.225823
7535496	Chatham Co Police Department	2/1/2020 19:29	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.029475	-81.221453
7535877	Chatham Co Police Department	2/1/2020 19:20	0	0	0	Head On	Changed Lanes Improperly	Dark-Not Lighted	Dry	32.010159	-81.235689
7535921	Savannah Police Department	2/2/2020 15:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054003	-81.140815
7537695	Chatham Co Police Department	2/3/2020 12:35	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001121	-81.247368
7538357	Chatham Co Police Department	1/30/2020 5:53	0	0	0	Left Angle Crash	Failure to Yield	Dawn	Wet	32.047343	-81.1695
7538406	Chatham Co Police Department	2/3/2020 16:28	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001101	-81.247389
7539517	Chatham Co Police Department	2/5/2020 6:15	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.014047	-81.232969
7539823	Garden City Police Department	2/2/2020 17:10	0	0	0	(None)	["Following Too Close","Following Too Close"]	(None)	(None)	32.039326	-81.208212
7540039	Chatham Co Police Department	2/5/2020 20:12	0	0	3	Left Angle Crash		Dark-Lighted	Dry	32.014047	-81.232969
7540048	Savannah Police Department	2/5/2020 18:21	0	0	0	Right Angle Crash	Following Too Close	Dark-Lighted	Dry	32.048376	-81.16544
7541744	Chatham Co Police Department	2/6/2020 20:18	0	0	0	Left Angle Crash		Dark-Not Lighted	Wet	32.014048	-81.232968
7543451	Chatham Co Police Department	1/30/2020 19:04	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.002539	-81.245863
7543457	Chatham Co Police Department	2/7/2020 19:10	0	0	0	Sideswipe-Opposite Direction	Failure to Yield	Dark-Lighted	Dry	31.995792	-81.269729
7543824	Garden City Police Department	2/4/2020 8:15	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.043623	-81.184803
7545066	Chatham Co Police Department	2/5/2020 16:02	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.014047	-81.232969
7546286	Garden City Police Department	1/24/2020 13:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039571	-81.207835
7546804	Chatham Co Police Department	2/10/2020 22:23	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.010112	-81.235721
7547590	Garden City Police Department	1/31/2020 18:15	0	0	0	Rear End	["Following Too Close","Inattentive or Other Distraction (Distracted)"]	Dark-Not Lighted	Wet	32.039575	-81.207837
7548053	Chatham Co Police Department	2/12/2020 19:30	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.001131	-81.247358
7548349	Gsp Post 00	2/10/2020 15:09	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039342	-81.208098
7549771	Chatham Co Police Department	2/12/2020 19:36	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Dark-Lighted	Dry	31.999241	-81.249649
7549772	Chatham Co Police Department	2/13/2020 18:55	0	0	0	Rear End	Following Too Close	Dark-Lighted	Wet	32.001005	-81.247491
7550154	Garden City Police Department	2/11/2020 6:55	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.042585	-81.188901
7550223	Chatham Co Police Department	2/14/2020 9:29	0	0	0	Rear End	Following Too Close	Daylight	Wet	31.995893	-81.269383
7550266	Savannah Police Department	2/14/2020 7:19	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.053946	-81.140994
7551246	Chatham Co Police Department	2/14/2020 16:34	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.016564	-81.231199
7551609	Chatham Co Police Department	2/14/2020 18:32	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.053335	-81.143975
7551752	Chatham Co Police Department	2/15/2020 12:19	0	0	0	Not a Collision with Motor Vehicle	Driver Lost Control	Daylight	Dry	32.011584	-81.234616
7552004	Gsp Post 00	2/13/2020 14:16	0	0	0	Rear End	["Following Too Close","Driver Condition"]	Daylight	Dry	31.990185	-81.2774
7552041	Savannah Police Department	2/16/2020 13:08	0	0	0	Rear End	["Too Fast for Conditions","Following Too Close"]	Daylight	Dry	32.049063	-81.162551
7552500	Savannah Police Department	2/17/2020 7:01	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.048371	-81.165465
7552544	Chatham Co Police Department	2/3/2020 9:12	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.000962	-81.247537
7552689	Savannah Police Department	2/17/2020 7:41	0	0	0	Left Angle Crash	Disregard Stop Sign/Signal	Daylight	Wet	32.039907	-81.203727
7553786	Chatham Co Police Department	2/7/2020 7:01	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000955	-81.247272
7553789	Chatham Co Police Department	2/9/2020 17:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001101	-81.247389
7553790	Chatham Co Police Department	2/12/2020 15:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001121	-81.247368
7553836	Chatham Co Police Department	2/12/2020 16:32	0	0	0	Rear End		Daylight	Dry	32.003083	-81.245007
7553837	Chatham Co Police Department	2/13/2020 6:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000954	-81.247273
7553838	Chatham Co Police Department	2/13/2020 16:50	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	31.980928	-81.286703
7553839	Chatham Co Police Department	2/13/2020 15:13	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023653	-81.225966
7553988	Chatham Co Police Department	2/17/2020 6:45	0	0	1	Angle (Other)	Disregard Stop Sign/Signal	Dark-Not Lighted	Dry	32.014047	-81.232969
7554041	Chatham Co Police Department	2/17/2020 10:38	0	0	0	Rear End	Improper Turn	Daylight	Dry	31.997627	-81.257022
7554288	Chatham Co Police Department	2/17/2020 9:25	0	0	0	Sideswipe-Opposite Direction	["Wrong Side of Road","Driver Condition"]	Daylight	Wet	32.051156	-81.1529
7555364	Savannah Police Department	2/16/2020 15:30	0	0	0	Not a Collision with Motor Vehicle	Too Fast for Conditions	Daylight	Water (standing or moving)	32.053949	-81.141029
7555951	Chatham Co Police Department	2/19/2020 12:25	0	0	0	Rear End	Failure to Yield	Daylight	Dry	31.992756	-81.274771
7557234	Chatham Co Police Department	2/20/2020 7:50	0	0	0	Head On	Following Too Close	Daylight	Dry	31.999057	-81.249684
7557252	Chatham Co Police Department	2/19/2020 16:43	0	0	0	Rear End	Changed Lanes Improperly	Daylight	Dry	32.000918	-81.247422
7557542	Garden City Police Department	2/19/2020 15:50	0	0	0	(None)	Following Too Close	(None)	(None)	32.0438	-81.184087
7558547	Chatham Co Police Department	2/18/2020 14:21	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.02365	-81.225968
7558692	Savannah Police Department	2/21/2020 17:51	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048723	-81.164039
7560050	Chatham Co Police Department	2/22/2020 20:17	0	0	0	Sideswipe-Same Direction	Not Visible (Object, Person, or Vehicle)	Dark-Not Lighted	Dry	32.008086	-81.237498

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
7561672	Chatham Co Police Department	2/24/2020 19:20	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.000775	-81.247224
7562052	Chatham Co Police Department	2/25/2020 7:20	0	0	0	Rear End	Following Too Close	Daylight	Wet	31.992724	-81.274567
7563062	Garden City Police Department	2/25/2020 18:35	0	0	2	Head On	Failure to Yield	Dark-Not Lighted	Dry	32.039417	-81.207548
7563912	Chatham Co Police Department	2/22/2020 12:20	0	0	0	Sideswipe-Same Direction	Following Too Close	Daylight	Dry	32.000962	-81.247265
7564247	Chatham Co Police Department	2/23/2020 13:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.02366	-81.225961
7564825	Chatham Co Police Department	2/22/2020 14:24	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000781	-81.247231
7565432	Chatham Co Police Department	2/27/2020 21:05	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.000957	-81.24727
7565447	Savannah Police Department	2/26/2020 23:08	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Dark-Lighted	Dry	32.04922	-81.165872
7565728	Chatham Co Police Department	2/25/2020 16:37	0	0	0	Rear End	Improper Backing	Daylight	Dry	32.037209	-81.215143
7566140	Chatham Co Police Department	2/28/2020 13:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000959	-81.247268
7566192	Chatham Co Police Department	2/28/2020 11:09	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000981	-81.247244
7566396	Chatham Co Police Department	2/25/2020 18:37	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.001023	-81.247472
7567229	Chatham Co Police Department	2/28/2020 19:12	0	0	2	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.023825	-81.225815
7567520	Garden City Police Department	2/25/2020 15:45	0	0	0	(None)	Following Too Close	(None)	(None)	32.039335	-81.208145
7569524	Chatham Co Police Department	3/1/2020 21:37	0	0	0	Not a Collision with Motor Vehicle	Reaction to Object or Animal	Dark-Not Lighted	Dry	31.980647	-81.286807
7570329	Savannah Police Department	3/3/2020 11:20	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.053298	-81.143947
7571133	Garden City Police Department	2/18/2020 8:50	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.040422	-81.19953
7572952	Garden City Police Department	3/1/2020 16:35	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.043807	-81.18406
7573138	Chatham Co Police Department	3/4/2020 12:17	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Wet	32.053288	-81.14392
7574270	Chatham Co Police Department	3/1/2020 13:49	0	0	0	Rear End		Daylight	Dry	31.997703	-81.256505
7574314	Chatham Co Police Department	3/5/2020 19:58	0	0	0	Sideswipe-Same Direction		Daylight	Wet	32.000958	-81.247541
7574389	Savannah Police Department	3/5/2020 21:50	0	0	0	Not a Collision with Motor Vehicle	["Changed Lanes Improperly","Under the Influence (U.I.)"]	Dark-Not Lighted	Wet	32.053824	-81.141535
7574443	Chatham Co Police Department	3/2/2020 8:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.981632	-81.285804
7574783	Savannah Police Department	3/5/2020 14:59	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.048377	-81.165433
7576768	Garden City Police Department	3/6/2020 10:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039573	-81.207836
7577075	Chatham Co Police Department	3/8/2020 9:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023662	-81.22596
7577083	Chatham Co Police Department	3/6/2020 8:41	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000949	-81.247552
7577193	Chatham Co Police Department	3/5/2020 21:50	0	0	0	Angle (Other)	["Under the Influence (U.I.)","Changed Lanes Improperly"]	Dark-Not Lighted	Wet	32.009499	-81.236395
7578037	Chatham Co Police Department	3/9/2020 13:05	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001101	-81.247389
7579348	Savannah Police Department	3/10/2020 7:00	0	0	0	Left Angle Crash	Improper Turn	Dark-Lighted	Dry	32.053252	-81.144266
7580985	Chatham Co Police Department	3/11/2020 12:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000997	-81.247228
7592997	Savannah Police Department	3/13/2020 23:42	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.053811	-81.142325
7593940	Chatham Co Police Department	3/15/2020 13:14	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001092	-81.247399
7594350	Chatham Co Police Department	3/15/2020 11:43	0	0	0	Not a Collision with Motor Vehicle	Reaction to Object or Animal	Daylight	Dry	32.015271	-81.232052
7597333	Garden City Police Department	3/12/2020 17:13	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039562	-81.206394
7597352	Garden City Police Department	3/16/2020 15:27	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039575	-81.207837
7598254	Chatham Co Police Department	3/19/2020 11:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000711	-81.247147
7598729	Savannah Police Department	3/18/2020 20:57	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.054675	-81.138823
7598837	Chatham Co Police Department	3/16/2020 6:35	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.001105	-81.247385
7599374	Savannah Police Department	3/20/2020 12:37	0	0	1	Left Angle Crash	Failure to Yield	Daylight	Dry	32.054135	-81.140988
7599445	Chatham Co Police Department	3/20/2020 13:19	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000785	-81.247236
7600398	Chatham Co Police Department	3/12/2020 14:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.01358	-81.233311
7602192	Chatham Co Police Department	3/23/2020 21:39	0	0	0	Head On	Failure to Yield	Dark-Lighted	Dry	32.014049	-81.232967
7602272	Chatham Co Police Department	3/23/2020 8:43	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.001577	-81.246887
7605688	Chatham Co Police Department	3/28/2020 17:46	0	0	0	Head On	Following Too Close	Daylight	Dry	32.023664	-81.225958
7608480	Savannah Police Department	4/2/2020 11:26	0	0	0	Rear End	["Other Activity - Mobile Device (Distracted)","Following Too Close"]	Daylight	Dry	32.054628	-81.139031
7608717	Chatham Co Police Department	3/31/2020 16:25	0	0	1	Not a Collision with Motor Vehicle		Daylight	Wet	31.99777	-81.256932
7610045	Chatham Co Police Department	4/5/2020 4:28	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	32.029644	-81.221142
7611148	Garden City Police Department	4/3/2020 13:19	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039581	-81.207841
7611891	Savannah Police Department	4/8/2020 18:42	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.052482	-81.147427
7611906	Chatham Co Police Department	4/3/2020 17:36	0	0	0	Angle (Other)	["Aggressive Driving","Changed Lanes Improperly"]	Daylight	Dry	31.997635	-81.256921
7612704	Chatham Co Police Department	4/6/2020 12:43	0	0	0	Left Angle Crash		Daylight	Dry	32.000848	-81.247388
7613662	Savannah Police Department	4/13/2020 7:40	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.053425	-81.14378
7614654	Chatham Co Police Department	4/14/2020 12:11	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002426	-81.24571
7614678	Chatham Co Police Department	4/13/2020 12:35	0	0	0	Angle (Other)	Driver Lost Control	Daylight	Dry	32.039311	-81.208314
7616791	Savannah Police Department	4/16/2020 9:31	0	0	1	Right Angle Crash	Improper Turn	Daylight	Dry	32.054163	-81.140198
7617747	Chatham Co Police Department	4/17/2020 14:25	0	0	0	Rear End	["Under the Influence (U.I.)","Following Too Close"]	(None)	(None)	32.014109	-81.233094
7618959	Chatham Co Police Department	4/16/2020 12:35	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	31.992818	-81.274711
7622251	Chatham Co Police Department	4/25/2020 21:40	0	0	0	Not a Collision with Motor Vehicle	Misjudged Clearance	Dark-Not Lighted	Dry	31.995791	-81.269728
7622388	Chatham Co Police Department	4/26/2020 12:07	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013962	-81.233035
7622605	Chatham Co Police Department	4/26/2020 19:59	0	0	0	Rear End	Following Too Close	Dusk	Dry	32.023664	-81.225958
7623784	Savannah Police Department	4/27/2020 20:30	0	0	0	Left Angle Crash	["Failure to Yield","Improper Turn"]	Dark-Lighted	Dry	32.048353	-81.165549
7624568	Chatham Co Police Department	4/19/2020 12:57	0	0	0	Rear End	Following Too Close	Daylight	Wet	31.995793	-81.269729
7624570	Chatham Co Police Department	4/27/2020 16:19	0	0	0	Angle (Other)	["Inattentive or Other Distraction (Distracted)","Following Too Close"]	Daylight	Dry	32.029396	-81.221314
7626016	Chatham Co Police Department	4/30/2020 13:08	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997291	-81.259542
7626070	Chatham Co Police Department	4/30/2020 13:53	0	0	0	Sideswipe-Same Direction	Driver Lost Control	Daylight	Dry	32.017075	-81.230678
7626466	Chatham Co Police Department	4/30/2020 4:28	0	0	0	Angle (Other)	Driver Lost Control	Dark-Not Lighted	Wet	32.045986	-81.175104
7627395	Savannah Police Department	5/1/2020 13:54	0	0	0	Left Angle Crash		Daylight	Dry	32.053962	-81.140975
7628666	Chatham Co Police Department	4/30/2020 16:41	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002427	-81.245711
7629336	Chatham Co Police Department	5/4/2020 10:05	0	0	1	Head On	Failure to Yield	Daylight	Dry	32.027147	-81.223189
7630374	Chatham Co Police Department	5/5/2020 10:23	0	0	2	Left Angle Crash		Daylight	Dry	32.023836	-81.225823
7630920	Chatham Co Sheriff's Office	4/27/2020 7:45	0	0	0	Head On		Daylight	Dry	32.047898	-81.167317
7631007	Chatham Co Police Department	5/2/2020 14:55	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023656	-81.225964
7631008	Chatham Co Police Department	5/2/2020 16:35	0	0	0	Rear End	["Following Too Close","Following Too Close"]	Daylight	Dry	31.997635	-81.256921
7631506	Chatham Co Police Department	5/3/2020 21:11	0	0	0	Rear End	Improper Backing	Dark-Lighted	Dry	32.013968	-81.232837
7631732	Garden City Police Department	5/6/2020 14:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039573	-81.207836
7632140	Garden City Police Department	5/7/2020 17:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039579	-81.207839
7632344	Chatham Co Police Department	5/7/2020 20:55	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	31.99879	-81.250165
7632723	Chatham Co Police Department	5/4/2020 14:30	0	0	0	Rear End		Daylight	Dry	31.999263	-81.249611
7633683	Chatham Co Police Department	5/9/2020 19:10	0	0	0	Left Angle Crash	Improper Turn	Daylight	Dry	31.997635	-81.256921
7634239	Chatham Co Police Department	5/7/2020 11:46	0	0	3	Right Angle Crash	Failure to Yield	Daylight	Dry	32.014048	-81.232968
7634944	Chatham Co Police Department	5/11/2020 9:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998848	-81.250045
7636426	Savannah Police Department	5/13/2020 8:10	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.04837	-81.16547
7636756	Savannah Police Department	5/13/2020 17:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054023	-81.140739
7637387	Savannah Police Department	5/14/2020 10:12	0	0	0	Left Angle Crash		Daylight	Dry	32.04837	-81.16547

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
7638706	Chatham Co Police Department	5/7/2020 23:08	0	0	2	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.052058	-81.149165
7639438	Chatham Co Police Department	5/16/2020 12:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023831	-81.225973
7639440	Chatham Co Police Department	5/16/2020 14:20	0	0	0	Sideswipe-Same Direction		Daylight	Dry	31.998047	-81.253799
7640680	Savannah Police Department	5/18/2020 6:32	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048484	-81.165606
7641718	Savannah Police Department	5/19/2020 9:38	0	0	0	Rear End	["Inattentive or Other Distraction (Distracted)","Improper Turn"]	Daylight	Dry	32.04837	-81.16547
7642563	Garden City Police Department	5/15/2020 18:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039565	-81.207831
7645121	Chatham Co Police Department	5/24/2020 12:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.00254	-81.245863
7645310	Savannah Police Department	5/23/2020 7:42	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053812	-81.142318
7646377	Garden City Police Department	5/6/2020 16:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039572	-81.207836
7647010	Chatham Co Police Department	5/17/2020 16:30	0	0	0	Head On	Failure to Yield	Daylight	Dry	32.010177	-81.23584
7648981	Chatham Co Police Department	5/27/2020 19:18	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000779	-81.247228
7649965	Chatham Co Police Department	5/29/2020 9:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001022	-81.247201
7650364	Garden City Police Department	5/25/2020 11:36	0	0	1	Rear End	Following Too Close	Daylight	Dry	32.039582	-81.207841
7650501	Chatham Co Police Department	5/30/2020 16:28	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.99879	-81.250165
7650703	Chatham Co Police Department	5/30/2020 18:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997616	-81.257142
7650984	Chatham Co Police Department	5/30/2020 15:15	0	0	0	Left Angle Crash	["Failure to Yield","Failure to Yield"]	Daylight	Dry	31.998047	-81.253799
7652422	Chatham Co Police Department	6/1/2020 14:10	0	0	0	Rear End	["Following Too Close","Reaction to Object or Animal"]	Daylight	Dry	31.978551	-81.289144
7653074	Chatham Co Police Department	6/1/2020 19:27	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023294	-81.226047
7653470	Chatham Co Police Department	6/1/2020 17:26	0	0	1	Rear End	Following Too Close	Daylight	Dry	32.02126	-81.227605
7653476	Chatham Co Police Department	6/1/2020 18:33	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023315	-81.22603
7654233	Garden City Police Department	5/29/2020 15:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.042848	-81.18781
7655297	Garden City Police Department	6/4/2020 11:55	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.039391	-81.207751
7656640	Chatham Co Police Department	6/5/2020 17:35	0	0	0	Angle (Other)	Improper Turn	Daylight	Dry	32.0516	-81.151076
7657485	Chatham Co Police Department	6/6/2020 16:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999239	-81.249653
7658684	Chatham Co Police Department	6/8/2020 15:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000967	-81.247259
7660409	Chatham Co Police Department	6/9/2020 19:15	0	0	1	Angle (Other)	Reaction to Object or Animal	Daylight	Wet	32.051182	-81.152704
7662297	Savannah Police Department	6/11/2020 12:50	0	0	0	Angle (Other)	Improper Backing	Daylight	Dry	32.051215	-81.152637
7662571	Savannah Police Department	6/11/2020 22:47	0	0	1	Left Angle Crash	Improper Turn	Dark-Lighted	Dry	32.054495	-81.138909
7663745	Chatham Co Police Department	6/12/2020 9:40	0	0	0	Left Angle Crash	Disregard Stop Sign/Signal	Daylight	Dry	31.99879	-81.250165
7664016	Chatham Co Police Department	6/13/2020 22:48	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	31.9957	-81.269698
7664942	Savannah Police Department	6/12/2020 0:00	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.04837	-81.16547
7665583	Garden City Police Department	5/22/2020 16:47	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039361	-81.207962
7665902	Chatham Co Police Department	6/15/2020 9:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013981	-81.233021
7666552	Garden City Police Department	6/11/2020 15:04	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039569	-81.207834
7667214	Chatham Co Police Department	6/15/2020 20:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.995888	-81.269412
7667317	Garden City Police Department	6/16/2020 17:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039355	-81.208008
7667530	Gsp Post 00	6/14/2020 21:36	1	0	1	Not a Collision with Motor Vehicle	Failure to Yield	Dark-Not Lighted	Dry	31.997421	-81.259557
7668162	Chatham Co Police Department	6/17/2020 20:32	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.050674	-81.15515
7668205	Savannah Police Department	6/17/2020 12:45	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.047828	-81.167589
7669024	Savannah Police Department	6/18/2020 21:27	0	0	0	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Dry	32.049831	-81.165828
7669096	Chatham Co Police Department	6/18/2020 17:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.995778	-81.269897
7671044	Garden City Police Department	6/20/2020 17:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.04399	-81.183315
7672280	Chatham Co Police Department	6/22/2020 8:52	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.99879	-81.250165
7672281	Chatham Co Police Department	6/22/2020 11:12	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	31.99879	-81.250165
7672385	Chatham Co Police Department	6/18/2020 17:07	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000918	-81.247422
7673983	Chatham Co Police Department	6/23/2020 20:52	0	0	0	Angle (Other)	Following Too Close	Dusk	Dry	31.999256	-81.249624
7675192	Chatham Co Police Department	6/22/2020 4:10	0	0	0	Not a Collision with Motor Vehicle		Dark-Lighted	Dry	31.996995	-81.261908
7675201	Chatham Co Police Department	6/20/2020 19:18	0	0	0	Rear End	Improper Backing	Daylight	Dry	32.000783	-81.247233
7675209	Chatham Co Police Department	6/24/2020 17:25	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039121	-81.209339
7675843	Chatham Co Police Department	6/24/2020 15:14	0	0	1	Rear End		Daylight	Dry	32.051165	-81.15286
7675940	Chatham Co Police Department	6/25/2020 13:59	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	31.99845	-81.251798
7676516	Chatham Co Police Department	6/23/2020 6:10	0	0	1	Not a Collision with Motor Vehicle	Under the Influence (U.I.)	Dark-Lighted	Dry	32.051833	-81.150099
7676517	Chatham Co Police Department	6/23/2020 14:15	0	0	0	Not a Collision with Motor Vehicle	["Driver Lost Control","Failure to Yield"]	Daylight	Dry	31.980616	-81.287022
7676518	Chatham Co Police Department	6/23/2020 15:57	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.023584	-81.225819
7676971	Chatham Co Police Department	6/26/2020 13:18	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.023823	-81.225814
7678674	Chatham Co Police Department	6/25/2020 17:11	0	0	0	Rear End	Failure to Yield	Daylight	Dry	32.053783	-81.142435
7680863	Chatham Co Police Department	6/29/2020 17:00	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.014511	-81.232611
7682529	Chatham Co Police Department	6/28/2020 8:57	1	1	1	Head On	Failure to Yield	Daylight	Dry	31.997291	-81.259541
7684035	Garden City Police Department	7/1/2020 17:42	0	0	0	Rear End		Daylight	Dry	32.042258	-81.190315
7684260	Chatham Co Police Department	7/1/2020 7:37	0	0	0	Left Angle Crash	Disregard Stop Sign/Signal	Daylight	Dry	31.99579	-81.269728
7684434	Chatham Co Police Department	7/2/2020 13:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013954	-81.233041
7685144	Savannah Police Department	6/26/2020 17:08	0	0	0	Rear End	["Following Too Close","Under the Influence (U.I.)"]	Daylight	Dry	32.053544	-81.142694
7685149	Garden City Police Department	7/1/2020 19:40	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.043858	-81.183858
7685167	Chatham Co Police Department	7/1/2020 18:20	0	0	0	Sideswipe-Same Direction	["Changed Lanes Improperly","Improper Turn"]	Daylight	Dry	32.051255	-81.152474
7685299	Chatham Co Police Department	6/30/2020 15:14	0	0	1	Rear End	Following Too Close	Daylight	Dry	31.996215	-81.267242
7685787	Chatham Co Police Department	6/29/2020 15:46	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.996083	-81.268254
7686187	Chatham Co Police Department	7/5/2020 1:14	0	0	0	Not a Collision with Motor Vehicle	Driver Lost Control	Dark-Not Lighted	Dry	31.979998	-81.287662
7687926	Chatham Co Police Department	7/6/2020 19:21	0	0	0	Right Angle Crash		Daylight	Wet	32.029395	-81.221315
7688120	Garden City Police Department	7/2/2020 11:05	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039323	-81.208235
7688164	Chatham Co Police Department	7/1/2020 16:43	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023664	-81.225958
7688965	Chatham Co Police Department	7/6/2020 16:45	0	0	0	Rear End	Too Fast for Conditions	Daylight	Wet	32.013963	-81.232841
7689596	Chatham Co Police Department	7/7/2020 19:22	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.023824	-81.225814
7690418	Chatham Co Police Department	7/8/2020 15:15	0	2	0	Angle (Other)	["Disregard Stop Sign/Signal","Disregard Stop Sign/Signal"]	Daylight	Dry	32.029475	-81.221453
7691851	Chatham Co Police Department	7/9/2020 18:18	0	0	0	Left Angle Crash	Disregard Stop Sign/Signal	Daylight	Wet	32.051183	-81.152705
7691941	Chatham Co Police Department	7/9/2020 18:50	0	0	0	Rear End	["Following Too Close","Following Too Close"]	Daylight	Wet	31.995881	-81.269447
7692538	Chatham Co Police Department	7/7/2020 16:42	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.000955	-81.247272
7692630	Savannah Police Department	7/10/2020 16:56	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054204	-81.140037
7692927	Chatham Co Police Department	7/10/2020 17:40	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	31.995788	-81.269727
7693341	Chatham Co Police Department	7/10/2020 18:05	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000958	-81.247269
7693623	Chatham Co Police Department	7/6/2020 17:30	0	1	1	Left Angle Crash	Misjudged Clearance	Daylight	Wet	32.027147	-81.22319
7693868	Garden City Police Department	7/11/2020 16:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.03957	-81.207834
7694025	Chatham Co Police Department	7/11/2020 21:00	0	0	1	Angle (Other)		Dark-Lighted	Dry	32.023886	-81.225784
7694030	Savannah Police Department	7/12/2020 16:42	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053777	-81.142458
7697064	Savannah Police Department	7/15/2020 0:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.051197	-81.152714
7697142	Gsp Post 00	7/13/2020 22:42	0	0	0	Sideswipe-Same Direction	["Under the Influence (U.I.)","Reckless Driving","Disregard Police - Evasion"]	Dark-Not Lighted	Dry	32.005242	-81.242814

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
7697252	Chatham Co Police Department	7/6/2020 17:00	0	0	0	Rear End	Following Too Close	Daylight	Wet	31.997791	-81.256767
7697398	Garden City Police Department	7/7/2020 18:29	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.039566	-81.207832
7698310	Garden City Police Department	7/16/2020 10:35	0	0	0	Rear End		Daylight	Dry	32.043637	-81.184744
7698442	Chatham Co Police Department	7/15/2020 8:20	0	0	0	Right Angle Crash	Failure to Yield	Daylight	Dry	32.014048	-81.232968
7698443	Chatham Co Police Department	7/15/2020 12:30	0	1	0	Rear End	Too Fast for Conditions	Daylight	Dry	31.98041	-81.287237
7698731	Chatham Co Police Department	7/15/2020 17:51	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.01435	-81.23273
7699368	Savannah Police Department	7/17/2020 12:51	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054125	-81.140988
7700022	Chatham Co Police Department	7/18/2020 12:35	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999133	-81.249834
7700551	Garden City Police Department	7/17/2020 16:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.03957	-81.207834
7702709	Chatham Co Police Department	7/16/2020 7:45	0	0	0	Not a Collision with Motor Vehicle	Misjudged Clearance	Daylight	Dry	32.043891	-81.183723
7703194	Chatham Co Police Department	7/16/2020 16:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998024	-81.25399
7704953	Gsp Post 00	7/7/2020 16:50	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Wet	32.047833	-81.167571
7705017	Savannah Police Department	7/22/2020 14:10	0	0	0	Rear End	["Other Exterior Distraction (Distracted)","Following Too Close"]	Daylight	Dry	31.992743	-81.274593
7705361	Chatham Co Police Department	7/22/2020 18:55	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.012024	-81.234461
7705362	Chatham Co Police Department	7/22/2020 19:45	0	0	0	Rear End	Following Too Close	Dusk	Dry	32.000963	-81.247264
7707288	Savannah Police Department	7/24/2020 20:24	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.040386	-81.199812
7707413	Chatham Co Police Department	7/24/2020 18:37	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998767	-81.250218
7707790	Chatham Co Police Department	7/24/2020 17:36	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.04772	-81.168009
7708063	Chatham Co Police Department	7/24/2020 21:33	0	0	0	Head On	Wrong Side of Road	Dark-Lighted	Dry	32.029394	-81.221316
7708064	Chatham Co Police Department	7/25/2020 21:23	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.000981	-81.247516
7708459	Garden City Police Department	7/24/2020 15:20	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.039364	-81.207941
7708785	Chatham Co Police Department	7/23/2020 15:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998974	-81.250158
7708917	Gsp Post 00	7/24/2020 18:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023766	-81.22584
7709940	Garden City Police Department	7/27/2020 17:23	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039565	-81.207832
7711994	Chatham Co Police Department	7/29/2020 19:16	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013413	-81.233258
7712634	Chatham Co Police Department	7/15/2020 15:08	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013962	-81.233035
7712673	Chatham Co Police Department	7/30/2020 10:10	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.00116	-81.247327
7714079	Chatham Co Police Department	7/31/2020 5:45	0	0	0	Left Angle Crash	["Following Too Close","Failure to Yield"]	Dark-Lighted	Dry	32.014046	-81.23297
7714542	Chatham Co Police Department	8/1/2020 13:13	0	0	0	Left Angle Crash	Disregard Stop Sign/Signal	Daylight	Dry	32.01405	-81.232967
7714572	Garden City Police Department	7/31/2020 17:14	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.042834	-81.18787
7715200	Savannah Police Department	8/3/2020 1:53	0	0	1	Not a Collision with Motor Vehicle		Dark-Lighted	Dry	32.053646	-81.142277
7716083	Chatham Co Police Department	8/3/2020 11:11	0	0	0	Rear End		Daylight	Dry	31.998994	-81.250118
7719391	Savannah Police Department	8/4/2020 0:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.049742	-81.159448
7721130	Gsp Post 00	8/1/2019 20:15	0	0	0	Left Angle Crash	["Under the Influence (U.I.)","Failure to Yield","Improper Turn"]	Daylight	Dry	32.023822	-81.225813
7721131	Gsp Post 00	8/2/2019 9:49	0	0	0	Angle (Other)	Too Fast for Conditions	Daylight	Wet	32.043839	-81.183932
7723556	Chatham Co Police Department	8/6/2020 21:38	0	0	0	Sideswipe-Same Direction		Dark-Not Lighted	Other	32.011906	-81.234384
7732639	Chatham Co Police Department	8/9/2020 19:35	0	0	0	Left Angle Crash	["Failure to Yield","Under the Influence (U.I.)"]	Daylight	Wet	32.051197	-81.152712
7733919	Chatham Co Police Department	8/5/2020 16:07	0	0	0	Left Angle Crash	Disregard Stop Sign/Signal	Daylight	Dry	31.999133	-81.249835
7734489	Chatham Co Police Department	8/11/2020 7:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039362	-81.207956
7734492	Chatham Co Police Department	8/11/2020 12:18	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	31.998787	-81.250586
7736040	Gsp Post 00	7/24/2020 18:20	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.014056	-81.232961
7738010	Chatham Co Police Department	8/13/2020 10:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997241	-81.260012
7738359	Savannah Police Department	8/13/2020 12:46	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054152	-81.140985
7738543	Chatham Co Police Department	8/12/2020 19:46	0	0	1	Rear End	["Too Fast for Conditions","Following Too Close"]	Dusk	Wet	31.995793	-81.269729
7738613	Chatham Co Police Department	8/1/2020 12:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001111	-81.247379
7739464	Gsp Post 00	8/8/2020 2:01	0	0	2	Right Angle Crash	["Under the Influence (U.I.)","Failure to Yield"]	Dark-Lighted	Dry	32.052694	-81.146556
7740564	Chatham Co Police Department	8/14/2020 14:15	0	0	0	Right Angle Crash	Failure to Yield	Daylight	Dry	31.998802	-81.25014
7740994	Chatham Co Police Department	8/15/2020 16:35	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	31.99845	-81.251798
7741004	Chatham Co Police Department	8/14/2020 17:04	0	0	0	Rear End	["Following Too Close","Following Too Close"]	Daylight	Wet	32.014093	-81.233076
7741342	Chatham Co Police Department	8/15/2020 19:33	0	0	0	Rear End	Improper Turn	Daylight	Dry	31.999133	-81.249834
7742662	Chatham Co Police Department	8/17/2020 6:40	0	0	0	Sideswipe-Same Direction	Improper Turn	Daylight	Dry	32.01408	-81.232943
7744850	Chatham Co Police Department	8/19/2020 15:00	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	31.980547	-81.286931
7746333	Chatham Co Police Department	8/20/2020 10:55	0	0	2	Rear End	Following Too Close	Daylight	Dry	31.999133	-81.249834
7746370	Chatham Co Police Department	8/20/2020 8:30	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	32.023566	-81.226031
7747760	Chatham Co Police Department	8/6/2020 20:17	0	0	0	Not a Collision with Motor Vehicle	["Reaction to Object or Animal","Driver Lost Control"]	Dark-Lighted	Wet	31.999324	-81.249507
7747973	Chatham Co Police Department	8/21/2020 17:55	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.030628	-81.220583
7749161	Chatham Co Police Department	8/23/2020 18:28	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.021424	-81.227669
7751344	Chatham Co Police Department	8/25/2020 12:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000785	-81.247236
7751601	Gsp Post 00	8/23/2020 16:57	0	0	1	Left Angle Crash	["Disregard Stop Sign/Signal","Disregard Police - Evasion","Exceeding Speed Limit","Too Fast for Conditions"]	Daylight	Dry	32.000848	-81.247388
7752007	Chatham Co Police Department	8/24/2020 17:40	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.023658	-81.225962
7753014	Chatham Co Police Department	8/24/2020 21:09	0	0	0	Angle (Other)		Dark-Lighted	Dry	32.014049	-81.232967
7753773	Chatham Co Police Department	8/24/2020 15:15	0	0	0	Rear End	Following Too Close	Daylight	Wet	31.99777	-81.256936
7754177	Chatham Co Police Department	8/27/2020 15:52	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000965	-81.247262
7754268	Chatham Co Police Department	8/27/2020 12:18	0	0	0	Rear End	Following Too Close	Daylight	Water (standing or moving)	31.99879	-81.250165
7754275	Chatham Co Police Department	8/27/2020 18:47	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000951	-81.247276
7755387	Chatham Co Police Department	8/28/2020 17:22	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.04632	-81.173732
7756100	Chatham Co Police Department	8/29/2020 20:58	0	0	0	Angle (Other)	Changed Lanes Improperly	Dark-Lighted	Dry	32.014049	-81.232967
7756303	Garden City Police Department	8/29/2020 13:44	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039323	-81.208235
7756452	Chatham Co Police Department	8/30/2020 10:07	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000942	-81.247469
7756877	Chatham Co Police Department	8/30/2020 19:03	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Wet	32.023459	-81.225917
7758365	Chatham Co Police Department	8/31/2020 17:47	0	0	0	Rear End		Daylight	Dry	32.042379	-81.189846
7758899	Garden City Police Department	8/31/2020 15:50	0	0	1	Not a Collision with Motor Vehicle		Daylight	Dry	32.043858	-81.183859
7759490	Garden City Police Department	8/28/2020 18:29	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039619	-81.207863
7760646	Chatham Co Police Department	9/2/2020 12:11	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.001305	-81.247174
7761608	Chatham Co Police Department	9/3/2020 9:48	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.038026	-81.213847
7761957	Garden City Police Department	9/3/2020 7:35	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.039417	-81.207551
7762324	Savannah Police Department	9/3/2020 22:05	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.050784	-81.154628
7762991	Garden City Police Department	9/1/2020 17:02	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039323	-81.208235
7763021	Garden City Police Department	9/4/2020 12:16	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.043966	-81.183414
7764865	Savannah Police Department	9/5/2020 19:00	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.047759	-81.167857
7765077	Chatham Co Police Department	9/3/2020 13:00	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.023736	-81.225696
7765181	Chatham Co Police Department	9/3/2020 16:59	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998046	-81.253809
7766530	Chatham Co Police Department	9/3/2020 8:11	0	0	0	Rear End	Under the Influence (U.I.)	Daylight	Dry	31.99879	-81.250165
7768476	Chatham Co Police Department	9/1/2020 8:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.996055	-81.269854
7768478	Chatham Co Police Department	9/5/2020 16:54	0	0	1	Head On	Driver Lost Control	Daylight	Dry	32.028719	-81.221836

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
7769157	Chatham Co Police Department	9/9/2020 16:43	0	0	0	Rear End	Following Too Close	Daylight	Wet	31.995893	-81.269383
7769672	Chatham Co Police Department	8/29/2020 15:00	0	0	2	Angle (Other)	Failure to Yield	Daylight	Dry	31.992715	-81.274555
7770943	Chatham Co Police Department	9/11/2020 21:05	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Wet	31.995846	-81.269637
7771321	Savannah Police Department	9/11/2020 14:25	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054134	-81.140988
7771680	Savannah Police Department	9/11/2020 20:45	0	0	0	Rear End	Misjudged Clearance	Dark-Lighted	Dry	32.053613	-81.14241
7771825	Chatham Co Police Department	9/12/2020 14:30	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.001223	-81.247261
7772234	Chatham Co Police Department	9/12/2020 14:54	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.000389	-81.24789
7772304	Garden City Police Department	9/12/2020 6:00	0	0	0	Left Angle Crash	Improper Turn	Dusk	Dry	32.039417	-81.207547
7773218	Chatham Co Police Department	9/14/2020 7:30	0	0	0	Rear End	Changed Lanes Improperly	Daylight	Dry	31.996802	-81.263154
7775573	Chatham Co Police Department	9/16/2020 8:01	0	0	0	Angle (Other)	No Signal/Improper Signal	Daylight	Wet	32.014162	-81.232877
7776193	Savannah Police Department	9/16/2020 20:34	0	0	0	Not a Collision with Motor Vehicle	["Under the Influence (U.I.)","Wrong Side of Road"]	Dark-Lighted	Wet	32.053732	-81.141889
7776566	Garden City Police Department	9/16/2020 15:37	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.039323	-81.208235
7777075	Chatham Co Police Department	9/17/2020 14:44	0	0	0	Angle (Other)	Failure to Yield	Daylight	Wet	32.051268	-81.152422
7777266	Savannah Police Department	9/11/2020 13:32	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.05415	-81.140954
7777450	Chatham Co Police Department	9/16/2020 17:09	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.001121	-81.247368
7778259	Savannah Police Department	9/18/2020 7:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.046931	-81.171207
7779152	Savannah Police Department	9/18/2020 13:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048367	-81.165483
7779971	Chatham Co Police Department	9/18/2020 15:30	0	0	0	Rear End	Talking on Hands-Free Device (Distracted)	Daylight	Wet	32.014032	-81.233007
7779973	Chatham Co Police Department	9/18/2020 16:20	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Wet	32.014051	-81.232965
7779992	Chatham Co Police Department	9/18/2020 12:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997657	-81.256787
7780608	Chatham Co Police Department	9/17/2020 14:03	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.014151	-81.232885
7781554	Garden City Police Department	9/18/2020 6:28	0	0	0	Left Angle Crash	Improper Turn	Dusk	Dry	32.039411	-81.207598
7781745	Savannah Police Department	9/21/2020 17:55	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.049827	-81.159054
7781809	Chatham Co Police Department	9/17/2020 11:18	0	0	2	Left Angle Crash	Failure to Yield	Daylight	Dry	32.026967	-81.223162
7781817	Savannah Police Department	9/21/2020 18:32	0	0	0	Rear End	["No Signal/Improper Signal","Too Fast for Conditions"]	Daylight	Dry	32.049312	-81.161432
7783793	Gsp Post 00	9/20/2020 0:13	0	2	2	Right Angle Crash	["Too Fast for Conditions","Disregard Police - Evasion","Reckless Driving"]	Dark-Lighted	Dry	32.05343	-81.143162
7784363	Chatham Co Police Department	9/23/2020 18:23	0	0	1	Right Angle Crash	Wrong Side of Road	Daylight	Dry	31.997752	-81.256126
7786608	Savannah Police Department	9/21/2020 17:20	0	0	0	Angle (Other)		Daylight	Dry	32.047118	-81.170431
7786884	Chatham Co Police Department	9/21/2020 16:24	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.0294	-81.221243
7786896	Chatham Co Police Department	9/25/2020 12:09	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.995695	-81.270152
7787059	Chatham Co Police Department	9/25/2020 9:56	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.002023	-81.246134
7787090	Chatham Co Police Department	9/25/2020 16:20	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.000949	-81.247552
7787126	Garden City Police Department	9/25/2020 14:18	0	1	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.041741	-81.192349
7787143	Garden City Police Department	9/26/2020 11:25	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039323	-81.208235
7787547	Chatham Co Police Department	9/25/2020 19:45	0	0	0	Sideswipe-Opposite Direction		Dark-Not Lighted	Dry	31.979081	-81.288414
7787550	Savannah Police Department	9/26/2020 22:53	0	0	1	Angle (Other)	Failure to Yield	Dark-Lighted	Dry	32.053809	-81.142333
7787552	Chatham Co Police Department	9/22/2020 18:41	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.014051	-81.232965
7787868	Chatham Co Police Department	9/27/2020 10:25	0	0	0	Sideswipe-Same Direction	Driver Condition	Daylight	Dry	32.008967	-81.236853
7787927	Savannah Police Department	9/27/2020 14:06	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.051978	-81.149495
7791493	Garden City Police Department	9/29/2020 20:48	0	0	0	Rear End	Following Too Close	Dark-Lighted	Wet	32.039323	-81.208235
7792788	Garden City Police Department	9/30/2020 19:38	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	32.040528	-81.198715
7793389	Chatham Co Police Department	10/1/2020 5:19	0	0	0	Not a Collision with Motor Vehicle		Dark-Lighted	Dry	32.045548	-81.176897
7793501	Chatham Co Police Department	10/1/2020 14:38	0	0	0	Rear End	Other Exterior Distraction (Distracted)	Daylight	Dry	31.99879	-81.250165
7793667	Garden City Police Department	9/30/2020 17:40	0	0	0	Left Angle Crash	Disregard Stop Sign/Signal	Daylight	Dry	32.03942	-81.207528
7793985	Chatham Co Police Department	10/1/2020 17:42	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.014112	-81.233097
7795291	Gsp Post 00	10/1/2020 14:56	0	1	0	Not a Collision with Motor Vehicle	Driver Lost Control	Daylight	Dry	31.989822	-81.277531
7796471	Chatham Co Police Department	10/2/2020 17:19	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.008015	-81.237577
7796861	Savannah Police Department	10/4/2020 15:01	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.053865	-81.142111
7796943	Chatham Co Police Department	10/3/2020 15:25	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.011566	-81.234802
7797305	Chatham Co Police Department	10/2/2020 19:09	0	0	1	Rear End	Following Too Close	Dark-Lighted	Dry	32.000854	-81.247658
7797351	Chatham Co Police Department	10/4/2020 22:30	0	0	1	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.014051	-81.232965
7798928	Gsp Post 00	10/2/2020 11:25	0	0	0	Rear End	["Failure to Yield","Inattentive or Other Distraction (Distracted)","Following Too Close"]	Daylight	Dry	32.042113	-81.190893
7799558	Chatham Co Police Department	9/27/2020 15:15	0	0	0	Rear End		Daylight	Dry	31.99592	-81.269788
7799591	Chatham Co Police Department	9/25/2020 16:23	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.001131	-81.247358
7801624	Gsp Post 00	10/7/2020 12:00	0	0	0	Rear End	Under the Influence (U.I.)	Daylight	Dry	32.039403	-81.207658
7802159	Chatham Co Police Department	10/7/2020 11:18	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.003407	-81.244655
7802160	Chatham Co Police Department	10/7/2020 16:17	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.99592	-81.269788
7802956	Garden City Police Department	10/7/2020 16:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039323	-81.208235
7802959	Chatham Co Police Department	10/8/2020 13:15	0	0	0	Sideswipe-Same Direction	["Changed Lanes Improperly","Changed Lanes Improperly"]	Daylight	Dry	32.002194	-81.24595
7804271	Chatham Co Police Department	10/9/2020 15:09	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.032683	-81.218865
7804586	Chatham Co Police Department	10/9/2020 18:44	0	0	0	Rear End		Daylight	Other	32.021482	-81.22743
7805376	Chatham Co Police Department	10/10/2020 20:30	0	0	0	Right Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.014051	-81.232965
7805568	Savannah Police Department	10/5/2020 17:38	0	0	0	Left Angle Crash		Daylight	Dry	32.048888	-81.163314
7806424	Chatham Co Police Department	10/8/2020 15:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000949	-81.247552
7806952	Savannah Police Department	10/12/2020 10:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053752	-81.141796
7807791	Garden City Police Department	10/8/2020 9:04	0	0	0	Left Angle Crash		Daylight	Dry	32.039403	-81.207658
7809718	Gsp Post 00	10/11/2020 3:59	0	0	0	Sideswipe-Same Direction	["Reckless Driving","Disregard Police - Evasion"]	Dark-Lighted	Dry	31.998841	-81.250448
7810371	Chatham Co Police Department	10/10/2020 2:35	0	0	1	Rear End	["Following Too Close","Under the Influence (U.I.)"]	Dark-Not Lighted	Dry	32.022643	-81.226547
7810710	Chatham Co Police Department	10/7/2020 20:13	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	31.998794	-81.250157
7811707	Chatham Co Police Department	10/14/2020 18:54	0	0	0	Not a Collision with Motor Vehicle	Changed Lanes Improperly	Daylight	Dry	32.045023	-81.179083
7811844	Savannah Police Department	10/16/2020 6:53	0	0	0	Left Angle Crash		Daylight	Dry	32.054022	-81.140743
7811942	Savannah Police Department	10/16/2020 7:57	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054023	-81.140739
7812049	Savannah Police Department	10/16/2020 14:51	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048353	-81.165549
7813003	Chatham Co Police Department	10/16/2020 12:13	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997624	-81.257052
7813763	Chatham Co Police Department	10/17/2020 12:20	0	0	0	Rear End	Too Fast for Conditions	Daylight	Dry	31.99749	-81.258104
7814088	Chatham Co Police Department	10/18/2020 14:24	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.003083	-81.245007
7814725	Savannah Police Department	10/15/2020 9:38	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053628	-81.142351
7815763	Chatham Co Police Department	10/19/2020 7:26	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	31.99591	-81.269298
7815906	Chatham Co Police Department	10/15/2020 15:29	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002386	-81.24573
7818199	Savannah Police Department	10/20/2020 17:20	0	0	0	Rear End	["Following Too Close","Other Interior Distraction (Distracted)"]	Daylight	Dry	32.053543	-81.142699
7818429	Savannah Police Department	10/21/2020 0:00	0	0	0	Left Angle Crash		Dark-Lighted	Wet	32.048368	-81.165478
7818717	Chatham Co Police Department	10/21/2020 7:48	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.001101	-81.247389
7819207	Savannah Police Department	10/21/2020 21:37	0	0	0	Angle (Other)	Failure to Yield	Dark-Lighted	Dry	32.052513	-81.1473
7819246	Chatham Co Police Department	10/16/2020 19:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.0295	-81.221239
7819247	Chatham Co Police Department	10/17/2020 20:47	0	0	1	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Dry	31.995917	-81.269787

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
7819256	Chatham Co Police Department	10/13/2020 20:10	0	0	0	Head On	Reckless Driving	Dark-Lighted	Dry	31.999986	-81.248368
7819331	Garden City Police Department	10/16/2020 15:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.041895	-81.191761
7819947	Savannah Police Department	10/21/2020 12:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992774	-81.274559
7820207	Garden City Police Department	10/22/2020 13:28	0	1	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	32.043859	-81.183852
7820224	Savannah Police Department	10/22/2020 17:17	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053316	-81.143996
7822211	Chatham Co Police Department	10/15/2020 11:15	0	0	0	Rear End		Daylight	Dry	32.023661	-81.225757
7822790	Chatham Co Police Department	10/22/2020 17:12	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	31.997219	-81.260172
7823015	Chatham Co Police Department	10/25/2020 13:25	0	0	0	Rear End		Daylight	Dry	32.002386	-81.24573
7823055	Chatham Co Police Department	10/25/2020 14:55	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.9975	-81.258034
7823912	Savannah Police Department	10/26/2020 9:27	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.052754	-81.14631
7825483	Chatham Co Police Department	10/26/2020 15:52	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023513	-81.225875
7826127	Chatham Co Police Department	10/8/2020 20:54	0	0	1	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.023759	-81.225678
7826978	Chatham Co Police Department	10/9/2020 11:17	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997309	-81.259399
7827268	Chatham Co Police Department	10/21/2020 1:49	0	0	0	Not a Collision with Motor Vehicle	Too Fast for Conditions	Dark-Lighted	Dry	32.014069	-81.232951
7827935	Chatham Co Police Department	10/28/2020 16:49	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023186	-81.226131
7830042	Savannah Police Department	10/30/2020 13:01	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048297	-81.165771
7830721	Chatham Co Police Department	10/30/2020 12:15	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.002386	-81.24573
7830738	Chatham Co Police Department	10/30/2020 15:30	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	32.046431	-81.173273
7830739	Chatham Co Police Department	10/30/2020 15:35	0	0	0	Rear End	Too Fast for Conditions	Daylight	Dry	32.013702	-81.233224
7830955	Savannah Police Department	10/31/2020 13:53	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054495	-81.138907
7831045	Savannah Police Department	10/30/2020 9:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048444	-81.165166
7831373	Chatham Co Police Department	10/31/2020 18:00	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.014051	-81.232965
7831432	Chatham Co Police Department	10/17/2020 18:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997693	-81.256589
7831674	Chatham Co Police Department	10/30/2020 13:42	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.051173	-81.1527
7832357	Garden City Police Department	11/1/2020 21:04	0	0	0	Rear End	["Following Too Close","Under the Influence (U.I.)","Driver Condition"]	Dark-Lighted	Dry	32.043895	-81.183704
7833770	Chatham Co Police Department	10/29/2020 16:45	0	0	1	Rear End	Under the Influence (U.I.)	Daylight	Wet	31.997264	-81.259588
7834344	Chatham Co Police Department	11/2/2020 17:16	0	0	0	Not a Collision with Motor Vehicle	Reaction to Object or Animal	Daylight	Dry	32.036406	-81.216061
7834768	Chatham Co Police Department	11/2/2020 17:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.052193	-81.14861
7835582	Garden City Police Department	11/3/2020 16:35	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039323	-81.208235
7835612	Savannah Police Department	11/3/2020 17:03	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.049783	-81.165999
7836035	Chatham Co Police Department	11/3/2020 20:47	0	0	0	Angle (Other)	Improper Turn	Dark-Not Lighted	Dry	31.992836	-81.274694
7836043	Chatham Co Police Department	11/3/2020 20:33	0	0	0	Rear End		Dark-Not Lighted	Dry	32.051234	-81.15256
7836073	Chatham Co Police Department	11/1/2020 7:57	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.05116	-81.152883
7836892	Chatham Co Police Department	11/4/2020 8:00	0	0	0	Rear End	["Following Too Close","Occupant Distraction (Distracted)"]	Daylight	Dry	32.014069	-81.232951
7839372	Savannah Police Department	11/5/2020 17:46	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.048187	-81.166196
7839581	Chatham Co Police Department	11/4/2020 19:55	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Dark-Lighted	Dry	32.037218	-81.215131
7840226	Chatham Co Police Department	10/28/2020 14:54	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.014069	-81.232951
7840230	Chatham Co Police Department	11/6/2020 9:49	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001121	-81.247368
7840618	Savannah Police Department	11/6/2020 19:13	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.054107	-81.140413
7841128	Chatham Co Police Department	11/7/2020 11:25	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013962	-81.233035
7841185	Chatham Co Police Department	11/7/2020 12:59	0	0	0	Rear End	Following Too Close	Daylight	Wet	31.99879	-81.250165
7841895	Garden City Police Department	11/7/2020 12:58	0	0	0	Rear End	["Improper Turn","Too Fast for Conditions","No Signal/Improper Signal"]	Daylight	Wet	32.041898	-81.191752
7843530	Chatham Co Police Department	10/27/2020 16:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.003083	-81.245007
7843553	Chatham Co Police Department	11/5/2020 14:36	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.037006	-81.21516
7843662	Chatham Co Police Department	11/5/2020 17:03	0	0	0	Head On		Daylight	Dry	32.005883	-81.241457
7844502	Garden City Police Department	11/9/2020 16:35	0	0	0	Rear End		Dusk	Dry	32.041195	-81.194597
7844806	Chatham Co Police Department	11/9/2020 12:10	0	0	0	Rear End	Following Too Close	Daylight	Wet	31.995858	-81.269572
7845637	Chatham Co Police Department	11/5/2020 17:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002386	-81.24573
7846514	Garden City Police Department	11/11/2020 7:20	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.041337	-81.193991
7846877	Chatham Co Police Department	11/8/2020 15:10	0	0	0	Rear End	Improper Backing	Daylight	Wet	32.024786	-81.224892
7848439	Chatham Co Police Department	11/12/2020 20:29	0	0	0	Rear End	Following Too Close	Dark-Lighted	Wet	32.014151	-81.232885
7850965	Garden City Police Department	11/13/2020 11:25	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039323	-81.208235
7851307	Savannah Police Department	11/14/2020 6:45	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.047974	-81.167023
7851380	Chatham Co Police Department	11/13/2020 19:02	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.014032	-81.233007
7853035	Chatham Co Police Department	11/16/2020 17:46	0	0	0	Angle (Other)	Failure to Yield	Dark-Lighted	Dry	32.011749	-81.234667
7853038	Chatham Co Police Department	11/14/2020 17:56	0	0	1	Not a Collision with Motor Vehicle	["Driver Lost Control","Under the Influence (U.I.)"]	Dusk	Dry	32.014471	-81.232641
7853039	Chatham Co Police Department	11/14/2020 23:30	0	0	0	Head On	Failure to Yield	Dark-Lighted	Dry	32.002386	-81.24573
7854117	Chatham Co Police Department	11/17/2020 7:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999325	-81.249149
7854202	Savannah Police Department	11/17/2020 16:56	0	0	0	Rear End	Following Too Close	Dusk	Dry	32.054023	-81.140739
7854503	Chatham Co Police Department	11/17/2020 5:15	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	31.999978	-81.248655
7854504	Chatham Co Police Department	11/17/2020 18:50	0	1	0	Angle (Other)	Disregard Stop Sign/Signal	Dark-Not Lighted	Dry	32.000976	-81.247522
7854628	Chatham Co Police Department	11/14/2020 11:40	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	32.011989	-81.234328
7854629	Chatham Co Police Department	11/15/2020 11:15	0	0	0	Angle (Other)	Misjudged Clearance	Daylight	Dry	32.026967	-81.223162
7856736	Savannah Police Department	11/19/2020 16:39	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.05375	-81.142564
7856847	Savannah Police Department	11/19/2020 18:07	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.048726	-81.164026
7857244	Chatham Co Police Department	11/19/2020 18:09	0	0	0	Rear End	Changed Lanes Improperly	Dark-Lighted	Dry	32.000204	-81.246526
7858935	Savannah Police Department	11/20/2020 23:43	0	0	0	Angle (Other)		Dark-Lighted	Dry	32.052764	-81.14627
7859202	Chatham Co Police Department	11/20/2020 14:06	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002386	-81.24573
7859365	Chatham Co Police Department	11/21/2020 16:35	0	0	0	Sideswipe-Same Direction	Improper Passing	Daylight	Dry	32.034106	-81.217783
7859444	Chatham Co Police Department	11/21/2020 15:23	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.025824	-81.224103
7860008	Chatham Co Police Department	11/22/2020 17:45	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Dark-Lighted	Dry	31.995917	-81.269787
7860599	Garden City Police Department	11/19/2020 17:13	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039323	-81.208235
7863464	Savannah Police Department	11/24/2020 17:48	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.05388	-81.141301
7863491	Savannah Police Department	11/24/2020 7:50	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.048051	-81.166723
7863536	Savannah Police Department	11/24/2020 21:28	0	0	0	Angle (Other)	Disregard Other Traffic Control	Dark-Lighted	Dry	32.0512	-81.152699
7863714	Chatham Co Police Department	11/23/2020 19:27	0	0	0	Angle (Other)		Dark-Not Lighted	Dry	32.053316	-81.143996
7863728	Chatham Co Police Department	11/24/2020 17:51	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	31.99592	-81.269788
7863729	Chatham Co Police Department	11/24/2020 21:00	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.014051	-81.232965
7864522	Chatham Co Police Department	11/17/2020 12:00	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.020152	-81.228463
7864592	Garden City Police Department	11/25/2020 15:44	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039323	-81.208235
7864972	Chatham Co Police Department	11/25/2020 11:56	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001097	-81.247393
7865381	Chatham Co Police Department	11/25/2020 22:21	0	0	0	Left Angle Crash		Dark-Lighted	Dry	32.029415	-81.221298
7865389	Chatham Co Police Department	11/25/2020 18:38	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.023537	-81.225856
7865549	Chatham Co Police Department	11/25/2020 18:30	0	0	0	Sideswipe-Same Direction	Improper Passing	Dark-Lighted	Dry	32.02861	-81.221918
7866508	Chatham Co Police Department	11/24/2020 13:35	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.01184	-81.2346

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
7866510	Chatham Co Police Department	11/24/2020 15:14	0	0	0	Left Angle Crash		Daylight	Dry	32.026967	-81.223162
7866613	Chatham Co Police Department	11/28/2020 12:37	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.023563	-81.225835
7866870	Chatham Co Police Department	11/28/2020 19:33	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.023563	-81.225835
7866912	Chatham Co Police Department	11/24/2020 19:14	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	31.998047	-81.2538
7867115	Chatham Co Police Department	11/24/2020 16:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.003083	-81.245007
7867160	Chatham Co Police Department	11/29/2020 10:08	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.021309	-81.227566
7868436	Chatham Co Police Department	11/30/2020 5:38	0	0	0	Left Angle Crash		Dark-Lighted	Wet	32.000958	-81.247541
7868816	Chatham Co Police Department	11/30/2020 5:42	0	0	0	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Wet	32.026967	-81.223162
7869039	Chatham Co Police Department	11/30/2020 10:00	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.000918	-81.247422
7869717	Chatham Co Police Department	11/30/2020 19:42	0	0	4	Angle (Other)	Changed Lanes Improperly	Dark-Lighted	Dry	32.002386	-81.24573
7870642	Chatham Co Police Department	12/1/2020 9:45	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.012317	-81.234244
7871516	Chatham Co Police Department	12/1/2020 21:28	0	0	0	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Dry	32.002386	-81.24573
7874579	Chatham Co Police Department	12/4/2020 0:06	0	1	0	Not a Collision with Motor Vehicle	Disregard Stop Sign/Signal	Dark-Lighted	Dry	32.029415	-81.221298
7875949	Chatham Co Police Department	12/1/2020 13:38	0	0	0	Rear End	["Following Too Close","Changed Lanes Improperly"]	Daylight	Dry	32.013962	-81.233035
7876134	Savannah Police Department	12/5/2020 11:27	0	0	1	Rear End	Following Too Close	Daylight	Dry	32.05435	-81.13947
7876619	Chatham Co Police Department	12/4/2020 17:57	0	0	0	Rear End	Disregard Stop Sign/Signal	Dark-Lighted	Wet	31.997307	-81.259409
7876620	Chatham Co Police Department	12/4/2020 6:30	0	0	0	Angle (Other)	["Failure to Yield","Changed Lanes Improperly"]	Dark-Not Lighted	Wet	32.014584	-81.232558
7876851	Chatham Co Police Department	12/5/2020 16:19	0	0	0	Head On	Too Fast for Conditions	Daylight	Dry	32.01111	-81.235141
7876873	Chatham Co Police Department	12/5/2020 16:43	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997603	-81.257283
7877380	Chatham Co Police Department	12/5/2020 19:15	0	0	0	Sideswipe-Same Direction		Dark-Not Lighted	Dry	32.03012	-81.220778
7878887	Chatham Co Police Department	11/23/2020 18:30	0	0	0	Sideswipe-Same Direction	Following Too Close	Dark-Lighted	Dry	31.997264	-81.259588
7879474	Garden City Police Department	12/3/2020 18:39	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Dark-Lighted	Dry	32.03945	-81.207288
7880473	Chatham Co Police Department	12/8/2020 18:34	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.000976	-81.247522
7881756	Garden City Police Department	9/9/2020 10:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.043859	-81.183852
7882173	Savannah Police Department	12/10/2020 7:00	0	0	3	Rear End	Following Too Close	Daylight	Dry	32.054253	-81.139847
7882708	Chatham Co Police Department	12/6/2020 16:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.014069	-81.232951
7882750	Chatham Co Police Department	12/10/2020 4:06	0	0	0	Head On		Dark-Lighted	Dry	32.038849	-81.211142
7882778	Garden City Police Department	12/9/2020 17:53	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.042955	-81.18736
7883139	Chatham Co Police Department	12/5/2020 17:55	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.021198	-81.227655
7883141	Chatham Co Police Department	12/9/2020 18:18	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	31.996004	-81.26879
7883968	Savannah Police Department	12/11/2020 14:12	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053845	-81.14144
7884022	Chatham Co Police Department	12/7/2020 7:28	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Wet	31.992922	-81.274408
7884024	Chatham Co Police Department	12/7/2020 15:09	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998793	-81.250159
7884025	Chatham Co Police Department	12/8/2020 16:53	0	0	0	Rear End		Daylight	Dry	32.051023	-81.153513
7884026	Chatham Co Police Department	12/11/2020 12:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.02357	-81.22583
7884076	Chatham Co Police Department	12/7/2020 16:27	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013973	-81.233027
7884349	Garden City Police Department	12/8/2020 11:43	0	0	0	Rear End	["Following Too Close","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	32.044049	-81.183075
7884600	Chatham Co Police Department	12/7/2020 15:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.03722	-81.214853
7885083	Chatham Co Police Department	12/11/2020 22:45	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	31.98131	-81.286314
7886154	Chatham Co Police Department	12/11/2020 18:31	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.001101	-81.247389
7886171	Chatham Co Police Department	12/13/2020 19:23	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.00116	-81.247327
7887790	Chatham Co Police Department	12/14/2020 19:32	0	0	0	Left Angle Crash	["Failure to Yield","Failure to Yield"]	Dark-Not Lighted	Dry	31.995917	-81.269787
7887807	Chatham Co Police Department	12/14/2020 12:45	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.025539	-81.224324
7887808	Chatham Co Police Department	12/14/2020 16:00	0	0	0	Angle (Other)	["Disregard Stop Sign/Signal","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	32.02694	-81.223186
7887920	Chatham Co Police Department	12/14/2020 19:44	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Dark-Not Lighted	Dry	31.995917	-81.269787
7888837	Savannah Police Department	12/15/2020 0:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.049783	-81.165999
7888992	Garden City Police Department	12/15/2020 17:46	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.040302	-81.200468
7889162	Chatham Co Police Department	12/15/2020 19:04	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.001111	-81.247379
7889172	Chatham Co Police Department	12/15/2020 18:25	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	31.997175	-81.260501
7889374	Savannah Police Department	12/10/2020 5:32	0	0	0	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Dry	32.04875	-81.16405
7891273	Chatham Co Police Department	12/17/2020 7:35	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.029415	-81.221298
7891274	Chatham Co Police Department	12/17/2020 10:30	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	31.999029	-81.249666
7891307	Chatham Co Police Department	12/12/2020 14:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.995884	-81.269431
7891662	Chatham Co Police Department	12/16/2020 21:21	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Wet	32.000949	-81.247552
7891664	Chatham Co Police Department	12/17/2020 21:17	0	0	0	Rear End		Dark-Lighted	Dry	32.000958	-81.247541
7891669	Garden City Police Department	12/17/2020 5:54	0	0	0	Head On	Reaction to Object or Animal	Dark-Not Lighted	Dry	32.042463	-81.189541
7891839	Chatham Co Police Department	12/14/2020 14:00	0	0	0	Rear End		Daylight	Dry	31.992715	-81.274555
7893317	Chatham Co Police Department	12/15/2020 6:27	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	31.980573	-81.2869
7893664	Garden City Police Department	12/18/2020 9:16	0	1	2	Left Angle Crash	Disregard Stop Sign/Signal	Daylight	Dry	32.043895	-81.183704
7894506	Savannah Police Department	12/20/2020 16:52	0	0	0	Rear End	["Following Too Close","Inattentive or Other Distraction (Distracted)"]	Dusk	Wet	32.048626	-81.164429
7894846	Chatham Co Police Department	12/18/2020 18:35	0	0	0	Rear End	["Too Fast for Conditions","Following Too Close"]	Dark-Not Lighted	Dry	32.011989	-81.234328
7896431	Chatham Co Police Department	12/20/2020 9:12	0	0	0	Rear End	Following Too Close	Daylight	Wet	31.992715	-81.274555
7897242	Chatham Co Police Department	12/21/2020 16:05	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002296	-81.245831
7897245	Chatham Co Police Department	12/21/2020 16:38	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.014093	-81.233076
7899185	Chatham Co Police Department	12/23/2020 18:21	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	31.997851	-81.255343
7899217	Chatham Co Police Department	12/23/2020 18:05	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	31.995971	-81.268984
7899569	Garden City Police Department	12/23/2020 17:40	0	0	1	Rear End	Following Too Close	Dusk	Dry	32.039451	-81.207278
7899616	Garden City Police Department	12/23/2020 15:38	0	0	0	Rear End	["Under the Influence (U.I.)","Other Activity - Mobile Device (Distracted)","Following Too Close"]	Daylight	Dry	32.039618	-81.205947
7900436	Chatham Co Police Department	12/22/2020 15:55	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.02484	-81.224848
7900544	Chatham Co Police Department	12/23/2020 3:57	0	0	1	Not a Collision with Motor Vehicle	["Under the Influence (U.I.)","Driver Lost Control"]	Dark-Not Lighted	Dry	31.996706	-81.263669
7901657	Savannah Police Department	12/27/2020 14:04	0	0	0	Rear End	Aggressive Driving	Daylight	Dry	32.048318	-81.165688
7901680	Savannah Police Department	12/21/2020 16:16	0	0	0	Angle (Other)	Changed Lanes Improperly	Daylight	Dry	32.049405	-81.161003
7902425	Gsp Post 00	12/23/2020 17:00	0	0	0	Rear End	["Following Too Close","Misjudged Clearance","Under the Influence (U.I.)"]	Daylight	Dry	32.021654	-81.227308
7902952	Savannah Police Department	12/28/2020 15:42	0	0	0	Sideswipe-Same Direction	["Changed Lanes Improperly","Changed Lanes Improperly"]	Daylight	Dry	32.048427	-81.165588
7904960	Chatham Co Police Department	12/27/2020 16:09	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	31.997633	-81.256952
7904962	Chatham Co Police Department	12/27/2020 16:29	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023563	-81.225835
7905700	Savannah Police Department	12/30/2020 11:15	0	0	1	Left Angle Crash	Failure to Yield	Daylight	Dry	32.048381	-81.165419
7906693	Chatham Co Police Department	12/30/2020 18:13	0	0	1	Left Angle Crash	["Disregard Stop Sign/Signal","Failure to Yield"]	Dark-Lighted	Dry	32.014051	-81.232965
7906844	Savannah Police Department	12/31/2020 9:50	0	0	0	Angle (Other)	Changed Lanes Improperly	Daylight	Wet	32.048371	-81.165462
7906884	Savannah Police Department	12/31/2020 20:28	0	0	0	Left Angle Crash		Dark-Lighted	Dry	32.053812	-81.142319
7907206	Chatham Co Police Department	12/29/2020 7:22	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992715	-81.274555
7907741	Chatham Co Police Department	12/28/2020 18:28	0	0	0	Head On	Failure to Yield	Dark-Lighted	Dry	32.002369	-81.24605
7908140	Chatham Co Police Department	1/1/2021 22:00	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Dark-Lighted	Wet	31.997555	-81.257645
7909202	Chatham Co Police Department	12/31/2020 12:18	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001029	-81.247466
7909203	Chatham Co Police Department	12/31/2020 16:25	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.014221	-81.233218

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
7909936	Garden City Police Department	1/4/2021 6:48	0	0	0	Left Angle Crash	Failure to Yield	Dusk	Dry	32.039417	-81.207547
7910896	Savannah Police Department	1/4/2021 18:20	0	0	1	Rear End	Following Too Close	Dark-Lighted	Dry	32.054117	-81.140375
7911015	Chatham Co Police Department	12/31/2020 14:54	0	0	0	Head On	Failure to Yield	Daylight	Dry	32.002386	-81.24573
7911037	Chatham Co Police Department	1/4/2021 7:25	0	0	0	Head On		Daylight	Dry	32.014262	-81.232796
7911239	Gsp Post 00	1/4/2021 11:10	0	0	0	Rear End	["Other Exterior Distraction (Distracted)","Following Too Close"]	Daylight	Dry	32.01336	-81.233471
7911769	Savannah Police Department	1/5/2021 13:18	0	0	0	Rear End	Failure to Yield	Daylight	Dry	32.04921	-81.165868
7912041	Chatham Co Police Department	1/1/2021 3:00	0	0	0	Rear End	["Following Too Close","Under the Influence (U.I.)"]	Dark-Lighted	Dry	32.029552	-81.221204
7912770	Chatham Co Police Department	1/6/2021 7:00	0	0	0	Right Angle Crash	Failure to Yield	Dawn	Dry	31.997323	-81.25929
7914709	Chatham Co Police Department	1/5/2021 9:57	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023563	-81.225835
7914905	Savannah Police Department	1/6/2021 17:15	0	0	0	Angle (Other)		Dusk	Dry	32.054336	-81.139526
7914924	Savannah Police Department	1/8/2021 8:24	0	0	0	Rear End	Following Too Close	Daylight	Wet	31.992833	-81.274493
7915841	Chatham Co Police Department	1/8/2021 16:25	0	0	0	Sideswipe-Same Direction	Too Fast for Conditions	Daylight	Wet	32.039323	-81.208235
7916454	Chatham Co Police Department	1/8/2021 7:35	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Wet	31.9963	-81.266523
7916482	Chatham Co Police Department	1/9/2021 9:22	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.996055	-81.269854
7916891	Savannah Police Department	1/10/2021 18:49	0	0	0	Sideswipe-Same Direction	["Driver Lost Control","Under the Influence (U.I.)"]	Dark-Lighted	Dry	32.048692	-81.164164
7918880	Chatham Co Police Department	1/11/2021 17:58	0	0	0	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Wet	32.029412	-81.2213
7919160	Chatham Co Police Department	1/10/2021 17:22	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.023549	-81.225846
7919203	Chatham Co Police Department	12/20/2020 17:26	0	0	0	Rear End	Following Too Close	Dark-Lighted	Wet	32.013944	-81.233048
7919346	Chatham Co Police Department	1/11/2021 16:27	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.023671	-81.225953
7919366	Garden City Police Department	12/23/2020 17:47	0	0	0	Rear End	Improper Backing	Dark-Lighted	Dry	32.039417	-81.207547
7919369	Chatham Co Police Department	1/11/2021 13:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999192	-81.249961
7919902	Chatham Co Police Department	1/12/2021 19:30	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	31.995946	-81.269112
7919966	Chatham Co Police Department	1/9/2021 11:39	0	0	2	Rear End	Following Too Close	Daylight	Dry	32.014343	-81.232735
7919967	Chatham Co Police Department	1/9/2021 12:07	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998998	-81.24956
7920573	Chatham Co Police Department	1/13/2021 7:34	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.029394	-81.221315
7921001	Chatham Co Police Department	12/10/2021 11:04	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000219	-81.248368
7921823	Chatham Co Police Department	1/14/2021 7:52	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.01641	-81.231093
7921972	Garden City Police Department	1/14/2021 16:25	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.03957	-81.207834
7923507	Savannah Police Department	1/16/2021 11:29	0	0	0	Left Angle Crash	Disregard Stop Sign/Signal	Daylight	Dry	32.051197	-81.152713
7923513	Savannah Police Department	1/15/2021 13:11	0	0	0	Left Angle Crash		Daylight	Wet	32.049764	-81.166009
7923614	Chatham Co Police Department	1/15/2021 17:05	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.000954	-81.247273
7923843	Chatham Co Police Department	1/15/2021 18:14	0	0	0	Right Angle Crash	Following Too Close	Dark-Not Lighted	Wet	32.023658	-81.225963
7925309	Chatham Co Police Department	1/18/2021 8:05	0	0	0	Angle (Other)	["Failure to Yield","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	32.012025	-81.23446
7925337	Chatham Co Police Department	1/16/2021 12:15	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	32.000795	-81.247248
7925340	Chatham Co Police Department	1/18/2021 16:00	0	0	0	Rear End	["Following Too Close","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	32.014344	-81.232734
7926350	Chatham Co Police Department	1/13/2021 12:24	0	0	0	Not a Collision with Motor Vehicle	Not Visible (Object, Person, or Vehicle)	Daylight	Dry	32.002769	-81.24535
7926628	Savannah Police Department	1/19/2021 18:28	1	0	0	Not a Collision with Motor Vehicle	Failure to Yield	Dark-Not Lighted	Dry	32.048887	-81.163318
7927655	Chatham Co Police Department	1/17/2021 18:09	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.023837	-81.225823
7930849	Chatham Co Police Department	1/22/2021 20:00	0	0	0	Sideswipe-Same Direction		Dark-Lighted	Wet	31.998959	-81.249475
7930995	Savannah Police Department	1/23/2021 19:14	0	0	1	Rear End	Following Too Close	Dark-Lighted	Dry	32.054469	-81.139009
7931173	Chatham Co Police Department	1/23/2021 10:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.014045	-81.232971
7931475	Chatham Co Police Department	1/24/2021 8:05	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000971	-81.247526
7933631	Chatham Co Police Department	1/25/2021 14:14	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.029396	-81.221314
7933665	Garden City Police Department	1/25/2021 15:08	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.04306	-81.186946
7933687	Chatham Co Police Department	1/25/2021 17:24	0	0	0	Rear End		Daylight	Dry	32.022674	-81.226523
7934543	Chatham Co Police Department	1/24/2021 0:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.01147	-81.2347
7934572	Chatham Co Police Department	1/23/2021 16:34	0	0	0	Rear End	Driver Lost Control	Daylight	Dry	31.998047	-81.253799
7935178	Chatham Co Police Department	1/27/2021 15:30	0	0	0	Rear End	["Improper Backing","Other Interior Distraction (Distracted)"]	Daylight	Wet	32.014256	-81.232801
7935181	Chatham Co Police Department	1/27/2021 16:25	0	0	0	Rear End	["Inattentive or Other Distraction (Distracted)","Following Too Close"]	Daylight	Dry	31.99791	-81.255838
7936193	Chatham Co Police Department	1/28/2021 19:07	0	0	0	Left Angle Crash	["Failure to Yield","Disregard Stop Sign/Signal"]	Dark-Lighted	Dry	32.014049	-81.232968
7937242	Savannah Police Department	1/29/2021 18:42	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.048723	-81.164041
7937553	Chatham Co Police Department	1/20/2021 21:00	0	0	0	Sideswipe-Same Direction	Improper Passing	Dark-Lighted	Dry	32.001123	-81.247092
7938278	Chatham Co Police Department	1/30/2021 14:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.99819	-81.253799
7938290	Chatham Co Police Department	1/30/2021 12:25	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002941	-81.245445
7939956	Savannah Police Department	2/1/2021 15:35	0	0	0	Rear End	Improper Backing	Daylight	Dry	32.053786	-81.141666
7940049	Garden City Police Department	2/1/2021 18:05	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039562	-81.20783
7940371	Chatham Co Police Department	2/1/2021 14:06	0	0	0	Left Angle Crash	Disregard Stop Sign/Signal	Daylight	Dry	31.999061	-81.249607
7940385	Chatham Co Police Department	2/1/2021 13:50	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	31.998047	-81.253799
7941587	Savannah Police Department	2/2/2021 19:45	0	0	0	Sideswipe-Same Direction	Failure to Yield	Dark-Not Lighted	Dry	32.049342	-81.161292
7941641	Chatham Co Police Department	1/27/2021 14:30	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Wet	32.023833	-81.225826
7941643	Chatham Co Police Department	2/1/2021 19:44	0	1	0	Head On	Failure to Yield	Daylight	Dry	32.002538	-81.245865
7942387	Savannah Police Department	2/3/2021 12:24	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048722	-81.164042
7942394	Savannah Police Department	2/3/2021 14:28	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.053819	-81.141545
7943831	Chatham Co Police Department	1/29/2021 14:44	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.050942	-81.152519
7943968	Chatham Co Police Department	1/26/2021 16:38	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.016489	-81.231248
7944030	Chatham Co Police Department	1/29/2021 16:25	0	0	1	Left Angle Crash	Failure to Yield	Daylight	Dry	32.014045	-81.23297
7944038	Chatham Co Police Department	1/31/2021 13:07	0	0	0	Not a Collision with Motor Vehicle		Daylight	Wet	31.999134	-81.249833
7945345	Chatham Co Police Department	2/2/2021 14:00	0	0	0	Rear End		Daylight	Dry	32.024935	-81.224971
7946081	Gsp Post 00	2/5/2021 1:00	0	0	0	Angle (Other)	["Under the Influence (U.I.)","Reckless Driving","Wrong Side of Road","Disregard Police - Evasion"]	Dark-Not Lighted	Dry	32.04419	-81.182494
7946082	Gsp Post 00	2/5/2021 1:01	0	0	0	Angle (Other)	["Disregard Police - Evasion","Under the Influence (U.I.)","Reckless Driving"]	Dark-Not Lighted	Dry	32.04419	-81.182493
7946341	Garden City Police Department	2/7/2021 13:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039566	-81.207832
7949241	Garden City Police Department	2/9/2021 18:00	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.040426	-81.199501
7949470	Chatham Co Police Department	2/3/2021 18:12	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.023533	-81.226055
7949645	Chatham Co Police Department	2/7/2021 15:40	0	0	0	Rear End	Occupant Distraction (Distracted)	Daylight	Dry	32.000941	-81.247288
7950502	Chatham Co Police Department	2/5/2021 6:35	0	0	1	Angle (Other)	Improper Turn	Dark-Lighted	Wet	32.037064	-81.215079
7950680	Chatham Co Police Department	2/5/2021 22:00	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Wet	32.030456	-81.220528
7953371	Chatham Co Police Department	2/12/2021 12:14	0	0	0	Rear End	Following Too Close	Daylight	Water (standing or moving)	32.023825	-81.225963
7954820	Chatham Co Police Department	12/14/2021 20:12	0	0	0	Not a Collision with Motor Vehicle	Driver Lost Control	Dark-Lighted	Wet	32.014195	-81.232658
7955956	Chatham Co Police Department	2/7/2021 18:02	0	0	1	Head On	Wrong Side of Road	Dusk	Dry	32.014221	-81.233219
7957276	Savannah Police Department	2/16/2021 17:59	0	0	0	Rear End	["Following Too Close","Vision Obscured"]	Daylight	Dry	32.054493	-81.138917
7957297	Chatham Co Police Department	2/5/2021 17:48	0	0	0	Angle (Other)	["Driver Lost Control","Too Fast for Conditions"]	Daylight	Wet	32.014367	-81.232717
7957309	Chatham Co Police Department	2/15/2021 20:57	0	1	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Wet	32.014047	-81.232969
7957393	Savannah Police Department	2/13/2021 10:20	0	0	0	Sideswipe-Same Direction	Following Too Close	Daylight	Water (standing or moving)	32.053742	-81.141787
7957994	Chatham Co Police Department	2/17/2021 7:00	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	32.011962	-81.234346
7958054	Garden City Police Department	2/17/2021 15:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039362	-81.207953

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
7959901	Savannah Police Department	2/18/2021 12:39	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	32.048776	-81.165699
7960500	Chatham Co Police Department	2/15/2021 19:38	0	0	0	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Wet	32.051196	-81.152715
7960530	Savannah Police Department	2/19/2021 10:30	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.053742	-81.140973
7960741	Chatham Co Police Department	2/16/2021 19:11	0	0	0	Rear End	Reckless Driving	Dark-Not Lighted	Dry	32.051197	-81.152714
7961369	Chatham Co Police Department	2/21/2021 17:55	0	0	0	Angle (Other)		Daylight	Dry	32.013873	-81.2331
7961709	Chatham Co Police Department	2/21/2021 12:20	0	0	0	Rear End	Improper Backing	Daylight	Dry	31.99777	-81.256936
7961928	Savannah Police Department	2/21/2021 20:19	0	0	1	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.048353	-81.165552
7962822	Chatham Co Police Department	2/22/2021 6:55	0	0	0	Rear End	Following Too Close	(None)	(None)	32.045024	-81.17908
7963028	Savannah Police Department	2/22/2021 15:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054434	-81.139145
7963260	Chatham Co Police Department	2/18/2021 17:55	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.000962	-81.247537
7963308	Chatham Co Police Department	2/22/2021 17:32	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997311	-81.25938
7963345	Savannah Police Department	2/17/2021 10:13	0	0	0	Angle (Other)	Improper Backing	Daylight	Dry	32.048236	-81.166005
7963641	Chatham Co Sheriff's Office	2/16/2021 8:15	0	0	0	Not a Collision with Motor Vehicle		Daylight	Other	32.052914	-81.145653
7964170	Savannah Police Department	2/23/2021 16:41	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053853	-81.141745
7964344	Savannah Police Department	2/23/2021 18:04	0	0	0	Rear End	Following Too Close	Dawn	Dry	32.053874	-81.140961
7965268	Savannah Police Department	2/24/2021 16:57	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053916	-81.142354
7966485	Chatham Co Police Department	2/24/2021 16:35	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997635	-81.257945
7968066	Chatham Co Police Department	2/26/2021 17:50	0	2	0	Angle (Other)	Reckless Driving	Daylight	Dry	32.013959	-81.232886
7968390	Chatham Co Police Department	2/27/2021 11:27	0	0	0	(None)	Failure to Yield	(None)	(None)	32.023837	-81.225823
7968686	Chatham Co Police Department	2/27/2021 14:05	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997337	-81.259187
7970163	Garden City Police Department	2/16/2021 17:55	0	1	0	Left Angle Crash	Disregard Stop Sign/Signal	Dusk	Dry	32.043858	-81.183856
7970625	Chatham Co Police Department	11/17/2020 23:31	0	0	0	Angle (Other)	Not Visible (Object, Person, or Vehicle)	Dark-Not Lighted	Dry	31.979225	-81.28827
7973552	Chatham Co Police Department	3/3/2021 18:32	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Dusk	Dry	32.045187	-81.178376
7973553	Chatham Co Police Department	3/3/2021 21:39	0	0	3	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.002539	-81.245863
7973663	Chatham Co Police Department	3/3/2021 11:32	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.000791	-81.247243
7973693	Chatham Co Police Department	2/27/2021 13:54	0	0	1	Angle (Other)	["Following Too Close","Changed Lanes Improperly"]	Daylight	Dry	32.022537	-81.226627
7973694	Chatham Co Police Department	2/28/2021 14:00	0	0	0	Rear End	["Too Fast for Conditions","Following Too Close"]	Daylight	Dry	31.996067	-81.269862
7974091	Garden City Police Department	2/16/2021 17:00	0	0	0	Rear End	["Inattentive or Other Distraction (Distracted)","Following Too Close"]	Daylight	Dry	32.039359	-81.207976
7974694	Chatham Co Police Department	3/4/2021 18:12	0	0	0	Rear End	["Following Too Close","Following Too Close"]	Daylight	Dry	31.996237	-81.267035
7975384	Chatham Co Police Department	3/5/2021 10:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999333	-81.249491
7975480	Chatham Co Police Department	3/2/2021 13:50	0	0	0	Rear End	Too Fast for Conditions	Daylight	Wet	32.011961	-81.234347
7975532	Chatham Co Police Department	3/2/2021 7:49	0	0	0	Angle (Other)		Daylight	Dry	31.992724	-81.274566
7975554	Savannah Police Department	3/5/2021 14:08	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048725	-81.164029
7975588	Chatham Co Police Department	3/5/2021 13:56	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023829	-81.22597
7975589	Chatham Co Police Department	3/5/2021 15:15	0	0	0	Angle (Other)	["Disregard Stop Sign/Signal","Improper Turn","Changed Lanes Improperly"]	Daylight	Dry	32.002428	-81.245713
7976326	Chatham Co Police Department	3/5/2021 18:54	0	0	0	Left Angle Crash	Failure to Yield	Dusk	Dry	32.023837	-81.225823
7976897	Chatham Co Police Department	3/1/2021 8:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.99777	-81.256935
7976955	Chatham Co Police Department	3/1/2021 6:52	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023401	-81.225962
7977026	Chatham Co Police Department	3/6/2021 12:40	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	31.998183	-81.253856
7977066	Chatham Co Police Department	3/6/2021 15:00	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	31.997832	-81.256439
7977102	Chatham Co Police Department	3/6/2021 14:05	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023836	-81.225823
7977413	Savannah Police Department	3/5/2021 21:45	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.048266	-81.165891
7977507	Chatham Co Police Department	3/4/2021 16:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023941	-81.225741
7978858	Chatham Co Police Department	2/27/2021 14:42	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.02252	-81.22664
7979032	Garden City Police Department	3/8/2021 17:32	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.039532	-81.206629
7979435	Chatham Co Police Department	3/9/2021 12:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000792	-81.247244
7979793	Savannah Police Department	3/8/2021 12:39	0	0	0	Rear End	["Following Too Close","No Signal/Improper Signal"]	Daylight	Dry	32.053942	-81.142351
7981574	Chatham Co Police Department	3/10/2021 7:24	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997421	-81.25956
7981872	Chatham Co Police Department	3/10/2021 18:09	0	0	0	Right Angle Crash		Daylight	Dry	32.050744	-81.154818
7982382	Garden City Police Department	3/10/2021 16:40	0	0	0	Sideswipe-Same Direction	Under the Influence (U.I.)	Daylight	Dry	32.040461	-81.199232
7983089	Chatham Co Police Department	3/10/2021 7:13	0	0	0	Angle (Other)		Daylight	Dry	32.029801	-81.221196
7983137	Chatham Co Police Department	3/9/2021 13:00	0	0	0	Rear End	["Following Too Close","Changed Lanes Improperly"]	Daylight	Dry	32.016671	-81.231129
7983312	Chatham Co Police Department	3/9/2021 19:11	0	0	0	Sideswipe-Same Direction	["Changed Lanes Improperly","Reaction to Object or Animal"]	Dark-Not Lighted	Dry	32.045212	-81.178276
7984084	Garden City Police Department	3/1/2021 17:39	0	0	0	Sideswipe-Same Direction	Misjudged Clearance	Daylight	Dry	32.039429	-81.207451
7984451	Chatham Co Police Department	3/8/2021 17:16	0	0	1	Angle (Other)	Disregard Stop Sign/Signal	Daylight	Dry	32.051183	-81.152705
7985152	Chatham Co Police Department	3/13/2021 18:09	0	0	0	Rear End	Improper Backing	Daylight	Dry	31.997291	-81.259542
7985839	Chatham Co Police Department	3/14/2021 23:20	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Dark-Not Lighted	Dry	31.998109	-81.253379
7985925	Chatham Co Police Department	3/6/2021 19:27	0	0	0	Sideswipe-Same Direction	Under the Influence (U.I.)	Dark-Not Lighted	Dry	32.043773	-81.184198
7987171	Chatham Co Police Department	3/11/2021 8:40	0	0	0	Angle (Other)	Improper Turn	Daylight	Dry	32.014088	-81.23307
7987175	Chatham Co Police Department	3/15/2021 18:16	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023828	-81.225967
7987176	Chatham Co Police Department	3/15/2021 18:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000774	-81.247223
7987419	Chatham Co Police Department	3/15/2021 17:30	0	0	0	Rear End	["Following Too Close","Following Too Close"]	Daylight	Dry	32.029591	-81.221362
7988785	Garden City Police Department	3/11/2021 16:50	0	0	0	Rear End	Too Fast for Conditions	Daylight	Dry	32.03955	-81.20649
7989196	Savannah Police Department	3/17/2021 8:00	0	0	0	Sideswipe-Same Direction		Daylight	Wet	32.048726	-81.164026
7990367	Chatham Co Police Department	3/17/2021 18:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.995774	-81.269907
7992159	Chatham Co Police Department	3/16/2021 12:49	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	32.002429	-81.245713
7992181	Chatham Co Police Department	3/19/2021 10:00	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.002539	-81.245863
7992553	Chatham Co Police Department	3/19/2021 12:35	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002429	-81.245713
7993089	Garden City Police Department	3/15/2021 15:05	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.043858	-81.183856
7993888	Chatham Co Police Department	3/19/2021 16:25	0	0	0	Angle (Other)	Improper Turn	Daylight	Dry	32.013967	-81.232837
7994147	Chatham Co Police Department	3/20/2021 10:37	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997291	-81.259542
7994226	Chatham Co Police Department	3/20/2021 10:55	0	0	1	Rear End	Following Too Close	Daylight	Dry	31.999256	-81.250101
7994762	Chatham Co Police Department	3/21/2021 20:54	0	0	0	Head On		Dark-Not Lighted	Wet	32.018596	-81.229828
7996098	Savannah Police Department	3/22/2021 19:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054343	-81.138792
7997220	Chatham Co Police Department	3/14/2021 14:57	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	32.023832	-81.225975
7997249	Chatham Co Police Department	3/17/2021 23:11	0	0	0	Angle (Other)		Dark-Lighted	Dry	31.998047	-81.253799
7998996	Chatham Co Police Department	3/24/2021 6:54	0	0	0	Angle (Other)	Improper Turn	Daylight	Dry	32.014344	-81.232734
7999905	Savannah Police Department	3/25/2021 0:00	0	0	0	Rear End	Under the Influence (U.I.)	Daylight	Dry	32.048409	-81.165305
8000174	Chatham Co Police Department	3/20/2021 20:14	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Wet	32.000787	-81.247239
8000184	Chatham Co Police Department	3/20/2021 18:15	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.011962	-81.234346
8000239	Chatham Co Police Department	3/19/2021 17:28	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.00254	-81.245863
8000512	Chatham Co Police Department	3/22/2021 16:09	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023829	-81.225969
8000966	Chatham Co Police Department	3/23/2021 18:47	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.014185	-81.232858
8001626	Chatham Co Police Department	3/22/2021 13:55	0	0	1	Rear End	["Exceeding Speed Limit","Inattentive or Other Distraction (Distracted)","Following Too Close"]	Daylight	Dry	31.996055	-81.269855
8001627	Chatham Co Police Department	3/23/2021 7:08	0	0	0	Left Angle Crash		Daylight	Dry	32.023824	-81.225814

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
8001630	Chatham Co Police Department	3/26/2021 7:57	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023356	-81.225998
8001632	Chatham Co Police Department	3/26/2021 22:57	0	0	0	Rear End	Failure to Yield	Dark-Lighted	Dry	31.997421	-81.25956
8001814	Chatham Co Police Department	3/27/2021 12:25	0	0	1	Rear End		Daylight	Dry	32.013662	-81.233074
8001944	Chatham Co Police Department	3/26/2021 21:16	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.000789	-81.247241
8002415	Chatham Co Police Department	3/27/2021 12:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997637	-81.2569
8002416	Chatham Co Police Department	3/27/2021 13:40	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.01126	-81.234854
8002490	Chatham Co Police Department	3/27/2021 14:18	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999258	-81.250106
8002716	Chatham Co Police Department	3/28/2021 14:23	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002146	-81.246286
8003147	Chatham Co Police Department	3/25/2021 7:20	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.014048	-81.232968
8003148	Chatham Co Police Department	3/25/2021 14:57	0	0	0	Sideswipe-Same Direction	["Misjudged Clearance","Misjudged Clearance"]	Daylight	Dry	32.000681	-81.24711
8003173	Chatham Co Police Department	3/20/2021 8:26	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	31.999373	-81.250356
8003394	Savannah Police Department	3/29/2021 8:02	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048129	-81.166421
8004594	Chatham Co Police Department	3/25/2021 10:49	0	0	1	Sideswipe-Same Direction	Parked Improperly	Daylight	Dry	32.045785	-81.175925
8004595	Chatham Co Police Department	3/29/2021 14:43	0	0	0	Sideswipe-Same Direction	Following Too Close	Daylight	Dry	32.000834	-81.247403
8006724	Chatham Co Police Department	3/31/2021 7:42	0	0	0	Rear End	Following Too Close	Dawn	Dry	32.023323	-81.226024
8007804	Garden City Police Department	3/31/2021 16:02	0	0	0	Sideswipe-Same Direction	Reaction to Object or Animal	Daylight	Dry	32.039337	-81.208134
8007819	Chatham Co Police Department	4/1/2021 7:38	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.014075	-81.233055
8008339	Chatham Co Police Department	4/1/2021 9:10	0	0	0	Rear End	["Under the Influence (U.I.)","Following Too Close"]	Daylight	Dry	32.052434	-81.147625
8009644	Chatham Co Police Department	3/30/2021 15:08	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000778	-81.247228
8010490	Chatham Co Police Department	4/3/2021 13:28	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.014203	-81.233199
8010491	Chatham Co Police Department	4/3/2021 14:06	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	32.011025	-81.235037
8011073	Chatham Co Police Department	4/2/2021 17:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000786	-81.247237
8011076	Chatham Co Police Department	4/3/2021 15:01	0	0	0	Rear End	Too Fast for Conditions	Daylight	Dry	31.995792	-81.269729
8011127	Savannah Police Department	4/3/2021 15:40	0	0	0	Rear End	Improper Backing	Daylight	Dry	32.050855	-81.154287
8013976	Chatham Co Police Department	4/5/2021 14:01	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023659	-81.225962
8014224	Savannah Police Department	4/6/2021 0:00	0	0	0	Angle (Other)	Improper Turn	Daylight	Dry	32.054023	-81.140739
8014295	Savannah Police Department	4/5/2021 17:20	0	0	0	Head On		Daylight	Dry	32.05059	-81.155553
8014351	Chatham Co Police Department	4/5/2021 17:03	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002011	-81.246146
8014352	Chatham Co Police Department	4/6/2021 7:25	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.029396	-81.221314
8015038	Chatham Co Police Department	4/4/2021 17:14	0	0	1	Rear End	["Too Fast for Conditions","Following Too Close","Under the Influence (U.I.)"]	Daylight	Dry	32.051197	-81.152714
8015040	Chatham Co Police Department	4/6/2021 20:49	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.014047	-81.232969
8015247	Savannah Police Department	4/7/2021 9:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053956	-81.140999
8015575	Savannah Police Department	4/7/2021 13:15	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.048722	-81.164042
8016906	Savannah Police Department	4/8/2021 0:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.05444	-81.139123
8017653	Savannah Police Department	4/8/2021 17:21	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.050756	-81.154761
8017887	Chatham Co Police Department	4/6/2021 15:14	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998215	-81.253602
8018879	Garden City Police Department	4/9/2021 18:11	0	0	0	Rear End	Following Too Close	Dusk	Dry	32.039578	-81.207839
8019394	Savannah Police Department	4/10/2021 0:00	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.048381	-81.16542
8021038	Chatham Co Police Department	4/12/2021 6:52	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999184	-81.249746
8022051	Savannah Police Department	4/13/2021 10:48	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.053335	-81.143975
8022677	Savannah Police Department	4/12/2021 13:19	0	0	0	Sideswipe-Same Direction	["Misjudged Clearance","Misjudged Clearance"]	Daylight	Dry	32.053813	-81.142317
8022928	Chatham Co Police Department	4/7/2021 20:08	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.012025	-81.23446
8022937	Chatham Co Police Department	4/3/2021 22:25	0	0	0	Left Angle Crash	["Disregard Stop Sign/Signal","Improper Turn"]	Dark-Lighted	Dry	32.002539	-81.245863
8022945	Chatham Co Police Department	4/3/2021 18:55	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002615	-81.245954
8023753	Chatham Co Police Department	4/9/2021 16:14	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	32.027145	-81.223191
8023754	Chatham Co Police Department	4/9/2021 17:50	0	1	1	Angle (Other)		Daylight	Dry	32.01649	-81.231247
8023804	Chatham Co Police Department	4/9/2021 7:50	0	0	0	Rear End	["Following Too Close","Misjudged Clearance","Inattentive or Other Distraction (Distracted)","Following Too Close"]	Daylight	Dry	32.000638	-81.247899
8023805	Chatham Co Police Department	4/9/2021 9:54	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992724	-81.274566
8023807	Chatham Co Police Department	4/9/2021 14:40	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Wet	32.029394	-81.221315
8023810	Chatham Co Police Department	4/14/2021 5:46	0	0	0	Left Angle Crash	["Failure to Yield","Failure to Yield"]	Dark-Lighted	Dry	32.014048	-81.232968
8024901	Savannah Police Department	4/15/2021 6:39	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	32.04837	-81.16547
8025612	Chatham Co Police Department	4/15/2021 5:10	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.014048	-81.232968
8025689	Chatham Co Police Department	4/13/2021 15:05	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.016489	-81.231247
8027064	Chatham Co Police Department	4/16/2021 18:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.99763	-81.256982
8027306	Chatham Co Police Department	4/12/2021 17:18	0	0	0	Rear End	Failure to Yield	Daylight	Dry	32.051246	-81.152511
8027354	Chatham Co Police Department	4/16/2021 16:31	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000799	-81.247253
8027420	Savannah Police Department	4/17/2021 13:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054646	-81.138951
8028075	Chatham Co Police Department	4/17/2021 16:48	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.01382	-81.232952
8028875	Garden City Police Department	4/15/2021 13:02	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039574	-81.207837
8028899	Garden City Police Department	4/15/2021 17:44	0	0	0	Rear End	["Following Too Close","Under the Influence (U.I.)"]	Daylight	Dry	32.043798	-81.184099
8029132	Gsp Post 00	4/16/2021 23:18	0	1	0	Not a Collision with Motor Vehicle	Under the Influence (U.I.)	Dark-Not Lighted	Dry	32.052575	-81.147043
8032930	Chatham Co Police Department	4/21/2021 14:20	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	31.997751	-81.257088
8033596	Chatham Co Police Department	4/21/2021 16:43	0	0	0	Sideswipe-Opposite Direction	Improper Turn	Daylight	Dry	32.053305	-81.143967
8034210	Chatham Co Police Department	4/18/2021 20:18	0	0	0	Left Angle Crash		Dark-Lighted	Dry	32.023822	-81.225813
8035162	Gsp Post 00	4/21/2021 6:22	1	0	0	Not a Collision with Motor Vehicle	Failure to Yield	Daylight	Dry	31.998187	-81.253829
8035457	Chatham Co Police Department	4/23/2021 11:56	0	0	0	Right Angle Crash	Failure to Yield	Daylight	Dry	32.029475	-81.221255
8035513	Chatham Co Police Department	4/20/2021 15:34	0	0	0	Rear End		Daylight	Dry	32.003139	-81.245237
8036785	Savannah Police Department	4/23/2021 7:44	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053564	-81.142614
8037099	Chatham Co Police Department	4/25/2021 20:29	0	0	0	Right Angle Crash	Driver Condition	Dark-Lighted	Dry	32.024936	-81.224971
8037156	Savannah Police Department	4/26/2021 3:14	0	0	0	Not a Collision with Motor Vehicle	["Under the Influence (U.I.)","Driver Lost Control"]	Dark-Lighted	Dry	32.052465	-81.147498
8038597	Garden City Police Department	4/17/2021 14:04	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.041585	-81.192978
8039583	Chatham Co Police Department	4/26/2021 15:34	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.010176	-81.235841
8040241	Savannah Police Department	4/24/2021 19:32	0	0	0	Rear End	Occupant Distraction (Distracted)	Dusk	Wet	32.048377	-81.165434
8041008	Garden City Police Department	6/6/2021 15:26	0	0	0	Angle (Other)	Improper Turn	Daylight	Dry	32.040384	-81.199821
8041031	Garden City Police Department	4/23/2021 16:57	0	0	0	Rear End	Under the Influence (U.I.)	Daylight	Dry	32.042126	-81.190839
8041598	Chatham Co Police Department	4/25/2021 13:13	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.029474	-81.221454
8042292	Chatham Co Police Department	4/29/2021 11:10	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.023943	-81.225739
8043067	Chatham Co Police Department	4/26/2021 13:29	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	32.002405	-81.246013
8043907	Savannah Police Department	4/30/2021 15:19	0	0	0	Left Angle Crash	Disregard Stop Sign/Signal	Daylight	Dry	32.053645	-81.142279
8043914	Chatham Co Police Department	4/17/2021 16:15	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.023823	-81.225814
8044276	Savannah Police Department	4/30/2021 17:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048722	-81.164042
8044281	Garden City Police Department	4/22/2021 15:42	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.04386	-81.183849
8044284	Chatham Co Police Department	4/27/2021 22:12	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Dark-Lighted	Dry	32.026438	-81.223785
8044852	Chatham Co Police Department	4/30/2021 18:28	0	0	1	Rear End	Following Too Close	Daylight	Dry	31.999256	-81.250101
8045655	Garden City Police Department	4/30/2021 13:00	0	0	0	Sideswipe-Same Direction	Misjudged Clearance	Daylight	Dry	32.041176	-81.194677

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
8046112	Chatham Co Police Department	4/29/2021 16:00	0	0	0	Rear End	Following Too Close	(None)	Dry	31.995572	-81.270139
8046833	Chatham Co Police Department	5/3/2021 7:05	0	0	0	Left Angle Crash	Disregard Stop Sign/Signal	Daylight	Dry	32.000961	-81.247538
8047664	Chatham Co Police Department	5/3/2021 18:04	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002892	-81.245497
8047717	Garden City Police Department	4/29/2021 17:20	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.042891	-81.187629
8047730	Chatham Co Police Department	5/3/2021 21:18	0	0	0	Left Angle Crash		Dark-Not Lighted	Dry	32.050744	-81.154818
8049842	Chatham Co Police Department	4/30/2021 9:45	0	0	0	Rear End	Misjudged Clearance	Daylight	Dry	31.997924	-81.255726
8049897	Chatham Co Police Department	4/30/2021 16:58	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048049	-81.165338
8049900	Chatham Co Police Department	5/2/2021 14:23	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	31.992722	-81.274564
8049922	Garden City Police Department	3/24/2021 18:20	0	0	0	Rear End	["Following Too Close","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	32.039362	-81.207954
8050119	Savannah Police Department	5/5/2021 14:18	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048722	-81.164042
8050586	Chatham Co Police Department	5/5/2021 19:00	0	0	1	Rear End	Following Too Close	Daylight	Dry	32.000781	-81.247231
8051061	Garden City Police Department	5/5/2021 17:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039571	-81.207835
8051224	Garden City Police Department	5/5/2021 13:01	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.041375	-81.193832
8052089	Savannah Police Department	5/6/2021 15:50	0	0	0	Sideswipe-Same Direction	Other Interior Distraction (Distracted)	Daylight	Dry	32.051207	-81.152673
8052206	Chatham Co Police Department	5/4/2021 8:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000331	-81.248243
8052479	Savannah Police Department	5/4/2021 10:03	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.048477	-81.165604
8052849	Savannah Police Department	5/4/2021 11:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048654	-81.16566
8053377	Chatham Co Police Department	5/7/2021 17:40	0	0	0	Rear End	["Following Too Close","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	32.001146	-81.247067
8053378	Chatham Co Police Department	5/7/2021 18:01	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.01294	-81.233609
8053414	Chatham Co Police Department	5/7/2021 5:40	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.013277	-81.233532
8053466	Chatham Co Police Department	4/25/2021 20:03	0	0	0	Rear End	["Under the Influence (U.I.)","Following Too Close"]	Daylight	Dry	32.023825	-81.225815
8053467	Chatham Co Police Department	5/3/2021 16:33	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002131	-81.246302
8054244	Chatham Co Police Department	5/5/2021 0:54	0	0	0	Rear End	["Failure to Yield","Under the Influence (U.I.)"]	Dark-Lighted	Dry	32.014048	-81.232968
8054497	Chatham Co Police Department	5/8/2021 8:12	0	0	0	Rear End	["Inattentive or Other Distraction (Distracted)","Following Too Close"]	Daylight	Dry	31.997637	-81.256902
8055002	Savannah Police Department	5/9/2021 20:40	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.054493	-81.138915
8055272	Chatham Co Police Department	5/7/2021 22:17	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.052698	-81.14654
8055273	Chatham Co Police Department	5/9/2021 21:23	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.002311	-81.245813
8055358	Chatham Co Police Department	5/6/2021 7:48	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039377	-81.207853
8056610	Savannah Police Department	5/10/2021 17:24	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.048723	-81.16404
8057843	Chatham Co Police Department	4/30/2021 14:14	0	0	0	Sideswipe-Same Direction		Daylight	Dry	31.998421	-81.248085
8057844	Chatham Co Police Department	5/6/2021 17:00	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	32.000799	-81.247253
8058870	Chatham Co Police Department	5/7/2021 17:50	0	0	0	Not a Collision with Motor Vehicle	Failure to Yield	Daylight	Dry	32.012025	-81.23446
8059053	Chatham Co Police Department	5/8/2021 13:16	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.995984	-81.26892
8059770	Chatham Co Police Department	5/10/2021 4:51	0	0	0	Head On		Dark-Lighted	Dry	32.035332	-81.216806
8059861	Chatham Co Police Department	5/12/2021 16:13	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.049561	-81.160282
8060419	Garden City Police Department	5/11/2021 20:25	0	0	0	Sideswipe-Same Direction	["Inattentive or Other Distraction (Distracted)","Changed Lanes Improperly"]	Dark-Lighted	Wet	32.043858	-81.183858
8060772	Garden City Police Department	5/12/2021 18:18	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.03957	-81.207834
8060815	Savannah Police Department	5/12/2021 12:25	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.053335	-81.143974
8062512	Chatham Co Police Department	5/11/2021 16:08	0	0	1	Not a Collision with Motor Vehicle		Daylight	Dry	32.027073	-81.223068
8062526	Chatham Co Police Department	5/11/2021 8:02	0	0	0	Rear End		Daylight	Dry	32.029396	-81.221314
8063860	Garden City Police Department	5/11/2021 21:15	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Wet	32.043707	-81.184459
8065172	Savannah Police Department	5/17/2021 16:54	0	0	0	Left Angle Crash	Misjudged Clearance	Daylight	Dry	32.048876	-81.163366
8065520	Chatham Co Police Department	5/4/2021 16:15	0	0	0	Left Angle Crash	["Failure to Yield","Other Exterior Distraction (Distracted)"]	Daylight	Dry	32.023765	-81.225883
8066128	Garden City Police Department	5/17/2021 13:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039573	-81.207836
8066149	Chatham Co Police Department	5/13/2021 16:48	0	0	0	Rear End	Failure to Yield	Daylight	Dry	32.033636	-81.218323
8066159	Garden City Police Department	5/18/2021 7:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.041896	-81.19176
8066808	Chatham Co Police Department	5/12/2021 19:45	0	0	0	Rear End	Following Too Close	Dusk	Wet	32.023836	-81.225983
8067677	Chatham Co Police Department	5/14/2021 11:13	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	31.997328	-81.259254
8067709	Chatham Co Police Department	5/14/2021 15:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002678	-81.245718
8068045	Savannah Police Department	5/19/2021 20:07	0	1	0	Rear End	["Following Too Close","Exceeding Speed Limit"]	Dusk	Dry	32.048713	-81.164078
8068946	Savannah Police Department	5/20/2021 13:59	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.048282	-81.165828
8069084	Savannah Police Department	5/20/2021 8:00	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.049944	-81.158506
8069459	Chatham Co Police Department	5/15/2021 14:14	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000787	-81.247238
8070767	Chatham Co Police Department	5/21/2021 16:06	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.026934	-81.223368
8070768	Chatham Co Police Department	5/21/2021 16:06	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.026934	-81.223368
8070866	Chatham Co Police Department	5/21/2021 7:42	0	0	0	Sideswipe-Same Direction	["Misjudged Clearance","Changed Lanes Improperly"]	Daylight	Dry	31.998658	-81.250512
8070913	Savannah Police Department	5/12/2021 11:47	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048567	-81.165633
8071011	Gsp Post 00	5/19/2021 18:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992733	-81.274577
8071559	Chatham Co Police Department	5/19/2021 8:25	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	31.998331	-81.251779
8071785	Chatham Co Police Department	5/21/2021 20:00	0	0	0	Rear End	["Changed Lanes Improperly","Misjudged Clearance"]	Daylight	Dry	32.030145	-81.220937
8071806	Chatham Co Police Department	5/21/2021 12:25	0	0	0	Rear End	Improper Backing	Daylight	Dry	31.999126	-81.249819
8072363	Savannah Police Department	5/22/2021 22:47	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.053811	-81.142325
8073457	Chatham Co Police Department	5/24/2021 7:57	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000778	-81.247228
8074940	Savannah Police Department	5/25/2021 11:47	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.04837	-81.16547
8075475	Chatham Co Police Department	5/25/2021 18:16	0	0	0	Angle (Other)	Changed Lanes Improperly	Daylight	Dry	31.999254	-81.249628
8076009	Chatham Co Police Department	5/23/2021 13:32	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	31.997547	-81.257705
8076236	Savannah Police Department	5/26/2021 14:31	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054493	-81.138915
8076730	Savannah Police Department	5/27/2021 7:41	0	0	0	Angle (Other)	Misjudged Clearance	Daylight	Dry	32.04837	-81.16547
8080454	Chatham Co Police Department	4/29/2021 15:33	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998997	-81.249559
8080472	Chatham Co Police Department	5/29/2021 12:37	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000807	-81.247263
8080513	Chatham Co Police Department	5/25/2021 12:33	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002949	-81.245437
8080768	Chatham Co Police Department	5/30/2021 21:00	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	31.998332	-81.251778
8080834	Chatham Co Police Department	5/27/2021 10:09	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	31.9928	-81.274729
8080974	Chatham Co Police Department	5/27/2021 15:00	0	0	0	Rear End		Daylight	Dry	32.000888	-81.247366
8081420	Chatham Co Police Department	5/31/2021 15:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.00078	-81.24723
8082295	Savannah Police Department	5/31/2021 16:06	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048917	-81.165752
8082386	Chatham Co Police Department	6/1/2021 12:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.996073	-81.267363
8085829	Chatham Co Police Department	5/25/2021 20:25	0	0	0	(None)	["Misjudged Clearance","Failure to Yield"]	(None)	(None)	32.023836	-81.225823
8086012	Chatham Co Police Department	6/1/2021 16:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.052981	-81.145377
8087602	Savannah Police Department	5/22/2021 9:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053814	-81.14232
8088850	Chatham Co Police Department	5/23/2021 21:09	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.001058	-81.247162
8088853	Chatham Co Police Department	6/4/2021 19:42	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.051161	-81.152877
8089737	Chatham Co Police Department	6/1/2021 19:18	0	0	0	Sideswipe-Same Direction	Following Too Close	Daylight	Dry	32.021395	-81.22769
8090678	Chatham Co Police Department	6/7/2021 6:59	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.044488	-81.181281
8090682	Chatham Co Police Department	6/7/2021 14:05	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.010176	-81.235841

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
8090784	Chatham Co Police Department	5/28/2021 14:01	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002539	-81.245864
8090909	Savannah Police Department	6/2/2021 16:20	0	0	0	Angle (Other)	Following Too Close	Daylight	Dry	32.054366	-81.13881
8091156	Savannah Police Department	6/7/2021 18:17	0	0	0	Angle (Other)	Failure to Yield	Daylight	Wet	32.048808	-81.164069
8091846	Chatham Co Police Department	6/7/2021 13:16	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.014066	-81.233045
8091927	Savannah Police Department	6/3/2021 6:45	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.048358	-81.165529
8092077	Savannah Police Department	6/7/2021 17:00	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.054318	-81.139595
8094053	Chatham Co Police Department	6/6/2021 14:50	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Wet	32.000452	-81.247822
8094452	Chatham Co Police Department	6/9/2021 17:10	0	0	0	Angle (Other)	Failure to Yield	Daylight	Wet	31.992743	-81.274592
8094868	Chatham Co Police Department	6/10/2021 19:46	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002936	-81.245171
8095782	Chatham Co Police Department	6/8/2021 12:46	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997612	-81.25719
8095788	Garden City Police Department	6/7/2021 7:35	0	0	1	Not a Collision with Motor Vehicle		Daylight	Dry	32.042508	-81.189261
8096031	Chatham Co Police Department	6/9/2021 2:30	0	0	1	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.046013	-81.174995
8096455	Chatham Co Police Department	6/11/2021 12:40	0	0	0	Rear End		Daylight	Dry	32.024277	-81.225475
8096459	Chatham Co Police Department	6/11/2021 15:16	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992662	-81.27449
8096786	Chatham Co Police Department	6/12/2021 10:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992725	-81.274568
8097322	Garden City Police Department	6/8/2021 18:29	0	0	0	Rear End	["Following Too Close","Failure to Yield"]	Daylight	Dry	32.042953	-81.187366
8097334	Chatham Co Police Department	6/11/2021 14:18	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.024174	-81.225556
8097966	Chatham Co Police Department	6/13/2021 3:22	0	0	0	Not a Collision with Motor Vehicle	["Under the Influence (U.I.)","Disregard Police - Evasion","Driver Lost Control","Wrong Side of Road"]	Dark-Lighted	Wet	32.028484	-81.222187
8098568	Chatham Co Police Department	6/10/2021 9:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.014084	-81.233065
8098904	Savannah Police Department	6/14/2021 13:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053752	-81.141796
8100369	Chatham Co Police Department	6/14/2021 14:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992724	-81.274566
8100409	Chatham Co Police Department	6/9/2021 17:11	0	0	0	Rear End		Daylight	Wet	32.002696	-81.24606
8100736	Garden City Police Department	6/11/2021 0:01	0	1	1	Rear End		Dark-Not Lighted	Dry	32.039759	-81.204824
8100999	Savannah Police Department	6/15/2021 0:00	0	0	0	Angle (Other)	Aggressive Driving	Daylight	Dry	32.053758	-81.141774
8101166	Chatham Co Police Department	6/15/2021 19:19	0	0	1	Sideswipe-Same Direction		Daylight	Dry	32.045725	-81.176172
8102000	Chatham Co Police Department	6/16/2021 6:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992724	-81.274567
8102227	Savannah Police Department	6/16/2021 15:49	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054004	-81.141556
8102304	Savannah Police Department	6/15/2021 12:10	0	0	0	Angle (Other)	Not Visible (Object, Person, or Vehicle)	Daylight	Dry	32.048716	-81.164068
8103686	Chatham Co Police Department	6/17/2021 17:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000577	-81.246984
8104582	Chatham Co Police Department	6/14/2021 12:34	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.052697	-81.146542
8104611	Savannah Police Department	6/18/2021 11:27	0	0	0	Head On	Improper Backing	Daylight	Dry	32.048191	-81.16538
8104612	Savannah Police Department	6/18/2021 14:55	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053332	-81.143561
8105432	Chatham Co Police Department	6/18/2021 11:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992724	-81.274566
8105498	Chatham Co Police Department	6/18/2021 5:43	0	0	2	Rear End	Following Too Close	Dawn	Wet	32.022422	-81.226715
8106277	Garden City Police Department	6/15/2021 16:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039362	-81.207955
8107363	Chatham Co Police Department	6/17/2021 13:24	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	31.997862	-81.256207
8107435	Chatham Co Police Department	6/17/2021 16:07	0	0	0	Angle (Other)		Daylight	Dry	32.00254	-81.245862
8109590	Chatham Co Police Department	6/22/2021 8:13	0	0	0	Angle (Other)	Changed Lanes Improperly	Daylight	Wet	32.001293	-81.247187
8111184	Chatham Co Police Department	6/23/2021 13:27	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.047899	-81.165432
8111606	Savannah Police Department	6/23/2021 18:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054547	-81.138962
8111975	Gsp Post 00	6/21/2021 13:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998863	-81.249265
8112358	Savannah Police Department	6/24/2021 16:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.04837	-81.16547
8112693	Chatham Co Police Department	6/23/2021 18:35	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002536	-81.245866
8112772	Chatham Co Police Department	6/23/2021 18:00	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.029145	-81.221515
8112802	Savannah Police Department	6/23/2021 17:22	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.053376	-81.14338
8118192	Gsp Post 00	6/26/2021 20:07	0	0	1	Sideswipe-Same Direction	["Disregard Police - Evasion","Under the Influence (U.I.)"]	Dusk	Dry	32.017794	-81.23041
8118400	Savannah Police Department	6/29/2021 0:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053299	-81.143699
8119784	Chatham Co Police Department	6/25/2021 15:41	0	0	0	Sideswipe-Opposite Direction		Daylight	Dry	32.035442	-81.216897
8120401	Garden City Police Department	6/30/2021 17:10	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.040796	-81.196697
8121753	Savannah Police Department	6/29/2021 16:56	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048726	-81.164026
8122297	Chatham Co Police Department	6/18/2021 16:07	0	0	0	Angle (Other)	Misjudged Clearance	Daylight	Dry	32.051109	-81.152666
8122300	Chatham Co Police Department	6/29/2021 7:59	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023828	-81.225968
8122301	Chatham Co Police Department	6/29/2021 8:36	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.053288	-81.143922
8122503	Chatham Co Police Department	6/29/2021 2:06	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Wet	32.025094	-81.224846
8123126	Savannah Police Department	7/2/2021 16:55	0	0	0	Left Angle Crash		Daylight	Wet	32.048008	-81.166892
8123474	Savannah Police Department	7/3/2021 13:43	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Wet	32.053315	-81.143995
8124089	Chatham Co Police Department	7/3/2021 17:22	0	0	0	Sideswipe-Same Direction		Daylight	Wet	32.029395	-81.221314
8124090	Chatham Co Police Department	7/3/2021 18:30	0	0	0	Rear End	Following Too Close	Daylight	Wet	31.999024	-81.249617
8124091	Chatham Co Police Department	7/3/2021 20:34	0	0	0	Sideswipe-Same Direction	Failure to Yield	Dark-Not Lighted	Dry	32.027073	-81.223068
8124092	Chatham Co Police Department	7/4/2021 10:35	0	1	0	Not a Collision with Motor Vehicle	Disregard Stop Sign/Signal	Daylight	Dry	31.99738	-81.258874
8124099	Chatham Co Police Department	7/4/2021 11:41	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999062	-81.249606
8124289	Chatham Co Police Department	6/28/2021 17:19	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.048579	-81.164622
8125463	Chatham Co Police Department	7/5/2021 18:34	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002432	-81.245983
8125477	Chatham Co Police Department	7/5/2021 18:34	0	0	0	Right Angle Crash	Aggressive Driving	Daylight	Dry	32.002367	-81.246053
8127583	Gsp Post 00	7/4/2021 17:54	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.026804	-81.223303
8128094	Chatham Co Police Department	7/4/2021 15:41	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000787	-81.247238
8128801	Garden City Police Department	7/7/2021 13:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039363	-81.207951
8129326	Chatham Co Police Department	7/7/2021 15:57	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.000848	-81.247388
8129382	Chatham Co Police Department	7/8/2021 10:05	0	0	0	Rear End	["Other Exterior Distraction (Distracted)","Following Too Close"]	Daylight	Dry	32.001077	-81.247141
8130110	Savannah Police Department	7/8/2021 21:51	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.048863	-81.165732
8130927	Savannah Police Department	6/22/2021 13:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054279	-81.139006
8131086	Savannah Police Department	7/9/2021 8:03	0	0	0	Sideswipe-Same Direction	Improper Passing	Daylight	Dry	32.048721	-81.164048
8132361	Chatham Co Police Department	7/1/2021 20:00	0	0	0	Sideswipe-Opposite Direction	["Too Fast for Conditions","Disregard Other Traffic Control"]	Dusk	Wet	31.997291	-81.259541
8132527	Garden City Police Department	7/9/2021 10:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039566	-81.207832
8132529	Garden City Police Department	7/9/2021 16:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039592	-81.207847
8134633	Savannah Police Department	7/12/2021 18:04	0	0	0	Sideswipe-Opposite Direction		Daylight	Dry	32.052501	-81.147349
8134679	Savannah Police Department	7/12/2021 11:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053752	-81.141796
8134782	Savannah Police Department	7/13/2021 7:30	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.048144	-81.166365
8135401	Savannah Police Department	7/13/2021 14:22	0	0	0	Angle (Other)	Changed Lanes Improperly	Daylight	Dry	32.051214	-81.15272
8135500	Chatham Co Police Department	7/8/2021 14:40	0	0	0	Head On	Following Too Close	Daylight	Dry	32.000937	-81.247291
8135501	Chatham Co Police Department	7/12/2021 11:57	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023857	-81.226025
8136057	Chatham Co Police Department	7/11/2021 12:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.024201	-81.225535
8136058	Chatham Co Police Department	7/11/2021 14:00	0	0	0	Rear End	["Following Too Close","Changed Lanes Improperly"]	Daylight	Dry	31.998047	-81.2538
8136059	Chatham Co Police Department	7/11/2021 17:20	0	0	0	Rear End	Too Fast for Conditions	Daylight	Dry	32.023384	-81.226165
8136416	Chatham Co Police Department	7/5/2021 20:45	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.023938	-81.226182

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
8137268	Chatham Co Police Department	7/14/2021 22:35	0	1	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	31.997722	-81.256352
8137287	Chatham Co Police Department	7/6/2021 17:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998187	-81.253827
8137342	Chatham Co Police Department	7/9/2021 15:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.01366	-81.233254
8138118	Savannah Police Department	7/13/2021 13:51	0	1	1	Angle (Other)	Failure to Yield	Daylight	Dry	32.048822	-81.164073
8138162	Chatham Co Police Department	7/1/2021 17:30	0	0	0	Not a Collision with Motor Vehicle	Under the Influence (U.I.)	Daylight	(None)	31.992566	-81.274767
8138439	Savannah Police Department	7/13/2021 12:29	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.048726	-81.164026
8139441	Savannah Police Department	7/16/2021 14:09	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048368	-81.165476
8139582	Chatham Co Police Department	7/12/2021 15:24	0	0	1	Left Angle Crash	Failure to Yield	Daylight	Dry	32.029396	-81.221314
8140389	Chatham Co Police Department	7/16/2021 19:30	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.025667	-81.224405
8140888	Savannah Police Department	7/15/2021 8:50	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	32.053954	-81.141007
8141107	Chatham Co Police Department	7/16/2021 7:48	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.025958	-81.223999
8141108	Chatham Co Police Department	7/16/2021 14:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002405	-81.246013
8141366	Chatham Co Police Department	7/16/2021 15:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002845	-81.245545
8141367	Chatham Co Police Department	7/17/2021 14:46	0	0	5	Rear End	Following Too Close	Daylight	Wet	32.024935	-81.224971
8142904	Savannah Police Department	7/19/2021 13:03	0	0	0	Rear End	["Occupant Distraction (Distracted)","Following Too Close"]	Daylight	Dry	32.054196	-81.140783
8144263	Garden City Police Department	7/19/2021 9:00	0	0	0	Rear End		Daylight	Dry	32.039823	-81.204369
8144280	Garden City Police Department	7/12/2021 19:35	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.044085	-81.182923
8144316	Garden City Police Department	7/6/2021 14:36	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.039561	-81.207829
8146551	Savannah Police Department	7/21/2021 16:33	0	0	0	Rear End	Reaction to Object or Animal	Daylight	Dry	32.054258	-81.139828
8146991	Savannah Police Department	7/22/2021 8:29	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.047705	-81.168068
8150102	Savannah Police Department	7/24/2021 9:58	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	32.051197	-81.152712
8150759	Chatham Co Police Department	7/24/2021 22:11	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Dark-Lighted	Dry	31.986128	-81.281493
8151874	Garden City Police Department	7/26/2021 10:17	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.044117	-81.182795
8151980	Savannah Police Department	7/26/2021 14:03	0	0	0	Angle (Other)	Changed Lanes Improperly	Daylight	Wet	32.048178	-81.165376
8152022	Savannah Police Department	7/26/2021 15:40	0	0	0	Left Angle Crash	["Improper Turn","Reaction to Object or Animal"]	Daylight	Wet	32.049494	-81.160589
8152321	Chatham Co Police Department	7/26/2021 15:34	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999367	-81.249433
8152566	Chatham Co Police Department	7/26/2021 17:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002429	-81.245714
8152823	Chatham Co Police Department	7/27/2021 8:05	0	0	0	Head On	Failure to Yield	Daylight	Wet	32.051022	-81.153518
8152864	Chatham Co Police Department	7/27/2021 10:35	0	0	0	Angle (Other)	Following Too Close	Daylight	Wet	32.023855	-81.226021
8152993	Savannah Police Department	7/27/2021 16:27	0	0	0	Rear End	Reaction to Object or Animal	Daylight	Dry	32.048748	-81.16569
8153524	Chatham Co Police Department	7/30/2021 15:11	0	0	0	Rear End	Improper Backing	Daylight	Wet	32.046014	-81.174987
8153579	Chatham Co Police Department	7/28/2021 0:55	0	0	3	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Wet	31.992817	-81.274712
8153675	Chatham Co Police Department	7/19/2021 15:50	0	0	0	Angle (Other)	Improper Turn	Daylight	Wet	32.011973	-81.234338
8153780	Chatham Co Police Department	7/24/2021 15:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.996086	-81.26726
8153995	Chatham Co Police Department	6/8/2021 19:56	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000387	-81.246751
8155397	Chatham Co Police Department	7/28/2021 13:49	0	0	2	Left Angle Crash	Disregard Stop Sign/Signal	Daylight	Dry	31.99777	-81.256931
8155400	Chatham Co Police Department	7/28/2021 17:11	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.00254	-81.245862
8155429	Chatham Co Police Department	7/20/2021 15:00	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.014079	-81.23306
8155662	Savannah Police Department	7/29/2021 12:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.047504	-81.168849
8156225	Chatham Co Police Department	7/26/2021 19:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.995947	-81.2698
8157019	Savannah Police Department	7/30/2021 10:48	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.048142	-81.166372
8157184	Savannah Police Department	7/30/2021 11:37	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.04837	-81.16547
8157860	Chatham Co Police Department	7/30/2021 16:54	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.99775	-81.257092
8157952	Savannah Police Department	7/30/2021 16:20	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.048931	-81.163126
8158597	Savannah Police Department	7/31/2021 20:55	0	0	1	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	32.052626	-81.146835
8159799	Gsp Post 00	7/30/2021 1:18	0	0	0	Sideswipe-Same Direction	["Disregard Police - Evasion","Exceeding Speed Limit","Under the Influence (U.I.)"]	Dark-Not Lighted	Dry	32.04955	-81.160332
8159885	Gsp Post 00	7/30/2021 1:19	0	0	0	Sideswipe-Same Direction	["Reckless Driving","Disregard Police - Evasion","Exceeding Speed Limit","Under the Influence (U.I.)"]	Dark-Not Lighted	Dry	32.050255	-81.15706
8160761	Chatham Co Police Department	8/2/2021 15:13	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998991	-81.249544
8161090	Chatham Co Police Department	7/29/2021 21:19	0	0	0	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Dry	32.012024	-81.234461
8161152	Chatham Co Police Department	7/29/2021 16:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.029289	-81.221589
8162047	Savannah Police Department	8/3/2021 8:46	0	0	2	Left Angle Crash	Failure to Yield	Daylight	Dry	32.054127	-81.141042
8162102	Chatham Co Police Department	8/3/2021 12:17	1	0	0	Rear End	Following Too Close	Daylight	Dry	31.997773	-81.256914
8162593	Chatham Co Police Department	8/1/2021 16:32	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.996125	-81.267918
8163129	Chatham Co Police Department	7/31/2021 16:00	0	0	1	Head On	Failure to Yield	Daylight	Dry	31.995792	-81.269729
8164410	Chatham Co Police Department	7/31/2021 7:48	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.002541	-81.245861
8164494	Savannah Police Department	8/5/2021 10:48	0	0	0	Angle (Other)	Following Too Close	Daylight	Wet	32.053752	-81.141796
8166579	Savannah Police Department	8/6/2021 15:03	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Wet	32.048726	-81.164026
8166601	Savannah Police Department	8/7/2021 7:55	0	0	0	Rear End	Improper Turn	Daylight	Dry	32.054454	-81.138883
8166865	Savannah Police Department	8/6/2021 17:15	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Wet	32.052157	-81.148761
8167015	Garden City Police Department	8/7/2021 16:45	0	0	0	Rear End	Failure to Yield	Daylight	Dry	32.039369	-81.207905
8168317	Chatham Co Police Department	8/5/2021 15:45	0	0	0	(None)		(None)	(None)	32.000961	-81.247538
8169375	Chatham Co Police Department	8/7/2021 11:43	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.0008	-81.247254
8169629	Chatham Co Police Department	8/9/2021 8:22	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998829	-81.249191
8170362	Savannah Police Department	8/9/2021 9:03	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.048377	-81.165433
8170518	Chatham Co Police Department	8/10/2021 7:37	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002264	-81.246162
8173474	Chatham Co Police Department	8/9/2021 17:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023952	-81.225732
8173837	Chatham Co Police Department	8/9/2021 16:08	0	0	0	Right Angle Crash	Failure to Yield	Daylight	Dry	32.029376	-81.221525
8175230	Chatham Co Police Department	8/13/2021 17:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002411	-81.246007
8175786	Chatham Co Police Department	8/9/2021 18:03	0	0	0	Head On	Under the Influence (U.I.)	Daylight	Dry	32.01694	-81.230966
8176476	Savannah Police Department	8/15/2021 18:40	0	0	0	Angle (Other)		Daylight	Wet	32.04837	-81.16547
8176690	Savannah Police Department	8/15/2021 21:23	0	0	0	Not a Collision with Motor Vehicle	Driver Lost Control	Dark-Lighted	Wet	32.054394	-81.140949
8176836	Chatham Co Police Department	8/11/2021 7:14	0	0	0	Angle (Other)	Changed Lanes Improperly	Daylight	Dry	32.012648	-81.233835
8176837	Chatham Co Police Department	8/11/2021 9:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.02365	-81.225969
8177291	Chatham Co Police Department	8/11/2021 16:20	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.051351	-81.152088
8177588	Chatham Co Police Department	8/12/2021 14:36	0	0	1	Rear End	Following Too Close	Daylight	Dry	32.002207	-81.246222
8177761	Chatham Co Police Department	8/16/2021 11:57	0	0	0	Rear End		Daylight	Wet	31.997406	-81.258685
8178455	Chatham Co Police Department	8/8/2021 14:52	0	0	0	Angle (Other)	Disregard Stop Sign/Signal	Daylight	Wet	31.997637	-81.256903
8178859	Savannah Police Department	8/17/2021 8:49	0	0	0	Head On	["Failure to Yield","Not Visible (Object, Person, or Vehicle)","Failure to Yield","Not Visible (Object, Person, or Vehicle)"]	Daylight	Dry	32.053616	-81.1424
8181732	Savannah Police Department	8/17/2021 18:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.04837	-81.16547
8182742	Chatham Co Police Department	8/18/2021 17:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000847	-81.247389
8182745	Chatham Co Police Department	8/18/2021 23:08	0	0	0	Rear End	Following Too Close	Dawn	Dry	32.000795	-81.247249
8182746	Chatham Co Police Department	8/19/2021 20:57	0	0	0	Sideswipe-Opposite Direction	Failure to Yield	Dark-Lighted	Dry	31.99742	-81.259562
8182952	Chatham Co Police Department	8/17/2021 10:01	0	0	2	Left Angle Crash	["Disregard Stop Sign/Signal","Disregard Stop Sign/Signal"]	Daylight	Dry	31.997291	-81.259544
8183205	Garden City Police Department	8/16/2021 15:55	0	0	0	Sideswipe-Same Direction	["Changed Lanes Improperly","Changed Lanes Improperly"]	Daylight	(None)	32.039336	-81.20814
8183284	Chatham Co Police Department	8/20/2021 7:37	1	0	0	Sideswipe-Same Direction		Daylight	Dry	31.99221	-81.275114

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
8183718	Chatham Co Police Department	8/17/2021 17:29	0	0	1	Sideswipe-Same Direction		Daylight	Dry	32.014046	-81.232969
8184289	Chatham Co Police Department	8/20/2021 17:05	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.002538	-81.245865
8184519	Chatham Co Police Department	8/20/2021 16:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.00081	-81.247266
8184958	Chatham Co Police Department	8/20/2021 17:35	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.05246	-81.147518
8185413	Chatham Co Police Department	8/11/2021 8:19	0	0	0	Left Angle Crash	Improper Passing	Daylight	Dry	32.047295	-81.169699
8185415	Chatham Co Police Department	8/11/2021 17:21	0	0	1	Rear End	Too Fast for Conditions	Daylight	Dry	32.02778	-81.222713
8185878	Chatham Co Police Department	8/20/2021 18:25	0	0	1	Rear End	Following Too Close	Daylight	Dry	31.992724	-81.274567
8187036	Savannah Police Department	8/23/2021 17:18	0	0	0	Rear End		Daylight	Wet	32.05448	-81.138966
8187070	Savannah Police Department	8/23/2021 17:00	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Wet	32.054454	-81.138883
8187334	Chatham Co Police Department	8/20/2021 3:46	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Dark-Lighted	Dry	32.044519	-81.181151
8187747	Savannah Police Department	8/24/2021 9:27	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.053949	-81.141029
8187893	Savannah Police Department	8/24/2021 7:49	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053616	-81.142397
8188134	Chatham Co Police Department	8/24/2021 8:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.051089	-81.152391
8189105	Chatham Co Police Department	8/25/2021 9:13	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	32.000705	-81.247139
8189637	Savannah Police Department	8/25/2021 6:40	0	0	0	Angle (Other)	Changed Lanes Improperly	Daylight	Dry	32.053906	-81.141198
8190828	Chatham Co Police Department	8/21/2021 12:30	0	1	1	Head On	Improper Turn	Daylight	Dry	32.002539	-81.245863
8190829	Chatham Co Police Department	8/22/2021 14:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.995869	-81.26951
8190862	Savannah Police Department	8/19/2021 11:48	0	1	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.053303	-81.144059
8191523	Chatham Co Police Department	8/26/2021 20:54	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.000792	-81.247244
8191536	Chatham Co Police Department	8/26/2021 21:20	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.000787	-81.247238
8192822	Chatham Co Police Department	8/27/2021 8:25	0	0	0	Rear End	Too Fast for Conditions	Daylight	Dry	32.0027	-81.245695
8192933	Chatham Co Police Department	8/28/2021 10:00	0	0	0	Sideswipe-Same Direction	["Reaction to Object or Animal","Driver Lost Control"]	Daylight	Dry	32.017519	-81.230391
8193215	Chatham Co Police Department	8/28/2021 17:25	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997637	-81.256901
8193500	Savannah Police Department	8/28/2021 17:23	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053928	-81.141498
8194320	Garden City Police Department	8/27/2021 22:14	0	0	5	Left Angle Crash	["Improper Turn","Under the Influence (U.I.)"]	Dark-Lighted	Dry	32.039404	-81.207652
8195199	Savannah Police Department	8/30/2021 11:37	0	0	0	Rear End	Improper Backing	Daylight	Dry	32.048393	-81.165369
8196125	Chatham Co Police Department	8/25/2021 21:42	0	0	1	Left Angle Crash	Not Visible (Object, Person, or Vehicle)	Dark-Not Lighted	Dry	32.023836	-81.225823
8196368	Savannah Police Department	8/31/2021 7:58	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.053827	-81.141512
8196721	Chatham Co Police Department	8/30/2021 12:18	0	0	0	Rear End	Following Too Close	(None)	(None)	31.997618	-81.257116
8197732	Chatham Co Police Department	8/29/2021 17:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023826	-81.225964
8198452	Chatham Co Police Department	8/29/2021 16:26	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	31.981828	-81.285788
8199316	Savannah Police Department	9/1/2021 13:25	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048344	-81.165588
8199465	Chatham Co Police Department	9/1/2021 14:15	0	0	0	Left Angle Crash	Disregard Stop Sign/Signal	Daylight	Dry	32.000847	-81.247389
8199466	Chatham Co Police Department	9/1/2021 16:30	0	0	0	Rear End	["Following Too Close","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	32.014076	-81.233056
8199467	Chatham Co Police Department	9/2/2021 6:31	0	0	0	Rear End	Following Too Close	Dawn	Dry	31.992817	-81.274712
8199469	Chatham Co Police Department	9/2/2021 9:07	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.002538	-81.245864
8199846	Savannah Police Department	9/2/2021 16:29	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.04837	-81.16547
8200463	Chatham Co Police Department	8/31/2021 14:25	0	0	0	Rear End	Following Too Close	Dusk	Dry	32.002803	-81.24559
8200710	Savannah Police Department	9/3/2021 8:49	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.99263	-81.274449
8201467	Chatham Co Police Department	9/3/2021 18:25	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023536	-81.226053
8202710	Savannah Police Department	9/2/2021 12:19	0	0	0	Sideswipe-Opposite Direction		Daylight	Dry	32.052455	-81.147538
8202764	Chatham Co Police Department	9/4/2021 9:54	0	0	0	Left Angle Crash		Daylight	Dry	32.012024	-81.234461
8213477	Chatham Co Police Department	9/1/2021 12:01	0	0	0	Angle (Other)	Improper Backing	Daylight	Dry	32.037392	-81.215188
8214447	Savannah Police Department	9/7/2021 5:53	0	0	2	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.053752	-81.141796
8215006	Chatham Co Police Department	9/6/2021 13:30	0	1	0	Not a Collision with Motor Vehicle		Daylight	Dry	32.032275	-81.219181
8215796	Chatham Co Police Department	9/7/2021 14:24	0	0	0	Sideswipe-Same Direction	Occupant Distraction (Distracted)	Daylight	Dry	32.037361	-81.21493
8217194	Chatham Co Police Department	9/8/2021 20:54	0	0	0	Angle (Other)	Failure to Yield	Dark-Lighted	Dry	32.037065	-81.215078
8217244	Chatham Co Police Department	9/5/2021 15:13	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.029397	-81.221313
8217931	Chatham Co Police Department	9/7/2021 8:44	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.010177	-81.235841
8217972	Chatham Co Police Department	9/8/2021 15:59	0	0	0	Sideswipe-Same Direction	["Changed Lanes Improperly","Changed Lanes Improperly"]	Daylight	Dry	32.024839	-81.225047
8218551	Garden City Police Department	9/9/2021 19:11	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.03957	-81.207834
8218973	Savannah Police Department	9/10/2021 8:46	0	0	0	Sideswipe-Opposite Direction	Improper Turn	Daylight	Dry	32.04837	-81.16547
8219271	Chatham Co Police Department	9/7/2021 16:47	1	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.024276	-81.225476
8220055	Chatham Co Police Department	9/10/2021 15:54	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	31.997781	-81.255914
8220402	Chatham Co Police Department	9/11/2021 11:22	0	0	0	Left Angle Crash	["Failure to Yield","Failure to Yield"]	Daylight	Dry	31.995792	-81.269729
8220404	Chatham Co Police Department	9/11/2021 12:43	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997637	-81.256901
8221106	Garden City Police Department	9/9/2021 15:48	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039579	-81.207839
8222066	Chatham Co Police Department	9/2/2021 5:21	0	0	1	Sideswipe-Same Direction		Dark-Lighted	Dry	32.038058	-81.213787
8223269	Garden City Police Department	9/13/2021 19:18	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.039417	-81.207549
8223352	Savannah Police Department	9/14/2021 6:28	0	0	1	Rear End	Following Too Close	Dark-Lighted	Dry	32.048351	-81.165561
8223412	Chatham Co Police Department	9/13/2021 6:28	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000793	-81.247246
8223636	Garden City Police Department	3/13/2021 12:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039347	-81.208062
8225435	Chatham Co Police Department	9/11/2021 19:50	0	0	0	Left Angle Crash	Failure to Yield	Dusk	Dry	32.002539	-81.245863
8225445	Savannah Police Department	9/15/2021 14:56	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.99285	-81.274477
8227029	Chatham Co Police Department	9/15/2021 13:00	0	0	0	Right Angle Crash	["Occupant Distraction (Distracted)","Following Too Close"]	Daylight	Dry	32.046815	-81.171677
8227089	Savannah Police Department	9/16/2021 8:58	0	0	0	Rear End	Misjudged Clearance	Daylight	Dry	32.047683	-81.168153
8227159	Savannah Police Department	9/16/2021 16:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.995728	-81.269582
8227174	Chatham Co Police Department	9/15/2021 20:30	0	0	0	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Wet	32.011955	-81.234513
8227228	Savannah Police Department	9/16/2021 15:41	0	0	0	Rear End	Occupant Distraction (Distracted)	Daylight	Wet	32.048373	-81.165455
8228095	Savannah Police Department	9/17/2021 6:24	0	0	1	Not a Collision with Motor Vehicle	Following Too Close	Dark-Lighted	Wet	32.051078	-81.15326
8228553	Chatham Co Police Department	9/4/2021 13:28	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	32.002539	-81.245863
8229252	Chatham Co Police Department	9/9/2021 10:05	0	0	0	Angle (Other)		Daylight	Dry	32.037064	-81.21508
8230135	Garden City Police Department	9/18/2021 12:20	0	1	0	Not a Collision with Motor Vehicle	Driver Lost Control	Daylight	Dry	32.03952	-81.20673
8230147	Chatham Co Police Department	9/14/2021 13:41	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.046922	-81.171175
8232009	Chatham Co Police Department	9/12/2021 15:55	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997483	-81.259088
8234660	Chatham Co Police Department	9/19/2021 14:13	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.014444	-81.23266
8235194	Chatham Co Police Department	9/22/2021 8:38	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.0219	-81.227117
8236108	Savannah Police Department	9/22/2021 14:25	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.054005	-81.14155
8236234	Savannah Police Department	9/23/2021 8:07	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053883	-81.140961
8237531	Chatham Co Police Department	9/23/2021 17:36	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000778	-81.247228
8238125	Savannah Police Department	9/24/2021 10:56	0	1	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.053721	-81.142675
8238225	Chatham Co Police Department	9/20/2021 15:25	0	0	0	Rear End	Following Too Close	Daylight	Wet	31.999305	-81.249541
8238328	Chatham Co Police Department	9/20/2021 20:41	0	0	0	Rear End	Following Too Close	Dark-Lighted	Wet	32.00079	-81.247242
8238509	Savannah Police Department	9/24/2021 16:11	0	0	0	Angle (Other)		Daylight	Dry	32.049291	-81.161534
8238566	Chatham Co Police Department	9/13/2021 2:40	0	0	0	Not a Collision with Motor Vehicle	Misjudged Clearance	Dusk	Dry	31.998179	-81.25389

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
8239395	Garden City Police Department	9/25/2021 16:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.040596	-81.198187
8239484	Savannah Police Department	9/25/2021 17:40	0	0	0	Rear End	Reckless Driving	Daylight	Dry	32.054023	-81.140739
8239635	Savannah Police Department	9/25/2021 10:50	0	0	0	Right Angle Crash	["Failure to Yield","Failure to Yield"]	Daylight	Dry	32.054654	-81.139038
8239841	Chatham Co Police Department	9/25/2021 12:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.00254	-81.245862
8240146	Chatham Co Police Department	9/10/2021 12:10	0	0	0	Rear End		Daylight	Dry	32.0236	-81.225806
8240148	Chatham Co Police Department	9/24/2021 15:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002296	-81.246128
8240252	Chatham Co Police Department	9/26/2021 11:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997793	-81.256755
8240260	Garden City Police Department	9/25/2021 16:04	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.04064	-81.197846
8240450	Garden City Police Department	9/26/2021 12:04	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039576	-81.207838
8242015	Chatham Co Police Department	9/23/2021 13:44	0	0	0	Rear End		Daylight	Dry	32.000738	-81.247509
8242017	Chatham Co Police Department	9/23/2021 17:02	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.051197	-81.152714
8242069	Chatham Co Police Department	9/27/2021 5:55	0	0	0	Head On	Reaction to Object or Animal	Dusk	Dry	32.013261	-81.233544
8242214	Savannah Police Department	9/27/2021 8:45	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.053313	-81.144016
8242239	Savannah Police Department	9/27/2021 12:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048035	-81.166787
8243577	Chatham Co Police Department	9/28/2021 7:40	0	0	0	Rear End	["Following Too Close","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	32.023557	-81.22584
8243631	Chatham Co Police Department	9/27/2021 15:11	0	0	0	Rear End	Vision Obscured	Daylight	Dry	32.002613	-81.245952
8243860	Garden City Police Department	9/25/2021 15:37	0	0	0	(None)		(None)	(None)	32.040478	-81.199101
8244409	Savannah Police Department	9/29/2021 8:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054493	-81.138915
8244676	Savannah Police Department	9/29/2021 9:33	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048431	-81.165218
8244932	Chatham Co Police Department	9/7/2021 10:38	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992685	-81.274518
8244934	Chatham Co Police Department	9/22/2021 1:17	0	0	0	Rear End		Dark-Lighted	Dry	31.999133	-81.249835
8244935	Chatham Co Police Department	9/25/2021 13:25	0	0	0	Sideswipe-Same Direction	Misjudged Clearance	Daylight	Dry	31.999838	-81.248781
8246277	Chatham Co Police Department	9/24/2021 18:33	0	0	1	Left Angle Crash	Disregard Stop Sign/Signal	Daylight	Dry	32.023682	-81.225739
8246393	Savannah Police Department	9/30/2021 9:54	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.054652	-81.138927
8246498	Chatham Co Police Department	9/26/2021 4:58	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	31.980617	-81.287021
8246899	Chatham Co Police Department	9/30/2021 18:46	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.010114	-81.235719
8249651	Chatham Co Police Department	9/23/2021 7:55	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.023373	-81.225984
8250016	Savannah Police Department	10/1/2021 9:30	0	0	0	Right Angle Crash	Failure to Yield	Daylight	Dry	32.048274	-81.16554
8250037	Savannah Police Department	10/2/2021 6:30	0	0	1	Not a Collision with Motor Vehicle	Other Activity - Mobile Device (Distracted)	Dark-Not Lighted	Dry	32.050954	-81.15383
8250067	Savannah Police Department	10/1/2021 16:35	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.049502	-81.16055
8251600	Chatham Co Police Department	9/29/2021 8:39	0	0	0	Sideswipe-Same Direction	Improper Passing	Daylight	Dry	31.999341	-81.249478
8252456	Chatham Co Police Department	10/4/2021 14:20	0	0	0	Rear End	["Following Too Close","Improper Passing","Misjudged Clearance"]	Daylight	Dry	32.00081	-81.247267
8252912	Chatham Co Police Department	9/29/2021 12:22	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013692	-81.23305
8252972	Savannah Police Department	10/5/2021 7:58	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053026	-81.145194
8253732	Chatham Co Police Department	10/5/2021 20:03	0	0	0	Rear End	Improper Backing	Dark-Lighted	Wet	32.029645	-81.22132
8253947	Chatham Co Police Department	10/3/2021 13:22	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.044053	-81.183055
8255041	Garden City Police Department	10/3/2021 20:26	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	32.041052	-81.195253
8255496	Chatham Co Police Department	10/6/2021 14:42	0	0	0	Sideswipe-Same Direction	Improper Turn	Daylight	Wet	31.999185	-81.249746
8256354	Chatham Co Police Department	10/3/2021 16:20	0	0	0	Angle (Other)	Too Fast for Conditions	Daylight	Dry	31.996056	-81.269855
8256356	Chatham Co Police Department	10/6/2021 11:05	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.052597	-81.146955
8258529	Chatham Co Police Department	10/8/2021 10:36	0	0	0	Rear End	Following Too Close	Daylight	Wet	31.997608	-81.257225
8258551	Chatham Co Police Department	10/8/2021 17:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023829	-81.22597
8259567	Chatham Co Police Department	10/9/2021 18:54	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992724	-81.274567
8259958	Chatham Co Police Department	10/9/2021 19:29	0	1	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.023822	-81.225812
8261262	Chatham Co Police Department	10/6/2021 14:22	0	0	1	Left Angle Crash	Improper Turn	Daylight	Wet	32.029395	-81.221315
8261287	Savannah Police Department	10/7/2021 13:59	0	0	0	Right Angle Crash		Daylight	Dry	32.049063	-81.162554
8261372	Chatham Co Police Department	9/27/2021 7:47	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.044324	-81.181342
8261373	Chatham Co Police Department	10/1/2021 17:35	0	0	0	Head On	Following Too Close	Daylight	Dry	32.036809	-81.215647
8261396	Chatham Co Police Department	10/7/2021 7:57	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.014102	-81.233086
8261399	Chatham Co Police Department	10/7/2021 15:46	0	0	0	Sideswipe-Same Direction	["Changed Lanes Improperly","Misjudged Clearance"]	Daylight	Dry	32.02983	-81.221173
8262614	Garden City Police Department	10/11/2021 6:53	0	1	0	Not a Collision with Motor Vehicle	Not Visible (Object, Person, or Vehicle)	Dark-Not Lighted	Dry	32.042618	-81.188766
8264446	Chatham Co Police Department	10/9/2021 15:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000776	-81.247225
8264500	Chatham Co Police Department	10/13/2021 7:44	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.04733	-81.169551
8264865	Savannah Police Department	10/14/2021 10:05	0	0	0	Rear End	Following Too Close	Dusk	Dry	32.05396	-81.140983
8265429	Chatham Co Police Department	10/11/2021 16:04	1	0	0	Rear End	["Following Too Close","Under the Influence (U.I.)"]	Daylight	Dry	32.001097	-81.24712
8265431	Chatham Co Police Department	10/12/2021 7:05	0	0	0	Rear End	Following Too Close	Dawn	Dry	32.014344	-81.232734
8265897	Chatham Co Police Department	10/14/2021 19:21	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Dark-Not Lighted	Dry	32.030635	-81.220579
8265899	Garden City Police Department	10/13/2021 19:25	0	0	0	Sideswipe-Same Direction	Failure to Yield	Dark-Not Lighted	Dry	32.039336	-81.208144
8267450	Savannah Police Department	10/16/2021 10:17	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053818	-81.141545
8267954	Savannah Police Department	10/7/2021 16:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.04839	-81.16538
8268886	Savannah Police Department	10/17/2021 12:42	0	0	0	Left Angle Crash	Improper Turn	Daylight	Dry	32.052316	-81.148107
8269226	Chatham Co Police Department	10/2/2021 9:54	0	0	0	Right Angle Crash	["Under the Influence (U.I.)","Failure to Yield"]	Daylight	Dry	31.998048	-81.253798
8272263	Chatham Co Police Department	10/19/2021 17:49	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.035114	-81.217163
8272369	Savannah Police Department	10/19/2021 17:34	0	0	0	Rear End		Daylight	Dry	32.04954	-81.160377
8272736	Garden City Police Department	10/20/2021 6:03	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	32.043439	-81.185532
8273183	Chatham Co Police Department	10/15/2021 14:05	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	31.997226	-81.260119
8273561	Chatham Co Police Department	10/15/2021 14:58	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.02293	-81.226329
8273564	Chatham Co Police Department	10/17/2021 15:22	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.021414	-81.227676
8273666	Chatham Co Police Department	10/20/2021 6:20	0	0	0	Angle (Other)		Dark-Not Lighted	Dry	32.00558	-81.242296
8274689	Chatham Co Police Department	10/20/2021 11:09	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992725	-81.274567
8274736	Chatham Co Police Department	10/12/2021 12:37	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.00074	-81.247507
8275006	Garden City Police Department	10/21/2021 13:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039597	-81.20785
8275534	Chatham Co Police Department	10/21/2021 20:16	0	0	0	Angle (Other)		Dark-Not Lighted	Dry	32.033253	-81.218447
8276493	Savannah Police Department	10/22/2021 9:53	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.048468	-81.165601
8277398	Savannah Police Department	10/22/2021 13:32	0	0	0	Angle (Other)	Changed Lanes Improperly	Daylight	Dry	32.048838	-81.163534
8277477	Chatham Co Police Department	10/14/2021 8:55	0	0	0	Rear End	Improper Backing	Daylight	Dry	31.997454	-81.259303
8277639	Chatham Co Police Department	10/19/2021 8:12	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013967	-81.232838
8277643	Chatham Co Police Department	10/19/2021 13:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.037208	-81.215143
8277996	Garden City Police Department	10/23/2021 6:38	0	0	0	Head On		Dusk	Dry	31.995987	-81.268906
8278170	Chatham Co Police Department	10/19/2021 17:34	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	32.050243	-81.157115
8278172	Chatham Co Police Department	10/22/2021 19:55	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.000814	-81.247271
8278173	Chatham Co Police Department	10/22/2021 21:15	0	0	0	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Dry	31.999061	-81.249607
8278682	Chatham Co Police Department	10/19/2021 9:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.006881	-81.239627
8278748	Chatham Co Police Department	10/23/2021 9:31	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	32.00914	-81.23648
8278816	Chatham Co Police Department	10/23/2021 13:30	0	0	4	Angle (Other)	Failure to Yield	Daylight	Dry	31.998047	-81.253799

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
8279143	Chatham Co Police Department	10/23/2021 17:29	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997934	-81.255654
8279179	Savannah Police Department	10/23/2021 19:59	0	2	0	Left Angle Crash	Failure to Yield	Dawn	Dry	32.053748	-81.141815
8280467	Chatham Co Police Department	10/25/2021 7:35	0	0	0	Rear End	Following Too Close	Daylight	Wet	31.998706	-81.250374
8280676	Chatham Co Police Department	10/20/2021 9:15	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.00458	-81.243687
8280687	Chatham Co Police Department	10/25/2021 18:09	0	0	0	Head On	["Too Fast for Conditions","Driver Lost Control"]	Daylight	Dry	31.992859	-81.274671
8281090	Savannah Police Department	10/25/2021 17:55	0	0	0	Angle (Other)	Following Too Close	Daylight	Dry	32.048473	-81.165603
8283786	Garden City Police Department	10/27/2021 7:10	0	0	0	Sideswipe-Same Direction		Dusk	Dry	32.039483	-81.207024
8284199	Chatham Co Police Department	10/24/2021 18:25	0	0	1	Sideswipe-Opposite Direction	Wrong Side of Road	Dusk	Dry	31.998545	-81.250884
8285071	Chatham Co Police Department	10/27/2021 13:45	0	0	0	Left Angle Crash	Disregard Stop Sign/Signal	Daylight	Dry	32.014047	-81.232969
8285138	Chatham Co Police Department	10/28/2021 10:25	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Wet	32.024047	-81.225657
8285883	Chatham Co Police Department	10/28/2021 21:21	0	0	0	Sideswipe-Same Direction		Dark-Not Lighted	Dry	32.017994	-81.230068
8285921	Chatham Co Police Department	10/27/2021 18:40	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.002695	-81.2457
8285922	Chatham Co Police Department	10/27/2021 21:00	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.023822	-81.225813
8287723	Chatham Co Police Department	10/29/2021 16:56	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.030698	-81.220531
8287724	Chatham Co Police Department	10/29/2021 19:02	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.001139	-81.247074
8287725	Chatham Co Police Department	10/29/2021 19:51	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.02347	-81.226102
8289148	Chatham Co Police Department	10/31/2021 11:44	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992725	-81.274567
8289158	Garden City Police Department	10/29/2021 11:07	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039362	-81.207954
8289554	Savannah Police Department	10/31/2021 0:00	0	0	0	Sideswipe-Same Direction	Improper Passing	Daylight	Dry	32.054454	-81.139068
8289677	Savannah Police Department	10/29/2021 18:19	0	0	0	Rear End	Following Too Close	Dusk	Dry	32.054493	-81.138915
8289711	Chatham Co Police Department	10/31/2021 20:41	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	31.999258	-81.250106
8290566	Chatham Co Police Department	11/1/2021 9:45	0	0	0	Angle (Other)	Following Too Close	Daylight	Dry	32.000805	-81.24726
8291229	Garden City Police Department	11/1/2021 12:20	0	0	0	Sideswipe-Same Direction	Following Too Close	Daylight	Dry	32.041231	-81.194442
8292289	Chatham Co Police Department	11/1/2021 7:09	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992656	-81.274482
8292458	Savannah Police Department	11/2/2021 8:53	0	0	0	Rear End	Failure to Yield	Daylight	Dry	32.054407	-81.13925
8292464	Savannah Police Department	11/2/2021 12:12	0	0	0	Right Angle Crash	Disregard Stop Sign/Signal	Daylight	Dry	32.04789	-81.16735
8292903	Garden City Police Department	11/2/2021 9:50	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.039332	-81.208166
8295789	Chatham Co Police Department	10/28/2021 10:12	0	1	0	Left Angle Crash	Failure to Yield	(None)	(None)	32.023824	-81.225814
8295891	Chatham Co Police Department	11/4/2021 13:11	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.037207	-81.215146
8296355	Chatham Co Police Department	11/3/2021 18:59	0	0	1	Rear End	Following Too Close	Dark-Lighted	Dry	31.995385	-81.270698
8296448	Chatham Co Police Department	10/26/2021 20:10	0	0	0	Rear End	Under the Influence (U.I.)	Dark-Lighted	Dry	32.002974	-81.245411
8296590	Chatham Co Police Department	11/2/2021 16:05	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000788	-81.247239
8296886	Savannah Police Department	11/2/2021 15:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.049493	-81.16059
8297550	Chatham Co Police Department	11/3/2021 0:25	0	0	0	Not a Collision with Motor Vehicle	Reckless Driving	Dark-Not Lighted	Dry	31.995316	-81.270888
8298030	Chatham Co Police Department	11/5/2021 22:49	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Wet	31.995913	-81.269784
8298132	Savannah Police Department	11/5/2021 13:16	0	0	0	Left Angle Crash	Improper Turn	Daylight	Wet	32.04893	-81.163131
8298164	Savannah Police Department	11/5/2021 14:36	0	0	0	Angle (Other)	Failure to Yield	Daylight	Wet	32.048732	-81.164001
8298914	Savannah Police Department	11/7/2021 6:05	0	0	0	Left Angle Crash		Dawn	Wet	32.048336	-81.165558
8299021	Chatham Co Police Department	11/6/2021 6:09	0	0	0	Rear End	Too Fast for Conditions	Dark-Lighted	Wet	32.051094	-81.153183
8299022	Gsp Post 00	11/6/2021 6:13	0	0	0	Not a Collision with Motor Vehicle	Too Fast for Conditions	Dark-Lighted	Wet	31.998337	-81.251748
8299023	Gsp Post 00	11/6/2021 18:20	0	0	0	Rear End	Following Too Close	Dark-Lighted	Wet	31.998042	-81.253836
8299166	Chatham Co Police Department	11/2/2021 8:31	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	32.040916	-81.195956
8299757	Chatham Co Police Department	11/7/2021 19:38	0	0	0	Rear End	["Changed Lanes Improperly","Following Too Close"]	Dark-Not Lighted	Dry	31.998103	-81.254432
8299811	Chatham Co Police Department	11/6/2021 18:56	0	0	0	(None)	(None)	(None)	(None)	32.023769	-81.225671
8299917	Chatham Co Police Department	11/3/2021 13:10	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.020676	-81.22806
8299918	Chatham Co Police Department	11/4/2021 8:57	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013968	-81.232837
8301422	Savannah Police Department	11/8/2021 19:17	0	0	0	Left Angle Crash	["Improper Turn","Failure to Yield"]	Dark-Lighted	Dry	32.054493	-81.138916
8301461	Savannah Police Department	11/8/2021 20:42	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.051657	-81.150835
8302160	Chatham Co Police Department	11/8/2021 8:38	0	0	1	Left Angle Crash	["Failure to Yield","Disregard Stop Sign/Signal"]	Daylight	Dry	31.996065	-81.267425
8302208	Chatham Co Police Department	11/8/2021 7:57	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992733	-81.274578
8302664	Savannah Police Department	9/14/2021 16:17	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.053908	-81.141189
8302705	Savannah Police Department	11/9/2021 17:31	0	0	0	Angle (Other)	Following Too Close	Dusk	Dry	32.054431	-81.139157
8303413	Chatham Co Police Department	11/7/2021 12:41	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999085	-81.249564
8303556	Savannah Police Department	11/10/2021 8:25	0	1	0	Left Angle Crash	Improper Turn	Daylight	Dry	32.053288	-81.14412
8303778	Chatham Co Police Department	11/9/2021 9:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992681	-81.274513
8303893	Savannah Police Department	11/10/2021 11:43	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.053648	-81.142267
8305379	Chatham Co Police Department	11/10/2021 17:00	0	0	0	Left Angle Crash	["Failure to Yield","Changed Lanes Improperly"]	Daylight	Dry	32.053303	-81.144059
8306589	Chatham Co Police Department	11/11/2021 8:26	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.99925	-81.250088
8306648	Chatham Co Police Department	11/11/2021 15:12	0	0	0	Rear End	["Following Too Close","Following Too Close"]	Daylight	Dry	32.002539	-81.245863
8306649	Chatham Co Police Department	11/11/2021 18:40	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.002539	-81.245863
8306675	Savannah Police Department	11/12/2021 12:32	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.05388332	-81.14096061
8307018	Savannah Police Department	11/10/2021 17:54	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.054197	-81.140979
8307518	Savannah Police Department	11/12/2021 22:57	0	0	0	Rear End	Improper Backing	Dark-Lighted	Dry	32.04837	-81.16547
8309090	Chatham Co Police Department	11/8/2021 8:07	0	0	1	Rear End	Following Too Close	Daylight	Dry	32.000471	-81.2478
8309573	Chatham Co Police Department	11/12/2021 18:19	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Dark-Lighted	Dry	32.024155	-81.225572
8310335	Chatham Co Police Department	11/11/2021 12:37	0	0	0	Sideswipe-Same Direction	Improper Turn	Daylight	Dry	31.999086	-81.249563
8311482	Chatham Co Police Department	11/10/2021 9:04	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.046582	-81.17264
8311532	Chatham Co Police Department	11/10/2021 10:44	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998005	-81.255124
8311533	Chatham Co Police Department	11/10/2021 14:11	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992741	-81.274595
8312580	Chatham Co Police Department	11/15/2021 16:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013975	-81.233026
8312887	Savannah Police Department	11/15/2021 14:22	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054482	-81.138958
8313255	Chatham Co Police Department	11/10/2021 18:26	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.029491	-81.221419
8313258	Chatham Co Police Department	11/11/2021 16:29	0	0	0	Sideswipe-Same Direction	Inattentive or Other Distraction (Distracted)	Dark-Lighted	Dry	32.033904	-81.218121
8313261	Chatham Co Police Department	11/16/2021 18:12	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.022755	-81.226639
8313265	Chatham Co Police Department	11/16/2021 18:26	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.033673	-81.218294
8313307	Chatham Co Police Department	11/16/2021 19:31	0	0	0	Rear End	["Following Too Close","Following Too Close"]	Dark-Not Lighted	Dry	31.995883	-81.269438
8314091	Savannah Police Department	11/17/2021 7:41	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054127	-81.142299
8314462	Chatham Co Police Department	10/27/2021 15:23	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.02944	-81.221311
8315355	Savannah Police Department	11/18/2021 7:17	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054017	-81.140995
8316289	Savannah Police Department	11/18/2021 15:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053363	-81.143436
8316717	Chatham Co Police Department	11/18/2021 23:09	0	0	0	Not a Collision with Motor Vehicle	Changed Lanes Improperly	Dark-Not Lighted	Dry	32.016144	-81.231465
8316774	Garden City Police Department	11/15/2021 18:00	0	0	1	Rear End	Following Too Close	Dark-Lighted	Dry	32.039565	-81.207832
8317146	Savannah Police Department	11/16/2021 15:39	0	0	0	Angle (Other)	Changed Lanes Improperly	Daylight	Dry	32.048255	-81.165932
8317306	Chatham Co Police Department	11/17/2021 17:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000794	-81.247247
8317388	Chatham Co Police Department	11/18/2021 9:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013968	-81.233031

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
8317445	Chatham Co Police Department	11/18/2021 15:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000747	-81.24719
8318288	Savannah Police Department	11/19/2021 18:59	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.053515	-81.142812
8318624	Chatham Co Police Department	11/19/2021 11:32	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000746	-81.247189
8318626	Chatham Co Police Department	11/19/2021 12:41	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.002324	-81.246099
8318935	Garden City Police Department	11/20/2021 12:14	0	0	0	Rear End	Failure to Yield	Daylight	Dry	32.042929	-81.187466
8319306	Chatham Co Police Department	11/20/2021 18:56	0	0	0	Rear End	["Reckless Driving","Following Too Close"]	Dark-Not Lighted	Dry	32.006203	-81.241123
8319321	Chatham Co Police Department	11/20/2021 18:10	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Dark-Not Lighted	Dry	32.009037	-81.23679
8319322	Chatham Co Police Department	11/20/2021 17:56	0	0	0	Rear End	["Following Too Close","Too Fast for Conditions"]	Dark-Not Lighted	Dry	32.051079	-81.153255
8320250	Savannah Police Department	11/21/2021 3:20	0	0	0	Angle (Other)		Dark-Not Lighted	Dry	32.048351	-81.165562
8322081	Chatham Co Police Department	11/17/2021 9:00	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.000646	-81.247891
8322619	Chatham Co Police Department	11/18/2021 18:12	0	0	0	Angle (Other)	Failure to Yield	Dark-Not Lighted	Dry	32.002539	-81.245863
8323510	Chatham Co Police Department	11/23/2021 18:30	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.002539	-81.245863
8324158	Chatham Co Police Department	11/24/2021 7:47	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.017085	-81.230672
8324599	Chatham Co Police Department	11/21/2021 10:39	0	0	0	Angle (Other)	Following Too Close	Daylight	Dry	32.000742	-81.247183
8324775	Savannah Police Department	11/24/2021 17:46	0	0	0	Angle (Other)	Following Too Close	Dark-Lighted	Dry	32.053283	-81.143907
8326114	Gsp Post 00	11/23/2021 14:55	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999935	-81.248389
8326839	Chatham Co Police Department	11/26/2021 16:30	0	0	0	Rear End	Improper Passing	Daylight	Dry	32.023768	-81.225846
8327038	Savannah Police Department	11/28/2021 13:17	0	0	0	Left Angle Crash	Improper Turn	Daylight	Dry	32.054084	-81.141221
8327466	Chatham Co Police Department	11/26/2021 18:40	0	0	0	Angle (Other)	Changed Lanes Improperly	Dark-Not Lighted	Dry	31.996137	-81.267824
8327468	Chatham Co Police Department	11/27/2021 18:13	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	31.996057	-81.268442
8327536	Garden City Police Department	11/28/2021 19:22	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.039576	-81.207838
8328604	Chatham Co Police Department	11/28/2021 16:30	0	0	0	Rear End	["Inattentive or Other Distraction (Distracted)","Following Too Close"]	Daylight	Dry	32.013935	-81.233054
8331075	Chatham Co Police Department	11/27/2021 12:51	0	0	0	Rear End		Daylight	Dry	32.023392	-81.22597
8331568	Garden City Police Department	11/30/2021 12:30	0	0	0	Rear End		Daylight	Dry	32.039568	-81.207833
8332600	Savannah Police Department	12/1/2021 0:00	0	0	0	Angle (Other)	Changed Lanes Improperly	Dark-Lighted	Dry	32.04837	-81.16547
8332883	Savannah Police Department	12/1/2021 18:02	0	0	0	Angle (Other)	Changed Lanes Improperly	Dark-Lighted	Dry	32.048538	-81.165623
8332997	Chatham Co Police Department	12/1/2021 12:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023299	-81.226228
8333463	Chatham Co Police Department	11/30/2021 13:16	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997638	-81.256895
8333580	Chatham Co Police Department	11/30/2021 17:56	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.029439	-81.221309
8333712	Chatham Co Police Department	12/2/2021 1:00	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Dark-Lighted	Dry	32.016621	-81.231162
8334658	Gsp Post 00	11/23/2021 18:59	1	0	0	Not a Collision with Motor Vehicle	Failure to Yield	Dark-Not Lighted	Dry	32.044848	-81.179785
8336236	Savannah Police Department	12/3/2021 16:53	0	0	0	Left Angle Crash	["Failure to Yield","Misjudged Clearance","Exceeding Speed Limit"]	Dusk	Dry	32.0533	-81.144069
8336532	Chatham Co Police Department	12/3/2021 11:25	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002539	-81.245863
8337014	Chatham Co Police Department	12/4/2021 10:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999618	-81.248749
8337088	Chatham Co Police Department	12/4/2021 13:42	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	31.998042	-81.253833
8338543	Chatham Co Police Department	12/2/2021 7:16	0	0	0	Left Angle Crash	["Misjudged Clearance","Failure to Yield"]	Daylight	Dry	32.023728	-81.225747
8340569	Chatham Co Police Department	12/4/2021 14:55	0	0	0	Angle (Other)	Disregard Stop Sign/Signal	Daylight	Dry	32.029491	-81.221419
8340787	Savannah Police Department	12/7/2021 18:04	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Dark-Not Lighted	Wet	32.054164	-81.141623
8341071	Chatham Co Police Department	12/6/2021 17:33	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	31.991817	-81.275523
8341072	Chatham Co Police Department	12/6/2021 19:55	0	0	0	Rear End	Failure to Yield	Dusk	Dry	32.027105	-81.223042
8341073	Chatham Co Police Department	12/7/2021 18:28	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Wet	32.026917	-81.223383
8341148	Chatham Co Police Department	12/7/2021 21:40	0	0	0	Rear End	["Driver Lost Control","Changed Lanes Improperly"]	Dark-Not Lighted	Wet	31.992939	-81.274392
8341163	Garden City Police Department	12/7/2021 21:10	0	0	0	Sideswipe-Same Direction	["Driver Lost Control","Changed Lanes Improperly"]	Dark-Lighted	Dry	32.041898	-81.191751
8342013	Savannah Police Department	12/8/2021 12:44	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Wet	32.048518	-81.164867
8342752	Savannah Police Department	12/9/2021 5:23	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	31.992721	-81.274562
8343353	Chatham Co Police Department	12/5/2021 18:56	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	31.999085	-81.249564
8343614	Savannah Police Department	12/9/2021 8:53	0	0	0	Rear End	Misjudged Clearance	Daylight	Dry	32.05385704	-81.1409613
8343720	Savannah Police Department	12/9/2021 0:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.05402	-81.14147
8345724	Chatham Co Police Department	11/29/2021 7:15	0	0	0	Rear End	["Driver Condition","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	31.995874	-81.269767
8345726	Savannah Police Department	12/10/2021 20:49	0	0	0	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Dry	32.047341	-81.169509
8345769	Chatham Co Police Department	12/10/2021 21:04	1	0	0	Not a Collision with Motor Vehicle	Not Visible (Object, Person, or Vehicle)	Dark-Lighted	Dry	32.052693	-81.146559
8345909	Garden City Police Department	12/10/2021 15:25	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	32.043816	-81.184024
8346094	Savannah Police Department	12/11/2021 11:53	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048377	-81.165433
8346612	Chatham Co Police Department	12/10/2021 18:16	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Dark-Not Lighted	Dry	32.002432	-81.245983
8346614	Chatham Co Police Department	12/10/2021 20:12	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	31.995989	-81.269819
8347080	Chatham Co Police Department	12/7/2021 12:29	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001124	-81.24709
8347116	Chatham Co Police Department	12/6/2021 16:34	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	31.992741	-81.274595
8347120	Chatham Co Police Department	12/11/2021 12:55	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023552	-81.226041
8347272	Savannah Police Department	12/12/2021 11:03	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.04837	-81.16547
8347751	Garden City Police Department	12/2/2021 18:15	0	0	0	Rear End	["Following Too Close","Vision Obscured"]	Dark-Lighted	Dry	32.04062	-81.197998
8347954	Savannah Police Department	12/12/2021 18:51	0	0	0	Rear End	Other Exterior Distraction (Distracted)	Dark-Lighted	Dry	32.054225	-81.140678
8348163	Chatham Co Police Department	12/9/2021 7:20	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.000952	-81.247547
8348164	Chatham Co Police Department	12/9/2021 9:03	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.02828	-81.222164
8348939	Chatham Co Police Department	12/13/2021 12:25	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002424	-81.245687
8349042	Chatham Co Police Department	12/9/2021 8:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023645	-81.225972
8351121	Chatham Co Police Department	12/13/2021 18:33	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Dark-Lighted	Dry	32.021726	-81.227252
8351268	Chatham Co Police Department	12/13/2021 15:42	0	0	0	Rear End	["Following Too Close","Other Activity - Mobile Device (Distracted)"]	Daylight	Dry	32.002539	-81.245863
8351270	Chatham Co Police Department	12/14/2021 8:25	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	31.992821	-81.274708
8351344	Savannah Police Department	12/14/2021 11:16	0	0	0	Angle (Other)	Improper Backing	Daylight	Dry	32.048533	-81.165622
8351345	Savannah Police Department	12/14/2021 13:09	0	0	0	Angle (Other)	Improper Backing	Daylight	Dry	32.047923	-81.16722
8351410	Savannah Police Department	12/14/2021 6:44	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054169	-81.142284
8351992	Chatham Co Police Department	12/12/2021 13:34	0	0	0	Rear End	Under the Influence (U.I.)	Daylight	Dry	31.999246	-81.25008
8353565	Chatham Co Police Department	12/12/2021 16:37	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000796	-81.247249
8353986	Chatham Co Police Department	12/15/2021 9:51	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.014053	-81.232964
8354028	Chatham Co Police Department	12/16/2021 10:37	0	0	1	Rear End		Daylight	Dry	31.998773	-81.250204
8354456	Savannah Police Department	12/16/2021 17:25	0	0	1	Not a Collision with Motor Vehicle	["Cell Phone","Failure to Yield","Inattentive or Other Distraction (Distracted)"]	Dark-Not Lighted	Wet	32.054434	-81.139143
8354651	Savannah Police Department	12/16/2021 17:43	0	0	1	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.053648	-81.142267
8356487	Savannah Police Department	12/17/2021 16:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048379	-81.165427
8357756	Chatham Co Police Department	12/18/2021 15:49	0	0	1	Rear End	Failure to Yield	Daylight	Dry	32.021531	-81.227592
8357815	Chatham Co Police Department	12/18/2021 11:49	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.017564	-81.230361
8360017	Savannah Police Department	12/20/2021 18:14	0	0	0	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Wet	32.053619	-81.142295
8361375	Savannah Police Department	12/21/2021 12:03	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Wet	32.054638	-81.138985
8363495	Chatham Co Police Department	12/22/2021 16:45	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	32.033834	-81.217996
8365383	Chatham Co Police Department	12/12/2021 19:22	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	31.999548	-81.24915
8365983	Garden City Police Department	12/25/2021 15:12	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.043753	-81.184275

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
8366628	Garden City Police Department	12/25/2021 19:45	0	0	0	Not a Collision with Motor Vehicle		Dark-Lighted	Dry	32.040072	-81.202319
8368878	Chatham Co Police Department	12/8/2021 6:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.051202	-81.152691
8368940	Chatham Co Police Department	12/28/2021 9:29	0	0	1	Left Angle Crash	Failure to Yield	Daylight	Dry	31.99729	-81.259556
8369163	Garden City Police Department	12/24/2021 21:35	0	0	2	Rear End	["Under the Influence (U.I.)","Following Too Close"]	Dark-Lighted	Dry	32.039404	-81.20765
8369211	Savannah Police Department	12/28/2021 18:20	0	0	0	Right Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.048753	-81.164051
8369754	Garden City Police Department	12/24/2021 18:03	0	0	0	Sideswipe-Same Direction	["Inattentive or Other Distraction (Distracted)","Under the Influence (U.I.)"]	Dark-Not Lighted	Dry	32.039677	-81.207679
8370213	Chatham Co Police Department	12/26/2021 14:00	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	31.998866	-81.250001
8370271	Chatham Co Police Department	12/26/2021 12:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998982	-81.249525
8370388	Chatham Co Police Department	12/24/2021 18:32	0	0	0	Rear End		Dark-Not Lighted	Dry	31.995995	-81.26885
8370389	Chatham Co Police Department	12/1/2021 19:30	0	0	0	Rear End		Dark-Not Lighted	Dry	32.000739	-81.247181
8371625	Chatham Co Police Department	12/29/2021 17:50	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.002539	-81.245864
8372444	Gsp Post 00	12/28/2021 15:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.029439	-81.22131
8373553	Garden City Police Department	12/31/2021 13:53	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.042955	-81.187357
8373818	Savannah Police Department	12/28/2021 18:10	0	0	0	Not a Collision with Motor Vehicle	Wrong Side of Road	Dark-Lighted	Dry	32.049501	-81.160555
8376223	Chatham Co Police Department	1/3/2022 16:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000772	-81.24722
8378074	Savannah Police Department	1/5/2022 6:47	0	1	0	Rear End	["Following Too Close","Misjudged Clearance"]	Dark-Not Lighted	Dry	32.050995	-81.153641
8378099	Chatham Co Police Department	12/28/2021 16:22	0	0	0	Sideswipe-Opposite Direction	Under the Influence (U.I.)	Daylight	Dry	32.029439	-81.221309
8378599	Chatham Co Police Department	1/4/2022 11:32	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	32.008227	-81.237345
8379228	Chatham Co Police Department	12/28/2021 18:15	0	0	0	Rear End		Daylight	Dry	31.999177	-81.249759
8379755	Chatham Co Police Department	1/6/2022 19:21	0	0	0	Rear End		Dark-Lighted	Dry	32.013917	-81.232876
8380432	Chatham Co Police Department	1/4/2022 11:57	0	0	0	Not a Collision with Motor Vehicle	Reaction to Object or Animal	Daylight	Dry	31.979318	-81.288177
8380490	Chatham Co Police Department	1/7/2022 5:59	0	0	1	Rear End	Following Too Close	Dawn	Dry	32.001079	-81.247412
8380525	Garden City Police Department	1/7/2022 14:15	0	0	0	Left Angle Crash		Daylight	Dry	32.044181	-81.182532
8380610	Chatham Co Police Department	1/4/2022 15:24	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002501	-81.245906
8380680	Savannah Police Department	1/7/2022 19:08	0	1	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.048367	-81.165484
8380872	Savannah Police Department	1/7/2022 17:20	0	0	2	Left Angle Crash	Failure to Yield	Daylight	Dry	32.053648	-81.142267
8381160	Savannah Police Department	1/8/2022 0:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054158	-81.142288
8382161	Chatham Co Police Department	1/5/2022 16:28	0	0	0	Rear End	["Following Too Close","Changed Lanes Improperly"]	Daylight	Dry	32.002539	-81.245863
8382164	Chatham Co Police Department	1/6/2022 9:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000741	-81.247182
8382188	Chatham Co Police Department	12/22/2021 20:27	0	0	0	Angle (Other)	Following Too Close	Dark-Lighted	Dry	32.023643	-81.225974
8382189	Chatham Co Police Department	12/27/2021 17:44	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	31.99925	-81.250087
8384566	Chatham Co Police Department	1/6/2022 17:21	0	0	0	Sideswipe-Opposite Direction	["Failure to Yield","Failure to Yield"]	Daylight	Dry	31.992821	-81.274708
8384567	Chatham Co Police Department	1/11/2022 6:50	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.02363	-81.225984
8385177	Savannah Police Department	1/8/2022 11:46	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054296	-81.142203
8385800	Chatham Co Police Department	1/9/2022 13:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023578	-81.226022
8385867	Chatham Co Police Department	1/8/2022 10:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023634	-81.225981
8386402	Chatham Co Police Department	1/12/2022 18:58	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	31.99587	-81.269507
8386781	Chatham Co Police Department	12/4/2021 18:05	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.002424	-81.245687
8386782	Chatham Co Police Department	1/3/2022 5:16	0	0	0	Not a Collision with Motor Vehicle	Driver Lost Control	Dark-Not Lighted	Wet	32.039221	-81.209332
8386785	Chatham Co Police Department	1/11/2022 16:08	0	0	0	Rear End		Daylight	Dry	32.00072	-81.247157
8386829	Chatham Co Police Department	1/7/2022 19:03	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.001023	-81.247199
8386858	Chatham Co Police Department	1/12/2022 15:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.021533	-81.227591
8388694	Savannah Police Department	12/17/2021 13:01	0	0	0	Angle (Other)	Misjudged Clearance	Daylight	Dry	32.053812	-81.140962
8389530	Garden City Police Department	1/12/2022 7:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.043834	-81.183954
8389703	Savannah Police Department	1/15/2022 18:26	0	0	1	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.048336	-81.165558
8389724	Savannah Police Department	1/15/2022 23:15	0	0	0	Not a Collision with Motor Vehicle	Changed Lanes Improperly	Dark-Not Lighted	Dry	32.04959	-81.160146
8390345	Chatham Co Police Department	1/15/2022 18:41	0	0	0	Not a Collision with Motor Vehicle	Reaction to Object or Animal	Dark-Not Lighted	Dry	32.012056	-81.234436
8390438	Garden City Police Department	1/15/2022 23:00	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.039366	-81.207932
8390929	Chatham Co Police Department	1/4/2022 16:09	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.023646	-81.22577
8390961	Garden City Police Department	1/17/2022 15:50	0	0	3	Left Angle Crash	Improper Turn	Daylight	Dry	32.039404	-81.207648
8391100	Chatham Co Police Department	12/28/2021 18:25	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.049345	-81.16128
8391102	Chatham Co Police Department	1/14/2022 16:05	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.996979	-81.262866
8391739	Savannah Police Department	1/18/2022 11:08	0	0	0	Right Angle Crash	Failure to Yield	Daylight	Dry	32.049795	-81.166022
8391866	Chatham Co Police Department	1/16/2022 14:01	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	31.99896	-81.250184
8391938	Chatham Co Police Department	1/17/2022 22:11	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.000742	-81.247183
8391941	Chatham Co Police Department	1/18/2022 10:12	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.011986	-81.234329
8392683	Garden City Police Department	1/18/2022 19:05	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.03936	-81.207969
8392737	Chatham Co Police Department	1/13/2022 18:20	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	31.99798	-81.255305
8393442	Savannah Police Department	1/19/2022 7:52	0	0	1	Rear End	Following Too Close	Daylight	Dry	32.047669	-81.168208
8393857	Chatham Co Police Department	1/19/2022 21:18	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.002539	-81.245863
8393882	Savannah Police Department	1/20/2022 3:16	0	0	1	Not a Collision with Motor Vehicle	Changed Lanes Improperly	Dark-Not Lighted	Dry	32.054067	-81.14232
8394750	Garden City Police Department	1/19/2022 8:25	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.040555	-81.198504
8395104	Chatham Co Police Department	1/20/2022 19:23	0	0	0	Rear End	Following Too Close	Dark-Lighted	Wet	32.03828	-81.212985
8395112	Chatham Co Police Department	1/20/2022 20:30	0	0	0	Angle (Other)	Failure to Yield	Dark-Not Lighted	Wet	31.992821	-81.274708
8396631	Savannah Police Department	1/18/2022 8:38	0	0	1	Sideswipe-Same Direction	["Following Too Close","Failure to Yield","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	32.048155	-81.166322
8396823	Chatham Co Police Department	1/21/2022 7:15	0	0	0	Rear End	Following Too Close	Dark-Lighted	Wet	31.997626	-81.25703
8397512	Garden City Police Department	1/17/2022 16:42	0	0	0	Sideswipe-Same Direction	["Improper Passing","Changed Lanes Improperly"]	Daylight	Dry	32.039472	-81.207108
8397790	Chatham Co Police Department	1/22/2022 20:07	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	32.046611	-81.172518
8398442	Garden City Police Department	1/21/2022 17:00	0	0	0	Rear End	["Texting (Distracted)","Under the Influence (U.I.)","Following Too Close"]	Daylight	Wet	32.040357	-81.200037
8399230	Chatham Co Police Department	1/24/2022 17:09	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.995774	-81.269909
8399313	Savannah Police Department	1/25/2022 7:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053898	-81.140969
8399329	Savannah Police Department	1/24/2022 8:27	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992743	-81.274593
8399619	Chatham Co Police Department	1/13/2022 16:33	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.028843	-81.22192
8399622	Chatham Co Police Department	1/23/2022 13:20	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.051131	-81.153013
8399677	Chatham Co Police Department	1/24/2022 14:53	0	0	0	Head On	Failure to Yield	Daylight	Dry	32.027107	-81.22304
8401017	Garden City Police Department	1/24/2022 20:45	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.039404	-81.20765
8401615	Chatham Co Police Department	1/26/2022 12:32	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999808	-81.248537
8402985	Chatham Co Police Department	1/26/2022 16:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023659	-81.225962
8403444	Garden City Police Department	1/26/2022 18:12	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.041515	-81.193257
8403473	Chatham Co Police Department	1/26/2022 18:20	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.002539	-81.245863
8404204	Chatham Co Police Department	1/25/2022 19:30	0	0	0	Left Angle Crash	Disregard Stop Sign/Signal	Daylight	Dry	31.99729	-81.259555
8405567	Savannah Police Department	1/30/2022 11:09	0	0	0	Rear End	Other Exterior Distraction (Distracted)	Daylight	Dry	32.048332	-81.165634
8405715	Chatham Co Police Department	1/29/2022 14:06	0	0	0	Rear End		Daylight	Dry	31.997987	-81.255252
8407071	Savannah Police Department	1/31/2022 13:20	0	0	0	Head On	Failure to Yield	Daylight	Dry	32.054638	-81.138985
8407321	Chatham Co Police Department	1/31/2022 13:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.051202	-81.15269

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
8407643	Chatham Co Police Department	1/26/2022 18:16	0	0	0	Angle (Other)	Following Too Close	Dark-Not Lighted	Dry	32.002563	-81.245887
8407696	Savannah Police Department	1/31/2022 22:16	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.053648	-81.142267
8408232	Savannah Police Department	2/1/2022 10:34	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992885	-81.274443
8408651	Savannah Police Department	2/1/2022 0:00	0	1	1	Left Angle Crash	Failure to Yield	Daylight	Dry	32.04773	-81.16797
8410058	Garden City Police Department	2/2/2022 15:27	0	0	0	Head On	Improper Backing	Daylight	Dry	32.043902	-81.183676
8410164	Chatham Co Police Department	2/2/2022 19:54	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Wet	32.02351	-81.226072
8410338	Chatham Co Police Department	2/2/2022 19:49	0	0	0	Sideswipe-Same Direction	["Misjudged Clearance","Driver Condition"]	Dark-Not Lighted	Wet	31.989229	-81.278365
8410363	Chatham Co Police Department	2/2/2022 13:27	0	0	0	Angle (Other)	Changed Lanes Improperly	Daylight	Dry	31.993214	-81.274305
8410449	Savannah Police Department	2/3/2022 8:00	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Wet	32.048722	-81.164042
8410713	Chatham Co Police Department	2/2/2022 17:25	0	0	0	Rear End		Dusk	Dry	32.001272	-81.247208
8411278	Savannah Police Department	2/3/2022 9:00	0	0	0	Sideswipe-Same Direction	Aggressive Driving	Daylight	Dry	32.048351	-81.165562
8411308	Gsp Post 00	1/31/2022 18:24	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	31.998385	-81.25224
8411627	Chatham Co Police Department	2/3/2022 17:50	0	0	0	Rear End	Following Too Close	Dusk	Dry	32.023636	-81.225979
8412639	Savannah Police Department	2/4/2022 16:21	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.053951	-81.140997
8414066	Garden City Police Department	2/5/2022 14:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.043668	-81.184613
8414448	Savannah Police Department	2/4/2022 18:11	0	0	0	Sideswipe-Same Direction	["Not Visible (Object, Person, or Vehicle)","Not Visible (Object, Person, or Vehicle)","Changed Lanes Improperly"]	Dark-Lighted	Wet	32.026179	-81.223816
8415299	Savannah Police Department	2/7/2022 7:19	0	0	0	Right Angle Crash	Following Too Close	Daylight	Wet	31.992744	-81.274591
8415378	Chatham Co Police Department	2/4/2022 15:20	0	0	0	Rear End	Following Too Close	Daylight	Wet	31.998981	-81.249522
8415779	Garden City Police Department	2/7/2022 15:53	0	0	0	Rear End		Daylight	Dry	32.039334	-81.208158
8416864	Savannah Police Department	2/8/2022 14:41	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053883	-81.140961
8418613	Chatham Co Police Department	2/9/2022 8:22	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013945	-81.233047
8419839	Chatham Co Police Department	2/9/2022 15:30	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.037087	-81.215308
8422463	Chatham Co Police Department	2/11/2022 15:44	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013959	-81.233037
8422464	Chatham Co Police Department	2/12/2022 14:58	0	0	0	Rear End	Too Fast for Conditions	Daylight	Dry	31.997344	-81.25914
8422484	Chatham Co Police Department	2/11/2022 19:28	0	0	0	Sideswipe-Same Direction	["Misjudged Clearance","Misjudged Clearance"]	Daylight	Dry	32.000741	-81.247182
8422486	Chatham Co Police Department	2/11/2022 22:17	0	0	0	Sideswipe-Same Direction	Misjudged Clearance	Dark-Not Lighted	Dry	32.051229	-81.152582
8422627	Gsp Post 00	2/9/2022 18:51	1	0	0	Not a Collision with Motor Vehicle	["Failure to Yield","Not Visible (Object, Person, or Vehicle)"]	Dark-Not Lighted	Dry	32.04155	-81.193116
8422807	Gsp Post 00	2/11/2022 18:16	0	0	0	Rear End	Following Too Close	Dusk	Dry	32.011984	-81.234331
8423073	Chatham Co Police Department	2/12/2022 17:25	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998001	-81.255154
8423099	Savannah Police Department	2/13/2022 19:42	0	0	0	Sideswipe-Same Direction	Improper Turn	Dark-Not Lighted	Dry	32.048407	-81.165314
8423256	Chatham Co Police Department	2/13/2022 3:01	0	0	1	Not a Collision with Motor Vehicle		Dark-Lighted	Dry	32.051138	-81.152982
8423383	Chatham Co Police Department	2/9/2022 19:00	0	1	0	Not a Collision with Motor Vehicle		Dark-Lighted	Dry	32.014396	-81.232696
8424815	Savannah Police Department	2/14/2022 9:56	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054062	-81.141454
8425737	Chatham Co Police Department	2/14/2022 6:13	0	0	0	Rear End		Dawn	Dry	31.999021	-81.249681
8427508	Chatham Co Police Department	2/16/2022 21:17	0	0	0	Sideswipe-Same Direction	Failure to Yield	Dark-Lighted	Dry	31.998812	-81.249154
8428484	Savannah Police Department	2/17/2022 12:48	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	32.053945	-81.141493
8428545	Chatham Co Police Department	2/17/2022 15:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997986	-81.255259
8428889	Chatham Co Police Department	2/13/2022 14:19	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	31.998451	-81.251794
8428892	Chatham Co Police Department	2/16/2022 19:00	0	0	1	Not a Collision with Motor Vehicle	Not Visible (Object, Person, or Vehicle)	Dark-Not Lighted	Dry	32.045508	-81.177062
8429055	Chatham Co Police Department	2/14/2022 11:42	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.02966	-81.221308
8429679	Savannah Police Department	2/18/2022 8:10	0	0	0	Left Angle Crash	["Changed Lanes Improperly","Failure to Yield"]	Daylight	Wet	32.048336	-81.165558
8430901	Chatham Co Police Department	2/19/2022 19:25	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.014141	-81.233129
8430941	Chatham Co Police Department	2/19/2022 18:52	0	0	0	Head On	Disregard Stop Sign/Signal	Dark-Lighted	Dry	31.997296	-81.259562
8431104	Gsp Post 00	2/15/2022 11:36	0	0	1	Not a Collision with Motor Vehicle	["Under the Influence (U.I.)","Too Fast for Conditions","Reckless Driving","Disregard Police - Evasion"]	Daylight	Dry	32.016507	-81.231236
8432028	Chatham Co Police Department	2/17/2022 12:11	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023674	-81.225951
8432360	Savannah Police Department	2/21/2022 7:00	0	0	0	Head On	Following Too Close	Daylight	Dry	32.052994	-81.145327
8433667	Chatham Co Police Department	2/21/2022 14:23	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023634	-81.22598
8433669	Chatham Co Police Department	2/22/2022 7:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.044777	-81.180066
8434917	Garden City Police Department	2/22/2022 16:51	0	0	0	Rear End	["Following Too Close","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	32.039719	-81.205138
8435001	Savannah Police Department	2/23/2022 13:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054357	-81.138803
8435262	Savannah Police Department	2/23/2022 16:14	0	0	0	Rear End	Texting (Distracted)	Daylight	Dry	32.047613	-81.165255
8435982	Garden City Police Department	2/19/2022 20:50	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.039362	-81.207957
8436173	Savannah Police Department	2/15/2022 20:23	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.054164	-81.140903
8436633	Chatham Co Police Department	2/23/2022 14:34	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.995776	-81.269903
8436839	Savannah Police Department	2/24/2022 15:50	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.05416	-81.141417
8437398	Chatham Co Police Department	2/17/2022 14:20	0	0	1	Left Angle Crash	Failure to Yield	Daylight	Dry	32.011985	-81.23433
8437401	Chatham Co Police Department	2/22/2022 16:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002542	-81.24586
8438981	Savannah Police Department	2/26/2022 11:06	0	0	0	Rear End	["Following Too Close","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	31.992744	-81.274591
8439711	Chatham Co Police Department	2/21/2022 0:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.014662	-81.232503
8439712	Chatham Co Police Department	2/22/2022 15:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023672	-81.225952
8439714	Chatham Co Police Department	2/25/2022 2:33	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.037377	-81.214628
8439849	Garden City Police Department	2/25/2022 8:14	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.043876	-81.183782
8439853	Garden City Police Department	2/26/2022 9:46	0	0	0	Angle (Other)		Daylight	Dry	32.04314	-81.186649
8440550	Chatham Co Police Department	2/20/2022 12:35	0	0	0	Rear End		Daylight	Dry	32.002542	-81.24586
8442048	Chatham Co Police Department	2/28/2022 9:54	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013981	-81.233021
8442049	Chatham Co Police Department	2/28/2022 13:35	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.015125	-81.231963
8442210	Chatham Co Police Department	2/28/2022 11:14	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997961	-81.254505
8444329	Chatham Co Police Department	3/2/2022 8:25	0	0	0	Rear End		Daylight	Dry	32.025076	-81.224671
8444378	Chatham Co Police Department	3/2/2022 7:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002927	-81.24546
8444379	Chatham Co Police Department	3/2/2022 13:42	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997846	-81.255388
8445681	Chatham Co Police Department	3/3/2022 6:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001133	-81.247091
8445819	Savannah Police Department	2/27/2022 16:09	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053702	-81.142748
8445846	Savannah Police Department	3/3/2022 16:08	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.049497	-81.160575
8446181	Savannah Police Department	3/4/2022 5:17	0	0	0	Rear End	Following Too Close	Dawn	Dry	32.048302	-81.165751
8447557	Savannah Police Department	3/4/2022 22:44	0	0	0	Angle (Other)		Dark-Lighted	Dry	32.053263	-81.142357
8447771	Garden City Police Department	3/4/2022 17:35	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.0396	-81.207851
8447950	Savannah Police Department	3/4/2022 11:19	0	0	1	Not a Collision with Motor Vehicle	Changed Lanes Improperly	Daylight	Dry	32.053832	-81.14227
8448447	Savannah Police Department	3/5/2022 19:02	0	0	0	Rear End	Changed Lanes Improperly	Dark-Lighted	Dry	32.048407	-81.165314
8448532	Chatham Co Police Department	3/5/2022 12:30	0	0	0	Angle (Other)	Failure to Yield	(None)	(None)	32.002547	-81.245864
8448802	Chatham Co Police Department	3/1/2022 17:30	0	0	0	(None)	Following Too Close	(None)	(None)	32.000736	-81.247173
8448892	Savannah Police Department	3/6/2022 12:52	0	0	0	Sideswipe-Same Direction	Misjudged Clearance	Daylight	Dry	32.048304	-81.165745
8448979	Savannah Police Department	3/6/2022 15:43	0	0	0	Angle (Other)	Improper Backing	Daylight	Dry	32.053884	-81.142343
8450261	Chatham Co Police Department	3/6/2022 0:15	0	0	2	Left Angle Crash	Improper Turn	Dark-Not Lighted	Dry	32.002547	-81.245864
8450320	Savannah Police Department	3/7/2022 12:03	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.048733	-81.164025
8450719	Chatham Co Police Department	3/1/2022 18:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.04378	-81.184195

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
8450840	Chatham Co Police Department	2/7/2022 16:29	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.996014	-81.269831
8451883	Chatham Co Police Department	2/25/2022 17:37	0	0	0	Left Angle Crash	Changed Lanes Improperly	Daylight	Dry	31.992749	-81.274596
8454589	Chatham Co Police Department	3/3/2022 14:32	1	1	2	Head On	Failure to Yield	Daylight	Dry	32.045102	-81.178731
8454613	Savannah Police Department	3/10/2022 16:49	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.048722	-81.164042
8455353	Savannah Police Department	3/7/2022 16:36	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.048366	-81.165487
8455379	Chatham Co Police Department	3/8/2022 6:29	1	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.036517	-81.215743
8456620	Chatham Co Police Department	3/12/2022 11:27	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999003	-81.250116
8456938	Chatham Co Police Department	3/11/2022 17:20	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Wet	31.998338	-81.251778
8456940	Chatham Co Police Department	3/12/2022 19:15	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.023861	-81.225812
8457395	Savannah Police Department	3/12/2022 15:16	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053954	-81.140997
8457760	Garden City Police Department	3/12/2022 22:44	0	0	3	Rear End	Following Too Close	Daylight	Dry	32.039386	-81.207837
8459561	Chatham Co Police Department	3/14/2022 8:27	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023687	-81.225949
8460171	Savannah Police Department	3/15/2022 7:14	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054536	-81.138743
8460536	Garden City Police Department	3/14/2022 20:48	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.039368	-81.207961
8464250	Chatham Co Police Department	1/10/2022 14:49	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000735	-81.247171
8464878	Chatham Co Police Department	3/15/2022 17:20	0	0	1	Angle (Other)	Failure to Yield	Daylight	Dry	32.053272	-81.144212
8465926	Chatham Co Police Department	3/18/2022 16:30	0	0	0	Sideswipe-Opposite Direction	Failure to Yield	Daylight	Wet	32.023487	-81.226097
8465927	Chatham Co Police Department	3/19/2022 12:58	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.026313	-81.223899
8466445	Chatham Co Police Department	3/18/2022 20:00	0	0	0	Sideswipe-Same Direction		Dark-Lighted	Wet	32.014235	-81.232826
8466446	Chatham Co Police Department	3/19/2022 18:05	0	0	0	Sideswipe-Same Direction	["Changed Lanes Improperly","Under the Influence (U.I.)"]	Daylight	Dry	32.03362	-81.218171
8466447	Chatham Co Police Department	3/19/2022 20:00	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Wet	32.024099	-81.225624
8466448	Chatham Co Police Department	3/19/2022 22:15	0	0	1	Head On		Dark-Lighted	Wet	31.99283	-81.274708
8467576	Savannah Police Department	3/12/2022 11:46	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053725	-81.142659
8467944	Savannah Police Department	3/17/2022 16:06	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053583	-81.142301
8468063	Chatham Co Police Department	3/17/2022 9:25	0	0	0	Right Angle Crash	Failure to Yield	Daylight	Dry	32.013809	-81.233154
8468066	Chatham Co Police Department	3/17/2022 14:10	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.002547	-81.245864
8468409	Savannah Police Department	3/22/2022 7:09	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992841	-81.274485
8468704	Chatham Co Police Department	3/17/2022 12:58	1	0	0	Sideswipe-Same Direction	Reaction to Object or Animal	Daylight	Dry	32.027755	-81.22256
8468706	Chatham Co Police Department	3/18/2022 8:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000513	-81.24805
8468811	Chatham Co Police Department	3/21/2022 11:50	0	0	0	Rear End	["Following Too Close","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	31.997644	-81.256901
8469934	Savannah Police Department	3/23/2022 8:02	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053951	-81.140997
8471526	Chatham Co Police Department	3/20/2022 14:48	0	0	0	Sideswipe-Opposite Direction	Failure to Yield	Daylight	Dry	31.995836	-81.269725
8471528	Chatham Co Police Department	3/23/2022 9:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002702	-81.246063
8471996	Chatham Co Police Department	3/5/2022 19:30	0	0	0	Right Angle Crash	Failure to Yield	Dark-Not Lighted	Dry	31.998413	-81.25205
8472048	Chatham Co Police Department	3/22/2022 13:31	0	0	0	Head On	Driver Lost Control	Daylight	Dry	32.045363	-81.177686
8472049	Chatham Co Police Department	3/22/2022 13:49	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	32.045537	-81.17697
8472050	Chatham Co Police Department	3/22/2022 15:11	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000735	-81.247171
8472051	Chatham Co Police Department	3/22/2022 15:30	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.011994	-81.234332
8472852	Savannah Police Department	3/25/2022 0:00	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.048733	-81.164026
8474104	Chatham Co Police Department	3/25/2022 16:20	0	0	0	Head On	Improper Passing	Daylight	Dry	32.051135	-81.15303
8474153	Garden City Police Department	3/25/2022 14:00	0	0	2	Rear End	Improper Turn	Daylight	Dry	32.040385	-81.199865
8474478	Chatham Co Police Department	3/26/2022 12:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997296	-81.259561
8474517	Chatham Co Police Department	3/26/2022 17:36	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997783	-81.256882
8474857	Chatham Co Police Department	3/27/2022 0:17	0	0	2	Not a Collision with Motor Vehicle	Not Visible (Object, Person, or Vehicle)	Dark-Not Lighted	Dry	32.00093	-81.247583
8475937	Chatham Co Police Department	3/18/2022 17:09	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.024235	-81.225516
8476885	Chatham Co Police Department	3/20/2022 18:15	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.033621	-81.218171
8476886	Chatham Co Police Department	3/28/2022 14:29	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	32.016448	-81.231124
8478285	Chatham Co Police Department	3/26/2022 3:13	0	0	0	Sideswipe-Same Direction	Reckless Driving	Dark-Not Lighted	Dry	32.030904	-81.220384
8479053	Chatham Co Police Department	3/25/2022 18:01	0	0	0	Rear End	Failure to Yield	Daylight	Dry	31.992729	-81.274568
8480400	Garden City Police Department	3/31/2022 23:04	0	0	0	Rear End	Parked Improperly	Dark-Not Lighted	Dry	32.042386	-81.189823
8481620	Chatham Co Police Department	3/25/2022 4:21	0	0	0	Head On	Wrong Side of Road	Dark-Lighted	Dry	32.031545	-81.21973
8481663	Savannah Police Department	4/1/2022 13:20	0	0	0	Angle (Other)		Daylight	Dry	32.053613	-81.143079
8481714	Savannah Police Department	4/1/2022 16:38	0	0	0	Rear End	Reckless Driving	Daylight	Dry	32.054169	-81.140172
8482146	Chatham Co Police Department	3/15/2022 13:00	0	0	0	Sideswipe-Opposite Direction	Misjudged Clearance	Daylight	Dry	32.051232	-81.152571
8482148	Chatham Co Police Department	3/28/2022 18:15	0	1	0	Sideswipe-Same Direction	["Under the Influence (U.I.)","Failure to Yield"]	Daylight	Dry	31.99275	-81.274595
8482199	Savannah Police Department	4/1/2022 17:24	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.053742	-81.141844
8482942	Savannah Police Department	4/1/2022 22:48	0	0	1	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Dry	32.053654	-81.142269
8484544	Chatham Co Police Department	4/4/2022 15:16	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.012068	-81.234435
8484600	Savannah Police Department	4/4/2022 16:41	0	0	0	Angle (Other)	["Failure to Yield","Reaction to Object or Animal"]	Daylight	Dry	32.048124	-81.166443
8486081	Garden City Police Department	4/5/2022 10:30	0	0	0	Right Angle Crash	Improper Turn	Daylight	Dry	32.043857	-81.18386
8486452	Chatham Co Police Department	4/5/2022 19:24	0	0	0	Left Angle Crash	Failure to Yield	Dusk	Wet	31.998451	-81.251794
8486528	Garden City Police Department	4/5/2022 20:03	0	0	0	Left Angle Crash	Not Visible (Object, Person, or Vehicle)	Dark-Not Lighted	Wet	32.040379	-81.199861
8489507	Chatham Co Police Department	4/5/2022 10:29	0	0	1	Left Angle Crash	Disregard Other Traffic Control	Daylight	Dry	31.999085	-81.249565
8490484	Chatham Co Police Department	4/8/2022 17:35	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000741	-81.247182
8490494	Chatham Co Police Department	4/8/2022 18:28	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000742	-81.247185
8490709	Savannah Police Department	4/9/2022 12:30	0	0	0	Right Angle Crash	Failure to Yield	Daylight	Dry	32.048336	-81.165558
8491160	Savannah Police Department	4/9/2022 18:44	0	0	0	Angle (Other)	Improper Backing	Daylight	Dry	32.048311	-81.165717
8491473	Garden City Police Department	4/9/2022 9:02	0	0	0	Head On	Vision Obscured	Daylight	Dry	32.039487	-81.206994
8492573	Chatham Co Police Department	4/5/2022 7:52	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000701	-81.247134
8492664	Chatham Co Police Department	4/10/2022 15:07	0	0	0	Rear End		Daylight	Dry	31.997653	-81.257813
8492878	Chatham Co Police Department	4/11/2022 15:35	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013937	-81.233054
8494006	Savannah Police Department	4/12/2022 7:25	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.053015	-81.145238
8494077	Garden City Police Department	4/11/2022 15:05	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.0437	-81.184486
8494901	Gsp Post 00	4/10/2022 12:43	0	0	1	Not a Collision with Motor Vehicle	Driver Lost Control	Daylight	Dry	31.998427	-81.251281
8495014	Chatham Co Police Department	4/12/2022 16:11	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998917	-81.25027
8495093	Chatham Co Police Department	4/13/2022 7:37	0	1	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.000951	-81.24755
8495679	Chatham Co Police Department	4/13/2022 18:30	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	31.99583	-81.269721
8498782	Garden City Police Department	4/12/2022 14:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.03957	-81.207834
8498783	Garden City Police Department	4/12/2022 16:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039366	-81.207928
8501136	Savannah Police Department	4/13/2022 11:32	0	0	0	Not a Collision with Motor Vehicle	Failure to Yield	Daylight	Dry	32.054453	-81.139073
8501140	Savannah Police Department	4/18/2022 15:50	0	0	0	Rear End		Daylight	Dry	32.051202	-81.152691
8501591	Chatham Co Police Department	4/18/2022 17:40	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.010379	-81.235517
8502311	Chatham Co Police Department	4/19/2022 8:20	0	1	0	Rear End	Too Fast for Conditions	Daylight	Dry	31.986081	-81.281309
8502379	Chatham Co Police Department	4/19/2022 7:16	0	0	0	Rear End	["Following Too Close","Vision Obscured"]	Daylight	Dry	31.996633	-81.264012
8502382	Chatham Co Police Department	4/19/2022 8:55	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002542	-81.24586

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
8502386	Chatham Co Police Department	4/19/2022 11:40	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	32.002542	-81.24586
8502822	Chatham Co Police Department	4/19/2022 20:10	0	0	0	Left Angle Crash	["Failure to Yield","Misjudged Clearance"]	Dark-Lighted	Dry	32.023849	-81.225813
8502970	Savannah Police Department	4/15/2022 16:36	0	0	0	Angle (Other)	Improper Turn	Daylight	Dry	32.048306	-81.165735
8503330	Chatham Co Police Department	4/15/2022 7:20	0	0	0	Rear End	Improper Backing	Daylight	Dry	32.029548	-81.221397
8503843	Chatham Co Police Department	4/17/2022 8:58	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013975	-81.233026
8504820	Garden City Police Department	3/3/2022 20:35	0	0	0	Left Angle Crash	Not Visible (Object, Person, or Vehicle)	Dark-Not Lighted	Dry	32.040379	-81.199861
8504946	Chatham Co Police Department	4/20/2022 15:24	0	0	0	Angle (Other)	Changed Lanes Improperly	Daylight	Dry	32.052401	-81.147756
8505052	Chatham Co Police Department	4/21/2022 11:23	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	32.044435	-81.181497
8505111	Savannah Police Department	4/21/2022 17:25	0	0	0	Rear End	Following Too Close	Dusk	Dry	32.054456	-81.139734
8505874	Chatham Co Police Department	4/5/2022 12:52	0	0	0	Rear End		Daylight	Dry	31.995962	-81.269807
8506849	Chatham Co Police Department	4/23/2022 18:04	0	0	0	Left Angle Crash	["Misjudged Clearance","Failure to Yield"]	Daylight	Dry	32.023849	-81.225813
8506850	Chatham Co Police Department	4/22/2022 19:00	0	0	0	Rear End	["Following Too Close","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	32.023544	-81.226047
8506875	Chatham Co Police Department	4/22/2022 16:07	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.995778	-81.269896
8507602	Chatham Co Police Department	4/23/2022 22:44	0	1	0	Not a Collision with Motor Vehicle	Not Visible (Object, Person, or Vehicle)	Dark-Not Lighted	Dry	32.014339	-81.232737
8508128	Chatham Co Police Department	4/23/2022 11:46	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001096	-81.247121
8508130	Chatham Co Police Department	4/24/2022 15:59	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.030054	-81.221001
8508663	Savannah Police Department	4/25/2022 7:50	0	0	0	Not a Collision with Motor Vehicle	["Reaction to Object or Animal","Reaction to Object or Animal"]	Daylight	Dry	32.053323	-81.143992
8509479	Garden City Police Department	4/13/2022 12:30	0	0	0	Sideswipe-Same Direction	["Changed Lanes Improperly","Failure to Yield"]	Daylight	Dry	32.044129	-81.182747
8509517	Garden City Police Department	3/31/2022 21:00	0	0	0	Angle (Other)	["Under the Influence (U.I.)","Driver Lost Control"]	Dark-Not Lighted	Dry	32.039986	-81.203051
8509518	Garden City Police Department	4/1/2022 17:40	0	0	0	Rear End	Failure to Yield	Daylight	Dry	32.040092	-81.20215
8509519	Garden City Police Department	4/1/2022 22:42	0	0	0	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Dry	32.040092	-81.202151
8509707	Chatham Co Police Department	4/24/2022 13:51	0	0	1	Left Angle Crash	Failure to Yield	Daylight	Dry	32.027178	-81.223164
8509736	Garden City Police Department	4/21/2022 16:28	0	0	0	Rear End		Daylight	Dry	32.039593	-81.207848
8509737	Garden City Police Department	4/21/2022 17:45	0	0	0	Rear End		Daylight	Dry	32.03936	-81.207968
8511372	Chatham Co Police Department	4/15/2022 20:45	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	31.997815	-81.256579
8511643	Savannah Police Department	4/25/2022 16:58	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048727	-81.164021
8511657	Chatham Co Police Department	4/21/2022 20:50	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Dark-Not Lighted	Dry	32.000705	-81.247139
8512398	Chatham Co Police Department	4/27/2022 8:26	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.021003	-81.227809
8512403	Gsp Post 00	4/24/2022 0:35	1	0	0	Not a Collision with Motor Vehicle	Wrong Side of Road	Dark-Not Lighted	Dry	32.040004	-81.202953
8512426	Savannah Police Department	4/27/2022 6:37	0	0	0	Left Angle Crash		Dawn	Wet	32.054129	-81.140988
8515824	Chatham Co Police Department	4/29/2022 16:17	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.027105	-81.223042
8516672	Chatham Co Police Department	4/30/2022 17:54	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	32.023646	-81.225971
8516673	Chatham Co Police Department	4/30/2022 18:55	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023632	-81.225982
8517133	Savannah Police Department	5/1/2022 16:51	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.047925	-81.16544
8517197	Chatham Co Police Department	4/26/2022 11:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023666	-81.225957
8518513	Chatham Co Police Department	5/2/2022 7:46	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001159	-81.247328
8519467	Savannah Police Department	5/2/2022 17:05	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053877	-81.140961
8519722	Chatham Co Police Department	5/3/2022 7:12	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.029439	-81.22131
8519724	Savannah Police Department	5/3/2022 10:22	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048268	-81.165403
8520237	Chatham Co Police Department	3/16/2022 18:13	0	0	0	Sideswipe-Opposite Direction	Failure to Yield	Daylight	Dry	32.033453	-81.21847
8520319	Garden City Police Department	5/2/2022 15:47	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039367	-81.207919
8520371	Savannah Police Department	5/2/2022 7:07	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.049502	-81.16055
8520739	Chatham Co Police Department	5/3/2022 13:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.02363	-81.225984
8521684	Chatham Co Police Department	5/1/2022 22:53	0	0	0	Left Angle Crash		Dark-Not Lighted	Wet	31.999178	-81.249758
8522795	Chatham Co Police Department	4/29/2022 7:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.010208	-81.235817
8523086	Chatham Co Police Department	5/4/2022 16:10	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.051393	-81.151914
8523264	Chatham Co Police Department	5/5/2022 16:21	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000741	-81.247182
8523614	Garden City Police Department	5/5/2022 20:22	0	0	0	Rear End	["Under the Influence (U.I.)","Following Too Close"]	Dark-Not Lighted	Dry	32.039447	-81.207307
8527562	Gsp Post 00	4/30/2022 21:09	1	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	32.042713	-81.188376
8527933	Chatham Co Police Department	5/1/2022 14:32	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.00074	-81.247182
8528299	Garden City Police Department	5/5/2022 9:00	0	0	0	Right Angle Crash	Failure to Yield	Daylight	Dry	32.041898	-81.191752
8528876	Savannah Police Department	5/10/2022 12:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.049517	-81.160484
8529322	Garden City Police Department	5/10/2022 7:32	0	0	2	Rear End	Following Too Close	Daylight	Dry	32.039217	-81.208629
8529678	Chatham Co Police Department	5/10/2022 17:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.034047	-81.218006
8529679	Chatham Co Police Department	5/10/2022 17:48	0	0	0	Rear End	["Following Too Close","Occupant Distraction (Distracted)"]	Daylight	Dry	32.051	-81.153618
8530529	Chatham Co Police Department	5/8/2022 15:39	0	0	0	Head On	Following Too Close	Daylight	Dry	32.002623	-81.245966
8531039	Chatham Co Police Department	5/8/2022 15:57	0	0	0	Rear End	["Following Too Close","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	32.002314	-81.246109
8531538	Garden City Police Department	5/11/2022 17:19	0	0	1	Left Angle Crash	Improper Turn	Daylight	Dry	32.039423	-81.207499
8531703	Chatham Co Police Department	5/11/2022 15:23	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002415	-81.245695
8531704	Chatham Co Police Department	5/11/2022 15:30	0	0	0	Sideswipe-Same Direction		Daylight	Dry	31.998661	-81.250501
8531754	Chatham Co Police Department	5/12/2022 9:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.014149	-81.233138
8531889	Chatham Co Police Department	5/3/2022 13:28	0	0	0	Angle (Other)	Changed Lanes Improperly	Daylight	Dry	32.023016	-81.226264
8531949	Savannah Police Department	5/12/2022 10:04	0	0	0	Right Angle Crash	Failure to Yield	Daylight	Dry	32.054283	-81.138742
8533004	Chatham Co Police Department	5/10/2022 8:06	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.039003	-81.210218
8533205	Chatham Co Police Department	4/1/2022 18:06	0	0	0	Sideswipe-Same Direction	["Under the Influence (U.I.)","Improper Passing"]	Daylight	Dry	32.014182	-81.233175
8534061	Chatham Co Police Department	5/13/2022 15:00	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	32.002539	-81.245863
8534062	Chatham Co Police Department	5/13/2022 19:30	0	0	0	Rear End	Following Too Close	Dusk	Dry	31.997305	-81.25943
8534128	Savannah Police Department	5/13/2022 12:58	0	2	0	Rear End	Too Fast for Conditions	Daylight	Dry	32.04869	-81.16417
8535161	Garden City Police Department	5/15/2022 9:48	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039561	-81.207829
8535618	Garden City Police Department	4/26/2022 10:45	0	0	0	Left Angle Crash	Improper Turn	Daylight	Dry	32.041821	-81.192039
8536459	Chatham Co Police Department	5/12/2022 16:24	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.038475	-81.212834
8537076	Savannah Police Department	4/18/2022 12:24	0	0	0	Angle (Other)	Changed Lanes Improperly	Daylight	Dry	32.048492	-81.164972
8537989	Chatham Co Police Department	5/14/2022 19:50	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.029427	-81.221288
8538097	Chatham Co Police Department	5/9/2022 10:26	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.014134	-81.232899
8538099	Chatham Co Police Department	5/13/2022 15:07	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997777	-81.256876
8539138	Chatham Co Police Department	5/9/2022 11:03	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997638	-81.256893
8539528	Savannah Police Department	5/18/2022 7:27	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.048173	-81.166252
8540231	Savannah Police Department	5/19/2022 1:30	0	0	0	Sideswipe-Same Direction	Failure to Yield	Dark-Not Lighted	Dry	32.05098	-81.153711
8540331	Savannah Police Department	5/18/2022 11:34	0	0	2	Left Angle Crash	Failure to Yield	Daylight	Dry	32.048143	-81.166367
8541182	Chatham Co Police Department	5/18/2022 14:39	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000873	-81.247069
8541222	Garden City Police Department	5/19/2022 8:07	0	0	0	Rear End	Changed Lanes Improperly	Daylight	Dry	32.041854	-81.191916
8542403	Chatham Co Police Department	5/17/2022 17:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.025924	-81.224209
8543443	Garden City Police Department	5/17/2022 18:09	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.04386	-81.18385
8543546	Chatham Co Police Department	5/21/2022 11:21	0	0	0	Angle (Other)	["Driver Lost Control","Improper Turn","Exceeding Speed Limit"]	Daylight	Dry	32.016592	-81.231298
8544510	Chatham Co Police Department	2/22/2022 14:02	0	0	0	Sideswipe-Opposite Direction	["Reaction to Object or Animal","Changed Lanes Improperly","Wrong Side of Road","Driver Lost Control"]	Daylight	Wet	31.99819	-81.253805

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
8544923	Chatham Co Police Department	5/18/2022 13:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998975	-81.24951
8545980	Chatham Co Police Department	5/23/2022 7:04	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.023631	-81.225983
8546450	Chatham Co Police Department	5/23/2022 17:12	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001119	-81.247097
8547384	Chatham Co Police Department	5/20/2022 20:32	0	0	1	Rear End	["Failure to Yield","Following Too Close"]	Dark-Lighted	Dry	32.013934	-81.233055
8547535	Chatham Co Police Department	5/23/2022 7:50	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	32.001023	-81.2472
8547536	Chatham Co Police Department	5/24/2022 8:20	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	32.00073	-81.247169
8547568	Chatham Co Police Department	5/24/2022 13:52	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	31.996108	-81.268052
8547569	Chatham Co Police Department	5/24/2022 15:29	0	0	0	Rear End	Following Too Close	Dusk	Dry	32.023594	-81.22601
8548130	Savannah Police Department	5/22/2022 16:40	0	0	0	Rear End	Following Too Close	Daylight	Water (standing or moving)	32.047927	-81.167206
8548479	Chatham Co Police Department	5/23/2022 16:47	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.039333	-81.208158
8549230	Chatham Co Police Department	5/21/2022 22:39	0	0	1	Rear End	["Following Too Close","Disregard Stop Sign/Signal","Driver Condition","Too Fast for Conditions"]	Dark-Not Lighted	Wet	32.023849	-81.225813
8550436	Savannah Police Department	5/26/2022 15:42	0	0	0	Angle (Other)		Daylight	Dry	32.049457	-81.160759
8551042	Savannah Police Department	5/24/2022 16:50	0	0	0	Angle (Other)	Changed Lanes Improperly	Daylight	Dry	32.048377	-81.165435
8551532	Savannah Police Department	5/27/2022 9:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048178	-81.166232
8551736	Chatham Co Police Department	5/24/2022 21:26	0	0	0	Left Angle Crash	Improper Turn	Dark-Not Lighted	Dry	32.00254	-81.245863
8552212	Chatham Co Police Department	5/27/2022 20:40	0	0	0	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Dry	32.027178	-81.223164
8552419	Savannah Police Department	5/28/2022 9:05	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054119	-81.140368
8552947	Chatham Co Police Department	5/28/2022 22:40	0	0	0	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Dry	32.023848	-81.225814
8553039	Chatham Co Police Department	5/23/2022 6:30	0	0	0	Sideswipe-Same Direction	["Disregard Stop Sign/Signal","Changed Lanes Improperly"]	Daylight	Dry	32.024078	-81.225441
8553829	Garden City Police Department	5/26/2022 18:04	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039595	-81.207849
8554277	Gsp Post 00	5/27/2022 12:40	0	0	1	Rear End	Under the Influence (U.I.)	Daylight	Dry	32.032881	-81.218722
8555014	Savannah Police Department	5/31/2022 13:23	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048306	-81.165734
8555343	Chatham Co Police Department	5/30/2022 17:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.029428	-81.221287
8555344	Chatham Co Police Department	5/31/2022 13:50	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.025931	-81.224204
8555912	Chatham Co Police Department	5/31/2022 17:23	0	0	0	Rear End		Daylight	Dry	32.001993	-81.246165
8558530	Chatham Co Police Department	6/1/2022 12:49	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.014515	-81.232608
8559071	Savannah Police Department	6/2/2022 17:40	0	0	0	Rear End	Aggressive Driving	Daylight	Dry	32.053906	-81.14235
8559161	Chatham Co Police Department	6/2/2022 18:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001124	-81.247091
8560047	Savannah Police Department	6/3/2022 0:00	0	0	0	Sideswipe-Same Direction	["Improper Passing","Reaction to Object or Animal"]	Daylight	Dry	32.054433	-81.139148
8560123	Savannah Police Department	6/3/2022 8:47	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992741	-81.274595
8560611	Savannah Police Department	6/2/2022 16:36	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Wet	32.048178	-81.166231
8561676	Garden City Police Department	6/3/2022 8:42	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	32.039661	-81.207668
8561677	Garden City Police Department	6/5/2022 13:05	0	0	0	Rear End		Daylight	Dry	32.039807	-81.204481
8562656	Chatham Co Police Department	6/2/2022 7:43	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.023849	-81.225813
8562658	Chatham Co Police Department	6/4/2022 14:00	0	0	0	Left Angle Crash	["Vision Obscured","Disregard Other Traffic Control"]	Daylight	Wet	32.013968	-81.232837
8562659	Chatham Co Police Department	6/5/2022 14:10	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.029491	-81.221418
8563571	Chatham Co Police Department	5/10/2022 19:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.021531	-81.227592
8564119	Gsp Post 00	6/2/2022 3:21	0	0	1	Angle (Other)	["Reckless Driving","Exceeding Speed Limit","Aggressive Driving","Disregard Police - Evasion"]	Dark-Lighted	Dry	32.026269	-81.223928
8564439	Chatham Co Police Department	6/7/2022 8:18	0	0	0	Rear End	Improper Backing	Daylight	Dry	32.023862	-81.226034
8564586	Savannah Police Department	6/6/2022 13:50	0	0	0	Angle (Other)		Daylight	Dry	32.048005	-81.166904
8566729	Chatham Co Police Department	6/5/2022 16:20	0	0	1	Sideswipe-Same Direction		Daylight	Wet	32.000369	-81.246728
8566768	Savannah Police Department	6/9/2022 0:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992741	-81.274595
8568045	Savannah Police Department	6/9/2022 15:45	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.048171	-81.16626
8568635	Savannah Police Department	6/10/2022 20:32	0	0	0	Left Angle Crash	Failure to Yield	Dusk	Dry	32.048727	-81.164021
8569047	Chatham Co Police Department	6/7/2022 12:30	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	32.001686	-81.246489
8569268	Savannah Police Department	6/11/2022 13:35	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054373	-81.138816
8570481	Chatham Co Police Department	6/7/2022 21:14	0	0	0	Sideswipe-Same Direction	Misjudged Clearance	Dark-Lighted	Dry	31.998042	-81.253835
8571395	Chatham Co Police Department	6/13/2022 10:46	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992203	-81.275122
8571834	Garden City Police Department	6/13/2022 15:55	0	0	0	Rear End		Daylight	Dry	32.040855	-81.196321
8571862	Garden City Police Department	6/13/2022 13:24	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.041898	-81.191751
8572774	Savannah Police Department	6/14/2022 14:58	0	0	0	Angle (Other)	["Changed Lanes Improperly","Improper Passing"]	Daylight	Dry	32.047821	-81.167617
8573020	Gsp Post 00	6/11/2022 15:12	0	0	0	Sideswipe-Same Direction	["Changed Lanes Improperly","Disregard Police - Evasion"]	Daylight	Dry	32.014109	-81.232919
8573175	Chatham Co Police Department	6/12/2022 12:00	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	31.997606	-81.257257
8573320	Savannah Police Department	6/10/2022 17:52	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053734	-81.142624
8574240	Garden City Police Department	6/15/2022 19:40	0	0	3	Left Angle Crash	["Improper Turn","Parked Improperly","Parked Improperly"]	Dusk	Dry	32.04386	-81.183849
8574246	Garden City Police Department	6/15/2022 17:00	0	0	1	Rear End	["Following Too Close","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	32.039962	-81.203257
8574274	Garden City Police Department	6/15/2022 14:03	0	0	0	Rear End	["Inattentive or Other Distraction (Distracted)","Following Too Close"]	Daylight	Dry	32.039359	-81.207979
8574675	Savannah Police Department	6/12/2022 14:10	0	0	0	Rear End	Misjudged Clearance	Daylight	Dry	32.051328	-81.152178
8575107	Chatham Co Police Department	6/12/2022 16:04	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023577	-81.226023
8575170	Garden City Police Department	6/16/2022 15:12	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.042361	-81.189914
8576869	Chatham Co Police Department	6/17/2022 17:54	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	32.013037	-81.233709
8576889	Chatham Co Police Department	6/17/2022 20:55	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.023849	-81.225813
8577203	Savannah Police Department	6/17/2022 16:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048722	-81.164042
8577551	Chatham Co Police Department	6/18/2022 17:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.029428	-81.221287
8577552	Chatham Co Police Department	6/18/2022 18:06	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.029427	-81.221287
8577991	Chatham Co Police Department	6/19/2022 0:00	0	0	0	(None)	Following Too Close	(None)	(None)	32.051258	-81.152465
8588633	Savannah Police Department	6/16/2022 16:02	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.05131	-81.152252
8589150	Garden City Police Department	6/20/2022 15:28	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039366	-81.207925
8589260	Chatham Co Police Department	6/16/2022 15:30	0	0	0	Left Angle Crash	Disregard Stop Sign/Signal	Daylight	Dry	32.00254	-81.245863
8590839	Savannah Police Department	6/21/2022 10:47	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048107	-81.165355
8590991	Chatham Co Police Department	6/15/2022 16:45	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	31.978886	-81.288609
8591101	Chatham Co Police Department	6/16/2022 18:00	0	0	2	Angle (Other)	Disregard Stop Sign/Signal	Daylight	Dry	32.029428	-81.221287
8591407	Savannah Police Department	6/22/2022 8:43	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054467	-81.139016
8592301	Chatham Co Police Department	6/22/2022 8:05	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.012003	-81.234318
8592820	Savannah Police Department	6/23/2022 9:42	0	0	0	Rear End		Daylight	Dry	32.0536	-81.142298
8593127	Chatham Co Police Department	6/23/2022 9:27	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002538	-81.245864
8593634	Chatham Co Police Department	6/20/2022 10:35	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.04684	-81.171574
8593695	Chatham Co Police Department	6/21/2022 14:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.995919	-81.26925
8595706	Garden City Police Department	6/25/2022 10:45	0	0	0	Rear End	Failure to Yield	Daylight	Dry	32.03936	-81.207967
8596288	Chatham Co Police Department	6/25/2022 17:59	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997076	-81.261252
8596342	Chatham Co Police Department	6/13/2022 18:05	0	0	1	Left Angle Crash	["Failure to Yield","Failure to Yield"]	Daylight	Dry	32.000952	-81.247548
8596437	Chatham Co Police Department	6/22/2022 14:12	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.027178	-81.223164
8597349	Savannah Police Department	6/27/2022 9:35	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.053642	-81.142291
8598299	Savannah Police Department	6/28/2022 12:37	0	0	0	Angle (Other)	Driver Lost Control	Daylight	Water (standing or moving)	32.048956	-81.165767
8598972	Savannah Police Department	6/29/2022 0:07	0	1	0	Not a Collision with Motor Vehicle	Failure to Yield	Dark-Lighted	Dry	32.053107	-81.144863

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
8599886	Garden City Police Department	6/29/2022 10:10	0	0	0	Sideswipe-Same Direction		Daylight	Wet	32.042836	-81.18786
8600668	Chatham Co Police Department	6/29/2022 11:53	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.000719	-81.247156
8600988	Savannah Police Department	6/30/2022 14:32	0	0	1	Rear End	Following Too Close	Daylight	Dry	32.054443	-81.13911
8601059	Chatham Co Police Department	6/29/2022 13:53	0	0	0	Rear End	Following Too Close	Daylight	Wet	31.999249	-81.250084
8602766	Savannah Police Department	7/1/2022 21:04	0	0	0	Right Angle Crash	Improper Turn	Dark-Lighted	Dry	32.04871	-81.164092
8602854	Savannah Police Department	7/1/2022 22:16	0	0	0	Left Angle Crash	["Improper Turn","Misjudged Clearance"]	Dark-Lighted	Dry	32.051152	-81.152921
8602888	Chatham Co Police Department	6/23/2022 13:12	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998183	-81.253858
8603543	Chatham Co Police Department	7/3/2022 0:50	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	31.997159	-81.25956
8603545	Chatham Co Police Department	7/2/2022 21:12	0	0	0	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Dry	32.023849	-81.225813
8604337	Chatham Co Police Department	6/29/2022 16:15	0	0	2	Angle (Other)	Driver Lost Control	Daylight	Wet	32.012058	-81.234435
8604342	Chatham Co Police Department	6/30/2022 12:07	0	0	0	Head On	["Improper Turn","Improper Turn"]	Daylight	Dry	32.012053	-81.234439
8604439	Chatham Co Police Department	7/4/2022 13:11	0	0	0	Rear End	["Other Activity - Mobile Device (Distracted)","Following Too Close"]	Daylight	Dry	32.02367	-81.225954
8604599	Chatham Co Police Department	6/30/2022 18:07	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	32.000772	-81.247221
8604788	Garden City Police Department	7/1/2022 4:29	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Wet	32.042616	-81.188776
8605416	Savannah Police Department	7/5/2022 8:30	0	0	1	Rear End	Following Too Close	Daylight	Dry	32.053826	-81.141515
8605810	Chatham Co Police Department	7/5/2022 11:44	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	31.997461	-81.258308
8605991	Garden City Police Department	7/5/2022 15:43	0	0	0	Rear End	["Following Too Close","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	32.039721	-81.205121
8606105	Savannah Police Department	7/5/2022 17:45	0	0	0	Angle (Other)	Improper Turn	Daylight	Dry	32.04822	-81.166069
8607311	Savannah Police Department	7/6/2022 16:56	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.047951	-81.167111
8607499	Chatham Co Police Department	7/6/2022 17:16	0	0	0	Rear End	["Following Too Close","Occupant Distraction (Distracted)"]	Daylight	Dry	31.998148	-81.254111
8608637	Savannah Police Department	7/2/2022 11:35	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053859	-81.140961
8609072	Chatham Co Police Department	1/7/2022 5:06	0	0	0	Sideswipe-Same Direction		Dark-Not Lighted	Dry	32.002424	-81.245687
8610113	Savannah Police Department	7/8/2022 18:40	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.048437	-81.165592
8610441	Chatham Co Police Department	7/8/2022 18:45	0	0	0	Rear End	Following Too Close	Daylight	Wet	31.995733	-81.270036
8610867	Chatham Co Police Department	7/8/2022 7:05	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.029673	-81.22113
8610976	Chatham Co Police Department	7/8/2022 20:20	0	0	0	Rear End	Following Too Close	Dark-Lighted	Wet	32.03151	-81.219925
8612364	Gsp Post 00	7/7/2022 15:20	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Wet	31.998183	-81.253858
8613399	Chatham Co Police Department	7/3/2022 16:41	0	0	0	Left Angle Crash	["Failure to Yield","Under the Influence (U.I.)"]	Daylight	Dry	31.992741	-81.274595
8614095	Chatham Co Police Department	7/11/2022 16:30	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.002639	-81.245758
8614096	Chatham Co Police Department	7/12/2022 5:57	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Wet	31.995796	-81.269247
8614097	Chatham Co Police Department	7/12/2022 12:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.00074	-81.247182
8614167	Savannah Police Department	7/12/2022 16:14	0	0	0	Rear End	["Other Activity - Mobile Device (Distracted)","Following Too Close"]	Daylight	Dry	32.05329	-81.143732
8615445	Chatham Co Police Department	7/11/2022 2:26	0	1	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	31.995935	-81.269168
8615566	Chatham Co Police Department	7/5/2022 21:25	0	3	0	Left Angle Crash	["Failure to Yield","Under the Influence (U.I.)"]	Dark-Not Lighted	Dry	32.023849	-81.225813
8615866	Chatham Co Police Department	7/5/2022 16:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.0144	-81.232693
8616985	Chatham Co Police Department	7/9/2022 0:10	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	31.978615	-81.289088
8616986	Chatham Co Police Department	7/9/2022 0:10	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	31.978655	-81.289048
8617036	Savannah Police Department	7/14/2022 19:50	0	1	0	Left Angle Crash	Failure to Yield	Daylight	Wet	32.048342	-81.165561
8617475	Gsp Post 00	6/28/2022 20:04	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.980695	-81.286941
8618276	Chatham Co Police Department	7/15/2022 14:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000524	-81.247753
8618564	Savannah Police Department	7/15/2022 0:00	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.054178	-81.140164
8618774	Savannah Police Department	7/16/2022 18:06	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.054128	-81.140988
8618924	Chatham Co Police Department	7/15/2022 13:39	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999249	-81.250084
8619070	Garden City Police Department	7/16/2022 16:25	0	3	0	Rear End	["Texting (Distracted)","Following Too Close"]	Daylight	Dry	32.043337	-81.18594
8619211	Savannah Police Department	7/16/2022 15:06	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	32.049276	-81.161604
8619213	Savannah Police Department	7/17/2022 7:30	0	0	1	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	32.048427	-81.16526
8619542	Chatham Co Police Department	7/17/2022 18:25	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.029565	-81.221549
8619677	Savannah Police Department	7/18/2022 5:38	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	32.048401	-81.165339
8620221	Garden City Police Department	7/14/2022 14:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039367	-81.207969
8620222	Garden City Police Department	7/14/2022 15:15	0	0	1	Rear End	Parked Improperly	Daylight	Dry	32.041904	-81.191755
8621050	Chatham Co Police Department	7/8/2022 12:53	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.05371	-81.142719
8621052	Chatham Co Police Department	7/9/2022 9:57	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.021537	-81.227595
8621187	Chatham Co Police Department	7/18/2022 6:02	0	0	1	Rear End	["Following Too Close","Too Fast for Conditions"]	Dusk	Dry	32.035174	-81.216942
8621188	Chatham Co Police Department	7/18/2022 7:27	0	0	0	Sideswipe-Same Direction	Improper Passing	Daylight	Dry	32.036561	-81.215704
8621276	Chatham Co Police Department	7/18/2022 12:29	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000747	-81.247186
8622136	Garden City Police Department	7/18/2022 18:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039368	-81.207964
8622486	Chatham Co Police Department	7/17/2022 12:08	0	0	1	Left Angle Crash	Failure to Yield	Daylight	Dry	32.023855	-81.225816
8623797	Chatham Co Police Department	7/19/2022 17:05	0	0	0	Rear End		Dusk	Wet	31.999243	-81.250072
8623847	Chatham Co Police Department	7/20/2022 18:53	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.002539	-81.245863
8623876	Chatham Co Police Department	7/20/2022 7:46	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	31.992747	-81.274598
8623877	Chatham Co Police Department	7/21/2022 2:05	0	0	0	Not a Collision with Motor Vehicle	Driver Lost Control	Dark-Lighted	Dry	31.995829	-81.269723
8624693	Chatham Co Police Department	7/20/2022 8:26	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.99271	-81.274548
8625164	Savannah Police Department	7/22/2022 8:57	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048336	-81.165558
8625185	Chatham Co Police Department	7/9/2022 17:19	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.001338	-81.246861
8625189	Chatham Co Police Department	7/20/2022 10:48	0	0	2	Left Angle Crash	Failure to Yield	Daylight	Dry	31.998451	-81.251794
8625475	Chatham Co Police Department	7/20/2022 15:55	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.016501	-81.23124
8625708	Chatham Co Police Department	7/22/2022 14:42	0	0	0	Angle (Other)	Inattentive or Other Distraction (Distracted)	Daylight	Dry	32.051202	-81.152691
8625852	Chatham Co Police Department	7/19/2022 18:53	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.001141	-81.247073
8626659	Savannah Police Department	7/23/2022 14:53	0	0	0	Angle (Other)	Driver Condition	Daylight	Dry	32.048377	-81.165435
8626882	Chatham Co Police Department	7/9/2022 0:10	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	31.98014	-81.287515
8626883	Chatham Co Police Department	7/22/2022 18:27	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002337	-81.246085
8627414	Garden City Police Department	7/19/2022 13:55	0	0	0	Rear End		Daylight	Dry	32.039364	-81.207939
8630169	Savannah Police Department	7/21/2022 11:07	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048619	-81.164459
8630224	Garden City Police Department	7/21/2022 15:50	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.039536	-81.206595
8630291	Savannah Police Department	7/26/2022 8:45	0	0	1	Left Angle Crash	["Failure to Yield","Too Fast for Conditions"]	Daylight	Dry	32.048361	-81.16543
8630619	Chatham Co Police Department	7/26/2022 17:45	0	0	0	Rear End	["Changed Lanes Improperly","Not Visible (Object, Person, or Vehicle)","Vision Obscured"]	Daylight	Dry	31.998471	-81.251116
8631007	Chatham Co Police Department	7/24/2022 14:48	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.014261	-81.232797
8631056	Savannah Police Department	7/27/2022 7:47	0	0	0	Rear End	Too Fast for Conditions	Daylight	Dry	32.054411	-81.139234
8631661	Savannah Police Department	7/27/2022 22:31	0	0	1	Angle (Other)	Talking on Hands-Free Device (Distracted)	Dark-Not Lighted	Dry	32.053826	-81.142267
8631702	Garden City Police Department	7/25/2022 6:43	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.040379	-81.19986
8633639	Savannah Police Department	7/29/2022 14:26	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.048263	-81.165902
8633870	Garden City Police Department	7/26/2022 16:03	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039569	-81.207834
8633871	Garden City Police Department	7/26/2022 16:44	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039573	-81.207836
8634509	Savannah Police Department	7/29/2022 16:07	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.050046	-81.166118
8635654	Savannah Police Department	7/8/2022 11:30	0	0	0	Sideswipe-Opposite Direction	Failure to Yield	Daylight	Dry	32.050892	-81.154116

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
8635935	Chatham Co Police Department	7/30/2022 18:06	0	0	1	Rear End	Following Too Close	Daylight	Dry	31.997307	-81.25941
8635936	Chatham Co Police Department	7/31/2022 17:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998586	-81.251133
8635966	Chatham Co Police Department	7/31/2022 21:27	0	5	0	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Dry	31.980647	-81.28699
8637416	Chatham Co Police Department	7/27/2022 22:16	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	31.995735	-81.270028
8637562	Chatham Co Police Department	7/24/2022 10:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997777	-81.256876
8638196	Chatham Co Police Department	8/1/2022 15:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000742	-81.247183
8638727	Garden City Police Department	8/2/2022 13:04	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039404	-81.20765
8638868	Garden City Police Department	8/2/2022 16:53	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039361	-81.207961
8640615	Chatham Co Police Department	7/22/2022 12:26	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.996065	-81.267425
8640636	Chatham Co Police Department	8/3/2022 1:30	0	0	0	Not a Collision with Motor Vehicle	Driver Lost Control	Dark-Not Lighted	Dry	31.994969	-81.271653
8641492	Chatham Co Police Department	8/4/2022 8:31	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997093	-81.261126
8641494	Chatham Co Police Department	8/4/2022 11:48	0	0	0	Sideswipe-Opposite Direction	["Failure to Yield","Improper Turn"]	Daylight	Dry	31.998042	-81.253833
8641501	Gsp Post 00	8/1/2022 11:30	0	0	0	Angle (Other)	Disregard Police - Evasion	Daylight	Dry	31.99274	-81.274596
8641820	Chatham Co Police Department	7/31/2022 13:07	0	0	0	Angle (Other)	Improper Passing	Daylight	Dry	31.998183	-81.253858
8642164	Chatham Co Police Department	8/2/2022 11:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.01396	-81.233036
8642167	Chatham Co Police Department	8/2/2022 14:34	0	0	0	Angle (Other)	Misjudged Clearance	Daylight	Dry	32.048046	-81.166742
8642830	Savannah Police Department	8/5/2022 12:53	0	0	0	Rear End	Too Fast for Conditions	Daylight	Dry	32.052361	-81.147922
8644582	Savannah Police Department	8/7/2022 13:41	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.045386	-81.177564
8644597	Chatham Co Police Department	8/7/2022 10:00	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.051134	-81.152999
8644719	Savannah Police Department	8/7/2022 17:13	0	0	0	Rear End	["Misjudged Clearance","Improper Turn"]	Daylight	Wet	32.054628	-81.13903
8644769	Chatham Co Police Department	8/5/2022 18:26	0	0	0	Head On		Daylight	Dry	31.99583	-81.26972
8645566	Chatham Co Police Department	8/4/2022 13:17	0	0	0	Head On	Following Too Close	Daylight	Dry	32.052128	-81.148877
8645569	Chatham Co Police Department	8/4/2022 16:00	0	0	0	Angle (Other)	["Failure to Yield","Failure to Yield"]	Daylight	Dry	32.0038	-81.244511
8645570	Chatham Co Police Department	8/4/2022 17:06	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.00074	-81.247181
8645763	Savannah Police Department	8/3/2022 12:26	0	0	0	Rear End	Improper Backing	Daylight	Dry	32.049085	-81.165818
8646229	Gsp Post 00	8/3/2022 18:00	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.021652	-81.227498
8646708	Chatham Co Police Department	7/30/2022 11:43	0	0	0	Right Angle Crash	Following Too Close	Daylight	Dry	32.051228	-81.152586
8646714	Chatham Co Police Department	8/8/2022 15:48	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Wet	31.998183	-81.253857
8647123	Savannah Police Department	8/4/2022 12:50	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	32.054585	-81.139204
8647864	Savannah Police Department	8/8/2022 17:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048323	-81.16567
8647866	Savannah Police Department	8/9/2022 15:55	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	32.048377	-81.165435
8647916	Chatham Co Police Department	7/20/2022 15:02	0	0	0	Rear End		Daylight	Wet	32.014581	-81.23256
8647963	Chatham Co Police Department	8/8/2022 19:31	0	0	0	Angle (Other)	Following Too Close	Daylight	Wet	31.99115	-81.27642
8648207	Chatham Co Police Department	8/5/2022 8:33	0	0	0	Sideswipe-Same Direction	Improper Passing	Daylight	Dry	31.999696	-81.248956
8648221	Chatham Co Police Department	8/7/2022 16:40	0	0	0	Left Angle Crash		Daylight	Wet	32.023768	-81.225846
8649746	Savannah Police Department	8/11/2022 7:11	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.99274	-81.274596
8649992	Chatham Co Police Department	8/5/2022 7:02	0	0	0	Right Angle Crash	Failure to Yield	Dusk	Dry	32.044017	-81.183205
8649993	Chatham Co Police Department	8/7/2022 11:19	0	0	0	Head On	["Improper Passing","Other Interior Distraction (Distracted)"]	Daylight	Dry	32.014246	-81.232617
8651190	Chatham Co Police Department	8/9/2022 10:10	0	0	0	Rear End	["Following Too Close","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	31.995297	-81.270935
8651252	Chatham Co Police Department	8/9/2022 14:26	0	0	0	Sideswipe-Same Direction	["Changed Lanes Improperly","Misjudged Clearance"]	Daylight	Dry	32.047646	-81.168297
8651365	Gsp Post 00	8/7/2022 1:45	0	1	0	Not a Collision with Motor Vehicle	Under the Influence (U.I.)	Dark-Not Lighted	Dry	32.030375	-81.220772
8652259	Chatham Co Police Department	8/12/2022 21:40	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	31.993114	-81.274411
8653242	Garden City Police Department	8/13/2022 13:25	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039404	-81.20765
8653561	Savannah Police Department	8/14/2022 12:20	0	0	1	Left Angle Crash	Failure to Yield	Daylight	Dry	32.054135	-81.14101
8654904	Chatham Co Police Department	8/11/2022 10:35	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023769	-81.225671
8655492	Chatham Co Police Department	8/15/2022 7:05	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.002227	-81.245911
8655494	Chatham Co Police Department	8/15/2022 0:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013958	-81.233038
8656007	Savannah Police Department	8/16/2022 13:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.05372	-81.140981
8656146	Savannah Police Department	8/16/2022 7:41	0	0	0	Rear End		Daylight	Dry	32.05402	-81.140753
8656155	Chatham Co Police Department	8/16/2022 8:30	0	0	0	Angle (Other)	Changed Lanes Improperly	Daylight	Dry	31.998684	-81.248875
8657420	Chatham Co Police Department	8/16/2022 8:30	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	31.998999	-81.250107
8657422	Chatham Co Police Department	8/17/2022 7:35	0	0	0	Rear End	["Failure to Yield","Changed Lanes Improperly"]	Daylight	Dry	31.99719	-81.260389
8657423	Chatham Co Police Department	8/17/2022 7:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.993594	-81.27371
8657456	Chatham Co Police Department	8/17/2022 8:20	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	32.005379	-81.242612
8659874	Chatham Co Police Department	8/19/2022 8:10	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	32.00254	-81.245863
8660327	Gsp Post 00	8/16/2022 9:10	0	0	0	Left Angle Crash	Following Too Close	Daylight	Dry	32.053269	-81.144196
8660551	Savannah Police Department	8/20/2022 7:04	0	0	0	Angle (Other)	Disregard Stop Sign/Signal	Daylight	Dry	32.04835	-81.165563
8661257	Savannah Police Department	8/21/2022 6:21	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.053042	-81.145127
8661389	Chatham Co Police Department	8/19/2022 9:10	0	0	0	Sideswipe-Same Direction	Improper Passing	Daylight	Dry	32.002718	-81.245677
8661391	Chatham Co Police Department	8/19/2022 16:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997377	-81.259893
8661420	Chatham Co Police Department	8/19/2022 16:56	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.99729	-81.259556
8662096	Chatham Co Police Department	8/18/2022 10:07	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997308	-81.259406
8662098	Chatham Co Police Department	8/18/2022 14:19	0	0	0	Rear End	["Following Too Close","Improper Backing"]	Daylight	Dry	32.000741	-81.247183
8662754	Chatham Co Police Department	8/22/2022 9:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013967	-81.232838
8663145	Chatham Co Police Department	8/22/2022 18:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.996043	-81.268531
8664871	Chatham Co Police Department	8/22/2022 18:28	0	0	0	Sideswipe-Same Direction	["Reckless Driving","Too Fast for Conditions"]	Daylight	Wet	32.047263	-81.169829
8665068	Chatham Co Police Department	8/19/2022 16:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.996185	-81.267466
8665520	Chatham Co Police Department	8/24/2022 8:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.004686	-81.243561
8665783	Chatham Co Police Department	8/24/2022 11:29	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002408	-81.24601
8666251	Chatham Co Police Department	8/19/2022 10:05	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	31.998894	-81.250322
8666253	Chatham Co Police Department	8/24/2022 15:50	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	32.00112	-81.247095
8667027	Garden City Police Department	8/25/2022 15:32	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.03936	-81.207967
8668247	Chatham Co Police Department	8/24/2022 7:22	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013976	-81.233025
8668889	Chatham Co Police Department	8/26/2022 15:10	0	0	0	Angle (Other)		Daylight	Dry	32.012057	-81.234435
8669855	Gsp Post 00	8/24/2022 7:14	0	0	1	Right Angle Crash	Failure to Yield	Daylight	Dry	32.00254	-81.245863
8670018	Savannah Police Department	8/28/2022 10:40	0	0	0	Not a Collision with Motor Vehicle	Failure to Yield	Daylight	Dry	32.048336	-81.165558
8670738	Chatham Co Police Department	8/27/2022 15:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997619	-81.257109
8670856	Chatham Co Police Department	8/25/2022 8:55	0	0	0	Sideswipe-Same Direction	Improper Passing	Daylight	Dry	32.01443	-81.232481
8682855	Chatham Co Police Department	8/29/2022 17:05	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997803	-81.256674
8682857	Chatham Co Police Department	8/30/2022 7:00	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Wet	32.000952	-81.247548
8682877	Garden City Police Department	8/30/2022 15:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039566	-81.207832
8682903	Savannah Police Department	8/30/2022 16:11	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054168	-81.142284
8684086	Chatham Co Police Department	1/27/2022 15:40	0	0	0	Rear End	Following Too Close	Daylight	Wet	31.997447	-81.258405
8684088	Chatham Co Police Department	8/31/2022 8:50	0	0	0	Rear End	Failure to Yield	Daylight	Dry	32.001044	-81.247177
8684133	Chatham Co Police Department	8/18/2022 16:19	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.000737	-81.247178

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
8685272	Chatham Co Police Department	8/29/2022 14:03	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.02381	-81.225932
8685278	Chatham Co Police Department	8/31/2022 16:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002532	-81.245872
8685603	Savannah Police Department	9/1/2022 0:00	0	0	0	Rear End	["Changed Lanes Improperly","Aggressive Driving"]	Daylight	Dry	32.053439	-81.143125
8687412	Chatham Co Police Department	8/30/2022 6:30	0	0	0	Rear End	Following Too Close	Dawn	Wet	32.043891	-81.18372
8688115	Chatham Co Police Department	9/3/2022 15:16	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023823	-81.225957
8688259	Savannah Police Department	9/2/2022 23:52	0	0	0	Not a Collision with Motor Vehicle	Failure to Yield	Dark-Not Lighted	Wet	32.054135	-81.141009
8688272	Chatham Co Police Department	8/30/2022 7:35	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Wet	31.998332	-81.251773
8688626	Chatham Co Police Department	9/3/2022 20:25	0	1	0	Head On		Dark-Not Lighted	Wet	31.997484	-81.258144
8689768	Chatham Co Police Department	9/1/2022 17:16	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Wet	31.991901	-81.275436
8690024	Chatham Co Police Department	8/11/2022 18:55	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.014075	-81.233056
8690832	Chatham Co Police Department	9/6/2022 7:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.00254	-81.245863
8691067	Savannah Police Department	9/6/2022 17:07	0	0	0	Rear End	Misjudged Clearance	Daylight	Dry	32.050013	-81.166106
8691618	Garden City Police Department	9/6/2022 5:16	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.039422	-81.20751
8692797	Savannah Police Department	9/7/2022 15:57	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.05446	-81.139718
8693440	Chatham Co Police Department	8/25/2022 8:23	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.016409	-81.231093
8693441	Chatham Co Police Department	9/7/2022 9:07	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000279	-81.248008
8693443	Chatham Co Police Department	9/7/2022 12:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002394	-81.246025
8693534	Chatham Co Police Department	9/4/2022 21:20	0	0	0	Head On		Dark-Not Lighted	Wet	32.033686	-81.218109
8693579	Chatham Co Police Department	9/7/2022 20:00	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.000772	-81.247221
8693673	Savannah Police Department	9/8/2022 9:51	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.052035	-81.149259
8693715	Chatham Co Police Department	9/7/2022 18:34	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013982	-81.233021
8696005	Chatham Co Police Department	8/23/2022 21:48	0	0	0	Right Angle Crash	["Under the Influence (U.I.)","Reckless Driving"]	Dark-Lighted	Dry	32.029428	-81.221287
8696006	Chatham Co Police Department	9/6/2022 20:10	0	0	0	Left Angle Crash	["Disregard Stop Sign/Signal","Disregard Stop Sign/Signal"]	Dark-Lighted	Dry	32.029427	-81.221287
8696137	Savannah Police Department	9/9/2022 17:00	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.050934	-81.153919
8696569	Chatham Co Police Department	9/9/2022 20:26	0	0	0	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Wet	32.023849	-81.225813
8697675	Savannah Police Department	9/11/2022 18:30	0	0	1	Left Angle Crash	Failure to Yield	Daylight	Wet	32.048336	-81.165558
8697686	Chatham Co Police Department	9/10/2022 21:15	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	31.999193	-81.24937
8698113	Chatham Co Police Department	9/11/2022 13:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997778	-81.256875
8699145	Chatham Co Police Department	9/12/2022 18:03	0	0	0	Rear End	["Following Too Close","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	31.998672	-81.250879
8699146	Chatham Co Police Department	9/12/2022 19:07	0	2	2	Left Angle Crash	Failure to Yield	Dusk	Dry	32.016483	-81.231252
8699269	Savannah Police Department	9/12/2022 17:02	0	0	0	Left Angle Crash		Daylight	Dry	32.053641	-81.142291
8699672	Chatham Co Police Department	9/12/2022 9:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997587	-81.257423
8699675	Chatham Co Police Department	9/12/2022 16:38	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997777	-81.256876
8699814	Chatham Co Police Department	9/12/2022 9:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999017	-81.249688
8700183	Savannah Police Department	9/13/2022 17:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053716	-81.142695
8700243	Chatham Co Police Department	9/12/2022 12:25	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001123	-81.247091
8700586	Chatham Co Police Department	9/13/2022 15:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.051507	-81.151451
8701384	Savannah Police Department	9/14/2022 17:19	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.049529	-81.160429
8701689	Chatham Co Police Department	9/11/2022 9:42	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.99781	-81.256617
8702096	Savannah Police Department	9/15/2022 9:55	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.054493	-81.138917
8702633	Chatham Co Police Department	9/15/2022 13:18	0	0	0	Sideswipe-Opposite Direction		Daylight	Dry	31.998183	-81.253858
8703019	Chatham Co Police Department	9/11/2022 10:06	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.023849	-81.225813
8703347	Chatham Co Police Department	9/15/2022 16:14	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.013976	-81.233025
8704056	Savannah Police Department	9/16/2022 18:15	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053521	-81.142786
8704985	Chatham Co Police Department	9/16/2022 9:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002419	-81.245998
8705208	Savannah Police Department	9/17/2022 20:08	0	0	0	Not a Collision with Motor Vehicle	Failure to Yield	Dark-Lighted	Dry	32.054494	-81.138917
8705408	Garden City Police Department	9/13/2022 17:02	0	0	0	Not a Collision with Motor Vehicle	Too Fast for Conditions	Daylight	Dry	32.039612	-81.207634
8705771	Chatham Co Police Department	9/16/2022 19:03	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999269	-81.250129
8706234	Chatham Co Police Department	9/16/2022 10:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000753	-81.247197
8707662	Chatham Co Police Department	9/19/2022 18:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999782	-81.248847
8707980	Savannah Police Department	9/20/2022 7:31	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	32.054042	-81.140666
8709279	Chatham Co Police Department	9/20/2022 8:56	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.016499	-81.231241
8709928	Gsp Post 00	9/14/2022 13:26	1	0	0	Left Angle Crash	["Disregard Police - Evasion","Reckless Driving","Disregard Stop Sign/Signal","Wrong Side of Road"]	Daylight	Dry	32.053808	-81.142337
8710220	Savannah Police Department	9/21/2022 16:01	0	1	0	Not a Collision with Motor Vehicle	Failure to Yield	Daylight	Dry	32.052853	-81.145903
8710616	Savannah Police Department	9/22/2022 6:14	0	2	0	Left Angle Crash	["Failure to Yield","Improper Turn"]	Dark-Lighted	Dry	32.048362	-81.16543
8711214	Savannah Police Department	9/22/2022 11:33	0	0	1	Angle (Other)	Changed Lanes Improperly	Daylight	Dry	32.04874	-81.165687
8711215	Savannah Police Department	9/22/2022 11:00	0	0	0	Left Angle Crash	["Improper Turn","Misjudged Clearance"]	Daylight	Dry	32.048377	-81.165435
8712374	Savannah Police Department	9/23/2022 8:23	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.049795	-81.166022
8712459	Chatham Co Police Department	9/23/2022 6:56	0	0	0	Rear End	Following Too Close	Dawn	Dry	32.000751	-81.247194
8713839	Savannah Police Department	9/24/2022 15:12	0	0	0	Angle (Other)	Changed Lanes Improperly	Daylight	Dry	32.053816	-81.142321
8714964	Chatham Co Police Department	9/23/2022 20:02	0	0	2	Left Angle Crash	["Failure to Yield","Improper Turn"]	Daylight	Dry	32.023849	-81.225813
8715017	Chatham Co Police Department	9/25/2022 17:56	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.029578	-81.221373
8715127	Chatham Co Police Department	9/23/2022 19:07	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.023849	-81.225813
8715330	Chatham Co Police Department	9/25/2022 12:34	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998042	-81.253833
8715914	Chatham Co Police Department	9/22/2022 18:20	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	32.000742	-81.247183
8717371	Gsp Post 00	9/21/2022 17:30	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992944	-81.274388
8718082	Chatham Co Police Department	9/26/2022 19:57	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Dark-Not Lighted	Dry	32.000741	-81.247182
8718083	Chatham Co Police Department	9/26/2022 22:03	0	0	0	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Dry	32.000953	-81.247547
8719652	Chatham Co Police Department	9/25/2022 8:03	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.014096	-81.233079
8719670	Chatham Co Police Department	9/25/2022 15:09	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001057	-81.247162
8720349	Garden City Police Department	9/28/2022 6:38	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.039404	-81.20765
8720458	Chatham Co Police Department	9/28/2022 6:54	0	0	0	Left Angle Crash		Daylight	Dry	31.992822	-81.274707
8720888	Chatham Co Police Department	9/29/2022 23:30	0	1	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Wet	32.031325	-81.22006
8721032	Chatham Co Police Department	9/26/2022 6:11	0	0	0	Angle (Other)	Changed Lanes Improperly	Daylight	Dry	32.027105	-81.223042
8721328	Chatham Co Police Department	9/27/2022 14:52	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999244	-81.250074
8722925	Chatham Co Police Department	9/22/2022 17:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998793	-81.250159
8724625	Chatham Co Police Department	9/29/2022 0:00	0	0	0	Angle (Other)		Daylight	Dry	32.045251	-81.178114
8725186	Savannah Police Department	10/3/2022 16:34	0	0	0	Angle (Other)	Changed Lanes Improperly	Daylight	Dry	32.048349	-81.165568
8725298	Savannah Police Department	10/3/2022 17:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.0497	-81.159644
8726100	Chatham Co Police Department	10/1/2022 15:25	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.036977	-81.215202
8726105	Chatham Co Police Department	10/4/2022 7:04	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	31.997514	-81.257937
8726197	Savannah Police Department	10/4/2022 11:02	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053846	-81.142331
8727181	Chatham Co Police Department	10/4/2022 16:20	0	0	0	Left Angle Crash	["Failure to Yield","Improper Turn"]	Daylight	Dry	31.998042	-81.253833
8728722	Garden City Police Department	10/5/2022 22:20	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.039363	-81.207951
8730773	Chatham Co Police Department	10/5/2022 17:48	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000742	-81.247185

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
8730774	Chatham Co Police Department	10/6/2022 9:16	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.029434	-81.221297
8730803	Chatham Co Police Department	10/5/2022 18:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.999318	-81.250236
8731367	Chatham Co Police Department	10/7/2022 18:35	0	0	0	Rear End	Changed Lanes Improperly	Daylight	Dry	31.99586	-81.269563
8732457	Chatham Co Police Department	10/7/2022 8:14	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.998968	-81.249495
8732676	Chatham Co Police Department	10/7/2022 12:10	0	0	0	Angle (Other)	Following Too Close	Daylight	Dry	32.051097	-81.153171
8732734	Chatham Co Police Department	10/7/2022 10:51	0	0	0	Sideswipe-Same Direction	Improper Turn	Daylight	Dry	32.023727	-81.225745
8733155	Garden City Police Department	10/8/2022 23:47	0	0	0	Angle (Other)		Dark-Not Lighted	Dry	32.040158	-81.201599
8733288	Chatham Co Police Department	9/21/2022 16:00	0	0	0	Rear End		Daylight	Dry	32.002633	-81.245764
8734946	Chatham Co Police Department	9/27/2022 19:29	0	0	0	Rear End	["Following Too Close","Under the Influence (U.I.)"]	Dark-Lighted	Dry	31.999085	-81.249564
8736081	Garden City Police Department	10/10/2022 18:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039578	-81.207839
8736525	Chatham Co Police Department	10/8/2022 17:09	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997781	-81.256851
8736903	Chatham Co Police Department	10/8/2022 8:59	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.024198	-81.225538
8736905	Chatham Co Police Department	10/8/2022 15:33	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	31.99727	-81.260705
8737028	Savannah Police Department	10/12/2022 12:41	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048349	-81.165567
8737475	Savannah Police Department	10/12/2022 16:59	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.052876	-81.145809
8738071	Garden City Police Department	10/11/2022 13:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.03936	-81.207969
8738591	Chatham Co Police Department	10/12/2022 16:36	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.99729	-81.259556
8739385	Chatham Co Police Department	10/13/2022 17:12	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997638	-81.256893
8740618	Savannah Police Department	10/14/2022 0:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054127	-81.140336
8742549	Garden City Police Department	10/15/2022 19:10	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.04386	-81.18385
8743917	Garden City Police Department	10/14/2022 17:05	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.039423	-81.207499
8744549	Savannah Police Department	10/17/2022 0:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048346	-81.165579
8744896	Chatham Co Police Department	10/5/2022 7:35	0	0	0	Sideswipe-Same Direction		Daylight	Dry	31.998818	-81.249168
8744942	Savannah Police Department	10/18/2022 0:00	0	0	0	Rear End	Misjudged Clearance	Daylight	Dry	32.053956	-81.140999
8746729	Garden City Police Department	10/11/2022 18:12	0	0	0	Not a Collision with Motor Vehicle		(None)	Dry	32.04033	-81.200244
8747267	Garden City Police Department	10/20/2022 0:03	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	32.043938	-81.183531
8747295	Chatham Co Police Department	10/19/2022 15:11	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997314	-81.259356
8748098	Savannah Police Department	10/18/2022 15:41	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.048727	-81.164021
8748575	Savannah Police Department	10/19/2022 12:35	0	0	1	Sideswipe-Same Direction	Driver Lost Control	Daylight	Dry	32.048178	-81.166233
8749041	Chatham Co Police Department	10/19/2022 8:37	0	0	0	Left Angle Crash		Daylight	Dry	32.047537	-81.168718
8749305	Chatham Co Police Department	10/16/2022 22:43	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	32.016261	-81.231392
8749410	Chatham Co Police Department	10/18/2022 15:51	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000742	-81.247184
8749630	Savannah Police Department	10/21/2022 8:15	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.048182	-81.166218
8750933	Chatham Co Police Department	10/21/2022 13:48	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.029793	-81.221202
8750948	Savannah Police Department	10/21/2022 13:20	0	0	0	Angle (Other)	Improper Turn	Daylight	Dry	32.048181	-81.165513
8752094	Chatham Co Police Department	10/22/2022 13:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.00104	-81.247181
8752095	Chatham Co Police Department	10/22/2022 16:10	0	0	0	Rear End		Daylight	Dry	31.997638	-81.256895
8753017	Savannah Police Department	10/20/2022 15:09	0	0	0	Angle (Other)		Daylight	Dry	32.04973	-81.159504
8753056	Savannah Police Department	10/24/2022 7:13	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.047355	-81.16945
8753270	Savannah Police Department	10/22/2022 19:20	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.048985	-81.162892
8753405	Savannah Police Department	10/24/2022 10:46	0	0	0	Not a Collision with Motor Vehicle	Driver Lost Control	Daylight	Dry	32.048727	-81.164021
8753883	Savannah Police Department	10/24/2022 10:47	0	0	0	Angle (Other)	Improper Turn	Daylight	Dry	32.04799	-81.166962
8754329	Chatham Co Police Department	10/24/2022 18:40	0	0	0	Rear End	Following Too Close	Dusk	Dry	32.051233	-81.152567
8755562	Garden City Police Department	10/24/2022 19:46	0	0	0	Not a Collision with Motor Vehicle	["Under the Influence (U.I.)","Driver Condition","Disregard Other Traffic Control"]	Dark-Not Lighted	Dry	32.044171	-81.182572
8755571	Garden City Police Department	10/24/2022 19:56	0	0	0	Rear End	Following Too Close	Dawn	Dry	32.03936	-81.20797
8755572	Garden City Police Department	10/25/2022 18:35	0	0	0	Rear End	Following Too Close	Dusk	Dry	32.041365	-81.193872
8756674	Savannah Police Department	10/26/2022 17:38	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.054029	-81.142331
8756910	Chatham Co Police Department	10/22/2022 16:24	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.002539	-81.245863
8757645	Chatham Co Police Department	10/27/2022 5:51	0	0	0	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Dry	31.99729	-81.259555
8758064	Chatham Co Police Department	10/23/2022 16:05	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001123	-81.247092
8759876	Chatham Co Police Department	10/25/2022 19:00	0	0	0	Head On	Following Too Close	Daylight	Dry	32.000756	-81.247201
8759877	Chatham Co Police Department	10/25/2022 19:48	0	0	0	Rear End		Daylight	Dry	32.044443	-81.181344
8759880	Chatham Co Police Department	10/28/2022 18:04	0	0	0	Rear End	Following Too Close	Dusk	Dry	32.000741	-81.247182
8759899	Chatham Co Police Department	10/28/2022 18:30	0	0	0	Left Angle Crash	Failure to Yield	Dusk	Dry	32.023849	-81.225813
8759987	Chatham Co Police Department	10/24/2022 0:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.002135	-81.246298
8760004	Chatham Co Police Department	10/24/2022 13:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000742	-81.247183
8760033	Chatham Co Police Department	10/28/2022 17:38	0	0	0	Rear End	["Following Too Close","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	32.02803	-81.222528
8760225	Gsp Post 00	10/26/2022 18:06	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039543	-81.206546
8760767	Savannah Police Department	10/28/2022 19:32	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.054635	-81.139001
8761134	Chatham Co Police Department	10/25/2022 15:13	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000741	-81.247183
8761178	Chatham Co Police Department	10/29/2022 16:14	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001123	-81.247092
8761514	Chatham Co Police Department	10/14/2022 7:00	0	0	0	Sideswipe-Same Direction	Misjudged Clearance	Daylight	Dry	32.011986	-81.23433
8761806	Chatham Co Police Department	10/27/2022 12:10	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023658	-81.225963
8762082	Chatham Co Police Department	10/31/2022 5:37	0	0	1	Left Angle Crash	Disregard Stop Sign/Signal	Dark-Not Lighted	Dry	32.000832	-81.247406
8762758	Savannah Police Department	10/31/2022 16:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.049197	-81.161969
8764508	Chatham Co Police Department	10/31/2022 18:09	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001124	-81.247091
8765060	Chatham Co Police Department	10/29/2022 11:30	0	0	0	Rear End	["Following Too Close","Changed Lanes Improperly"]	Daylight	Dry	31.9978	-81.256698
8765199	Garden City Police Department	10/24/2022 16:51	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.03936	-81.207969
8766284	Chatham Co Police Department	10/30/2022 0:30	0	0	0	Rear End	Disregard Police - Evasion	Dark-Not Lighted	Dry	32.039312	-81.208313
8766658	Savannah Police Department	11/3/2022 8:03	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.047407	-81.169232
8767325	Savannah Police Department	10/22/2022 19:20	0	0	0	Left Angle Crash	Improper Turn	Dark-Lighted	Dry	32.048377	-81.165435
8767560	Chatham Co Police Department	11/2/2022 19:24	0	0	0	Rear End	Other Exterior Distraction (Distracted)	Dark-Lighted	Dry	32.00102	-81.247202
8768106	Chatham Co Police Department	11/1/2022 7:11	0	0	0	Rear End	["Too Fast for Conditions","Changed Lanes Improperly","Misjudged Clearance"]	Daylight	Dry	32.000952	-81.247547
8769189	Garden City Police Department	11/1/2022 15:30	0	0	0	Rear End		Daylight	Dry	32.04386	-81.183849
8770006	Garden City Police Department	11/4/2022 0:00	0	0	0	Sideswipe-Same Direction	["Driver Lost Control","Changed Lanes Improperly","Too Fast for Conditions"]	Daylight	Dry	32.041898	-81.191752
8770252	Chatham Co Police Department	11/4/2022 11:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023665	-81.225958
8771136	Chatham Co Police Department	11/3/2022 9:00	0	0	0	Rear End	Other Interior Distraction (Distracted)	Daylight	Dry	31.995776	-81.269903
8771265	Chatham Co Police Department	10/24/2022 10:17	0	0	0	Left Angle Crash	["Failure to Yield","Improper Turn"]	Daylight	Dry	31.997338	-81.259179
8771780	Savannah Police Department	11/7/2022 6:42	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992811	-81.274518
8772989	Savannah Police Department	11/7/2022 15:38	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.053852	-81.142333
8773337	Chatham Co Police Department	10/20/2022 13:36	0	0	0	Sideswipe-Same Direction	Disregard Stop Sign/Signal	Daylight	Dry	32.000952	-81.247548
8773341	Chatham Co Police Department	11/3/2022 18:09	0	0	0	Not a Collision with Motor Vehicle	Failure to Yield	Dusk	Dry	31.997651	-81.25682
8773535	Chatham Co Police Department	11/2/2022 15:00	0	0	0	Rear End	["Following Too Close","Reaction to Object or Animal","Improper Turn"]	Daylight	Dry	32.039184	-81.208873
8773668	Savannah Police Department	11/8/2022 8:17	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.053302	-81.14406
8773938	Gsp Post 00	10/30/2022 2:30	1	1	0	Not a Collision with Motor Vehicle		Dark-Lighted	Dry	32.050958	-81.15381

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
8776059	Chatham Co Police Department	11/6/2022 14:16	0	0	0	Rear End	["Misjudged Clearance","Following Too Close"]	Daylight	Wet	32.025625	-81.224438
8777010	Chatham Co Police Department	11/4/2022 20:17	0	0	0	Sideswipe-Same Direction	["Following Too Close","Disregard Police - Traffic Control"]	Dark-Not Lighted	Dry	32.009681	-81.236047
8777012	Chatham Co Police Department	11/6/2022 22:55	0	0	0	Sideswipe-Same Direction	Following Too Close	Dark-Not Lighted	Dry	31.998042	-81.253836
8778449	Savannah Police Department	11/10/2022 13:45	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.054309	-81.13963
8778550	Chatham Co Police Department	11/6/2022 0:48	0	0	0	Rear End	Following Too Close	Dark-Lighted	Water (standing or moving)	31.999177	-81.249759
8778638	Chatham Co Police Department	11/4/2022 19:28	0	0	0	Sideswipe-Same Direction	Improper Turn	Dark-Lighted	Dry	32.010146	-81.235698
8779119	Chatham Co Police Department	11/3/2022 12:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023417	-81.22595
8779121	Chatham Co Police Department	11/8/2022 8:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.02153	-81.227592
8779122	Chatham Co Police Department	11/8/2022 13:00	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.053505	-81.143481
8780295	Garden City Police Department	11/11/2022 15:40	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.039599	-81.207851
8781534	Chatham Co Police Department	11/13/2022 15:54	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	31.998183	-81.253858
8783038	Chatham Co Police Department	11/14/2022 7:17	0	0	0	Rear End	Driver Condition	Daylight	Dry	32.001142	-81.247346
8783132	Chatham Co Police Department	11/9/2022 14:57	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000742	-81.247184
8783135	Chatham Co Police Department	11/10/2022 7:30	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Wet	31.998513	-81.248409
8783745	Savannah Police Department	11/10/2022 8:47	0	0	0	Rear End	Following Too Close	Daylight	Water (standing or moving)	31.992771	-81.274563
8783972	Savannah Police Department	11/14/2022 0:00	0	0	1	Angle (Other)	Failure to Yield	Dark-Lighted	Dry	32.054638	-81.138985
8784120	Chatham Co Police Department	11/14/2022 18:15	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.023553	-81.225843
8784239	Chatham Co Police Department	11/14/2022 12:30	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	32.000742	-81.247183
8785271	Garden City Police Department	11/9/2022 7:33	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.042771	-81.188137
8785628	Savannah Police Department	11/15/2022 20:41	0	0	0	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Dry	32.054123	-81.140988
8785773	Chatham Co Police Department	11/15/2022 19:53	0	0	0	Rear End	["Following Too Close","Driver Lost Control"]	Dark-Lighted	Dry	32.015351	-81.231997
8785835	Savannah Police Department	11/16/2022 6:26	0	0	0	Not a Collision with Motor Vehicle		Daylight	Dry	32.053054	-81.145077
8786122	Savannah Police Department	11/16/2022 8:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.049034	-81.165798
8787158	Savannah Police Department	11/16/2022 18:19	0	0	0	Left Angle Crash	Failure to Yield	Dark-Not Lighted	Dry	32.053619	-81.142295
8788186	Chatham Co Police Department	11/16/2022 15:30	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	32.002754	-81.24564
8788740	Garden City Police Department	11/12/2022 20:30	0	0	0	Right Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.039334	-81.208157
8789155	Chatham Co Police Department	11/15/2022 13:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.99901	-81.250085
8789256	Chatham Co Police Department	11/18/2022 8:37	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997413	-81.258633
8789354	Chatham Co Police Department	11/18/2022 10:20	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.000476	-81.247796
8789465	Savannah Police Department	11/18/2022 12:54	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048691	-81.165672
8789703	Chatham Co Police Department	11/14/2022 18:31	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	31.998269	-81.25316
8789814	Garden City Police Department	11/18/2022 15:32	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039597	-81.20785
8790506	Chatham Co Police Department	11/18/2022 13:02	0	0	0	Sideswipe-Same Direction		Daylight	Dry	31.997049	-81.261464
8791378	Chatham Co Police Department	11/19/2022 15:15	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	31.998332	-81.251773
8791577	Chatham Co Police Department	11/19/2022 12:50	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Daylight	Dry	31.998851	-81.250037
8791581	Chatham Co Police Department	11/19/2022 16:55	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	31.998451	-81.251793
8791756	Chatham Co Police Department	11/20/2022 0:00	0	0	1	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.029668	-81.221301
8793507	Chatham Co Police Department	11/13/2022 12:42	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.012462	-81.233974
8794950	Chatham Co Police Department	11/17/2022 13:43	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023652	-81.225967
8795547	Chatham Co Police Department	11/21/2022 19:01	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.024577	-81.225254
8795586	Savannah Police Department	11/4/2022 12:52	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.053893	-81.142346
8796697	Chatham Co Police Department	11/23/2022 18:07	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.029582	-81.221589
8797082	Chatham Co Police Department	11/24/2022 12:19	0	0	0	Right Angle Crash	Misjudged Clearance	Daylight	Dry	31.998042	-81.253833
8797521	Chatham Co Police Department	11/22/2022 15:25	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.002424	-81.245687
8797588	Chatham Co Police Department	11/25/2022 7:55	0	0	0	Not a Collision with Motor Vehicle		Daylight	Wet	32.006739	-81.239576
8797731	Chatham Co Police Department	11/21/2022 13:40	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	32.012058	-81.234435
8797856	Savannah Police Department	11/19/2022 16:43	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.996069	-81.267398
8798364	Savannah Police Department	11/22/2022 16:38	0	0	0	Left Angle Crash	["Failure to Yield","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	32.05417	-81.140983
8798644	Chatham Co Police Department	11/21/2022 18:02	0	0	0	Right Angle Crash		Dark-Lighted	Dry	31.997328	-81.259254
8798648	Chatham Co Police Department	11/26/2022 18:16	0	0	1	Head On		Dark-Not Lighted	Wet	32.052568	-81.147075
8801304	Savannah Police Department	11/28/2022 18:19	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	32.049333	-81.161337
8801319	Chatham Co Police Department	11/14/2022 18:30	0	0	1	Head On	Improper Turn	Dark-Lighted	Dry	31.997777	-81.256876
8801348	Chatham Co Police Department	11/10/2022 19:57	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Wet	32.026861	-81.22343
8802296	Garden City Police Department	11/28/2022 7:15	0	0	0	Angle (Other)		Daylight	Dry	32.039364	-81.207941
8802552	Chatham Co Police Department	11/29/2022 6:48	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.023654	-81.225966
8802555	Chatham Co Police Department	11/29/2022 12:03	0	0	0	Rear End	["Following Too Close","Following Too Close"]	Daylight	Dry	32.013958	-81.233038
8802609	Chatham Co Police Department	11/28/2022 15:05	0	0	0	Angle (Other)	Failure to Yield	Daylight	Dry	32.012058	-81.234435
8803248	Chatham Co Police Department	11/21/2022 17:35	0	0	0	Rear End	["Following Too Close","Following Too Close"]	Daylight	Dry	32.030324	-81.22081
8803405	Chatham Co Police Department	11/25/2022 16:16	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.000755	-81.247199
8803407	Chatham Co Police Department	11/26/2022 10:04	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	31.998042	-81.253833
8803504	Chatham Co Police Department	11/26/2022 16:40	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997261	-81.259864
8803506	Chatham Co Police Department	11/27/2022 11:30	0	0	0	Angle (Other)	Aggressive Driving	Daylight	Wet	32.044494	-81.181258
8803804	Garden City Police Department	11/28/2022 16:04	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.039404	-81.207652
8804271	Chatham Co Police Department	11/27/2022 14:26	0	0	0	Not a Collision with Motor Vehicle	["Changed Lanes Improperly","Too Fast for Conditions"]	Daylight	Dry	32.024224	-81.22533
8806396	Savannah Police Department	12/1/2022 16:37	0	0	0	Rear End	Following Too Close	Dusk	Dry	32.053749	-81.142565
8807153	Chatham Co Police Department	11/29/2022 7:45	0	0	0	Angle (Other)	Changed Lanes Improperly	Daylight	Dry	31.997638	-81.256896
8807264	Chatham Co Police Department	12/2/2022 11:45	0	0	0	Rear End	["Following Too Close","Following Too Close"]	Daylight	Dry	31.997838	-81.256397
8807455	Savannah Police Department	12/2/2022 6:50	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.992785	-81.274547
8808851	Chatham Co Police Department	12/3/2022 17:34	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	31.997909	-81.255844
8810478	Savannah Police Department	12/5/2022 6:38	0	0	0	Left Angle Crash	Improper Turn	Dark-Lighted	Wet	32.054135	-81.140988
8811135	Chatham Co Police Department	12/1/2022 13:18	0	0	0	Angle (Other)	Improper Turn	Daylight	Dry	32.023769	-81.225671
8811136	Chatham Co Police Department	12/1/2022 16:03	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.023768	-81.225846
8811138	Chatham Co Police Department	12/1/2022 16:11	0	0	0	Sideswipe-Same Direction	["Improper Turn","Failure to Yield"]	Daylight	Dry	32.037124	-81.215259
8812462	Garden City Police Department	12/1/2022 16:10	0	0	0	Rear End	["Inattentive or Other Distraction (Distracted)","Following Too Close"]	Daylight	Dry	32.043995	-81.183297
8812862	Garden City Police Department	12/6/2022 16:09	0	0	0	Right Angle Crash	Failure to Yield	Daylight	Dry	32.039334	-81.208156
8813116	Garden City Police Department	12/6/2022 19:10	0	0	0	Angle (Other)	Improper Backing	Dark-Lighted	Dry	32.039641	-81.207876
8815473	Chatham Co Police Department	11/24/2022 20:51	0	0	0	Left Angle Crash	Too Fast for Conditions	Dark-Lighted	Dry	32.023768	-81.225846
8815550	Chatham Co Police Department	12/5/2022 3:42	0	0	0	Not a Collision with Motor Vehicle		Dark-Not Lighted	Dry	32.014353	-81.232727
8815725	Chatham Co Police Department	12/7/2022 8:56	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039196	-81.208783
8815726	Chatham Co Police Department	12/7/2022 8:58	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	31.997419	-81.259575
8815727	Chatham Co Police Department	12/7/2022 16:40	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.02377	-81.22567
8816882	Garden City Police Department	12/9/2022 6:45	0	0	0	Right Angle Crash	["Vision Obscured","Failure to Yield"]	Daylight	Dry	32.042321	-81.190063
8817083	Savannah Police Department	12/9/2022 8:20	0	0	0	Angle (Other)	Improper Turn	Daylight	Dry	32.04811	-81.166497
8817277	Savannah Police Department	12/9/2022 12:35	0	0	0	Angle (Other)	Following Too Close	Daylight	Dry	32.048438	-81.16519
8817366	Savannah Police Department	12/9/2022 14:59	0	0	0	Angle (Other)		Daylight	Dry	32.051202	-81.15269

Collision ID	Agency Name	Date and Time	# of Fatalities	# Serious Injuries	# Visible Injuries	Manner of Collision	Operator/Driver Contributing Factor	Light Conditions	Surface Condition	Latitude	Longitude
8817401	Savannah Police Department	12/5/2022 7:08	0	0	0	Sideswipe-Same Direction		Dawn	Dry	32.054105	-81.14042
8817545	Chatham Co Police Department	12/1/2022 13:30	0	0	0	Sideswipe-Same Direction	Changed Lanes Improperly	Daylight	Dry	31.997386	-81.25982
8817555	Chatham Co Police Department	12/6/2022 17:14	0	0	0	Rear End	Following Too Close	Dusk	Dry	32.031002	-81.220302
8818510	Chatham Co Police Department	11/26/2022 22:15	0	0	0	Sideswipe-Same Direction	["Misjudged Clearance","Changed Lanes Improperly"]	Dark-Lighted	Wet	31.999452	-81.248971
8819480	Chatham Co Police Department	12/10/2022 6:37	0	0	0	Head On	["Following Too Close","Driver Lost Control"]	Dark-Not Lighted	Wet	31.99899	-81.249542
8820419	Chatham Co Police Department	12/9/2022 19:01	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	31.997793	-81.256753
8820625	Chatham Co Police Department	12/8/2022 12:45	0	0	0	Sideswipe-Same Direction	["Failure to Yield","Changed Lanes Improperly"]	Daylight	Dry	31.998869	-81.250377
8820956	Savannah Police Department	12/11/2022 17:31	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.053648	-81.142267
8822949	Garden City Police Department	12/12/2022 11:58	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.039363	-81.207952
8822990	Savannah Police Department	12/13/2022 13:00	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.048331	-81.16564
8822994	Garden City Police Department	12/6/2022 10:20	0	0	0	Angle (Other)	Driver Lost Control	Daylight	Dry	32.041639	-81.192762
8823009	Garden City Police Department	12/12/2022 18:06	0	0	0	Rear End	["Following Too Close","Other Activity - Mobile Device (Distracted)"]	Dark-Lighted	Dry	32.044177	-81.182547
8823545	Chatham Co Police Department	12/12/2022 21:25	0	0	1	Rear End		Dark-Lighted	Dry	32.000749	-81.247193
8824925	Chatham Co Police Department	12/10/2022 18:38	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Wet	32.002539	-81.245863
8825815	Chatham Co Police Department	12/11/2022 0:00	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.001656	-81.246804
8825817	Chatham Co Police Department	12/14/2022 8:26	0	0	0	Left Angle Crash	Failure to Yield	Daylight	Dry	32.027105	-81.223042
8825888	Chatham Co Police Department	12/14/2022 11:55	0	0	0	Sideswipe-Opposite Direction	Failure to Yield	Daylight	Dry	32.011985	-81.23433
8826148	Garden City Police Department	12/14/2022 15:10	0	0	1	Angle (Other)	["Too Fast for Conditions","Driver Lost Control"]	Daylight	Wet	32.040505	-81.198887
8826214	Garden City Police Department	12/14/2022 16:28	0	0	0	Rear End	Following Too Close	Daylight	Wet	32.04366	-81.184646
8826809	Chatham Co Police Department	12/8/2022 16:56	0	0	0	Rear End	["Following Too Close","Occupant Distraction (Distracted)"]	Daylight	Dry	32.025371	-81.224626
8826811	Chatham Co Police Department	12/12/2022 16:12	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997609	-81.257235
8827824	Chatham Co Police Department	12/13/2022 18:51	0	0	0	Sideswipe-Opposite Direction	Failure to Yield	Dark-Lighted	Dry	31.997777	-81.256876
8827841	Chatham Co Police Department	12/16/2022 19:19	0	0	0	Angle (Other)	Failure to Yield	Dark-Not Lighted	Dry	31.99583	-81.269721
8827942	Chatham Co Police Department	12/16/2022 13:05	0	0	0	Rear End		Daylight	Dry	31.998183	-81.253858
8828562	Chatham Co Police Department	12/17/2022 12:08	0	0	0	Rear End	["Following Too Close","Inattentive or Other Distraction (Distracted)"]	Daylight	Dry	31.99729	-81.259555
8828740	Chatham Co Police Department	12/17/2022 19:07	0	0	0	Left Angle Crash	Failure to Yield	Dark-Lighted	Dry	32.002539	-81.245863
8828923	Chatham Co Police Department	12/17/2022 22:45	0	0	0	Rear End	Following Too Close	Dark-Lighted	Dry	32.000742	-81.247183
8829304	Chatham Co Police Department	12/17/2022 17:12	0	0	0	Sideswipe-Same Direction		Daylight	Dry	32.00254	-81.245863
8831392	Chatham Co Police Department	12/19/2022 18:00	0	0	0	Rear End	Following Too Close	Dark-Not Lighted	Dry	31.995924	-81.26979
8832452	Chatham Co Police Department	12/15/2022 8:30	0	0	0	Rear End	Following Too Close	Daylight	Wet	31.998887	-81.249949
8836010	Chatham Co Police Department	12/14/2022 13:22	0	0	0	Sideswipe-Same Direction		Daylight	Dry	31.997591	-81.257393
8836034	Chatham Co Police Department	12/15/2022 15:11	0	0	0	Rear End	Following Too Close	Daylight	Dry	31.997068	-81.259535
8837442	Garden City Police Department	12/24/2022 13:09	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.040691	-81.197457
8837456	Garden City Police Department	12/24/2022 17:07	0	0	0	Rear End	Inattentive or Other Distraction (Distracted)	Dawn	Dry	32.043904	-81.183668
8837823	Chatham Co Police Department	12/18/2022 10:14	0	0	0	Angle (Other)	Failure to Yield	Daylight	Water (standing or moving)	32.00254	-81.245863
8839720	Chatham Co Police Department	12/24/2022 12:32	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.001125	-81.24709
8839794	Chatham Co Police Department	12/24/2022 16:25	0	1	0	Rear End	Following Too Close	Daylight	Dry	32.029379	-81.221209
8842169	Garden City Police Department	12/21/2022 12:30	0	0	0	Rear End	["Occupant Distraction (Distracted)","Following Too Close"]	Daylight	Dry	32.039593	-81.207848
8842633	Garden City Police Department	12/29/2022 14:45	0	0	0	Rear End	Following Too Close	Daylight	Dry	32.03957	-81.207834
8842940	Chatham Co Police Department	12/28/2022 20:43	0	0	0	Left Angle Crash	Disregard Stop Sign/Signal	Dark-Lighted	Dry	32.014054	-81.232963
8843060	Chatham Co Police Department	12/27/2022 15:04	0	0	0	Rear End	Failure to Yield	Daylight	Dry	32.001033	-81.247188
8844024	Chatham Co Police Department	12/30/2022 18:10	0	0	0	Angle (Other)	["Changed Lanes Improperly","Improper Turn"]	Dark-Not Lighted	Wet	32.003833	-81.244474
8844217	Gsp Post 00	12/26/2022 19:18	1	0	0	Rear End	["Reckless Driving","Exceeding Speed Limit","Disregard Police - Evasion"]	Dark-Not Lighted	Dry	32.030571	-81.220442
8844971	Chatham Co Police Department	12/26/2022 15:40	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	32.001051	-81.247169
8845010	Chatham Co Police Department	12/17/2022 13:22	0	0	0	Sideswipe-Same Direction	Misjudged Clearance	Daylight	Dry	32.023897	-81.226103
8845543	Chatham Co Police Department	12/24/2022 10:15	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Dry	32.010145	-81.235699
8845544	Chatham Co Police Department	12/24/2022 12:24	0	0	0	Left Angle Crash		Daylight	Dry	31.99583	-81.269721
8847857	Savannah Police Department	12/29/2022 12:04	0	0	0	Angle (Other)	["Not Visible (Object, Person, or Vehicle)","Not Visible (Object, Person, or Vehicle)"]	Daylight	Dry	32.051248	-81.152503
8849457	Chatham Co Police Department	12/10/2022 19:27	0	0	0	Rear End	Following Too Close	Dusk	Dry	32.020802	-81.227963
8853827	Chatham Co Police Department	12/25/2022 4:00	0	0	0	Head On		Dark-Lighted	Dry	32.023848	-81.225814
8868435	Gsp Post 00	12/30/2022 15:55	0	0	0	Sideswipe-Same Direction	Failure to Yield	Daylight	Wet	31.998119	-81.254317

APPENDIX D
GDOT ICE WORKSHEETS

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	55 mph
Crossing Road:	Chief Love Road	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Conventional (Minor Stop)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/10/2025
Project Purpose:	Determine short- and long-term recommendations on SR 25/US 17 from the Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

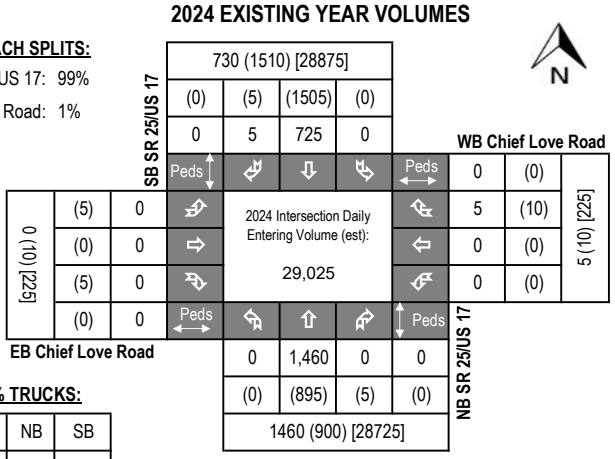
* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2024 EXISTING YEAR VOLUMES

APPROACH SPLITS:

SR 25/US 17: 99%

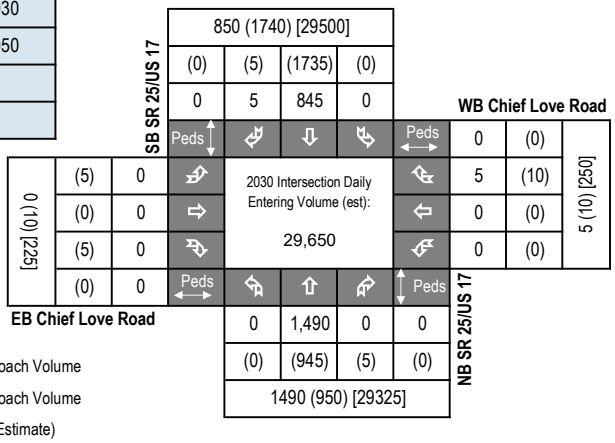
Chief Love Road: 1%



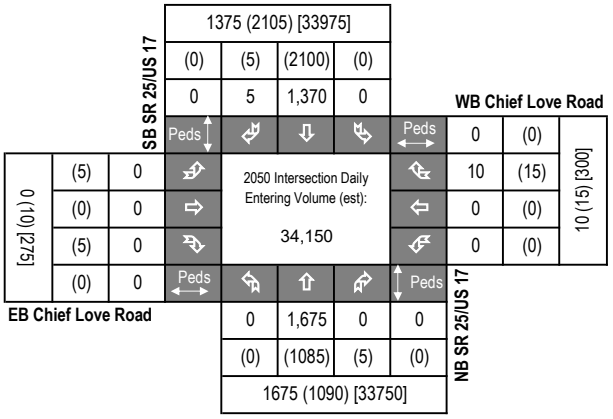
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	18%	3%	7%

2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



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 ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ Chief Love Road
Existing Control:	Conventional (Minor Stop)
Prepared by:	Kimley-Horn
Date:	2/10/2025

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

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, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	Screening Decision Justification:
	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)								
Unsignalized Intersections	Conventional (Minor Stop)	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Intersection Control
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	Bradley Blvd	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Conventional (Minor Stop)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/10/2025
Project Purpose:	Determine short- and long-term recommendations on SR 25/US 17 from the Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

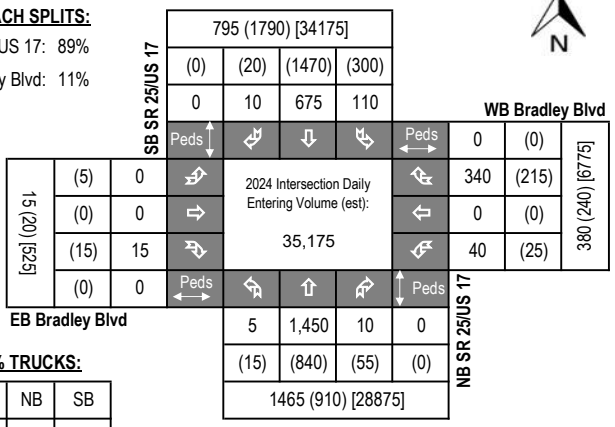
* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2024 EXISTING YEAR VOLUMES

APPROACH SPLITS:

SR 25/US 17: 89%

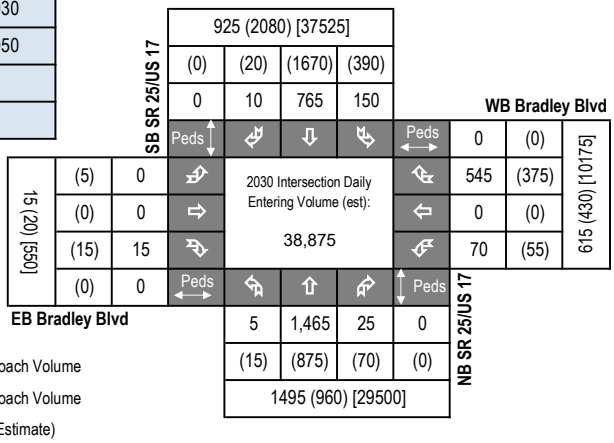
Bradley Blvd: 11%



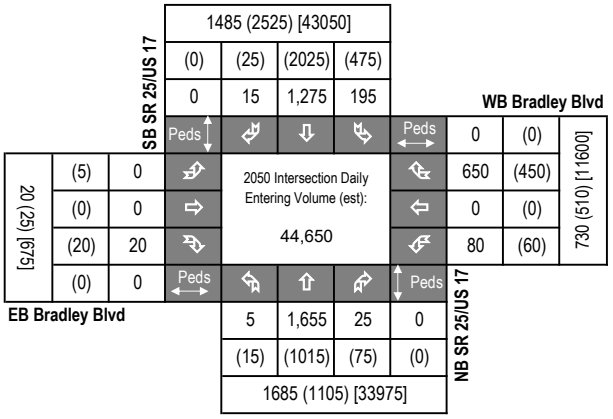
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	4%	3%	7%

2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



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 ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ Bradley Blvd
Existing Control:	Conventional (Minor Stop)
Prepared by:	Kimley-Horn
Date:	2/10/2025

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

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, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	Screening Decision Justification:
	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)								
Unsignalized Intersections	Conventional (Minor Stop)	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Intersection Control
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	**Yes**	**Yes**	**Yes**	**Yes**	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	Canebrake Road	Road Class:	Minor Collector	Speed Limit:	35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Signal (turn lanes on mainline)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/10/2025
Project Purpose:	Determine short- and long-term recommendations on SR 25/US 17 from Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2024 EXISTING YEAR VOLUMES

APPROACH SPLITS:

SR 25/US 17: #####

Canebrake Road: #####

				830 (1815) [35550]							
				(0)	(205)	(1610)	(0)				
				0	120	710	0				
				Peds				Peds	0	(0)	
250 (315) [7075]	(140)	170		2024 Intersection Daily Entering Volume (est): #DIV/0!					0	(0)	#DIV/0!
	(0)	0							0	(0)	
	(175)	80							0	(0)	
	(0)	0	Peds					Peds			
				135	1,655	0	0				
				(90)	(970)	(0)	(0)				
				1790 (1060) [34175]							

SB SR 25/US 17 | WB Canebrake Road | EB Canebrake Road | NB SR 25/US 17

PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	1%	3%	7%

2030 OPENING YEAR VOLUMES

				1000 (2175) [40010]							
				(0)	(255)	(1845)	(75)				
				0	150	795	55				
				Peds				Peds	0	(0)	
325 (395) [8665]	(180)	210		2030 Intersection Daily Entering Volume (est): 45,050					55	(70)	95 (125) [4000]
	(20)	15							15	(20)	
	(195)	100							25	(35)	
	(0)	0	Peds					Peds			
				150	1,830	30	0				
				(110)	(1110)	(35)	(0)				
				2010 (1255) [37525]							

SB SR 25/US 17 | WB Canebrake Road | EB Canebrake Road | NB SR 25/US 17

2050 DESIGN YEAR VOLUMES

				1575 (2615) [45525]							
				(0)	(305)	(2235)	(75)				
				0	190	1,330	55				
				Peds				Peds	0	(0)	
366 (485) [9725]	(215)	225		2050 Intersection Daily Entering Volume (est): 51,150					55	(70)	95 (125) [4000]
	(20)	15							15	(20)	
	(250)	125							25	(35)	
	(0)	0	Peds					Peds			
				180	2,095	30	0				
				(120)	(1315)	(35)	(0)				
				2305 (1470) [43050]							

SB SR 25/US 17 | WB Canebrake Road | EB Canebrake Road | NB SR 25/US 17

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 ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ Canebrake Road
Existing Control:	Signal (turn lanes on mainline)
Prepared by:	Kimley-Horn
Date:	2/10/2025

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

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

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	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 operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	**Screening Decision Justification:**
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Intersection Control
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Add one LT Lane on Canebrake Road No RT Lane Improvements	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	Bamboo Lane	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Conventional (Minor Stop)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/10/2025
Project Purpose:	Determine short- and long-term recommendations on SR 25/US 17 ffrom the Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

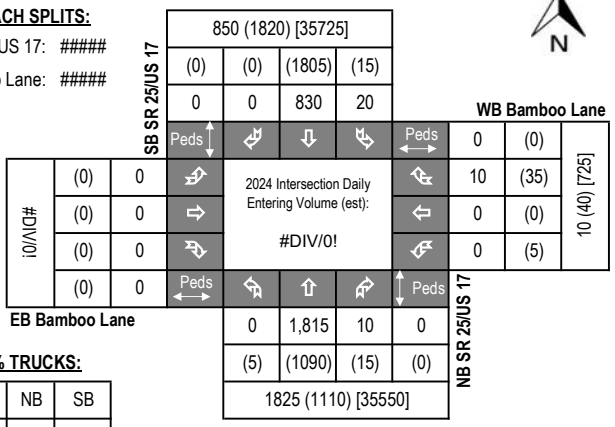
* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2024 EXISTING YEAR VOLUMES

APPROACH SPLITS:

SR 25/US 17: #####

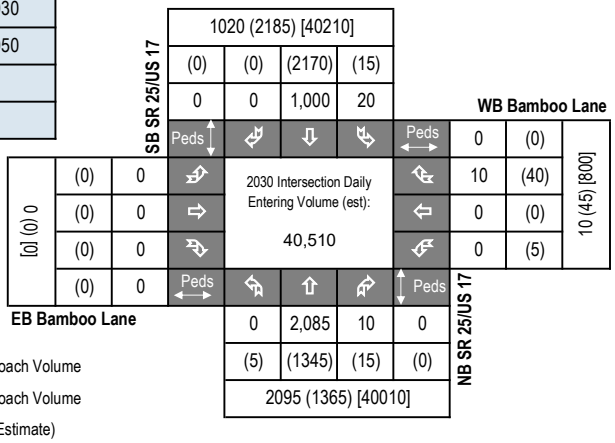
Bamboo Lane: #####



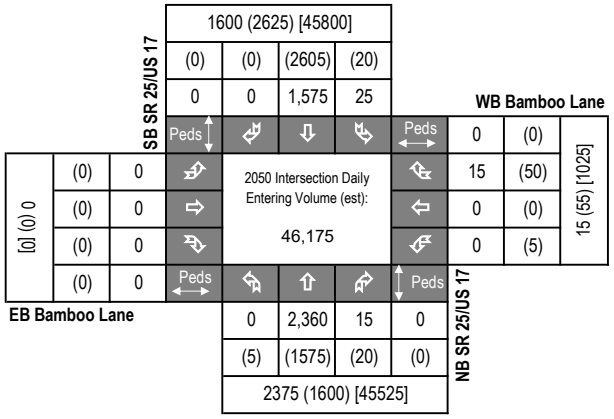
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	10%	3%	6%

2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



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 ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ Bamboo Lane
Existing Control:	Conventional (Minor Stop)
Prepared by:	Kimley-Horn
Date:	2/10/2025

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

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, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	Screening Decision Justification:
	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)								
Unsignalized Intersections	Conventional (Minor Stop)	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Intersection Control
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	RIRO w/down stream U-Turn	No	**Yes**	**Yes**	**Yes**	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Add LT Lanes on Bamboo Lane Add RT Lanes on Bamboo Lane	No	**Yes**	**Yes**	**Yes**	**Yes**	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	SW School Dwy	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Conventional (Minor Stop)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/10/2025
Project Purpose:	Determine short- and long-term recommendations on SR 25/US 17 from Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

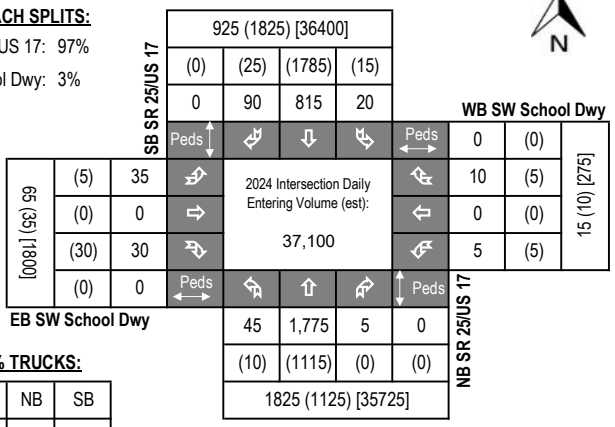
* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2024 EXISTING YEAR VOLUMES

APPROACH SPLITS:

SR 25/US 17: 97%

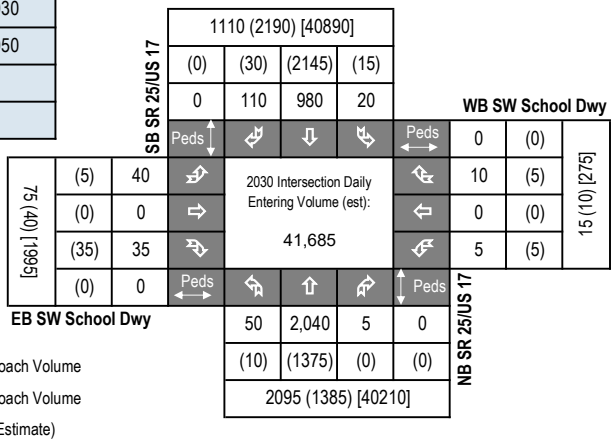
SW School Dwy: 3%



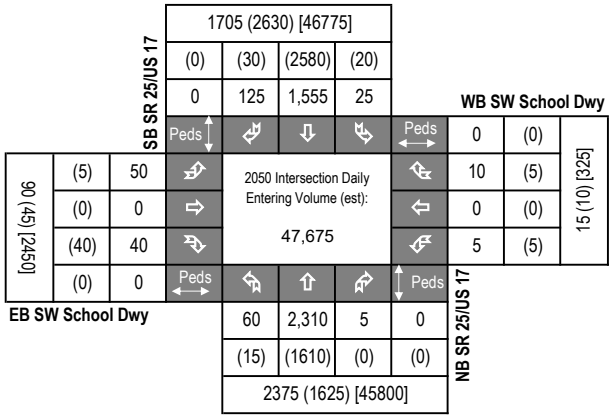
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	1%	3%	6%

2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



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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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 ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ SW School Dwy
Existing Control:	Conventional (Minor Stop)
Prepared by:	Kimley-Horn
Date:	2/10/2025

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

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, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	Screening Decision Justification:
	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)								
Unsignalized Intersections	Conventional (Minor Stop)	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing intersection condition
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	RIRO w/down stream U-Turn	No	**Yes**	**Yes**	**Yes**	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	**Yes**	**Yes**	**Yes**	**Yes**	No	**Yes**	No	Traffic Signal Warrants are not met.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	Chevis Road	Road Class:	Major Collector	Speed Limit:	40 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Signal (turn lanes on mainline)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/10/2025
Project Purpose:	Determine short- and long-term recommendations on SR 25/US 17 from Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

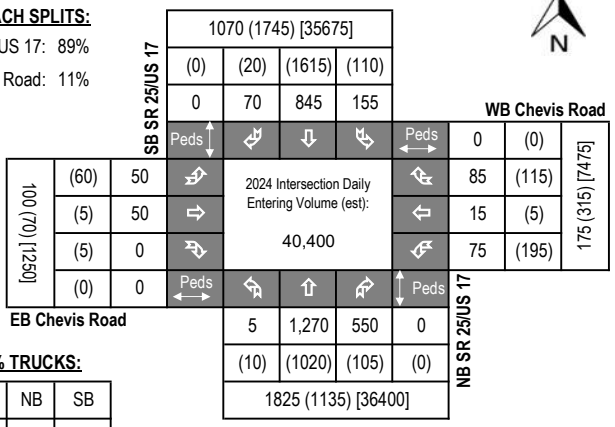
* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2024 EXISTING YEAR VOLUMES

APPROACH SPLITS:

SR 25/US 17: 89%

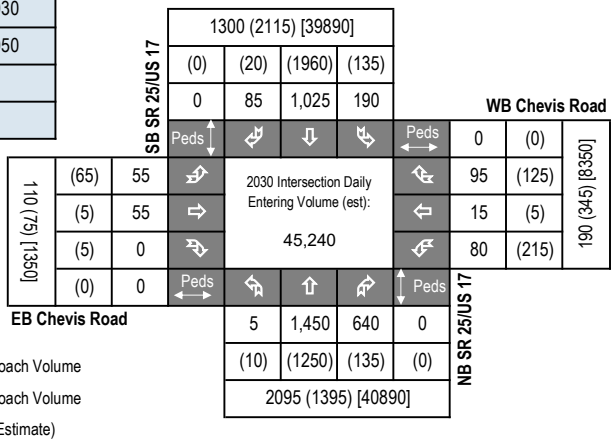
Chevis Road: 11%



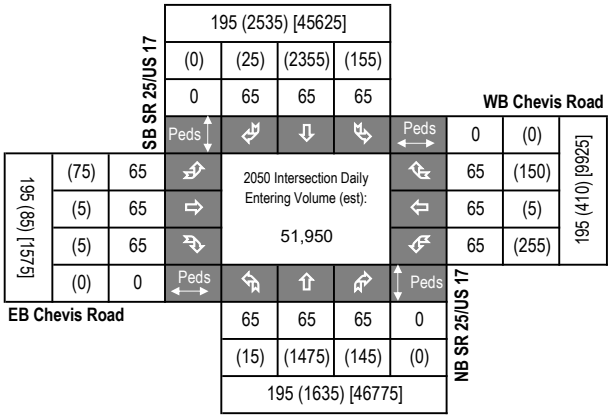
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	3%	3%	7%

2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



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.

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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 ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ Chevis Road
Existing Control:	Signal (turn lanes on mainline)
Prepared by:	Kimley-Horn
Date:	2/10/2025

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

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

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	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 operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	**Screening Decision Justification:**
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Intersection Control
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Add one LT Lane on Chevis Road Add one RT Lane on Chevis Road	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	Walmart Dwy	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Signal (turn lanes on mainline)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/10/2025
Project Purpose:	Determine short- and long-term recommendations on SR 25/US 17 from Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

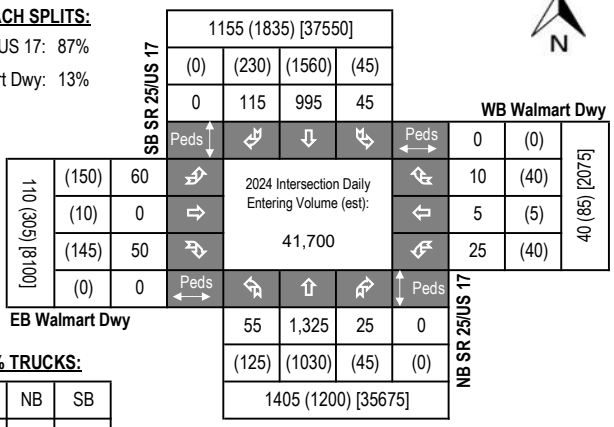
* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2024 EXISTING YEAR VOLUMES

APPROACH SPLITS:

SR 25/US 17: 87%

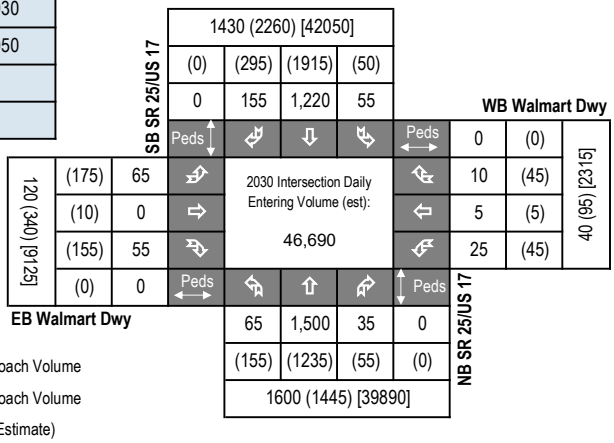
Walmart Dwy: 13%



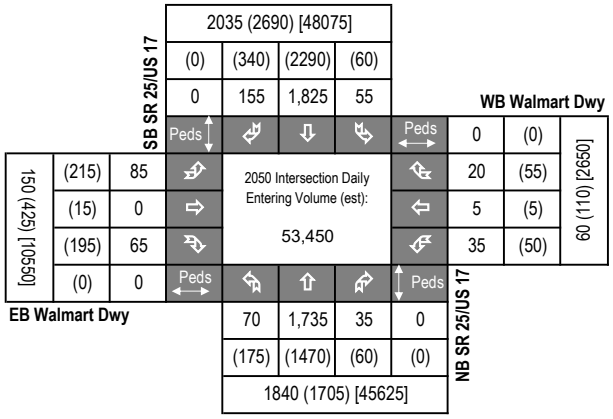
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	3%	7%	7%

2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



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 ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ Walmart Dwy
Existing Control:	Signal (turn lanes on mainline)
Prepared by:	Kimley-Horn
Date:	2/10/2025

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

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

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	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 operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	**Screening Decision Justification:**
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Traffic Control
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Add one LT Lane on Walmart Dwy No RT Lane Improvements	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.

▭ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	Fountain Road	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Conventional (Minor Stop)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/10/2025
Project Purpose:	Determine short- and long-term recommendations on SR 25/US 17 from Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

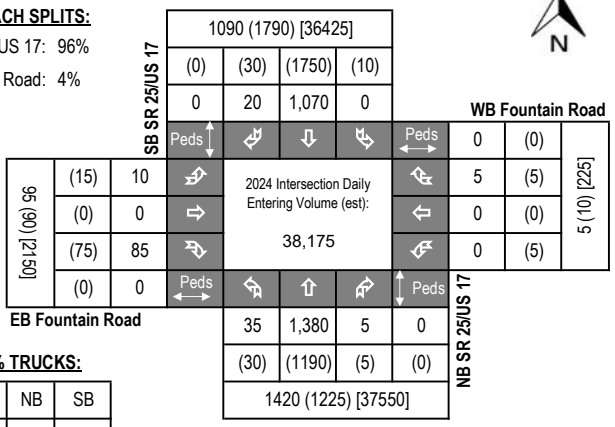
* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2024 EXISTING YEAR VOLUMES

APPROACH SPLITS:

SR 25/US 17: 96%

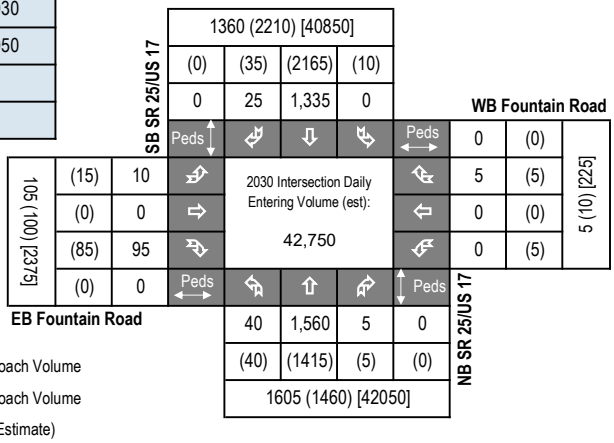
Fountain Road: 4%



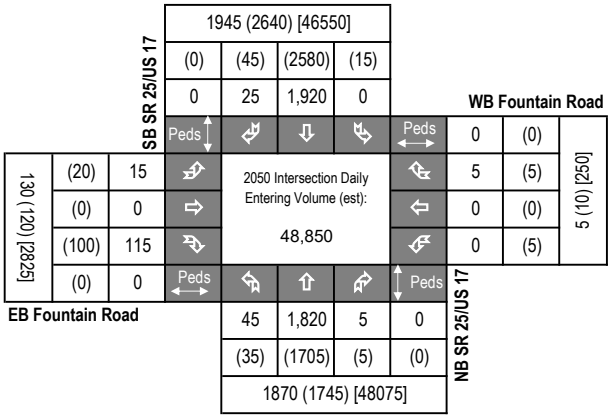
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	10%	4%	6%

2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



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.

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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).

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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.

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 ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ Fountain Road
Existing Control:	Conventional (Minor Stop)
Prepared by:	Kimley-Horn
Date:	2/10/2025

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

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, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	Screening Decision Justification:
	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)								
Unsignalized Intersections	Conventional (Minor Stop)	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Intersection Control
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Add one LT Lane on Fountain Road Add one RT Lane on Fountain Road	No	**Yes**	**Yes**	**Yes**	**Yes**	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	**Yes**	**Yes**	**Yes**	**Yes**	No	No	No	Signal warrants are not met.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.

▭ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	SR 204	Road Class:	Principal Arterial	Speed Limit:	55 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Diamond Interch (Ramp Signal Control)	Project ID:	0019011		
Prepared By:	Kimley-Horn	Date:	2/19/2025		
Project Purpose:	Determine short- and long-term recommendations on SR 25/US 17 from Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
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

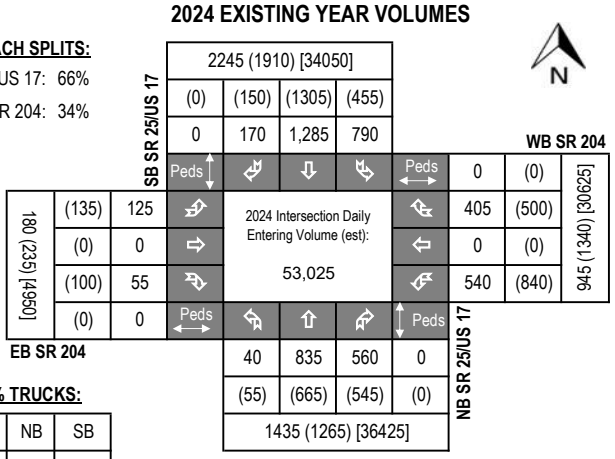
[000] = ADT Volume (Estimate)

2024 EXISTING YEAR VOLUMES

APPROACH SPLITS:

SR 25/US 17: 66%

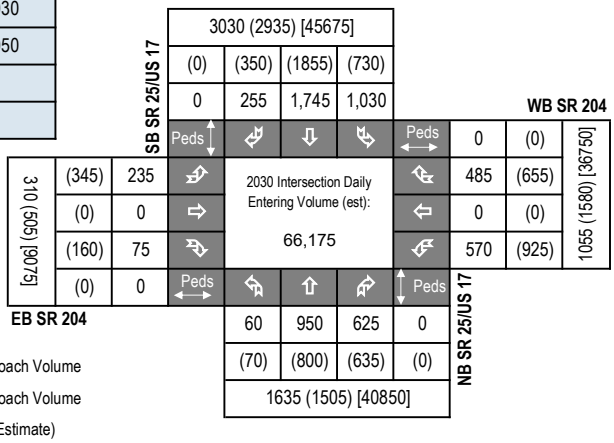
SR 204: 34%



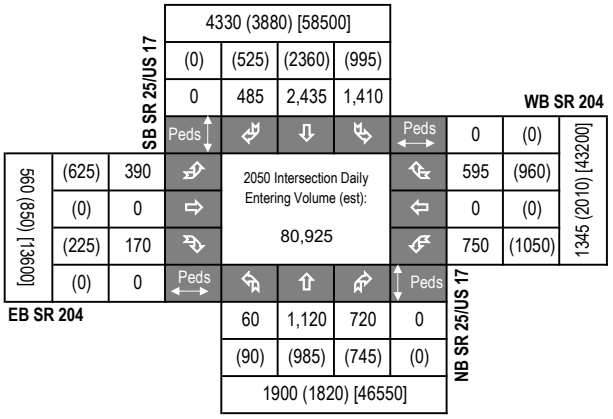
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	11%	5%	6%

2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



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.

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GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ SR 204 Intrchge
Existing Control:	Diamond Interch (Ramp Signal Control)
Prepared by:	Kimley-Horn
Date:	2/10/2025

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

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

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	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 operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	**Screening Decision Justification:**
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Signal Control)	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Interchange Control
	Diverging Diamond	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other Signalized (provide description):	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Partial Cloverleaf Interchange - Warrants further consideration.

▭ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	Little Neck Rd	Road Class:	Minor Arterial	Speed Limit:	45 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Signal (turn lanes on mainline)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/10/2025
Project Purpose:	Determine short- and long-term recommendations on SR 25/US 17 from Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

APPROACH SPLITS:

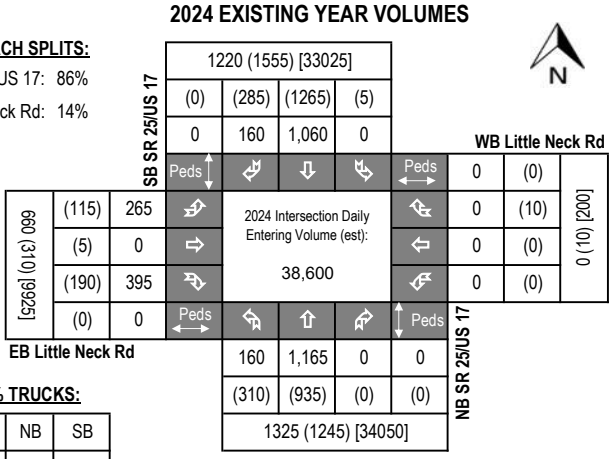
SR 25/US 17: 86%

Little Neck Rd: 14%

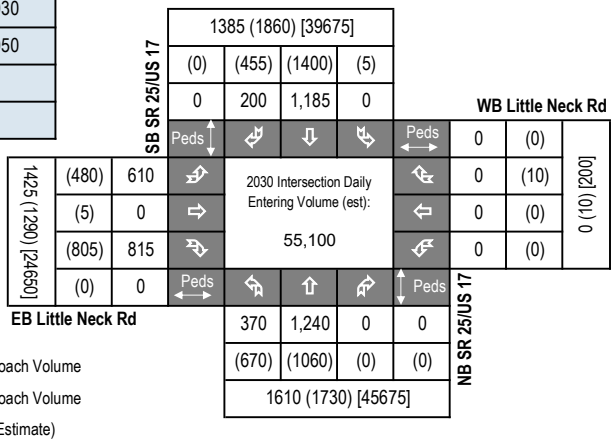
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	1%	6%	6%

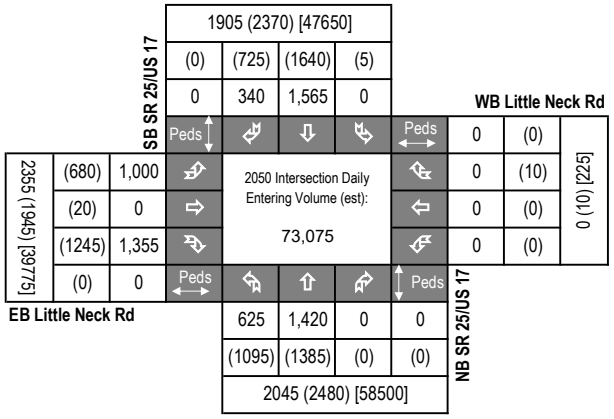
2024 EXISTING YEAR VOLUMES



2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



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.

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GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ Little Neck Rd
Existing Control:	Signal (turn lanes on mainline)
Prepared by:	Kimley-Horn
Date:	2/19/2025

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

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

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	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 operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	**Screening Decision Justification:**
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Intersection Control
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	**Yes**	**Yes**	**Yes**	**Yes**	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Add LT Lanes on Both Roads Add RT Lanes on Both Roads	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.

▭ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	Old Grove Pt Rd	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Conventional (Minor Stop)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/19/2025
Project Purpose:	Determine short- and long-term recommendations on SR 25/US 17 from Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

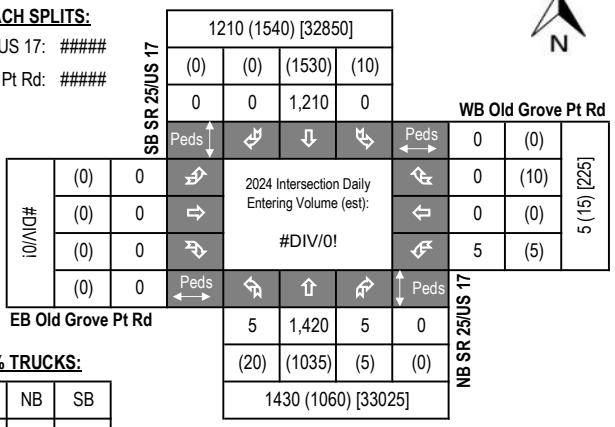
* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

APPROACH SPLITS:

SR 25/US 17: #####

Old Grove Pt Rd: #####

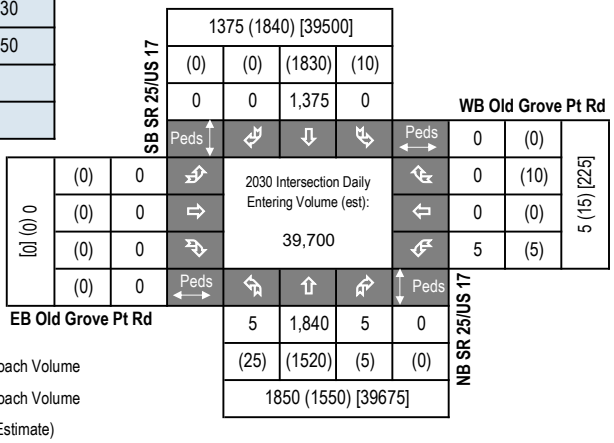
2024 EXISTING YEAR VOLUMES



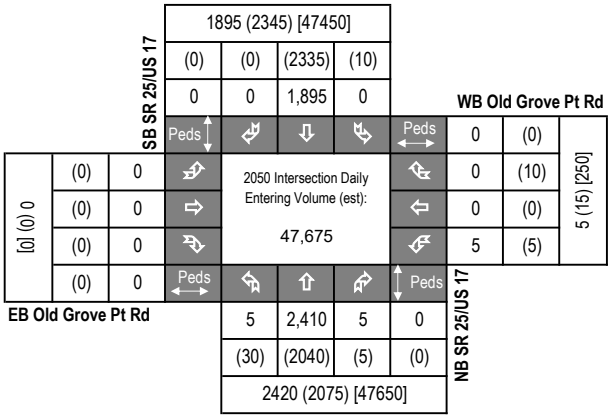
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	13%	6%	6%

2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



LEGEND:

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GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ Old Grove Pt Rd
Existing Control:	Conventional (Minor Stop)
Prepared by:	Kimley-Horn
Date:	2/19/2025

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

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, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	Screening Decision Justification:
	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)								
Unsignalized Intersections	Conventional (Minor Stop)	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Intersection Control
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	RIRO w/down stream U-Turn	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.

▭ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	Bridgewater Dr	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Conventional (Minor Stop)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/10/2025
Project Purpose:	Determine short- and long-term recommendations on SR 25/US 17 from the Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

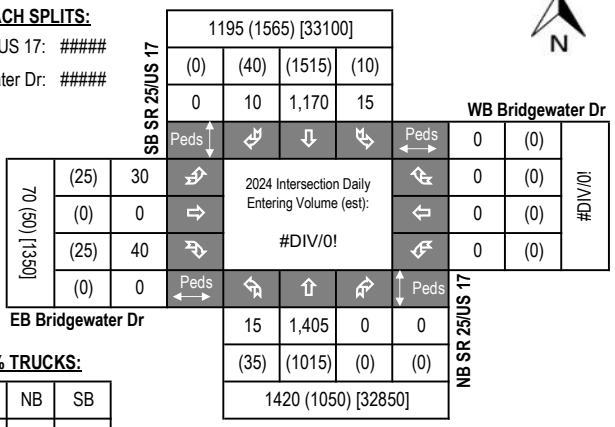
* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2024 EXISTING YEAR VOLUMES

APPROACH SPLITS:

SR 25/US 17: #####

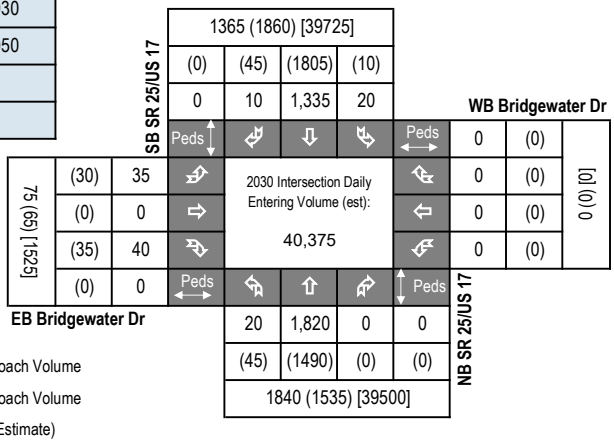
Bridgewater Dr: #####



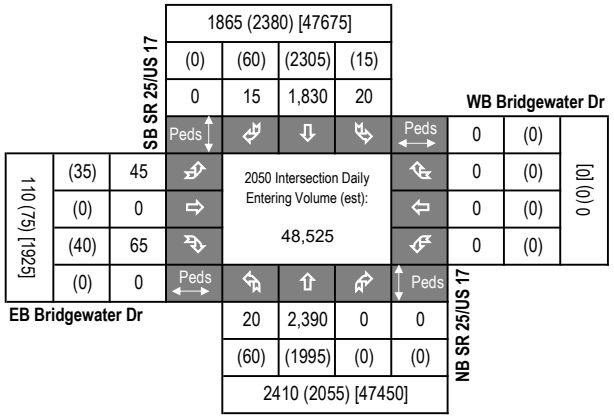
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	1%	6%	6%

2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



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 ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ Bridgewater Dr
Existing Control:	Conventional (Minor Stop)
Prepared by:	Kimley-Horn
Date:	2/10/2025

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

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, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	Screening Decision Justification:
	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)								
Unsignalized Intersections	Conventional (Minor Stop)	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Intersection Control
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	RIRO w/down stream U-Turn	**Yes**	**Yes**	**Yes**	**Yes**	No	**Yes**	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Add one LT Lane on Bridgewater Dr Add one RT Lane on Bridgewater Dr	No	**Yes**	**Yes**	**Yes**	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	Burton Road	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Conventional (Minor Stop)	Project ID:	0019011		
Prepared By:	Kimley-Horn	Date:	2/10/2025		
Project Purpose:	Determine short- and long-term recommendations on SR 25/US 17 from the Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

APPROACH SPLITS:

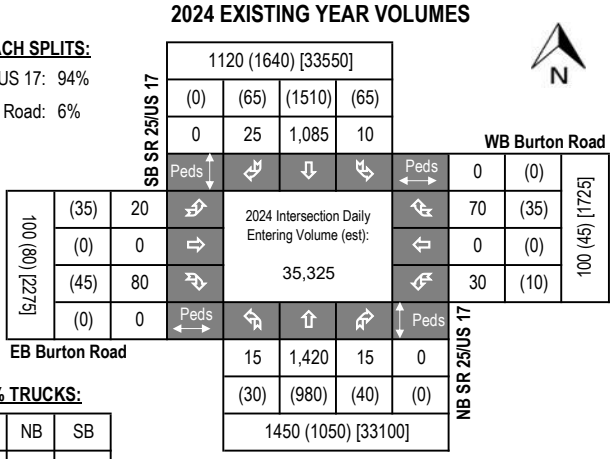
SR 25/US 17: 94%

Burton Road: 6%

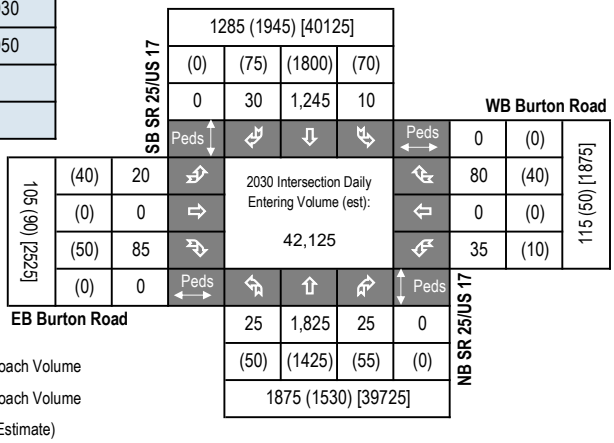
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	14%	6%	6%

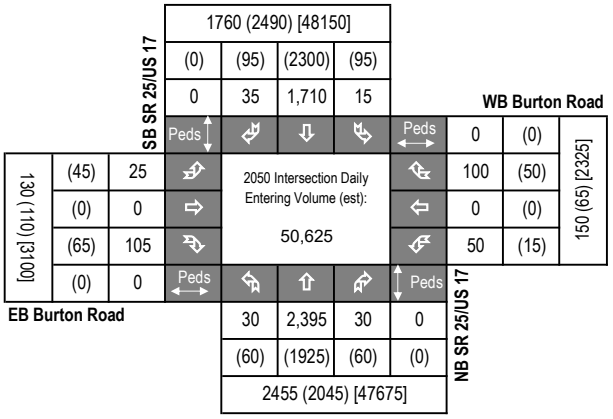
2024 EXISTING YEAR VOLUMES



2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



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.

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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 ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ Burton Road
Existing Control:	Conventional (Minor Stop)
Prepared by:	Kimley-Horn
Date:	2/10/2025

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

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, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	Screening Decision Justification:
	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)								
Unsignalized Intersections	Conventional (Minor Stop)	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Intersection Control
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**No**	**Yes**	Alternative warrants further consideration.
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	Quacco Road	Road Class:	Minor Arterial	Speed Limit:	40 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Signal (turn lanes on mainline)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/10/2025
Project Purpose:	Determine short- and long-term recommendations on SR 25/US 17 from Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

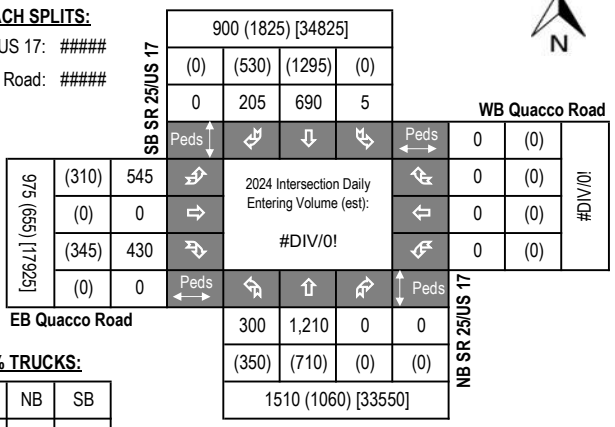
* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2024 EXISTING YEAR VOLUMES

APPROACH SPLITS:

SR 25/US 17: #####

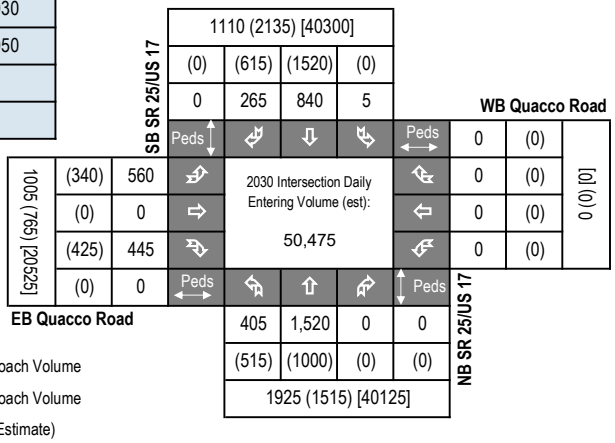
Quacco Road: #####



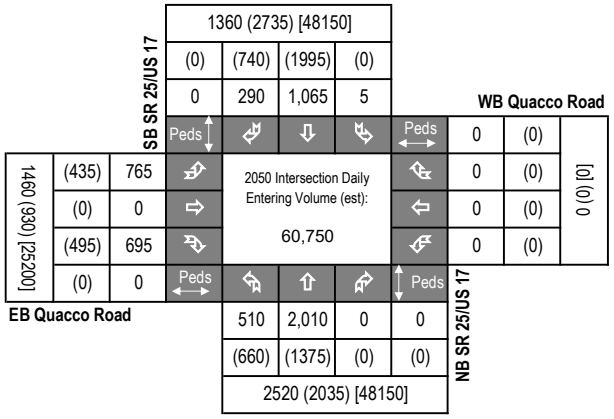
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	1%	6%	8%

2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



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).

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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 ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ Quacco Road
Existing Control:	Signal (turn lanes on mainline)
Prepared by:	Kimley-Horn
Date:	2/10/2025

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

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

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	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 operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	**Screening Decision Justification:**
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Exisitng Intersection Control
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements Add one RT Lane on Quacco Road	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.

▭ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	Larchmont Drive	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Conventional (Minor Stop)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/10/2025
Project Purpose:	Determine short- and long-term recommendations on SR 25/US 17 from Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

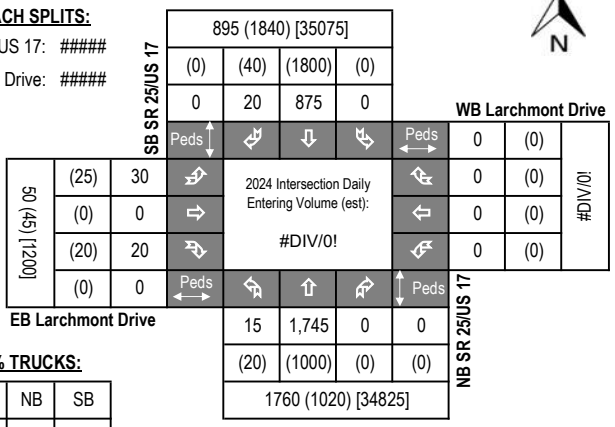
* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2024 EXISTING YEAR VOLUMES

APPROACH SPLITS:

SR 25/US 17: #####

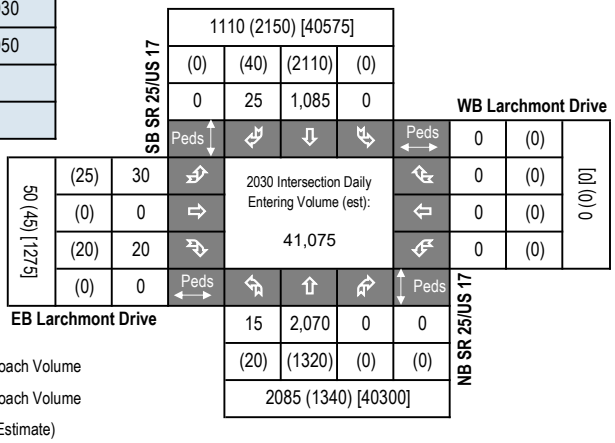
Larchmont Drive: #####



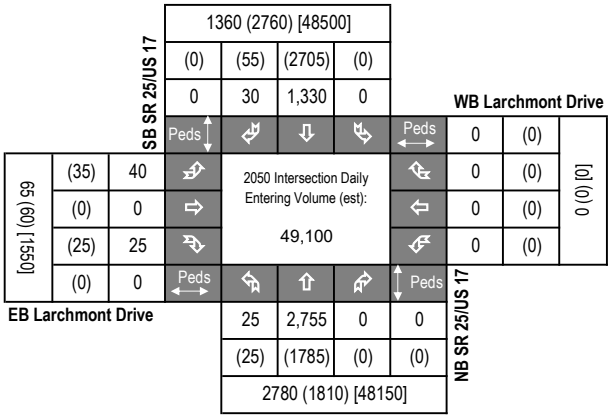
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	1%	5%	8%

2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



LEGEND:

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GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ Larchmont Drive
Existing Control:	Conventional (Minor Stop)
Prepared by:	Kimley-Horn
Date:	2/19/2025

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

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, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	Screening Decision Justification:
	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)								
Unsignalized Intersections	Conventional (Minor Stop)	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Intersection Control
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	RIRO w/down stream U-Turn	**Yes**	**Yes**	**Yes**	**Yes**	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
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	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
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	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	Fenwick Vlg Dr	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Conventional (Minor Stop)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/19/2025
Project Purpose:	Determine short- and long-term recommendations on SR 25/US 17 from Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

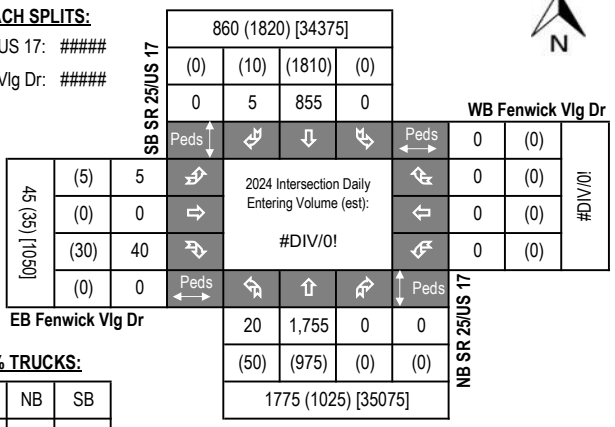
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2024 EXISTING YEAR VOLUMES

APPROACH SPLITS:

SR 25/US 17: #####

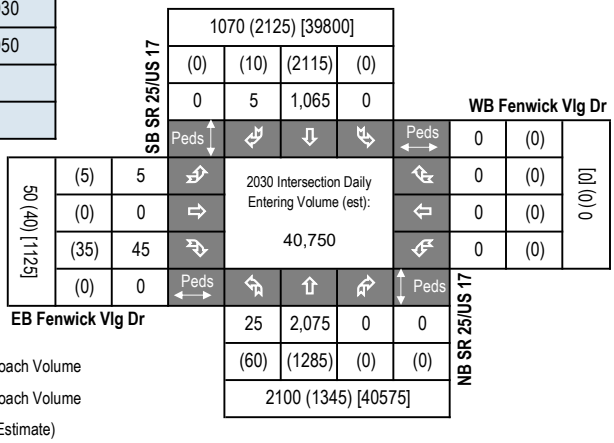
Fenwick Vlg Dr: #####



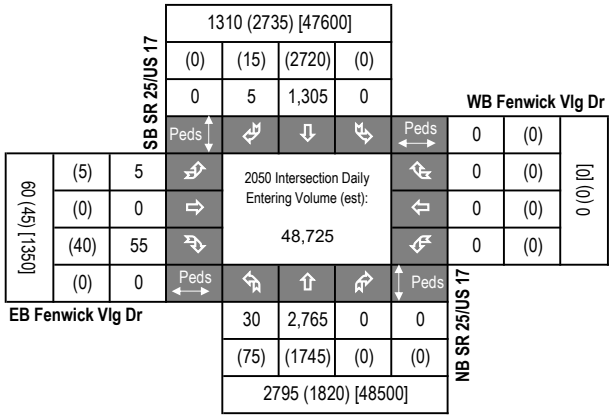
PEAK HR % TRUCKS:

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2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



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GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ Fenwick Vlg Dr
Existing Control:	Conventional (Minor Stop)
Prepared by:	Kimley-Horn
Date:	2/10/2025

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

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

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	RCUT (stop control)	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	RIRO w/down stream U-Turn	**Yes**	**Yes**	**Yes**	**Yes**	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	Berwick Blvd	Road Class:	Local	Speed Limit:	35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Signal (turn lanes on mainline)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/10/2025
Project Purpose:	Determine short and long-term recommendations on SR 25/US 17 fom the Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

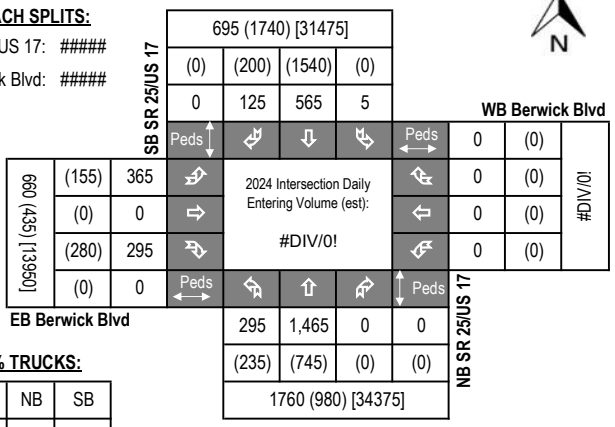
* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2024 EXISTING YEAR VOLUMES

APPROACH SPLITS:

SR 25/US 17: #####

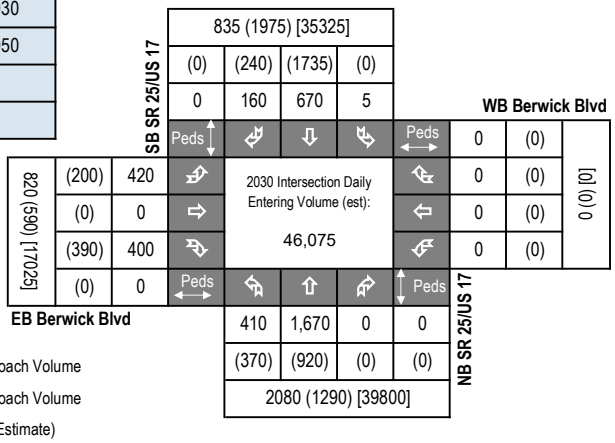
Berwick Blvd: #####



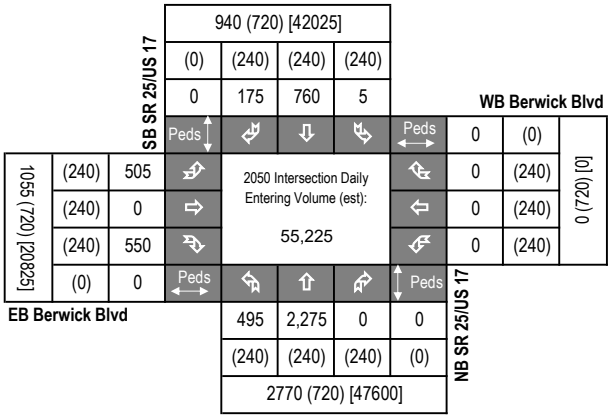
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	1%	5%	8%

2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



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 ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ Berwick Blvd
Existing Control:	Signal (turn lanes on mainline)
Prepared by:	Kimley-Horn
Date:	2/10/2025

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

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

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	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 operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	**Screening Decision Justification:**
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing intersection control
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Add LT Lanes on Both Roads Add one RT Lane on Berwick Blvd	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	Kroger Dwy	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Conventional (Minor Stop)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/10/2025
Project Purpose:	Determine short- and long-term recommendations on SR 25/US 17 from Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

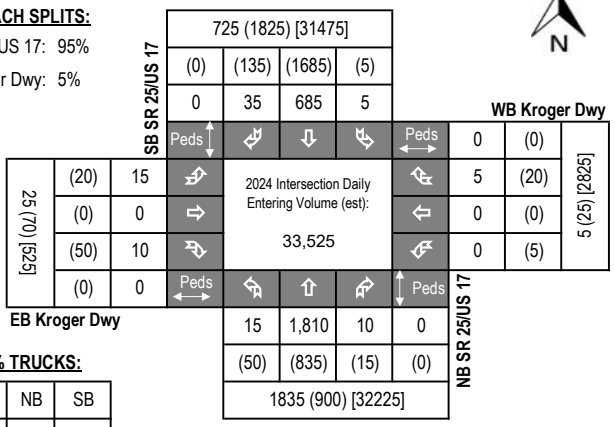
* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2024 EXISTING YEAR VOLUMES

APPROACH SPLITS:

SR 25/US 17: 95%

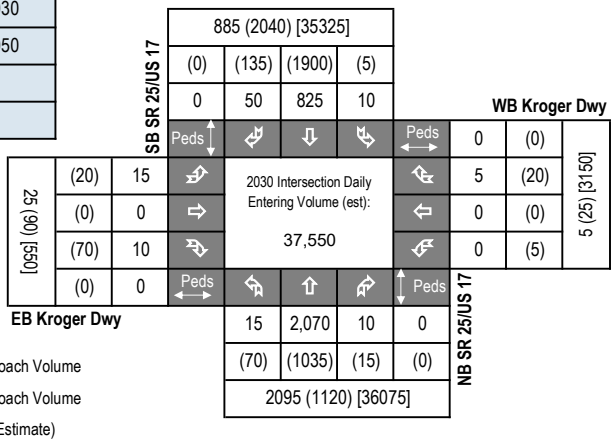
Kroger Dwy: 5%



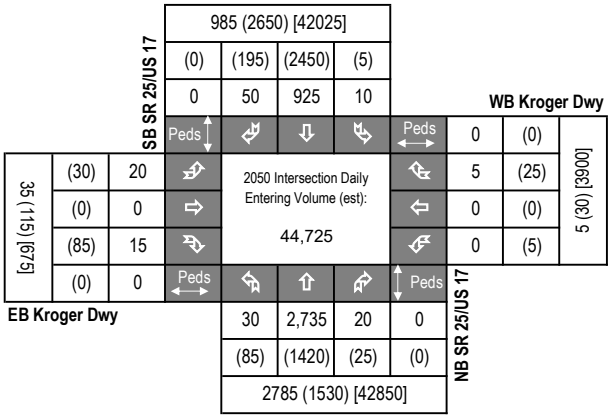
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	3%	6%	9%

2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



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.

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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.

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 ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ Kroger Dwy
Existing Control:	Conventional (Minor Stop)
Prepared by:	Kimley-Horn
Date:	2/10/2025

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

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, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	Screening Decision Justification:
	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)								
Unsignalized Intersections	Conventional (Minor Stop)	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Intersection Control
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	**Yes**	**Yes**	**Yes**	**Yes**	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Add one LT Lane on Kroger Dwy No RT Lane Improvements	No	**Yes**	**Yes**	**Yes**	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	Cottonvale Rd	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Signal (turn lanes on mainline)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/10/2025
Project Purpose:	Determine short- and long-term recommendations on SR 25/US 17 from the Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

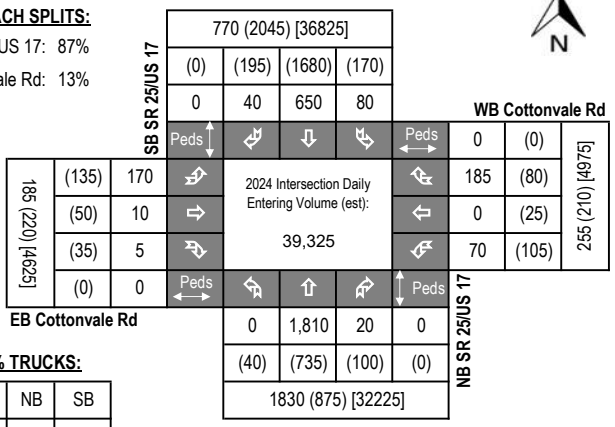
* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2024 EXISTING YEAR VOLUMES

APPROACH SPLITS:

SR 25/US 17: 87%

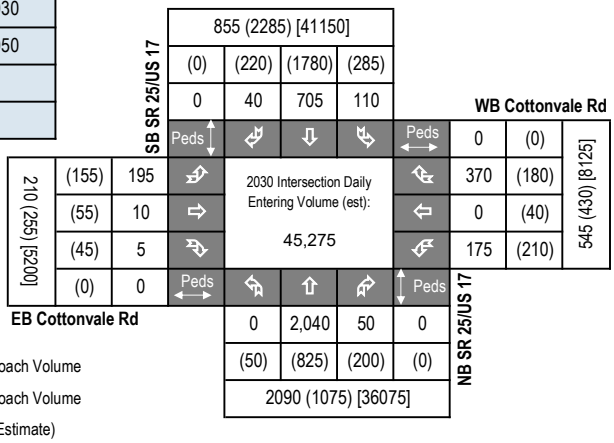
Cottonvale Rd: 13%



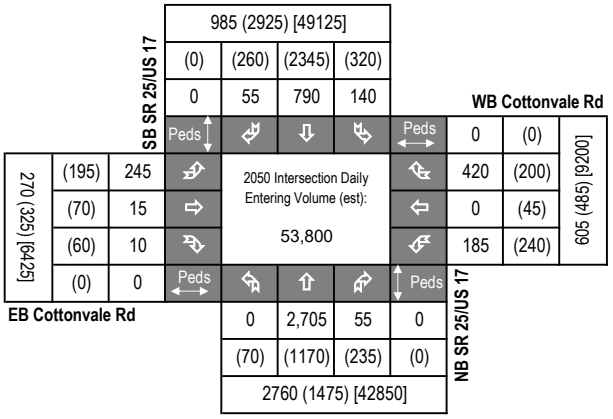
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	2%	6%	9%

2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



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.

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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.

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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 ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ Cottonvale Rd
Existing Control:	Signal (turn lanes on mainline)
Prepared by:	Kimley-Horn
Date:	2/19/2025

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

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

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	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 operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	**Screening Decision Justification:**
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Intersection Control
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Add LT Lanes on Both Roads Add RT Lanes on Cottonvale Rd	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	Other Signalized (provide description):	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Thru-cut -- Alternative warrants further consideration.

▭ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	Elk Road	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Conventional (Minor Stop)			Project ID:	0019011
Prepared By:	Kimley Horn			Date:	2/10/2025
Project Purpose:	Determine short and long-term recommendations on SR 25/US 17 from Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

APPROACH SPLITS:

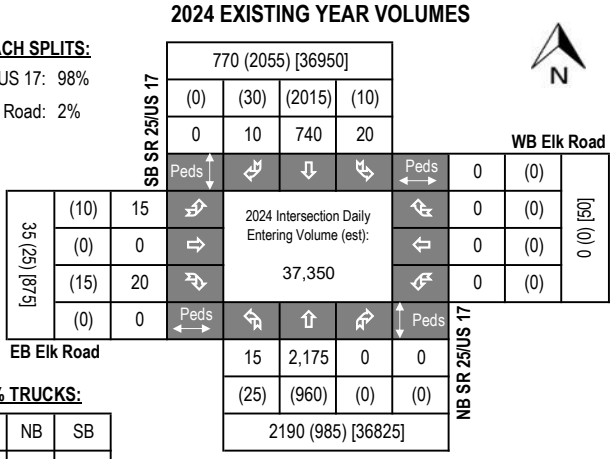
SR 25/US 17: 98%

Elk Road: 2%

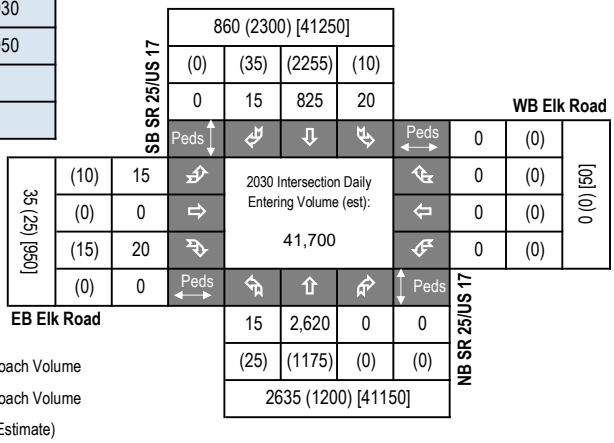
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	1%	5%	9%

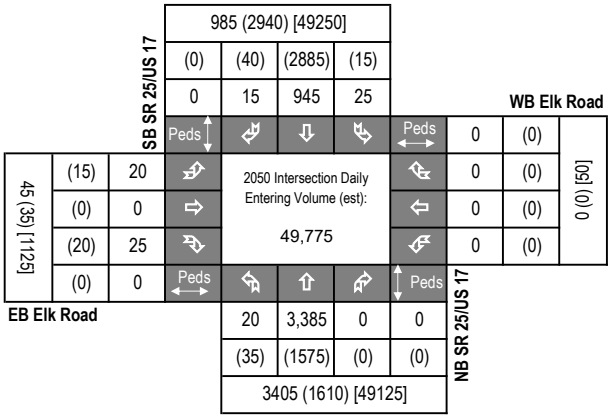
2024 EXISTING YEAR VOLUMES



2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



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.

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GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ Elk Road
Existing Control:	Conventional (Minor Stop)
Prepared by:	Kimley Horn
Date:	2/10/2025

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

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, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	**Screening Decision Justification:**
	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)								
Unsignalized Intersections	Conventional (Minor Stop)	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Intersection Control
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	RIRO w/down stream U-Turn	**Yes**	**Yes**	**Yes**	**Yes**	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
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GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	Derrick Inn Rd	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Conventional (Minor Stop)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/10/2025
Project Purpose:	Determine short- and long-term recommendations on SR 25/US 17 from Ogechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

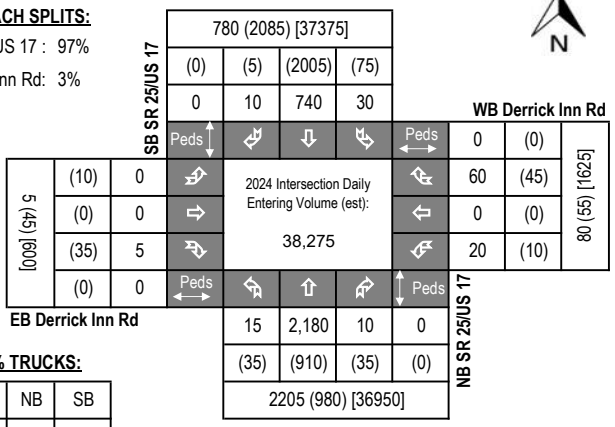
* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2024 EXISTING YEAR VOLUMES

APPROACH SPLITS:

SR 25/US 17 : 97%

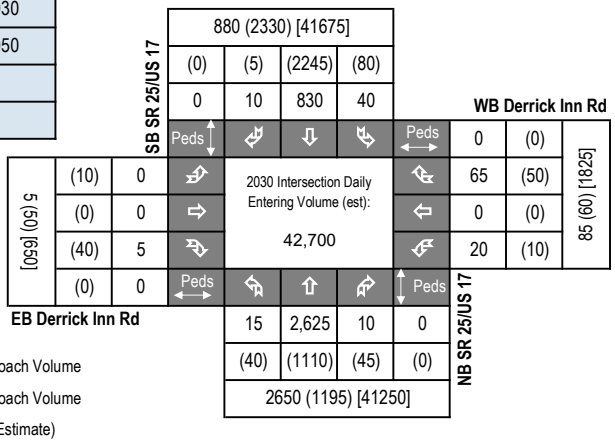
Derrick Inn Rd: 3%



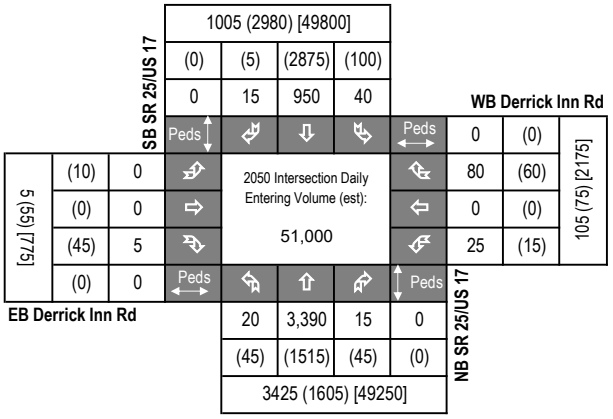
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	11%	6%	9%

2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



LEGEND:

000 = AM Peak Approach Volume

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GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ Derrick Inn Rd
Existing Control:	Conventional (Minor Stop)
Prepared by:	Kimley-Horn
Date:	2/10/2025

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

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, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	Screening Decision Justification:
	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)								
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	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	**Yes**	**Yes**	**Yes**	**Yes**	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Only NB and WB App - Alternative warrants further consideration.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	SR 307/DFR	Road Class:	Minor Collector	Speed Limit:	45 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Signal (turn lanes on mainline)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/10/2025
Project Purpose:	Determine short- and long-term recommendations on SR 25/US 17 from Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

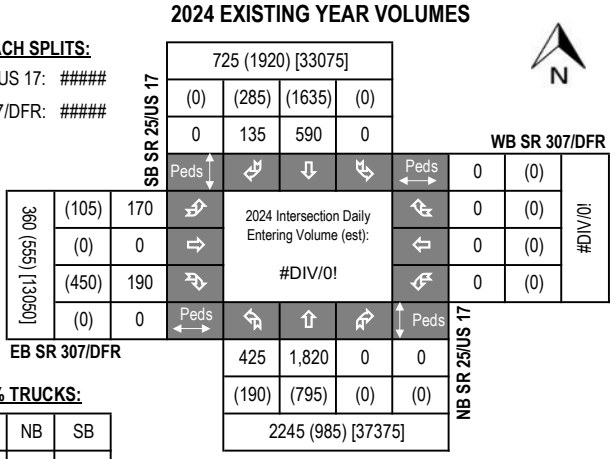
* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2024 EXISTING YEAR VOLUMES

APPROACH SPLITS:

SR 25/US 17: #####

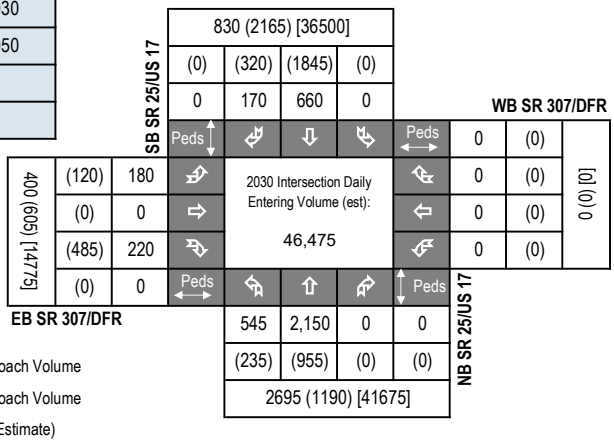
SR 307/DFR: #####



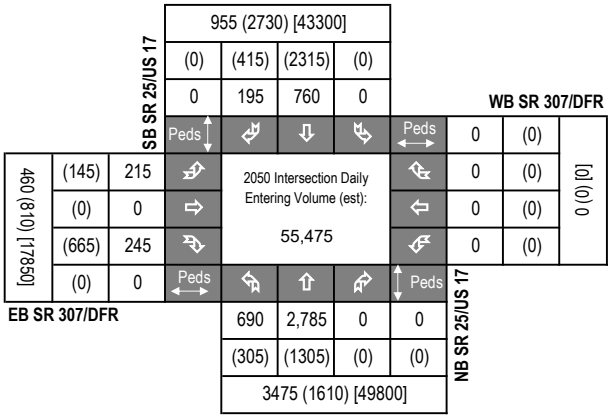
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	1%	6%	10%

2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



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 ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ SR 307/DFR
Existing Control:	Signal (turn lanes on mainline)
Prepared by:	Kimley-Horn
Date:	2/10/2025

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

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

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	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 operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	**Screening Decision Justification:**
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Intersection Control
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Add one LT Lane on SR 25/US 17 Add one RT Lane on SR 307/DFR	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.

▭ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	Salt Creek Road	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Conventional (Minor Stop)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/10/2025
Project Purpose:	Determine short- and long-term recommendations on SR 25/US 17 from Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

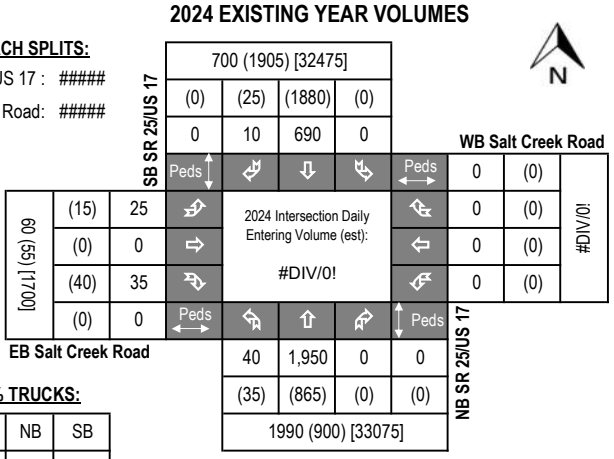
* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2024 EXISTING YEAR VOLUMES

APPROACH SPLITS:

SR 25/US 17 : #####

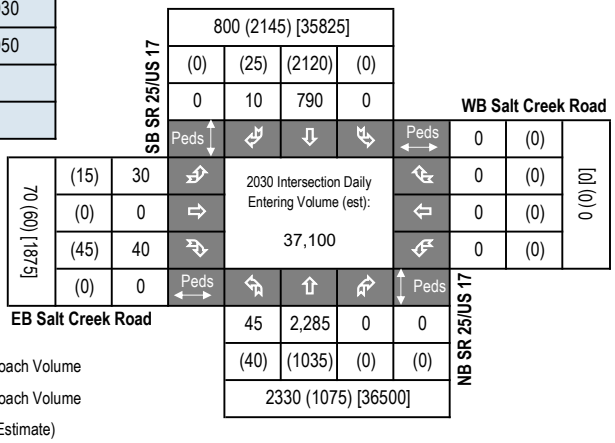
Salt Creek Road: #####



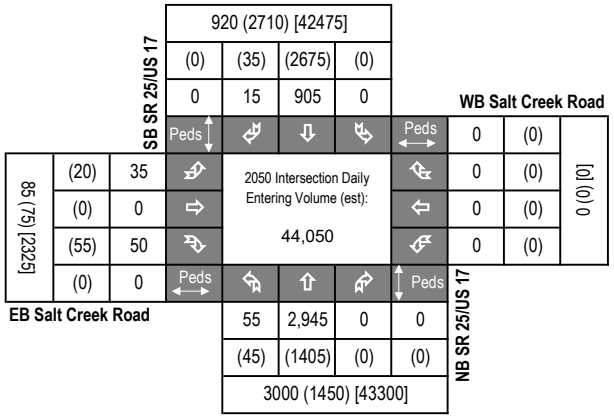
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	1%	5%	10%

2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



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.

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GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ Salt Creek Road
Existing Control:	Conventional (Minor Stop)
Prepared by:	Kimley-Horn
Date:	2/19/2025

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

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, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	Screening Decision Justification:
	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)								
Unsignalized Intersections	Conventional (Minor Stop)	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Intersection Control
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	RIRO w/down stream U-Turn	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
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	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.

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GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	Tower Drive	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Conventional (Minor Stop)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/10/2025
Project Purpose:	Determine short- and long-term recommendations on SR 25 /US 17 from Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

APPROACH SPLITS:

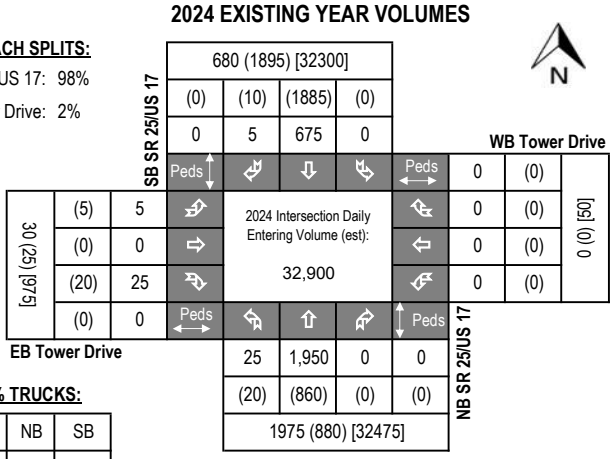
SR 25/US 17: 98%

Tower Drive: 2%

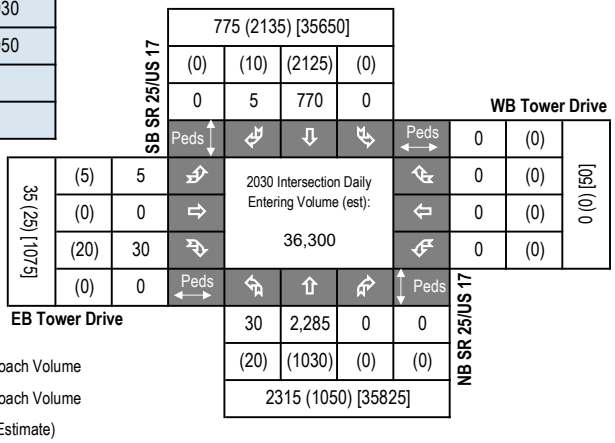
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	1%	5%	10%

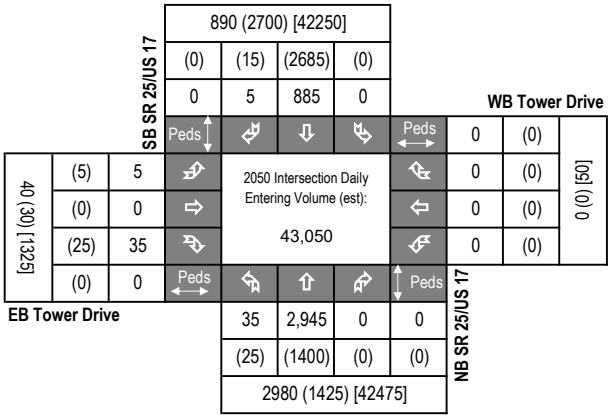
2024 EXISTING YEAR VOLUMES



2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



LEGEND:

000 = AM Peak Approach Volume

(000) = PM Peak Approach Volume

[000] = ADT Volume (Estimate)

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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 ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ Tower Drive
Existing Control:	Conventional (Minor Stop)
Prepared by:	Kimley-Horn
Date:	2/10/2025

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

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

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	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 operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	**Screening Decision Justification:**
Unsignalized Intersections	Conventional (Minor Stop)	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Intersection Control
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	RIRO w/down stream U-Turn	**Yes**	**Yes**	**Yes**	**Yes**	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements Add one RT Lane on SR 25/US 17	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	Barbour Dr	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Conventional (Minor Stop)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/10/2025
Project Purpose:	Determine -short and long-term recommendations on SR 25/US 17 from Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

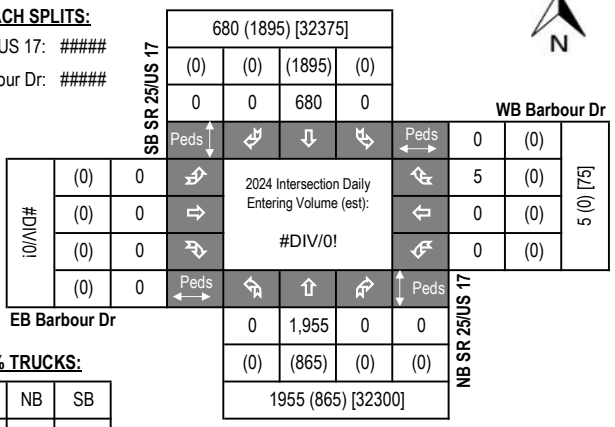
* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2024 EXISTING YEAR VOLUMES

APPROACH SPLITS:

SR 25/US 17: #####

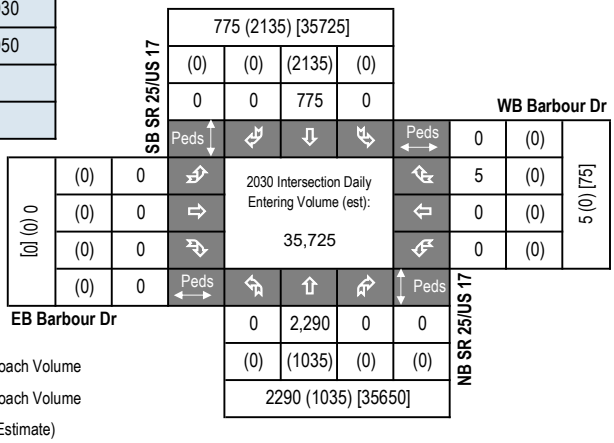
Barbour Dr: #####



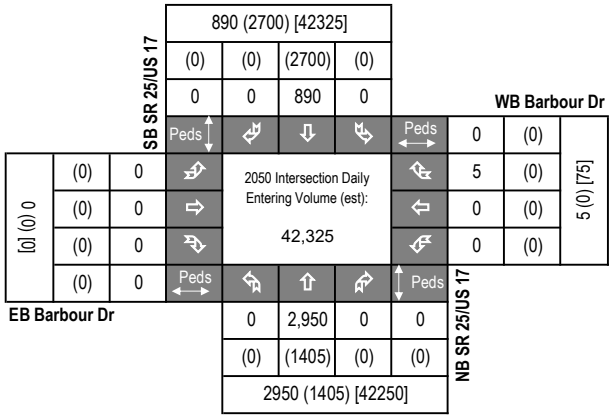
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	1%	4%	9%

2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



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 ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ Barbour Dr
Existing Control:	Conventional (Minor Stop)
Prepared by:	Kimley-Horn
Date:	2/10/2025

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

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, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	Screening Decision Justification:
	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)								
Unsignalized Intersections	Conventional (Minor Stop)	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Intersection Control
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	RIRO w/down stream U-Turn	**Yes**	**Yes**	**Yes**	**Yes**	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	Buckhalter Road	Road Class:	Major Collector	Speed Limit:	< 35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Signal (turn lanes on mainline)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/10/2025
Project Purpose:	Determine short- and long-term recommendations on SR 25/US 17 from Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

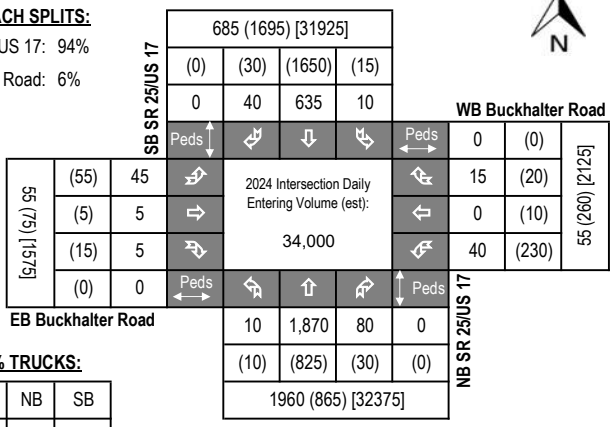
* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2024 EXISTING YEAR VOLUMES

APPROACH SPLITS:

SR 25/US 17: 94%

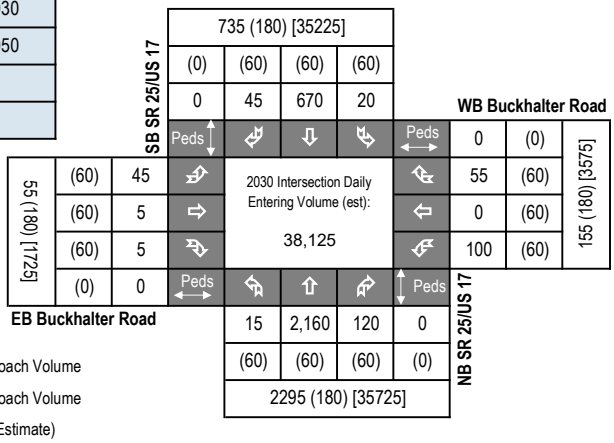
Buckhalter Road: 6%



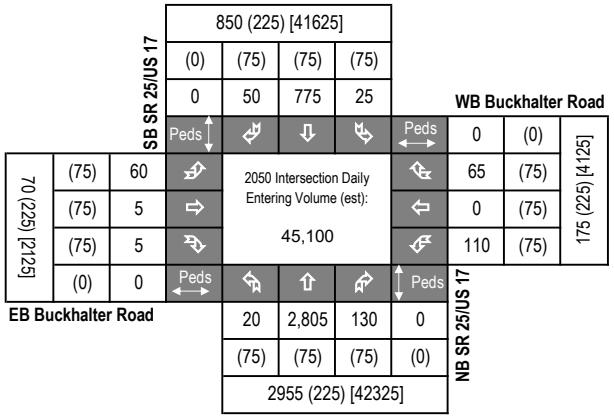
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	1%	4%	9%

2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



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.

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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 ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ Buckhalter Road
Existing Control:	Signal (turn lanes on mainline)
Prepared by:	Kimley-Horn
Date:	2/19/2025

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

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

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	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 operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	**Screening Decision Justification:**
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Exisitng Intersection Control
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Add LT Lanes on Both Roads Add RT Lanes on Both Roads	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative Warrants further consideration.
	Other Signalized (provide description):	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Thru-cut - Alternative Warrants further consideration.

▭ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	Macaljon Court	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Conventional (Minor Stop)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/10/2025
Project Purpose:	Determine short- and long-term recommendations on SR 25/US 17 from Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

APPROACH SPLITS:

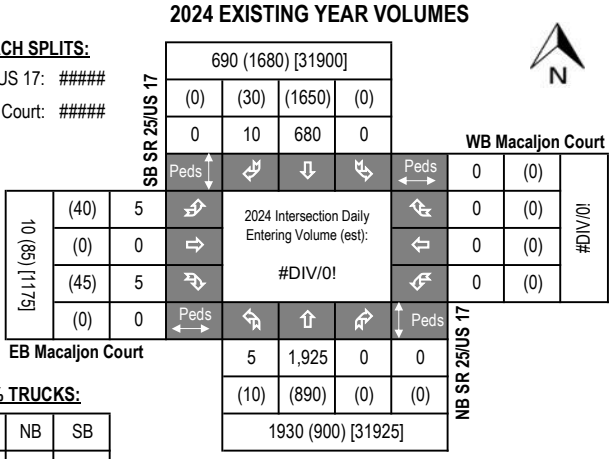
SR 25/US 17: #####

Macaljon Court: #####

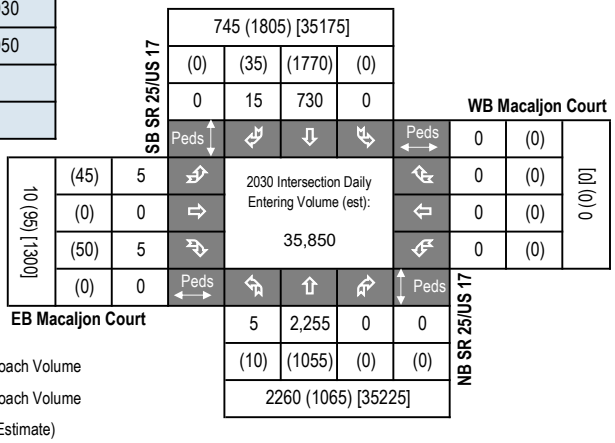
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	1%	4%	10%

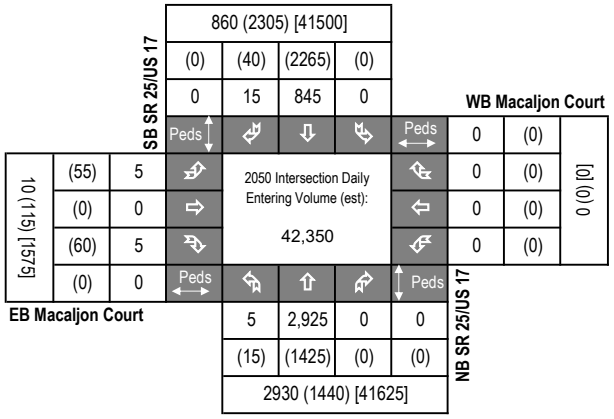
2024 EXISTING YEAR VOLUMES



2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



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 ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ Macaljon Court
Existing Control:	Conventional (Minor Stop)
Prepared by:	Kimley-Horn
Date:	2/10/2025

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

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, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	Screening Decision Justification:
	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)								
Unsignalized Intersections	Conventional (Minor Stop)	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Intersection Control
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	RIRO w/down stream U-Turn	**Yes**	**Yes**	**Yes**	**Yes**	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Add one LT Lane on Macaljon Court Add one RT Lane on Macaljon Court	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	Savannah Spdwy	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Conventional (Minor Stop)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/10/2025
Project Purpose:	Determine short- and long-term recommendations on SR 25/US 17 from Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

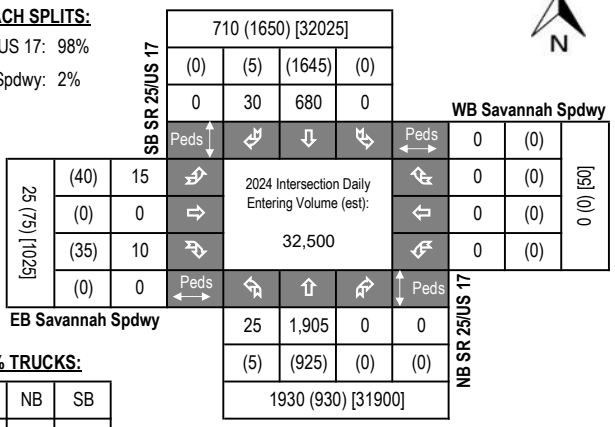
* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2024 EXISTING YEAR VOLUMES

APPROACH SPLITS:

SR 25/US 17: 98%

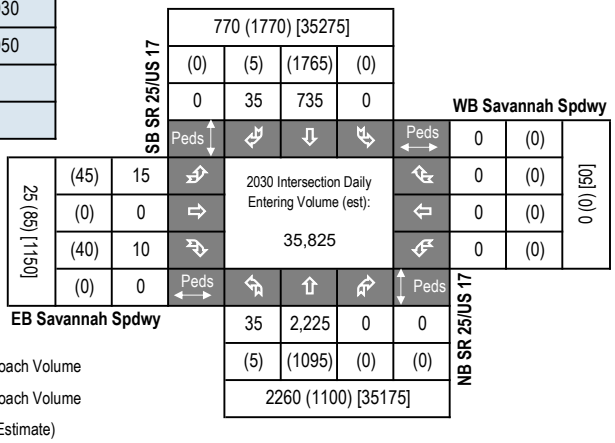
Savannah Spdwy: 2%



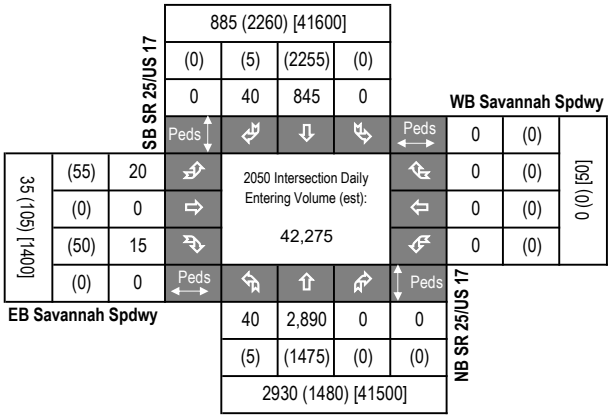
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	67%	4%	8%

2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



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.

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GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ Savannah Spdwy
Existing Control:	Conventional (Minor Stop)
Prepared by:	Kimley-Horn
Date:	2/10/2025

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

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, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	Screening Decision Justification:
	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)								
Unsignalized Intersections	Conventional (Minor Stop)	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Intersection Control
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	RIRO w/down stream U-Turn	**Yes**	**Yes**	**Yes**	**Yes**	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Add one LT Lane on Savannah Spdwy Add one RT Lane on Savannah Spdwy	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
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	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
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	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
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	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
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GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	Heathcote Cir	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Conventional (Minor Stop)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/10/2025
Project Purpose:	Determine short- and long-term recommendations on SR 25/US 17 from Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

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APPROACH SPLITS:

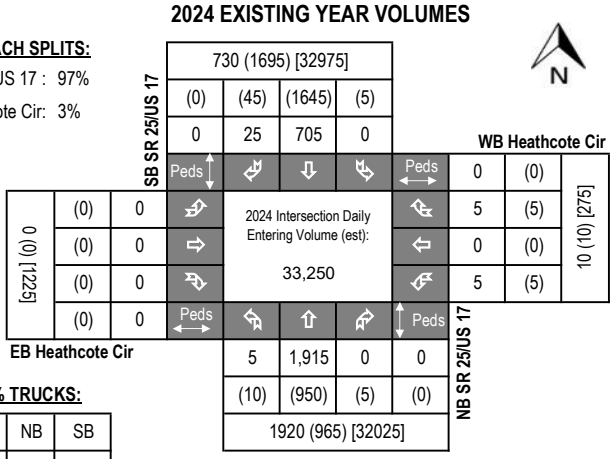
SR 25/US 17 : 97%

Heathcote Cir: 3%

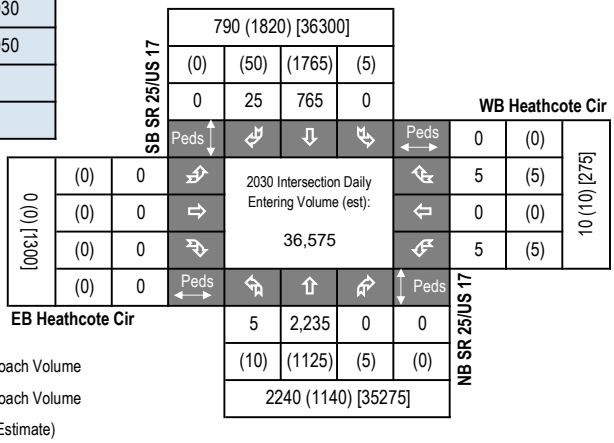
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	30%	5%	8%

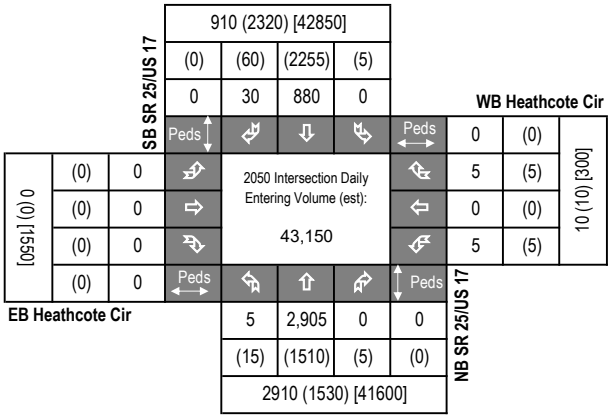
2024 EXISTING YEAR VOLUMES



2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



LEGEND:

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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 ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ Heathcote Cir
Existing Control:	Conventional (Minor Stop)
Prepared by:	Kimley-Horn
Date:	2/10/2025

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

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, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	**Screening Decision Justification:**
	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)								
Unsignalized Intersections	Conventional (Minor Stop)	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Intersection Control
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	Chatham Parkway	Road Class:	Minor Arterial	Speed Limit:	45 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Signal (turn lanes on mainline)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/10/2025
Project Purpose:	Determine short- and long-term recommendations on SR 25 /US 17 from Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

APPROACH SPLITS:

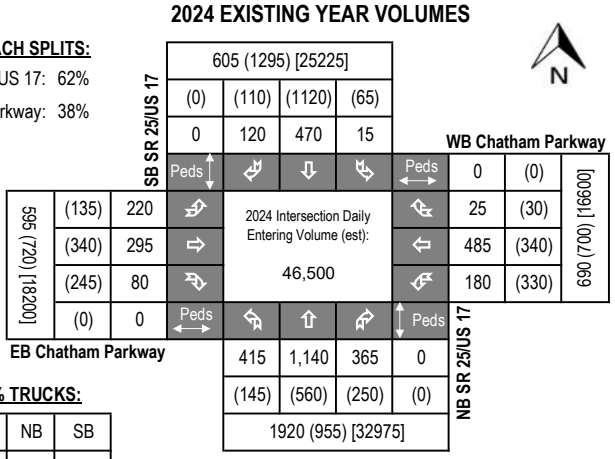
SR 25/US 17: 62%

Chatham Parkway: 38%

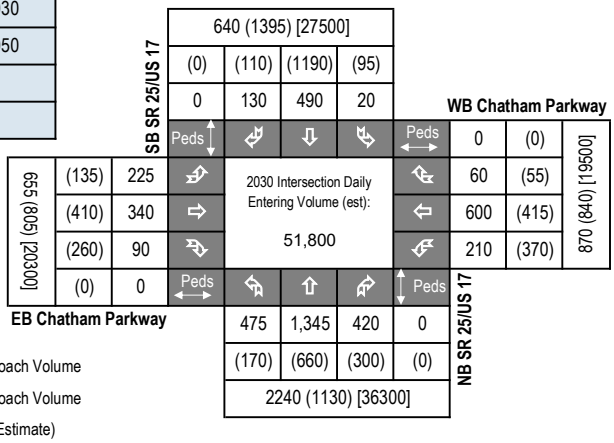
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	3%	4%	14%

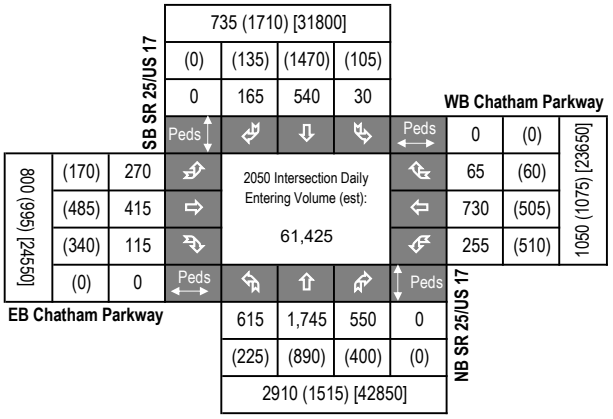
2024 EXISTING YEAR VOLUMES



2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



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 ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ Chatham Parkway
Existing Control:	Signal (turn lanes on mainline)
Prepared by:	Kimley-Horn
Date:	2/10/2025

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

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

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	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 operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	**Screening Decision Justification:**
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Intersection Control
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Displaced Left Turn (CFI)	**Yes**	**Yes**	**Yes**	**Yes**	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Grade-sep - Alternative warrants further consideration.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	Add LT Lanes on Both Roads Add RT Lanes on Both Roads	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.

▭ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	Chatham Parkway	Road Class:	Minor Arterial	Speed Limit:	45 mph
Crossing Road:	Mersy Way	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	East/West	Area Type:	Urban		
Intersection Control:	Conventional (Minor Stop)	Project ID:	0019011		
Prepared By:	Kimley-Horn	Date:	2/10/2025		
Project Purpose:	Determine short- and long-term recommendations on SR 25/US 17 from Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

APPROACH SPLITS:

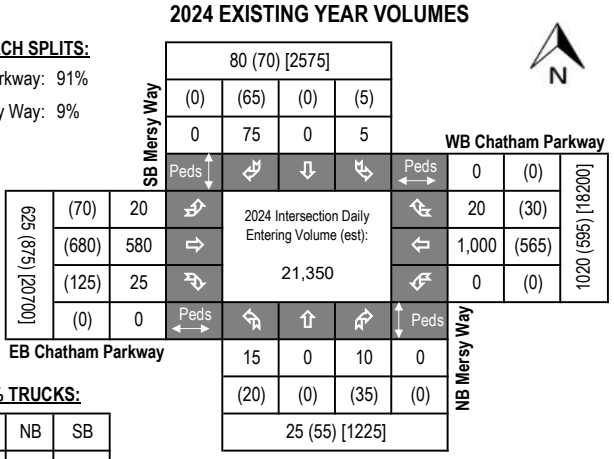
Chatham Parkway: 91%

Mersy Way: 9%

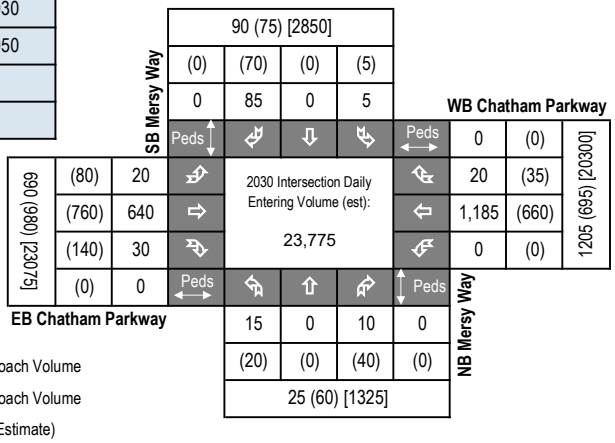
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	5%	13%	5%

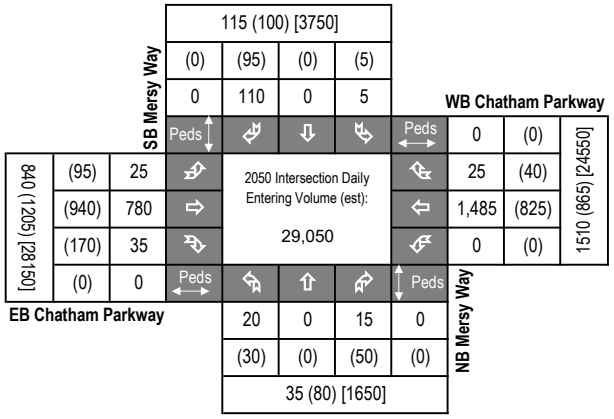
2024 EXISTING YEAR VOLUMES



2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



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.

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GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	Chatham Parkway @ Mersy Way
Existing Control:	Conventional (Minor Stop)
Prepared by:	Kimley-Horn
Date:	2/10/2025

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

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, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	Screening Decision Justification:
	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)								
Unsignalized Intersections	Conventional (Minor Stop)	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Intersection Control (SB)
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RIRO w/down stream U-Turn	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Intersection Control (NB)
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Part of Quadrant Interchange.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other Signalized (provide description):	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Thru-cut -- Alternative warrants further consideration

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	Mersy way	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Conventional (Minor Stop)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/10/2025
Project Purpose:	Determine short- and long-term recommendations on SR 25/US 17 from Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

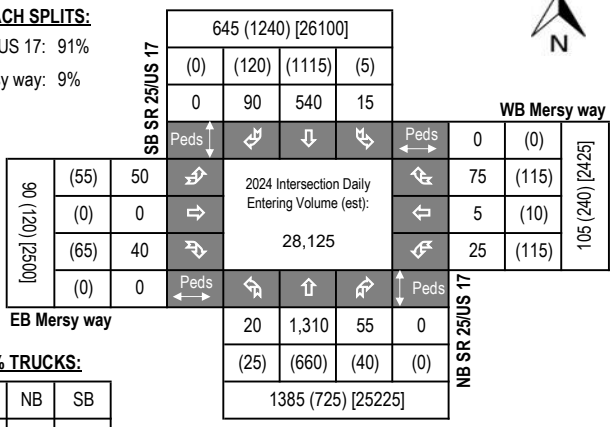
* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2024 EXISTING YEAR VOLUMES

APPROACH SPLITS:

SR 25/US 17: 91%

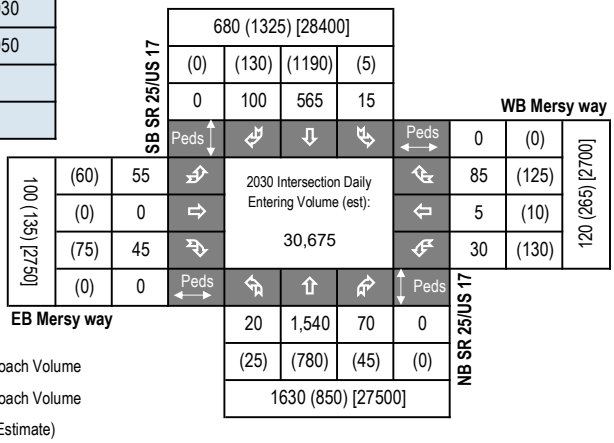
Mersy way: 9%



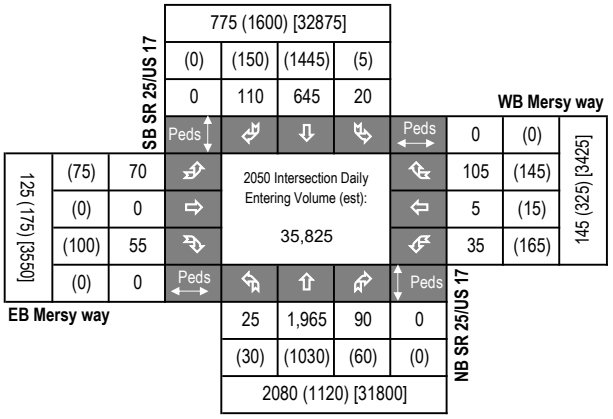
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	14%	6%	12%

2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



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.

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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 ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ Mersy way
Existing Control:	Conventional (Minor Stop)
Prepared by:	Kimley-Horn
Date:	2/10/2025

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

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, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	Screening Decision Justification:
	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)								
Unsignalized Intersections	Conventional (Minor Stop)	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Intersection Control
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Part of Quadrant Interchange.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	Red Gate F Rd	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Conventional (Minor Stop)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/10/2025
Project Purpose:	Determine short- and long-term recommendations on SR 25/US 17 from Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

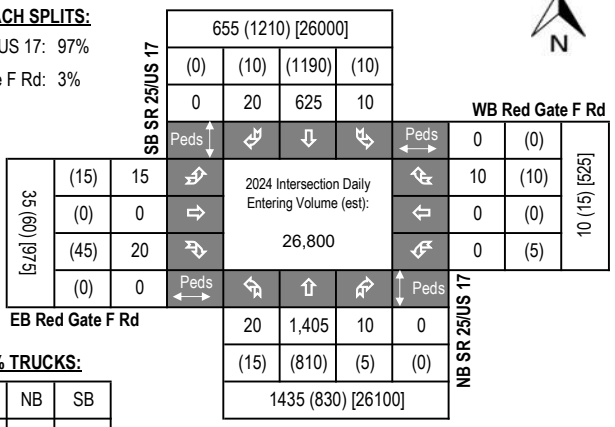
* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2024 EXISTING YEAR VOLUMES

APPROACH SPLITS:

SR 25/US 17: 97%

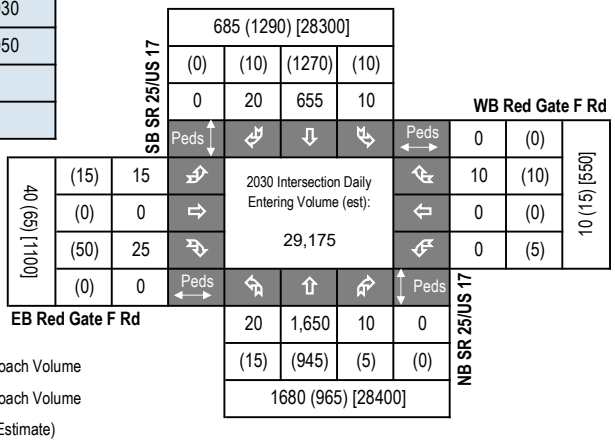
Red Gate F Rd: 3%



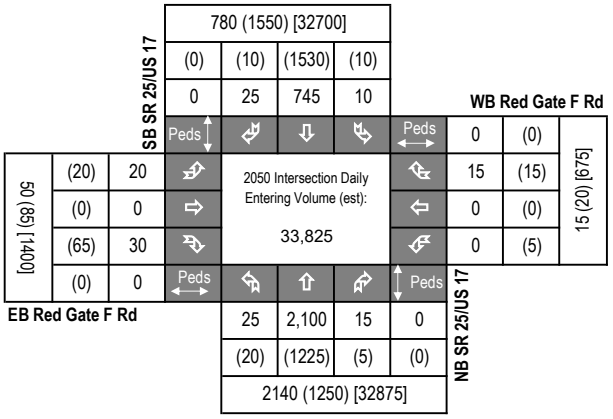
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	17%	7%	12%

2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



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.

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GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ Red Gate F Rd
Existing Control:	Conventional (Minor Stop)
Prepared by:	Kimley-Horn
Date:	2/10/2025

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

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, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	Screening Decision Justification:
	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)								
Unsignalized Intersections	Conventional (Minor Stop)	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Intersection Control
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements Add RT Lanes on SR 25/US 17	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
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	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
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GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/U 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	Gamble Road	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Signal (turn lanes on mainline)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/10/2025
Project Purpose:	Determine short- and long-term recommendations on SR 25/US 17 from Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

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APPROACH SPLITS:

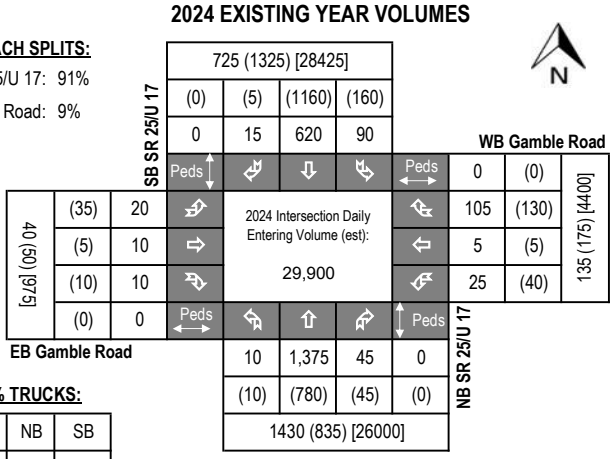
SR 25/U 17: 91%

Gamble Road: 9%

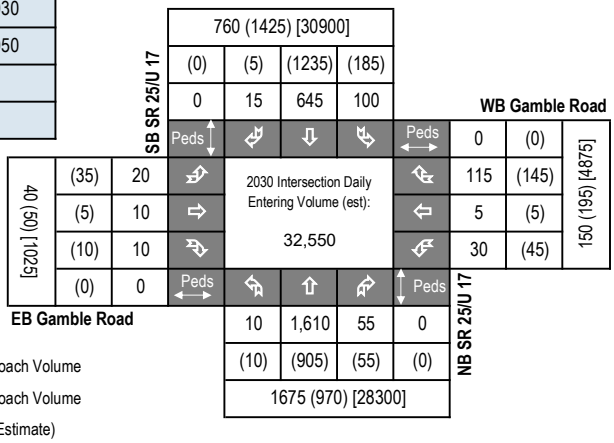
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EB	WB	NB	SB
2%	17%	7%	12%

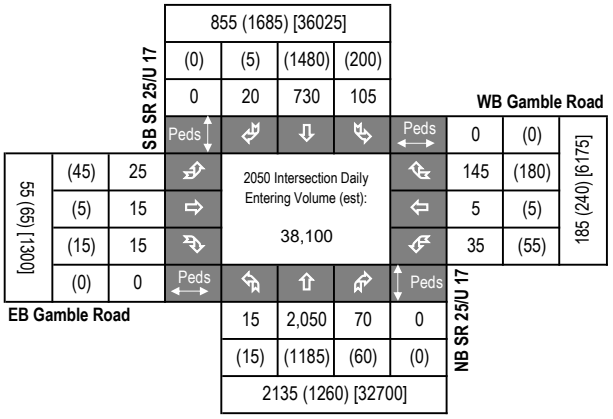
2024 EXISTING YEAR VOLUMES



2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



LEGEND:

000 = AM Peak Approach Volume

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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.

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 ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/U 17 @ Gamble Road
Existing Control:	Signal (turn lanes on mainline)
Prepared by:	Kimley-Horn
Date:	2/10/2025

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

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

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	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 operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	**Screening Decision Justification:**
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Intersection Control
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements Add RT Lanes on SR 25/U 17	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.

▭ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	Blossom Avenue	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Conventional (Minor Stop)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/10/2025
Project Purpose:	Determine short and long-term recommendations on SR 25/17 from Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

APPROACH SPLITS:

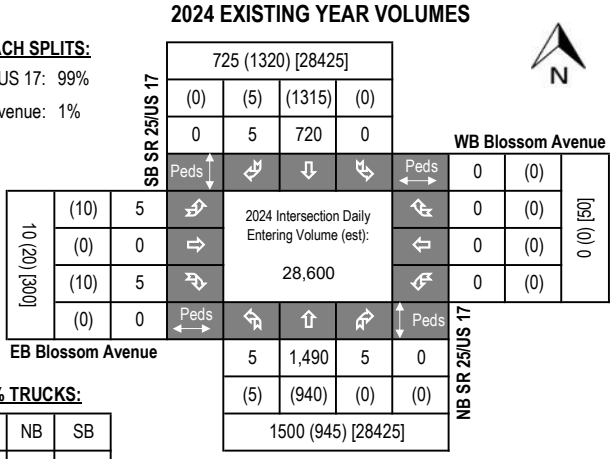
SR 25/US 17: 99%

Blossom Avenue: 1%

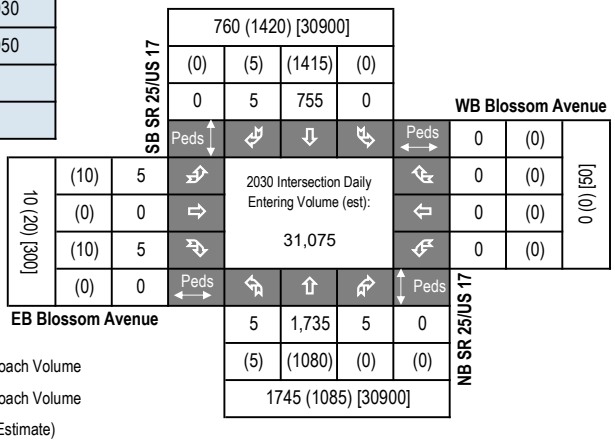
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	1%	6%	11%

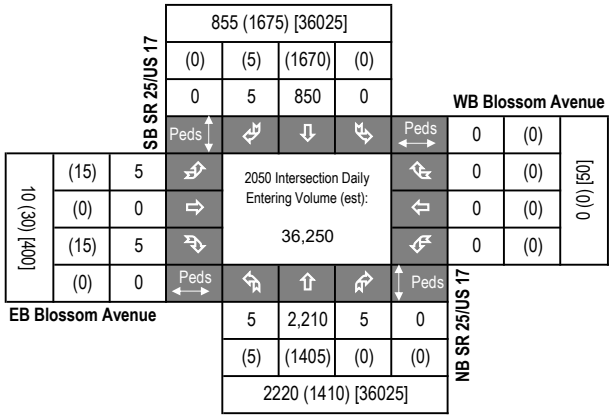
2024 EXISTING YEAR VOLUMES



2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



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.

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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 ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ Blossom Avenue
Existing Control:	Conventional (Minor Stop)
Prepared by:	Kimley-Horn
Date:	2/10/2025

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

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, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	Screening Decision Justification:
	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)								
Unsignalized Intersections	Conventional (Minor Stop)	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Intersection Control
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RIRO w/down stream U-Turn	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements Add one RT Lane on SR 25/US 17	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	Westgate Blvd	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Conventional (Minor Stop)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/10/2025
Project Purpose:	Determine short- and long-term recommendations on SR 25/US 17 from Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

APPROACH SPLITS:

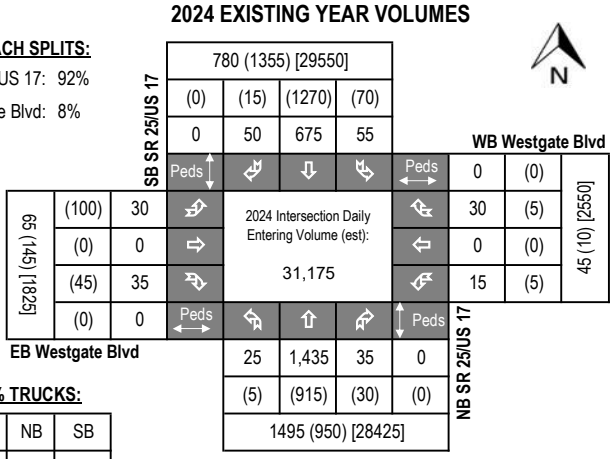
SR 25/US 17: 92%

Westgate Blvd: 8%

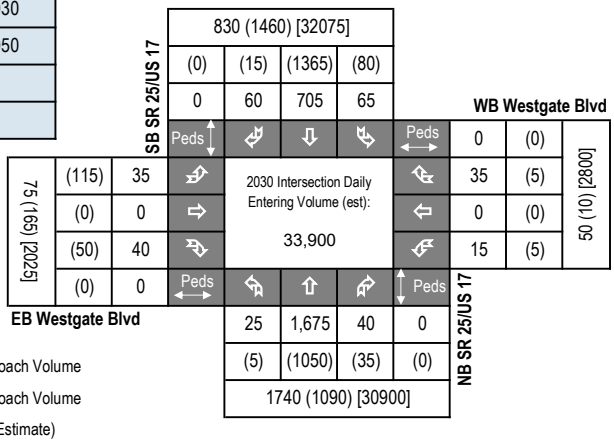
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	2%	6%	10%

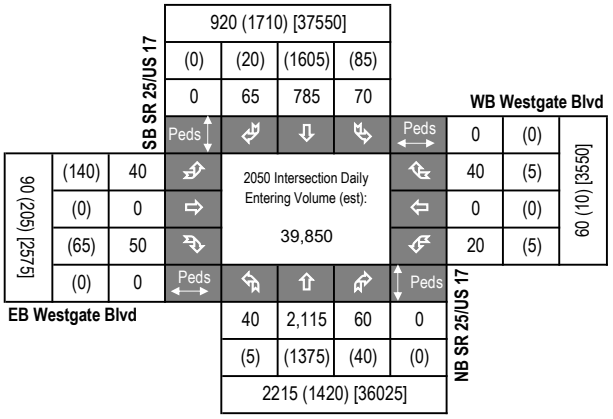
2024 EXISTING YEAR VOLUMES



2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



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.

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GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ Westgate Blvd
Existing Control:	Conventional (Minor Stop)
Prepared by:	Kimley-Horn
Date:	2/10/2025

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

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, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	Screening Decision Justification:
	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)								
Unsignalized Intersections	Conventional (Minor Stop)	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Intersection Control
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	**Yes**	**Yes**	**Yes**	**Yes**	No	**Yes**	No	Not appropriate based signal spacing constraints.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	**Yes**	**Yes**	**Yes**	**Yes**	No	**Yes**	No	Not appropriate based signal spacing constraints.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.

▭ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	SR 21/I-516	Road Class:	Principal Arterial	Speed Limit:	45 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Diamond Interch (Ramp Signal Control)	Project ID:	0019011		
Prepared By:	Kimley-Horn	Date:	2/10/2025		
Project Purpose:	Determine short- and long-term recommendations on SR 25/US 17 from Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

APPROACH SPLITS:

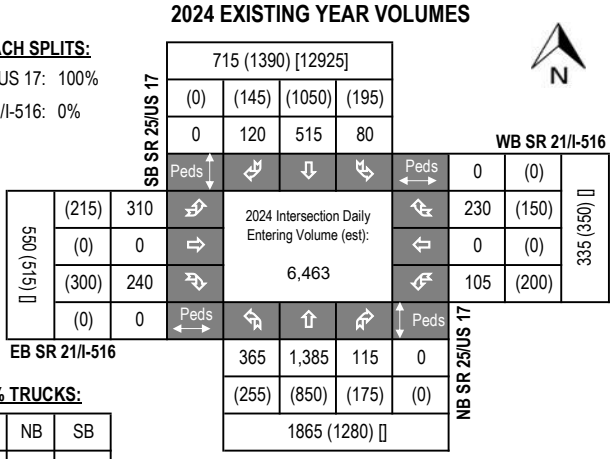
SR 25/US 17: 100%

SR 21/I-516: 0%

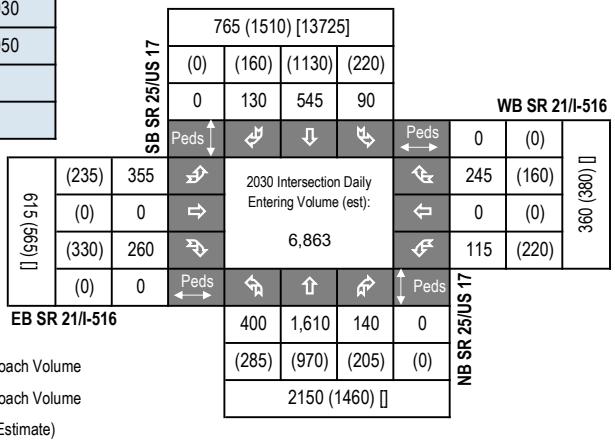
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	4%	7%	7%

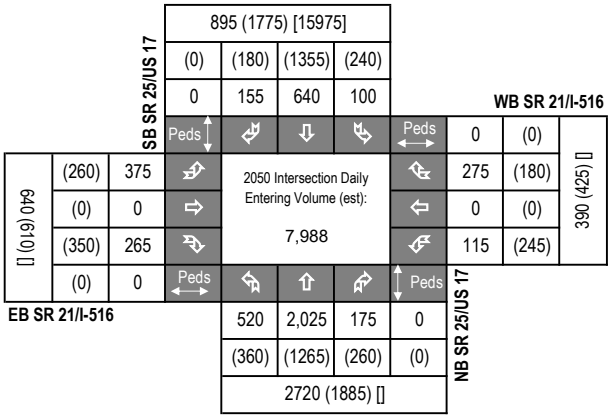
2024 EXISTING YEAR VOLUMES



2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



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 ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ SR 21/I-516
Existing Control:	Diamond Interch (Ramp Signal Control)
Prepared by:	Kimley-Horn
Date:	2/10/2025

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

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

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	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 operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	**Screening Decision Justification:**
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Signal Control)	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Interchange Control
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Add LT Lanes on Both Roads Add RT Lanes on Both Roads	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.

▭ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	0019011	Request By:	Chatham County		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	SR 25/US 17	Road Class:	Principal Arterial	Speed Limit:	45 mph
Crossing Road:	PI Ave/Mills Ln	Road Class:	Minor Arterial	Speed Limit:	< 35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Signal (turn lanes on mainline)			Project ID:	0019011
Prepared By:	Kimley-Horn			Date:	2/10/2025
Project Purpose:	Determine short- and long-term recommendations on SR 25/US 17 from Ogeechee River to SR 21/I-516				

Existing Data Year:	2024
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	
K Factor*:	

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

APPROACH SPLITS:

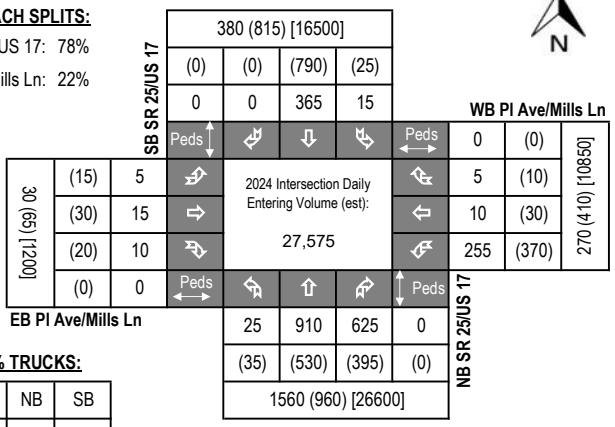
SR 25/US 17: 78%

PI Ave/Mills Ln: 22%

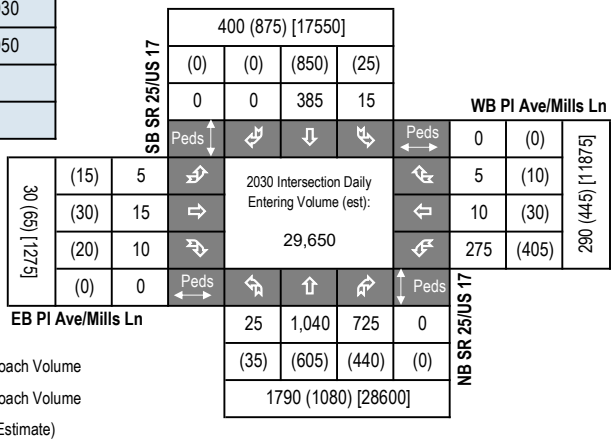
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	11%	4%	6%

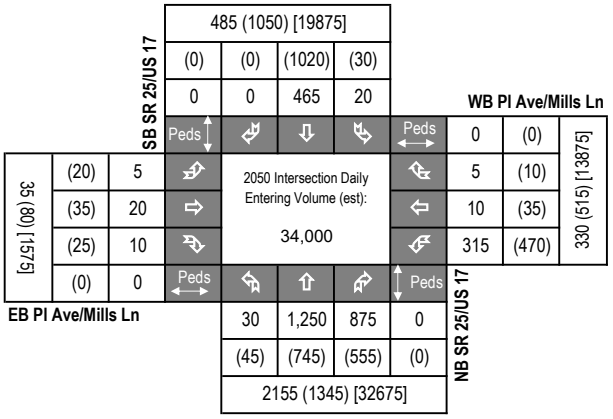
2024 EXISTING YEAR VOLUMES



2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



LEGEND:

000 = AM Peak Approach Volume

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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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GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	0019011
Project Location:	SR 25/US 17 @ PI Ave/Mills Ln
Existing Control:	Signal (turn lanes on mainline)
Prepared by:	Kimley-Horn
Date:	2/19/2025

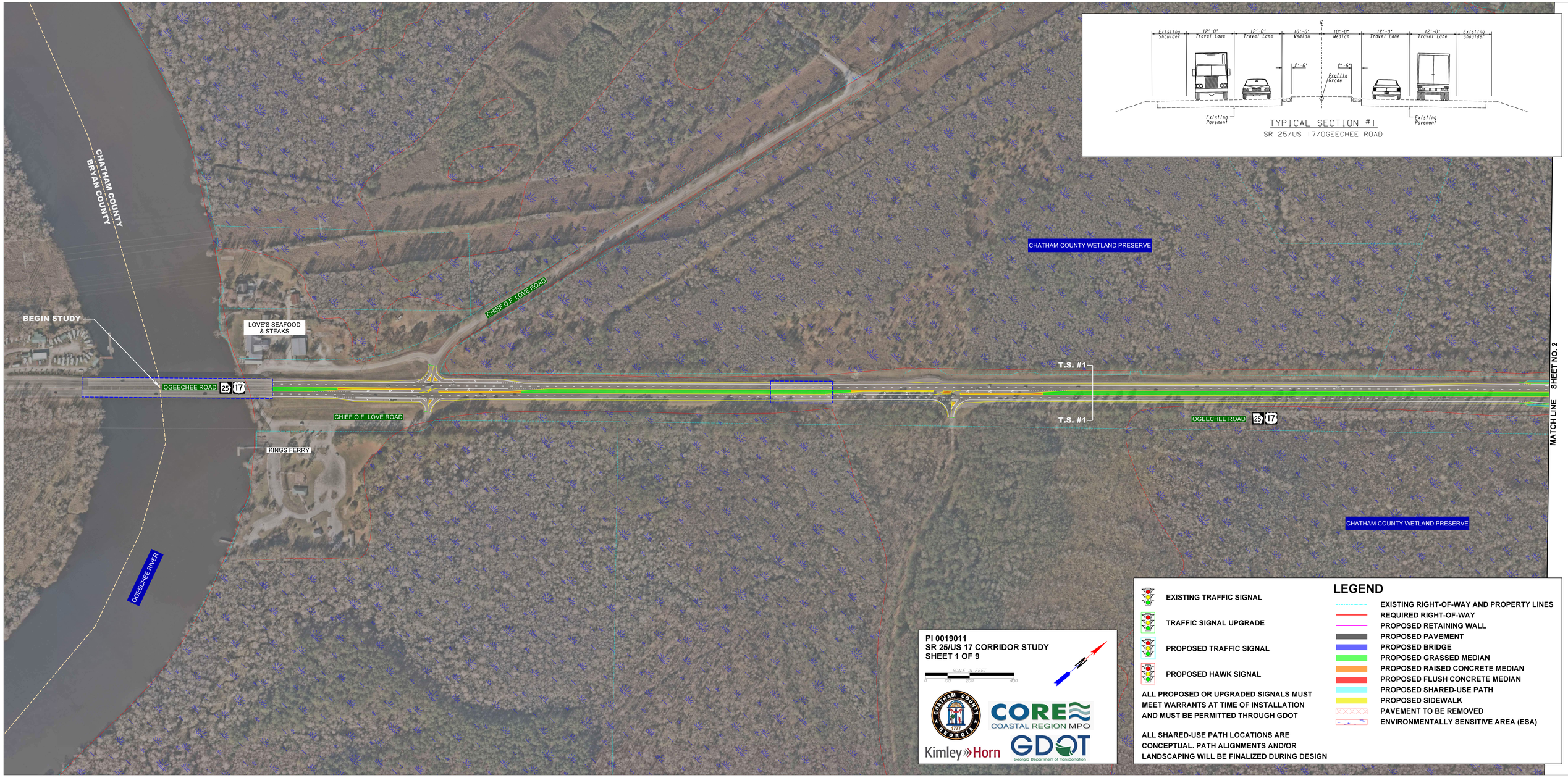
Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column

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

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	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 operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & 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)?	**Screening Decision Justification:**
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Lane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (stop control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
Signalized Intersections	Traffic Signal	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Intersection Control
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.
	Add LT Lanes on PI Ave/Mills Ln Add RT Lanes on Both Roads	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Alternative warrants further consideration.
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes.

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

APPENDIX E
CONCEPTUAL LAYOUTS



TYPICAL SECTION #1
SR 25/US 17/OGEECHEE ROAD

PI 0019011
SR 25/US 17 CORRIDOR STUDY
SHEET 1 OF 9

SCALE IN FEET
0 200 400

CHATHAM COUNTY GEORGIA 1777
CORE COASTAL REGION MPO
Kimley»Horn
GDOT Georgia Department of Transportation

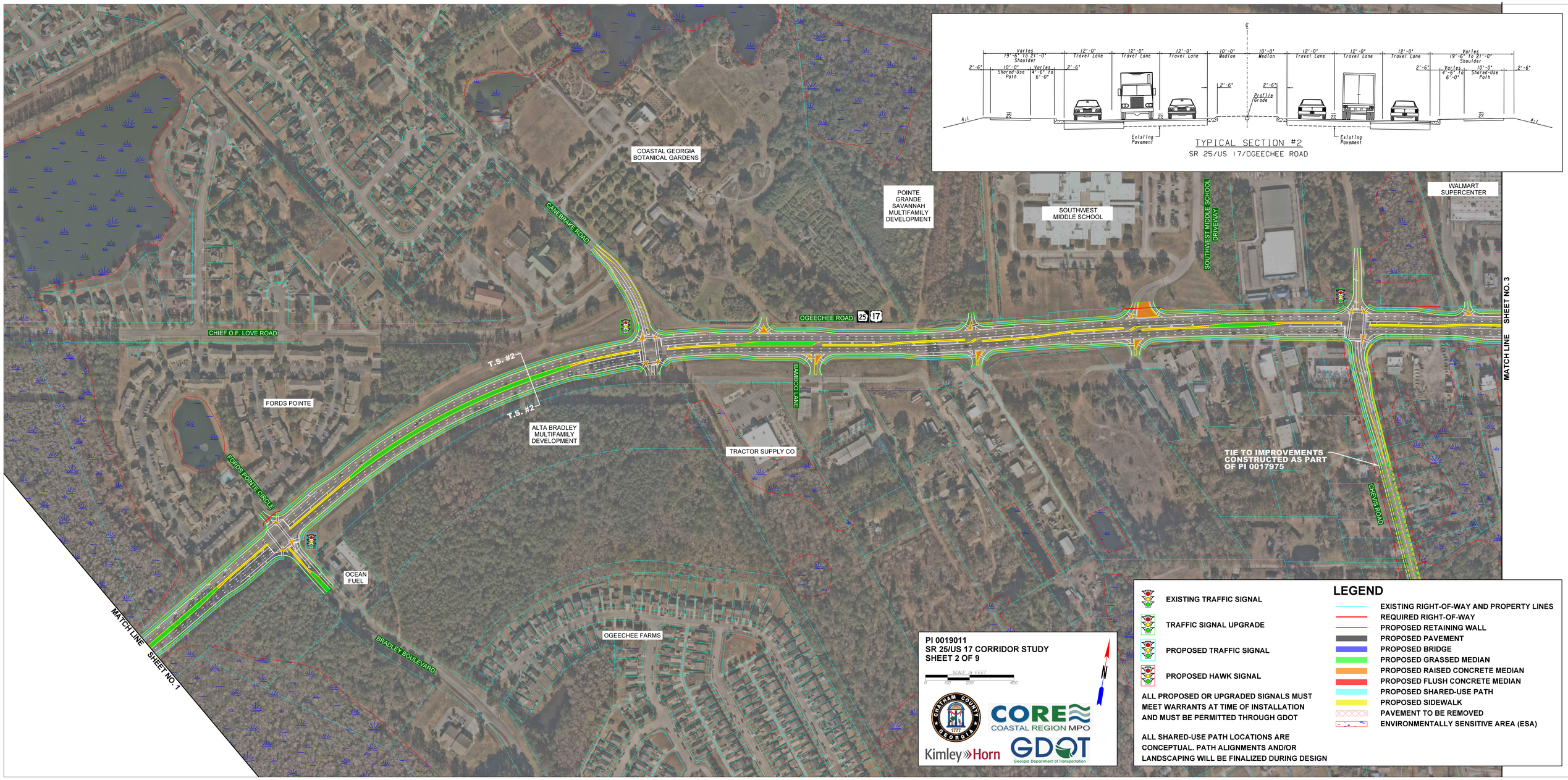
LEGEND

- EXISTING TRAFFIC SIGNAL
- TRAFFIC SIGNAL UPGRADE
- PROPOSED TRAFFIC SIGNAL
- PROPOSED HAWK SIGNAL

ALL PROPOSED OR UPGRADED SIGNALS MUST MEET WARRANTS AT TIME OF INSTALLATION AND MUST BE PERMITTED THROUGH GDOT

ALL SHARED-USE PATH LOCATIONS ARE CONCEPTUAL. PATH ALIGNMENTS AND/OR LANDSCAPING WILL BE FINALIZED DURING DESIGN

- EXISTING RIGHT-OF-WAY AND PROPERTY LINES
- REQUIRED RIGHT-OF-WAY
- PROPOSED RETAINING WALL
- PROPOSED PAVEMENT
- PROPOSED BRIDGE
- PROPOSED GRASSED MEDIAN
- PROPOSED RAISED CONCRETE MEDIAN
- PROPOSED FLUSH CONCRETE MEDIAN
- PROPOSED SHARED-USE PATH
- PROPOSED SIDEWALK
- PAVEMENT TO BE REMOVED
- ENVIRONMENTALLY SENSITIVE AREA (ESA)



TYPICAL SECTION #2
SR 25/US 17/OGEECHEE ROAD

PI 0019011
SR 25/US 17 CORRIDOR STUDY
SHEET 2 OF 9

SCALE IN FEET
0 100 200 400

CHATHAM COUNTY GEORGIA 1777
CORE COASTAL REGION MPO
Kimley»Horn
GDOT Georgia Department of Transportation

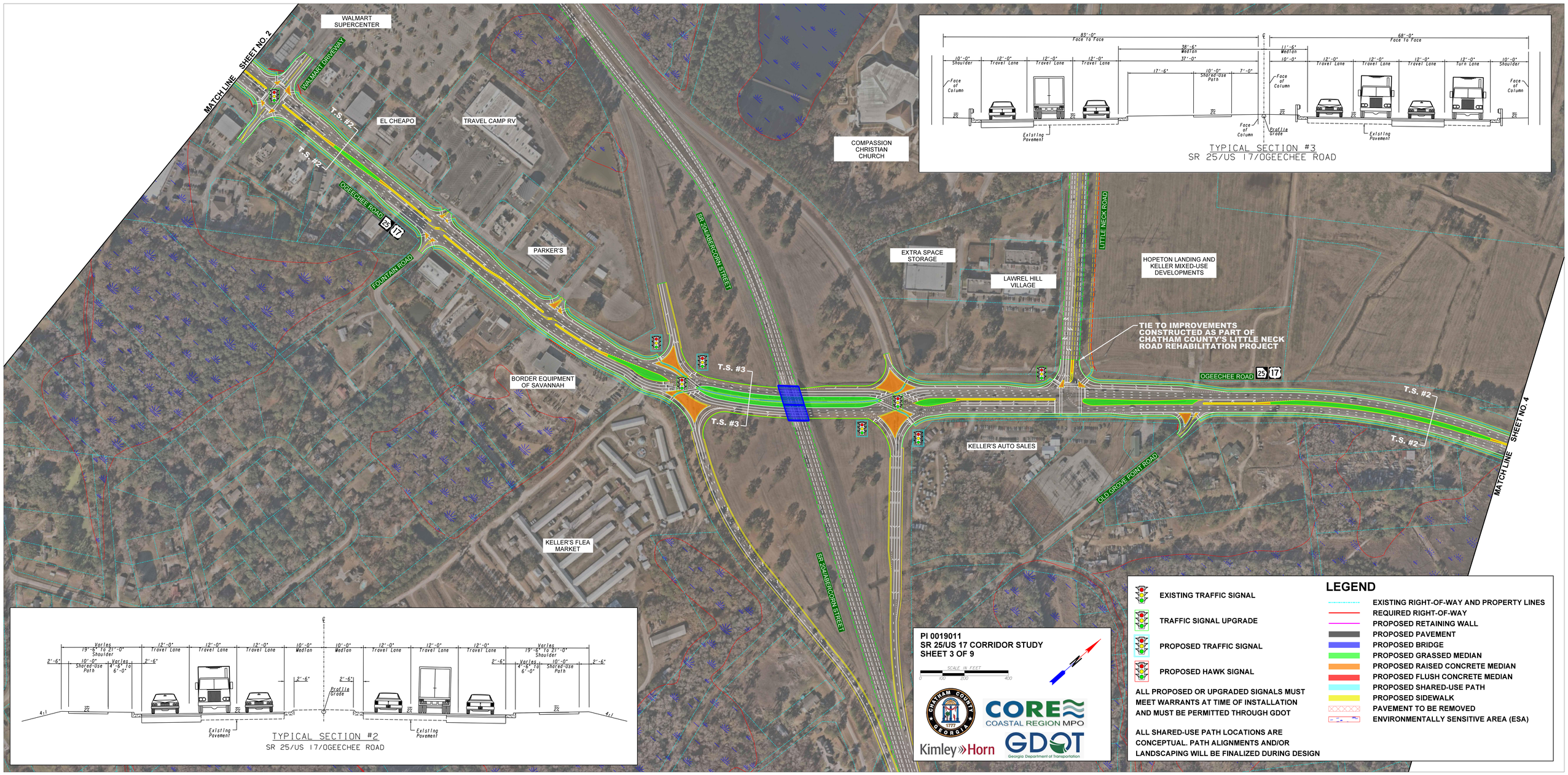
LEGEND

- EXISTING TRAFFIC SIGNAL
- TRAFFIC SIGNAL UPGRADE
- PROPOSED TRAFFIC SIGNAL
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- PROPOSED PAVEMENT
- PROPOSED BRIDGE
- PROPOSED GRASSED MEDIAN
- PROPOSED RAISED CONCRETE MEDIAN
- PROPOSED FLUSH CONCRETE MEDIAN
- PROPOSED SHARED-USE PATH
- PROPOSED SIDEWALK
- PAVEMENT TO BE REMOVED
- ENVIRONMENTALLY SENSITIVE AREA (ESA)



PI 0019011
SR 25/US 17 CORRIDOR STUDY
SHEET 3 OF 9

SCALE IN FEET
0 100 200 400

CHATHAM COUNTY GEORGIA
CORE COASTAL REGION MPO
Kimley»Horn
GDOT Georgia Department of Transportation

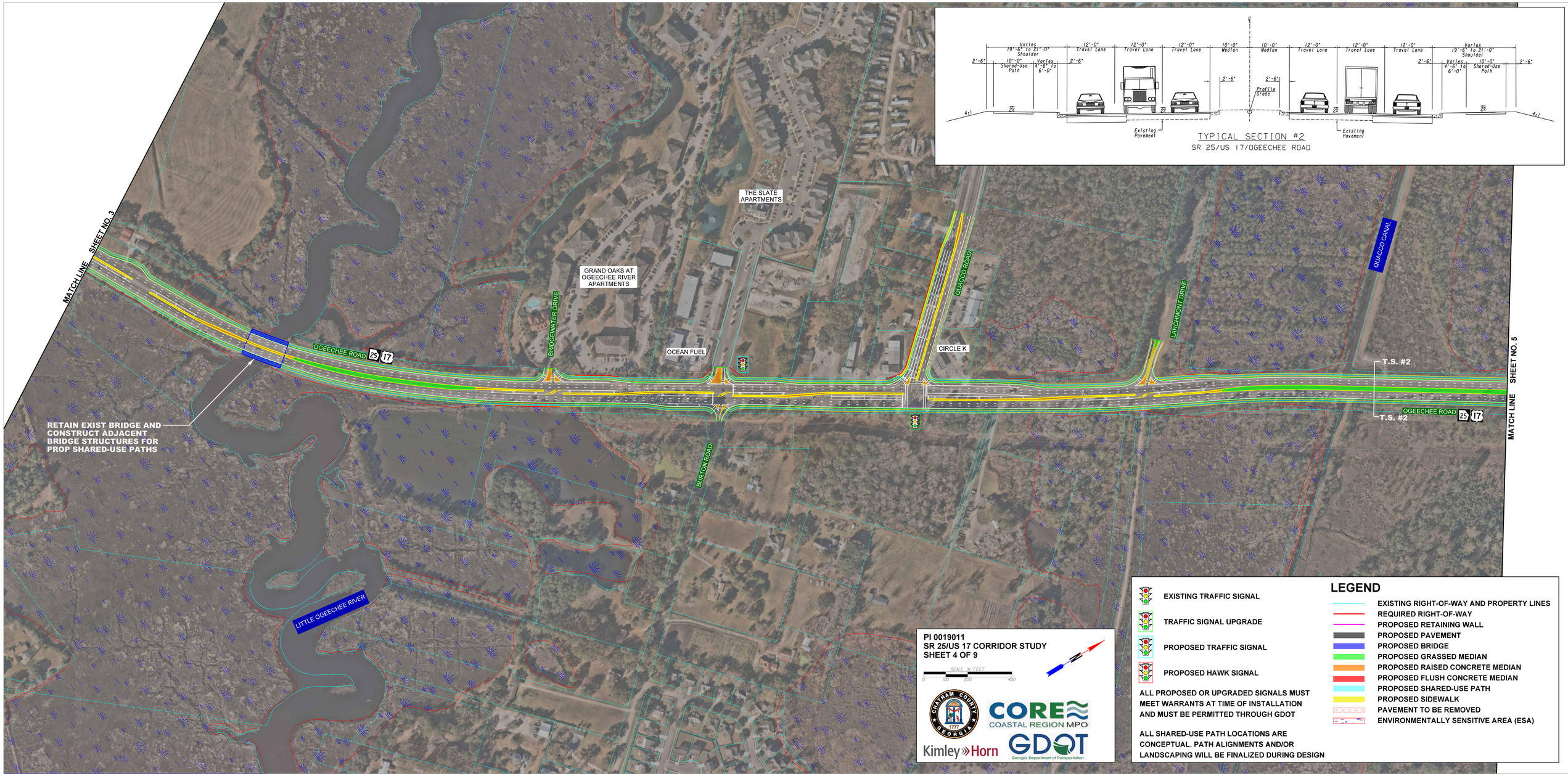
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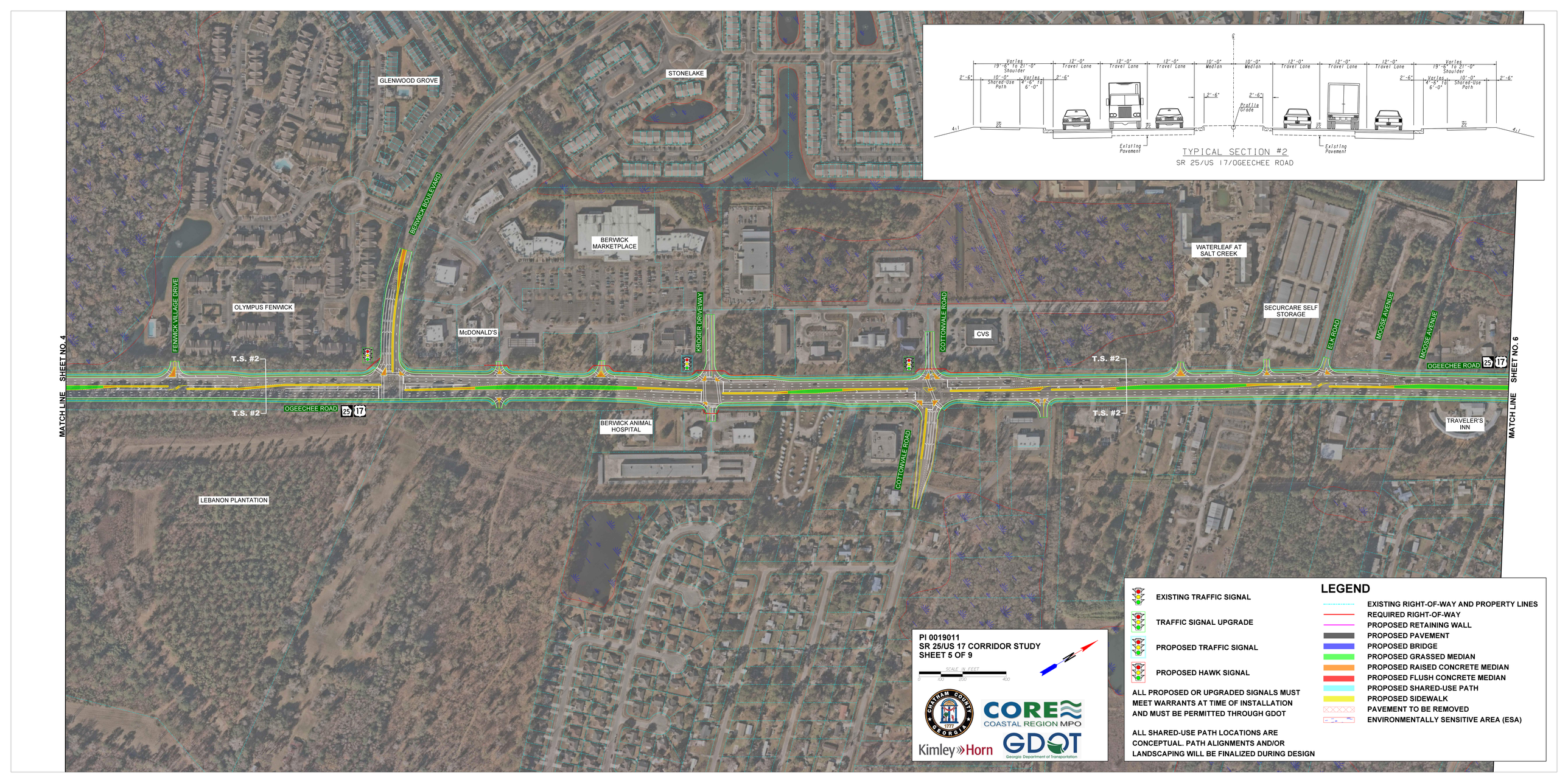
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- TRAFFIC SIGNAL UPGRADE
- PROPOSED TRAFFIC SIGNAL
- PROPOSED HAWK SIGNAL

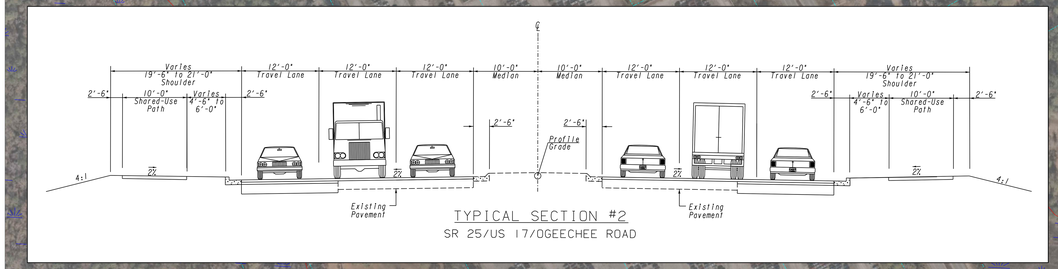
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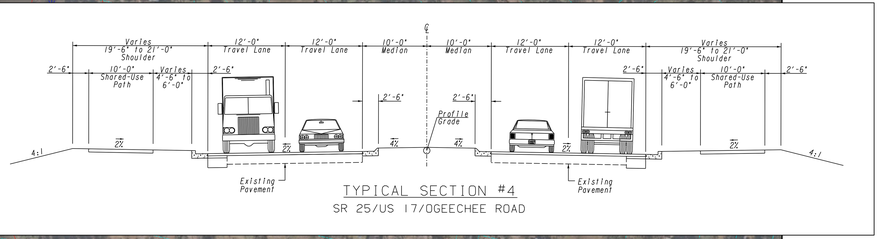
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- PROPOSED RAISED CONCRETE MEDIAN
- PROPOSED FLUSH CONCRETE MEDIAN
- PROPOSED SHARED-USE PATH
- PROPOSED SIDEWALK
- PAVEMENT TO BE REMOVED
- ENVIRONMENTALLY SENSITIVE AREA (ESA)


MATCH LINE SHEET NO. 3
OGEECHEE ROAD
25
17
BRIDGEWATER DRIVE
GRAND OAKS AT OGEECHEE RIVER APARTMENTS
THE SLATE APARTMENTS
OCEAN FUEL
CIRCLE K
QUACCO ROAD
LARCHMONT DRIVE
QUACCO CANAL
T.S. #2
T.S. #2
OGEECHEE ROAD
25
17
SHEET NO. 5
MATCH LINE
BURTON ROAD
LITTLE OGEECHEE RIVER
RETAIN EXIST BRIDGE AND CONSTRUCT ADJACENT BRIDGE STRUCTURES FOR PROP SHARED-USE PATHS
Varies 19'-6" To 21'-0" Shoulder
10'-0" Shared-Use Path
Varies 4'-6" To 6'-0"
12'-0" Travel Lane
10'-0" Median
2'-6"
4:1
Profile Grade
Existing Pavement
TYPICAL SECTION #2
SR 25/US 17/OGEECHEE ROAD
PI 0019011
SR 25/US 17 CORRIDOR STUDY
SHEET 4 OF 9
SCALE IN FEET
0
200
400
CHATHAM COUNTY GEORGIA
CORE COASTAL REGION MPO
Kimley»Horn
GDOT
Georgia Department of Transportation
LEGEND
EXISTING TRAFFIC SIGNAL
TRAFFIC SIGNAL UPGRADE
PROPOSED TRAFFIC SIGNAL
PROPOSED HAWK SIGNAL
ALL PROPOSED OR UPGRADED SIGNALS MUST MEET WARRANTS AT TIME OF INSTALLATION AND MUST BE PERMITTED THROUGH GDOT
ALL SHARED-USE PATH LOCATIONS ARE CONCEPTUAL. PATH ALIGNMENTS AND/OR LANDSCAPING WILL BE FINALIZED DURING DESIGN
EXISTING RIGHT-OF-WAY AND PROPERTY LINES
REQUIRED RIGHT-OF-WAY
PROPOSED RETAINING WALL
PROPOSED PAVEMENT
PROPOSED BRIDGE
PROPOSED GRASSED MEDIAN
PROPOSED RAISED CONCRETE MEDIAN
PROPOSED FLUSH CONCRETE MEDIAN
PROPOSED SHARED-USE PATH
PROPOSED SIDEWALK
PAVEMENT TO BE REMOVED
ENVIRONMENTALLY SENSITIVE AREA (ESA)


GLENWOOD GROVE
STONELAKE
BERWICK BOULEVARD
BERWICK MARKETPLACE
WATERLEAF AT SALT CREEK
FENWICK VILLAGE DRIVE
OLYMPUS FENWICK
McDONALD'S
KROGER DRIVEWAY
COTTONVALE ROAD
CVS
SECURCARE SELF STORAGE
ELK ROAD
MOOSE AVENUE
MOOSE AVENUE
MATCH LINE SHEET NO. 4
MATCH LINE SHEET NO. 6
T.S. #2
T.S. #2
T.S. #2
T.S. #2
OGEECHEE ROAD 25 17
OGEECHEE ROAD 25 17
BERWICK ANIMAL HOSPITAL
COTTONVALE ROAD
TRAVELER'S INN
LEBANON PLANTATION
Varies 19'-6" to 21'-0" Shoulder
10'-0" Shared-Use Path
2'-6"
Varies 4'-6" to 6'-0"
12'-0" Travel Lane
10'-0" Median
Profile Grade
4:1
2%
Existing Pavement
TYPICAL SECTION #2
SR 25/US 17/OGEECHEE ROAD
PI 0019011
SR 25/US 17 CORRIDOR STUDY
SHEET 5 OF 9
SCALE IN FEET
0 200 400 800
CHATHAM COUNTY GEORGIA
CORE COASTAL REGION MPO
Kimley»Horn
GDOT Georgia Department of Transportation
LEGEND
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TYPICAL SECTION #2
SR 25/US 17/OGEECHEE ROAD



TYPICAL SECTION #4
SR 25/US 17/OGEECHEE ROAD

COPART

SR 307/DEAN FOREST ROAD

WIDEN EXIST BRIDGE DECK BY 13'-6" TO ACCOMMODATE PROP SHARED-USE PATH

SALT CREEK

SALT CREEK PARK

PROGRESSIVE RECREATIONAL CENTER

SALT CREEK ROAD

T.S. #4

T.S. #2

OGEECHEE ROAD 25 17

SILK HOPE ROAD

DANI'S BARBER SHOP

T.S. #2

T.S. #4

OGEECHEE ROAD 25 17

RETAIN EXIST BRIDGE AND CONSTRUCT ADJACENT BRIDGE STRUCTURES FOR PROP SHARED-USE PATHS

DKG LOGISTICS

WIDEN EXIST BRIDGE DECK BY 27' TO ACCOMMODATE PAVEMENT WIDENING AND PROP SHARED-USE PATH

DERRICK INN ROAD

MATCH LINE SHEET NO. 7

MATCH LINE SHEET NO. 5

PI 0019011
SR 25/US 17 CORRIDOR STUDY
SHEET 6 OF 9

SCALE IN FEET
0 100 200 400

N

CHATHAM COUNTY GEORGIA 1777

CORE COASTAL REGION MPO

Kimley»Horn

GDOT Georgia Department of Transportation

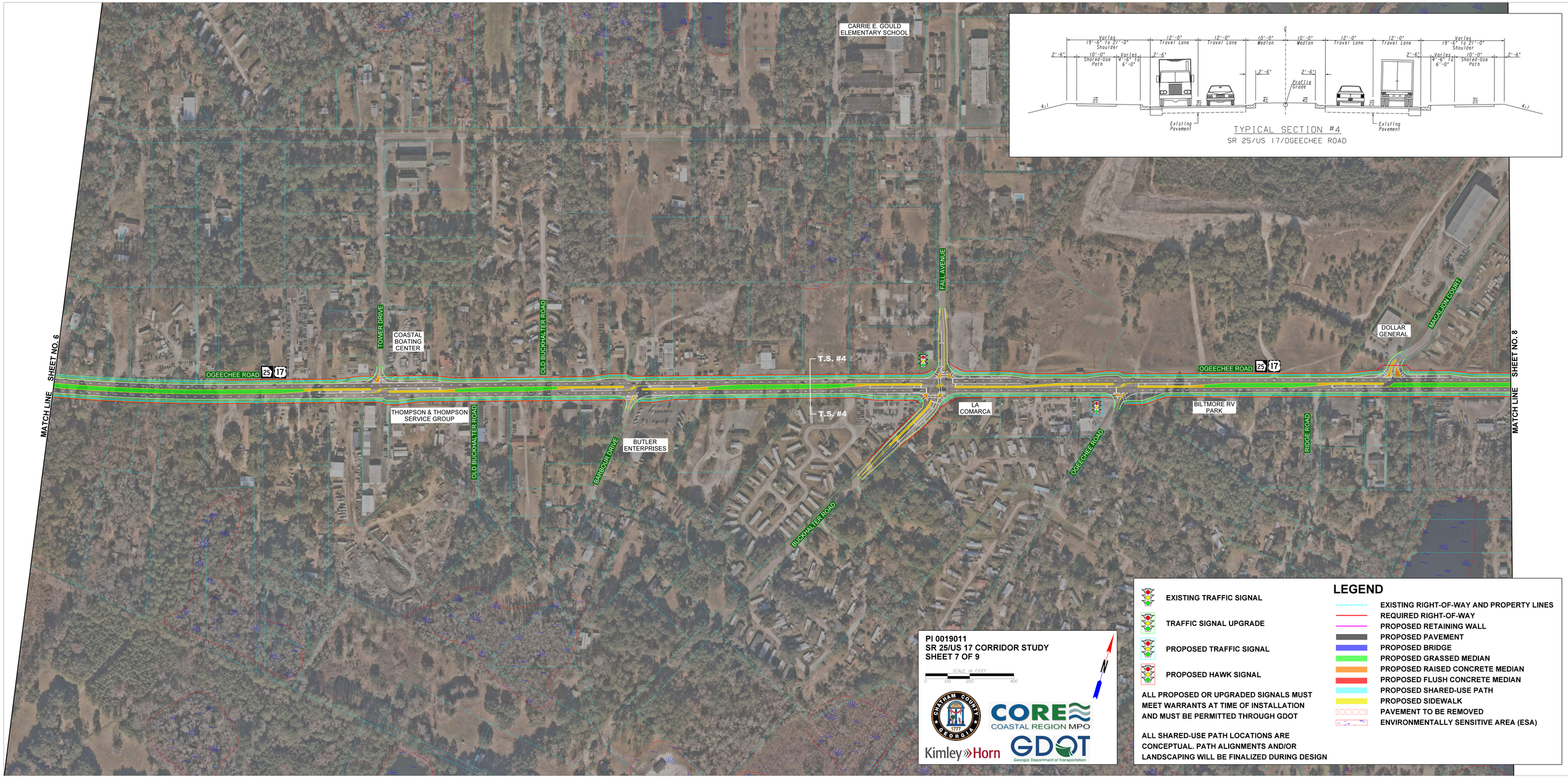
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TYPICAL SECTION #4
SR 25/US 17/OGEECHEE ROAD

PI 0019011
SR 25/US 17 CORRIDOR STUDY
SHEET 7 OF 9

SCALE IN FEET
0 200 400

CHATHAM COUNTY GEORGIA 1777

CORE COASTAL REGION MPO

Kimley»Horn

GDOT Georgia Department of Transportation

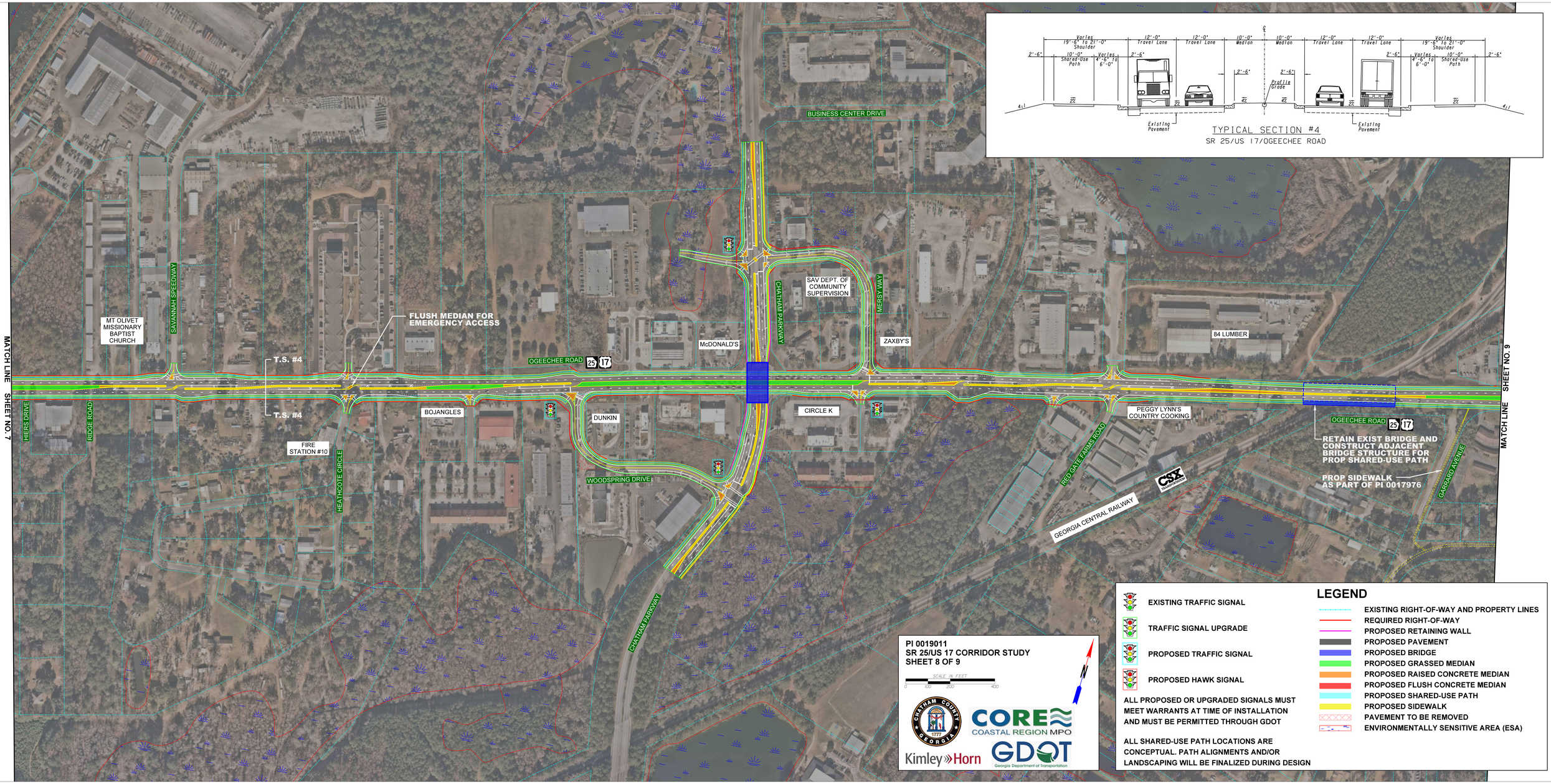
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TYPICAL SECTION #4
SR 25/US 17/OGEECHEE ROAD

PI 0019011
SR 25/US 17 CORRIDOR STUDY
SHEET 8 OF 9

SCALE IN FEET
0 200 400

CHATHAM COUNTY GEORGIA 1777
CORE COASTAL REGION MPO
Kimley»Horn
GDOT Georgia Department of Transportation

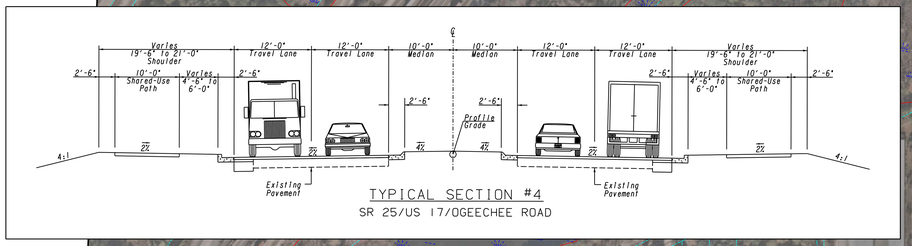
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TYPICAL SECTION #4

SR 25/US 17/OGEECHEE ROAD

MATCH LINE SHEET NO. 8

GEORGIA CENTRAL RAILWAY

CSX TRANSPORTATION

SPRINGFIELD CANAL

BLOSSOM DRIVE

EL CHEAPO

T.S. #4

SAVANNAH GARDEN INN

U-HAUL

BUDGET INN

WESTGATE BOULEVARD

OGEECHEE ROAD 25 17

AMERICAS BEST VALUE INN

BIOLIFE PLASMA SERVICES

PROP SHARED-USE PATH AS PART OF PI 0017976

LANE AVENUE

GAMBLE ROAD

COASTAL PLAZA AT LYNNS PARKWAY

21 516

PLYMOUTH AVENUE

GORVAIR AVENUE

SPRINGFIELD CANAL

OGEECHEE ROAD 80

END STUDY TIE TO IMPROVEMENTS FROM PI 521855

RED AND WHITE FOODS

MILLS B LANE BOULEVARD

MILLS LANE

LIBERTY PARKWAY

PI 0019011
SR 25/US 17 CORRIDOR STUDY
SHEET 9 OF 9

SCALE IN FEET
0 100 200 400

CHATHAM COUNTY GEORGIA 1777

CORE COASTAL REGION MPO

Kimley»Horn

GDOT Georgia Department of Transportation

LEGEND

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APPENDIX F
PUBLIC OUTREACH

ONLINE SURVEY RESPONSES

MEMORANDUM

To: Mr. Allen Blake, P.E – Chatham County

From: Rhodes Hunt, P.E. – Kimley-Horn

CC: Joseph Capello, P.E. – GDOT District 5
Daniel Summers, P.E. – GDOT District 5
Tina Bockhold, P.E. – Chatham County

Date: November 25, 2024

Subject: ***PI 0019011, SR 25/US 17 Corridor Study – Survey No. 1 Comment Responses***

Background

On August 28, 2024, a virtual Community/Neighborhood Meeting was held for the subject study. Although anyone interested in the study was invited to attend, this meeting was intended primarily for leaders of neighborhood associations along the SR 25/US 17 corridor. Representatives from Southbridge, Fords Pointe Apartments & Townhomes, Bradley Pointe South, and Berwick Plantation attended the meeting. Following this meeting, an online survey was launched to solicit feedback on the existing conditions and potential improvements. The comment period began on August 28, 2024 and ended on September 30, 2024, and **137** online survey comments were received. The study team has prepared this memorandum to generally summarize the comments received and also provide responses as included below in blue, italicized text.

Comment Responses

1. Comment to signalize the intersection of SR 25/US 17 at Fords Pointe Circle/Bradley Boulevard and concern regarding safety at the existing intersection.

   In partnership with the Georgia Department of Transportation (GDOT), the study team completed a Traffic Signal Warrant Analysis (TSWA) on August 22, 2024 and considered traffic count data collected by GDOT on April 23, 2024 (i.e., while nearby schools were in session). The TSWA determined that criteria required for installation of a traffic signal at this intersection were not met under existing conditions. However, the TSWA suggested that these criteria would likely be met under projected 2026 conditions. Accordingly, GDOT is considering collecting additional traffic data in early 2025 to further evaluate the potential installation of a signal at this intersection. Future intersection control improvements will consider crash reduction potential and safety enhancements for motorists, pedestrians, and bicyclists.

2. Comment to improve capacity (e.g., additional lanes) and reduce congestion along the corridor, especially at key intersections such as the SR 204/Abercorn Street ramps, Berwick Boulevard, and Chatham Parkway.

   The study team has identified several key bottlenecks along the corridor, and reducing congestion, minimizing crash frequency, and improving capacity and travel time reliability at these locations are key objectives of the study. The study will identifiy and prioritize both short-term (0-5 years) and long-term (5+ years) improvement projects to help accomplish these objectives. While specific recommendations are still in development, short-term capacity or operational improvements will likely be recommended at several intersections including Fords Pointe Circle/Bradley Boulevard; the SR 204/Abercorn Street ramps; Berwick Boulevard; Cottonvale Road; and Chatham Parkway.

3. Concern with the safety or lack of multimodal transportation facilities along SR 25/US 17 including sidewalks, bicycle facilities, and transit accommodations.

   Additional sidewalks and separated shared-use paths will be considered to improve safety and user comfort and to enhance connectivity to existing commercial and recreational destinations. Specific recommendations will consider improvements identified in the Coastal Region Metropolitan Planning Organization's (CORE MPO) Non-Motorized Transportation Plan. As specific recommendations are developed, the study team will coordinate with Chatham Area Transit (CAT) to identify potential pull-off areas along Bus Routes 17 and 25 to help reduce disruptions to through traffic and to provide direct connectivity to these expanded non-motorist facilities. Further, expansions to CAT's SMART microtransit service will also be considered in accordance with recommendations set forth in CAT's Transit Master Plan.

4. Concern regarding future industrial, residential, and commercial growth along the corridor and subsequent increase in traffic.

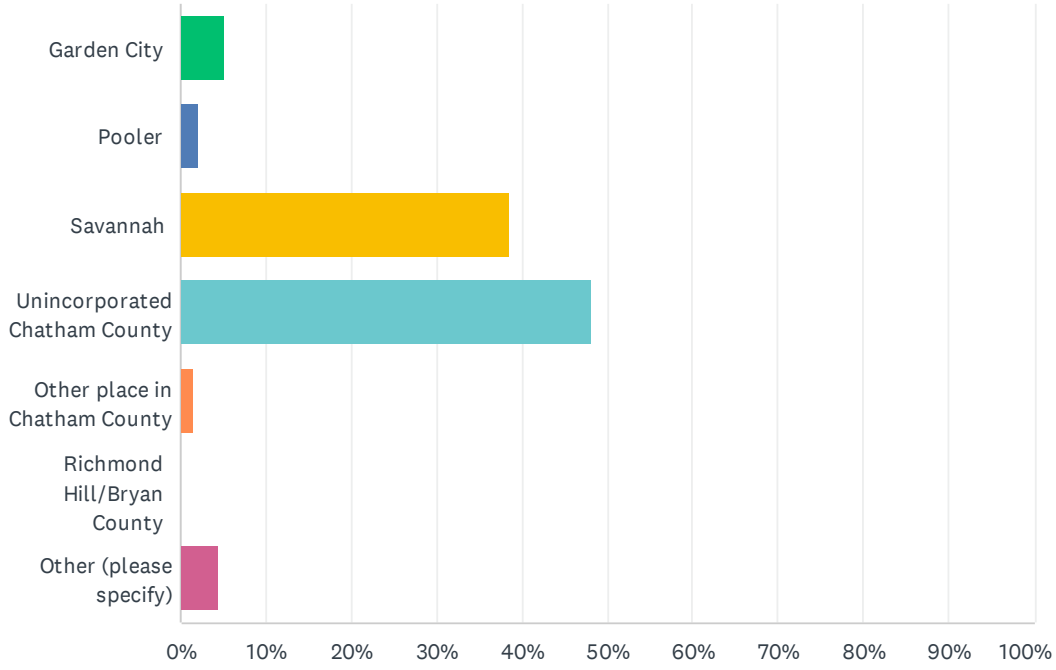
   The study team has coordinated with GDOT, Chatham County, the Chatham County-Savannah Metropolitan Planning Commission, and the Cities of Garden City and Savannah to develop a comprehensive inventory of planned developments and potential land use updates that could influence future growth and traffic characteristics along SR 25/US 17. Further, the study team has included all known developments in preparation of a 2050 Traffic Forecast. Long-term improvements that accommodate this anticipated traffic will be recommended to assist with project programming through the CORE MPO's Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) process.

5. Comment to beautify the corridor and improve roadway and pedestrian lighting.

   In addition to new sidewalks and shared-use paths as described above, the study will likely recommend a raised grassed median in areas where one does not exist, like between SR 307/ Dean Forest Road and the I-516/SR 21 interchange, to provide opportunities for additional landscaping and to help improve safety. Recent crash data suggests that a high frequency of pedestrian-involved crashes occurs during dark conditions, which indicates that improved pedestrian and roadway lighting could be cost-effective safety countermeasures and should be considered as recommended improvements along the corridor.

Q1 Where do you live?

Answered: 137 Skipped: 0

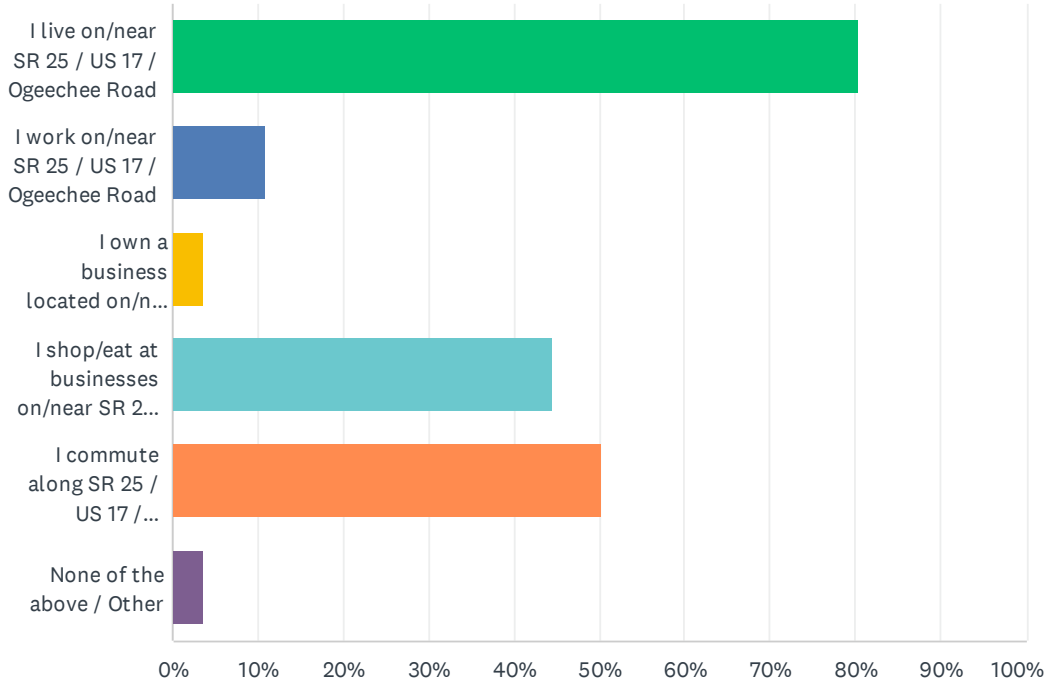


ANSWER CHOICES	RESPONSES	
Garden City	5.11%	7
Pooler	2.19%	3
Savannah	38.69%	53
Unincorporated Chatham County	48.18%	66
Other place in Chatham County	1.46%	2
Richmond Hill/Bryan County	0.00%	0
Other (please specify)	4.38%	6
TOTAL		137

#	OTHER (PLEASE SPECIFY)	DATE
1	Georgetown	9/19/2024 12:58 PM
2	Southbridge	9/13/2024 8:32 AM
3	Southbridge	9/13/2024 12:23 AM
4	Southbridge	9/12/2024 11:57 PM
5	Bradley Point South subdivision...technically Savannah but not in terms of real location.	9/4/2024 8:02 PM
6	Midway/Liberty County	9/3/2024 12:40 PM

Q2 How would you characterize yourself? Check all that apply.

Answered: 137 Skipped: 0

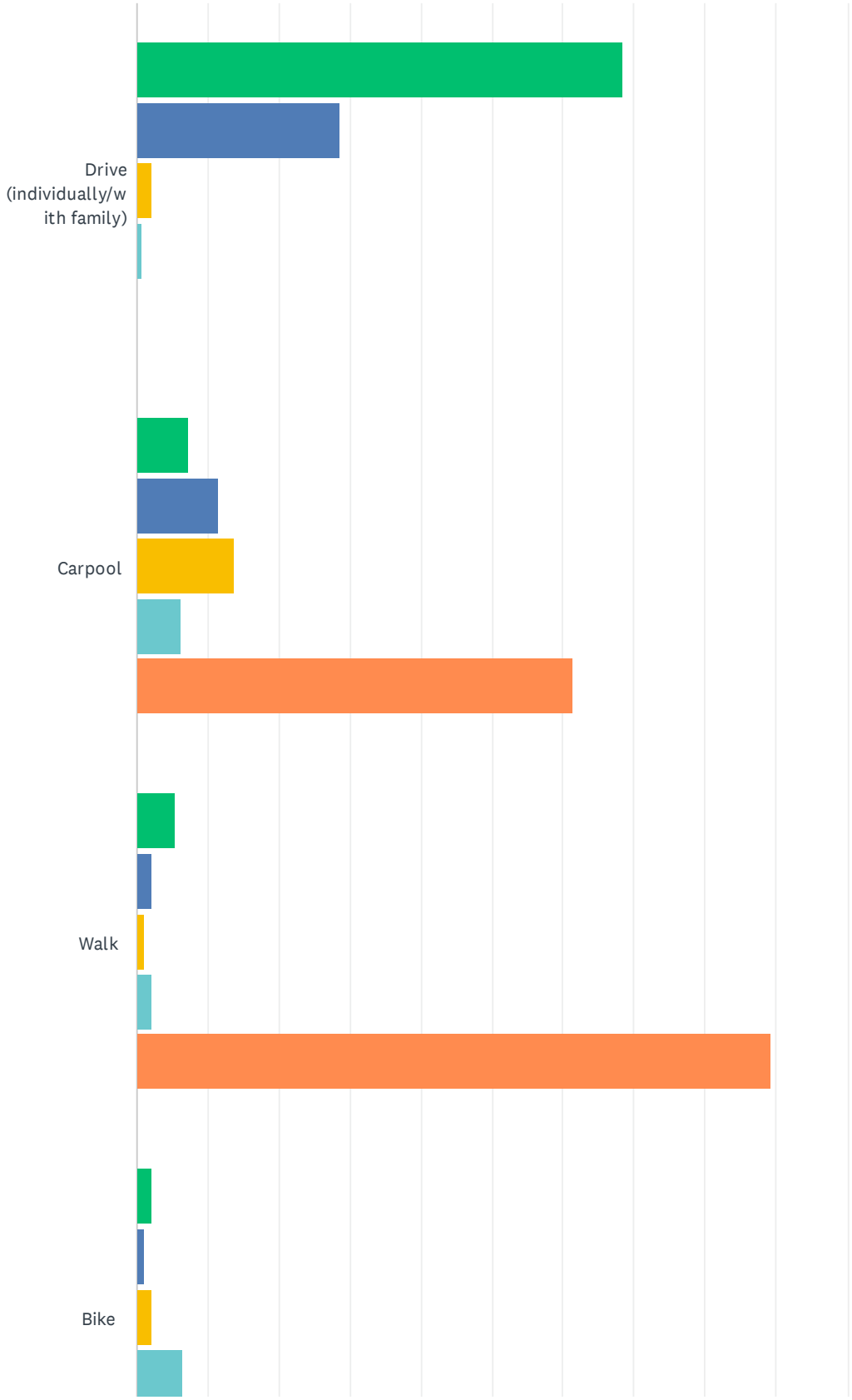


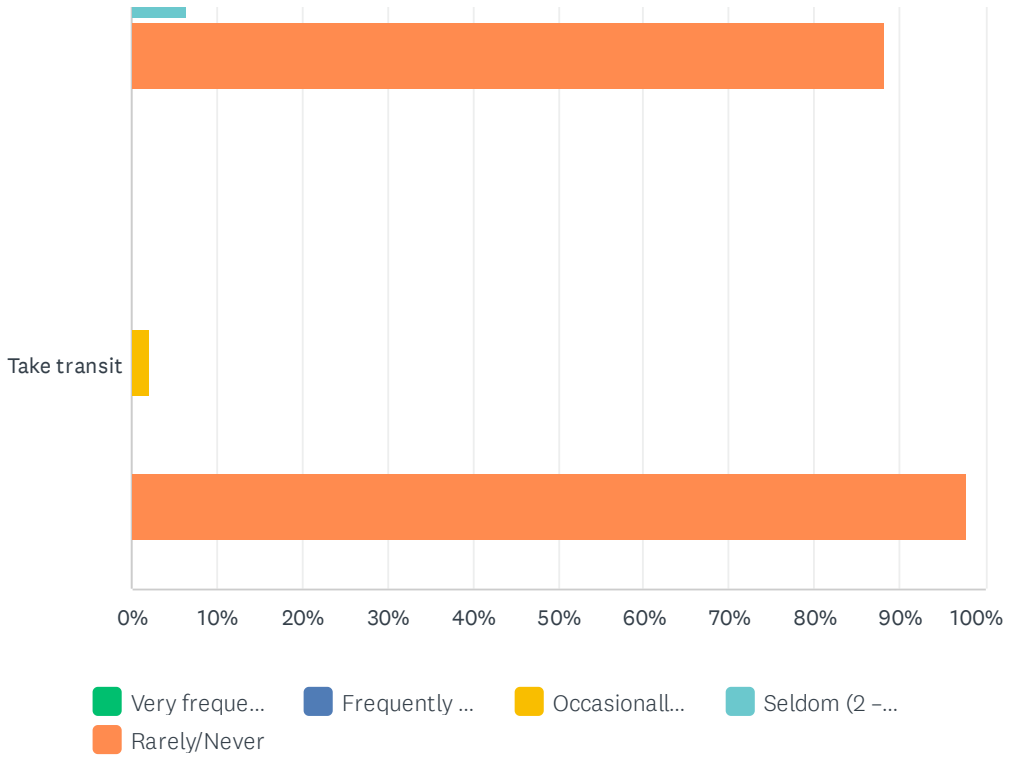
ANSWER CHOICES	RESPONSES	
I live on/near SR 25 / US 17 / Ogeechee Road	80.29%	110
I work on/near SR 25 / US 17 / Ogeechee Road	10.95%	15
I own a business located on/near SR 25 / US 17 / Ogeechee Road	3.65%	5
I shop/eat at businesses on/near SR 25 / US 17 / Ogeechee Road	44.53%	61
I commute along SR 25 / US 17 / Ogeechee Road	50.36%	69
None of the above / Other	3.65%	5
Total Respondents: 137		

#	NONE OF THE ABOVE / OTHER	DATE
1	Garden city	9/23/2024 3:23 PM
2	I live off Dean Forest Rd in Southbridge	9/13/2024 11:53 AM
3	I'm a concerned citizen- there are too many fatalities on this road	9/11/2024 8:42 PM
4	I live on Bradley Blvd.	8/28/2024 8:31 PM
5	I live in Bradley Point South and we're in dire need of a traffic light.	8/28/2024 8:07 PM

Q3 How often do you travel on SR 25 / US 17 / Ogeechee Road?

Answered: 137 Skipped: 0

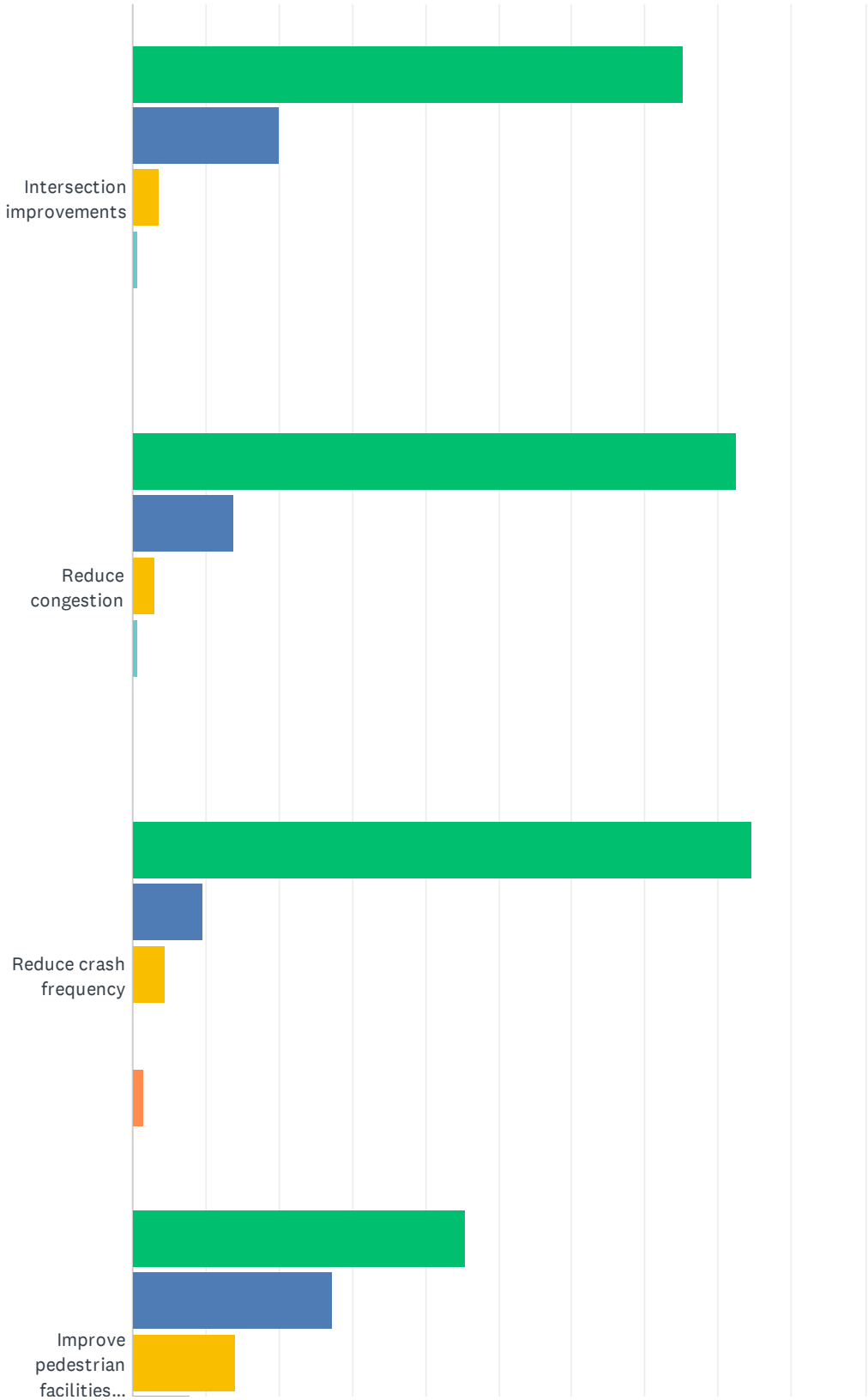


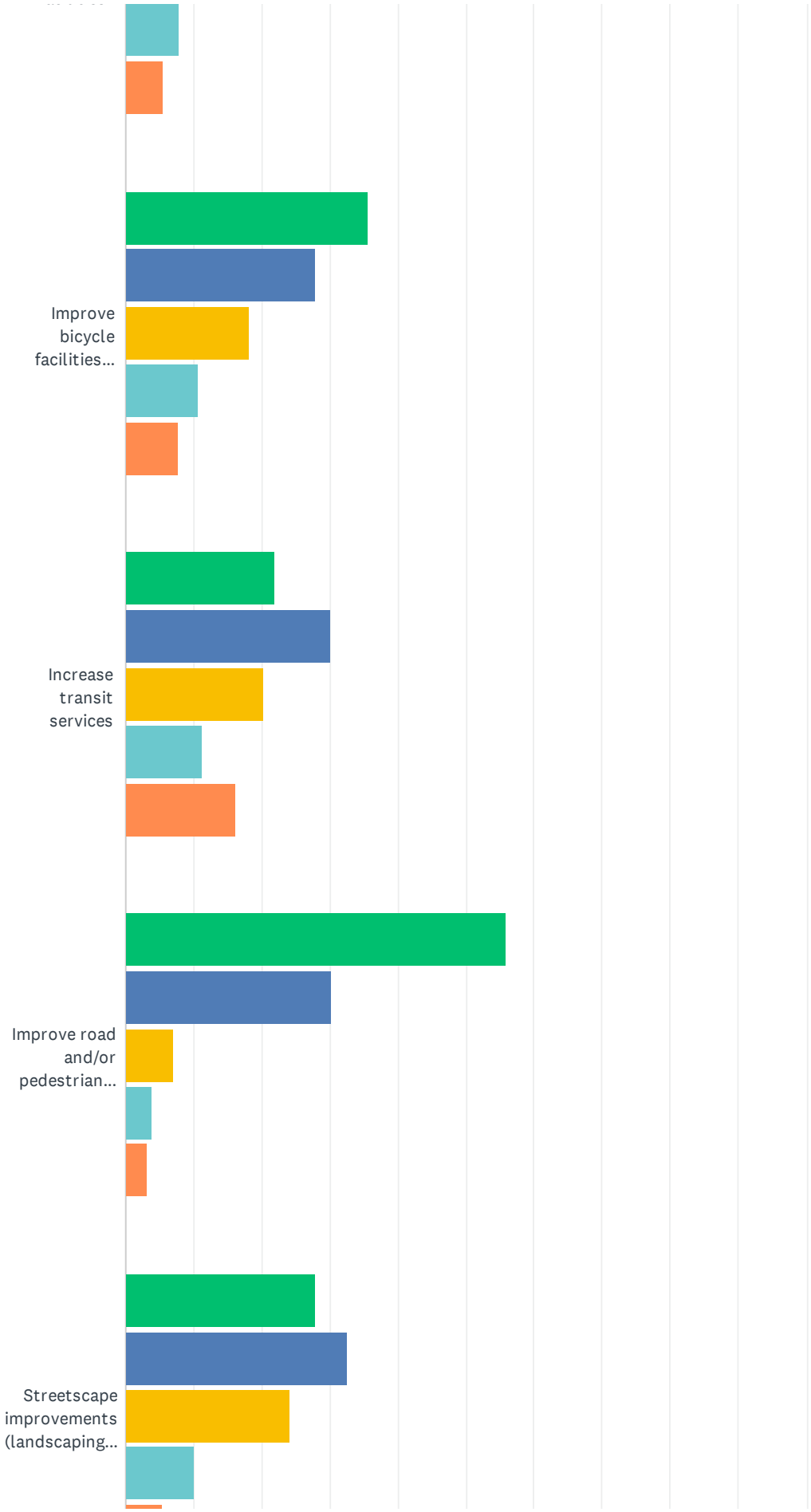


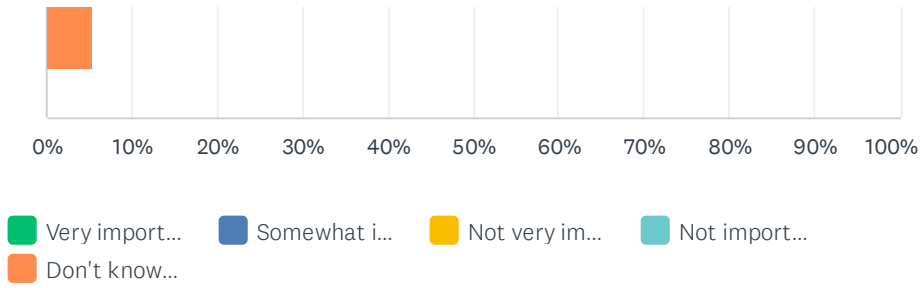
	VERY FREQUENTLY (5+ DAYS/WEEK)	FREQUENTLY (WEEKLY)	OCCASIONALLY (2 – 4 DAYS/MONTH)	SELDOM (2 – 4 TIMES/YEAR)	RARELY/NEVER	TOTAL	WEIGHTE AVERAGE
Drive (individually/with family)	68.38% 93	28.68% 39	2.21% 3	0.74% 1	0.00% 0	136	4.6
Carpool	7.29% 7	11.46% 11	13.54% 13	6.25% 6	61.46% 59	96	1.9
Walk	5.32% 5	2.13% 2	1.06% 1	2.13% 2	89.36% 84	94	1.3
Bike	2.13% 2	1.06% 1	2.13% 2	6.38% 6	88.30% 83	94	1.2
Take transit	0.00% 0	0.00% 0	2.17% 2	0.00% 0	97.83% 90	92	1.0

Q4 How important are each of the following considerations along SR 25 / US 17 / Ogeechee Road?

Answered: 137 Skipped: 0




Improve bicycle facilities...
Increase transit services
Improve road and/or pedestrian...
Streetscape improvements (landscaping...



	VERY IMPORTANT	SOMEWHAT IMPORTANT	NOT VERY IMPORTANT	NOT IMPORTANT AT ALL	DON'T KNOW/NO OPINION	TOTAL	WEIGHTED AVERAGE
Intersection improvements	75.37% 101	20.15% 27	3.73% 5	0.75% 1	0.00% 0	134	4.70
Reduce congestion	82.48% 113	13.87% 19	2.92% 4	0.73% 1	0.00% 0	137	4.78
Reduce crash frequency	84.56% 115	9.56% 13	4.41% 6	0.00% 0	1.47% 2	136	4.76
Improve pedestrian facilities (e.g., install sidewalks, etc.)	45.31% 58	27.34% 35	14.06% 18	7.81% 10	5.47% 7	128	3.99
Improve bicycle facilities (e.g, install dedicated bike facilities or paths)	35.61% 47	28.03% 37	18.18% 24	10.61% 14	7.58% 10	132	3.73
Increase transit services	21.95% 27	30.08% 37	20.33% 25	11.38% 14	16.26% 20	123	3.30
Improve road and/or pedestrian lighting	55.81% 72	30.23% 39	6.98% 9	3.88% 5	3.10% 4	129	4.32
Streetscape improvements (landscaping, etc.)	27.91% 36	32.56% 42	24.03% 31	10.08% 13	5.43% 7	129	3.67

Q5 What is the biggest opportunity for SR 25 / US 17 / Ogeechee Road?

Answered: 118 Skipped: 19

#	RESPONSES	DATE
1	The biggest opportunity for SR 25 / US 17 / Ogeechee Road lies in its potential to address both transportation and economic development needs in the region. With increasing traffic due to population growth and expanding commercial zones, this corridor presents several key opportunities: Enhanced Connectivity: Improving the flow of traffic along SR 25 / US 17 can serve to better connect Savannah's urban core with outlying areas. It can support freight movement, local commuting, and regional access, reducing congestion and improving travel times. Safety Improvements: By enhancing road safety features, such as upgrading intersections, adding pedestrian and bike infrastructure, and improving signage and lighting, the corridor could become safer for all users, including non-motorized forms of transportation. Economic Development: Strategic improvements can stimulate development along the corridor, attracting businesses and investors. The area has the potential to grow commercially, leading to job creation and increased tax revenue. Sustainability Initiatives: With infrastructure upgrades, the corridor could support more sustainable forms of transportation, such as improved transit routes or even electric vehicle charging stations. This would align with wider goals for reducing emissions and promoting environmentally-friendly transit options. Multimodal Integration: There's potential to integrate multiple modes of transport, including bus transit, pedestrian pathways, and cycling lanes, which would help improve accessibility for a wider range of users and reduce traffic dependence on private vehicles. By leveraging these opportunities, SR 25 / US 17 / Ogeechee Road can become a key driver for growth in both transportation and economic development in Savannah and Chatham County.	10/14/2024 3:55 PM
2	Needs to improve travel times/congestion during morning and afternoon.	10/2/2024 11:27 AM
3	Bradley blvd/Ford pointe needs a traffic signal	9/27/2024 9:33 PM
4	A traffic light at Bradley Blvd to get on to SR25/ US17/ Ogeechee Rd.	9/26/2024 5:05 AM
5	Intersection at Bradley Point south and Hwy 17 is a huge safely concern for residents and motorists. It is the only exit for the entire community off Bradley blvd. In the event of an emergency the evacuation, there is no outlet and it will be a shit show.	9/25/2024 6:15 PM
6	Install a light on US 17 at Bradley Blvd	9/25/2024 4:17 PM
7	Connecting Savannah to Richmond Hill via pedestrian/bicycle facilities and increasing transit options.	9/24/2024 12:08 PM
8	Safety	9/23/2024 4:54 PM
9	Improved trafic	9/23/2024 3:23 PM
10	Provide optimal travel experience for locals	9/23/2024 8:51 AM
11	Dedicated bike lanes and adding in sidewalks along the whole way for people to use and increasing public transit	9/20/2024 10:48 AM
12	provides easy access to needed services - food, fuel, necessities	9/19/2024 6:01 PM
13	WIDENING OF SR 25/ US 17/ Ogeechee Road	9/19/2024 12:58 PM
14	Improve traffic flow during rush hours and when other routes have issues which force drivers to use this route.	9/17/2024 11:21 PM
15	Reach Savannah with options to re-route, if needed.	9/17/2024 11:46 AM
16	Widen the road!	9/16/2024 10:25 PM
17	Light for Bradley point south. The traffic surgery was done when school was NOT IN SESSION. this is not representative of what we go through 10 months of the year.	9/16/2024 2:42 PM
18	to make the areas (business and dwellings) more accessible to those with limited	9/16/2024 2:42 PM

	transportation, as well as adding more greenspace to the corridor.	
19	Traffic flow with exits/entrances more accessible.	9/15/2024 3:36 PM
20	Beautification	9/15/2024 3:10 PM
21	Less congestion and safety	9/15/2024 9:07 AM
22	N/a	9/14/2024 7:52 PM
23	The traffic flow is to great for its capacity. The road need at least two more lanes and improvements to turn lanes.	9/14/2024 9:19 AM
24	Improve traffic flow especially during peak hours	9/13/2024 8:59 PM
25	Reduced congestion	9/13/2024 3:39 PM
26	The intersection of 17 and 25 is a very dangerous place to be in the morning or afternoon. This is because so many vehicles driving down 17 either towards Savannah or Brian county run the red light. I think that it would be a great opportunity to put a red light there.	9/13/2024 12:52 PM
27	It's a nice, wide road that takes me from Berwick to I516 easily-time varies with traffic. Ogeechee also continues all the way to 37 St in Savannah which can also be convenient	9/13/2024 12:11 PM
28	IDK	9/13/2024 12:01 PM
29	Elimination of accidents occuring at Berwick Rd and US 17. Eliminate the flop house hotels at US17 and Lynes	9/13/2024 11:53 AM
30	Traffic congestion	9/13/2024 11:45 AM
31	lane addition space	9/13/2024 10:28 AM
32	Less traffic	9/13/2024 9:54 AM
33	Finish I-16. Much of the congestion on US-17 is due to the slow progress of the ongoing widening of I-16 between Dean Forest Rd. and 516.	9/13/2024 9:47 AM
34	Access to Pooler parkway	9/13/2024 9:28 AM
35	improve congestion	9/13/2024 9:19 AM
36	Reduce congeation	9/13/2024 9:14 AM
37	to reduce traffic or divert traffic from our area	9/13/2024 9:03 AM
38	Waiting for I-16 to be finished before blocking another parallel route.	9/13/2024 9:00 AM
39	Handle traffic overflow from I-16. It is beyond short sighted to have both east-west arteries impassable at the same time!! It is disastrous!!	9/13/2024 8:58 AM
40	Improve intersections capacity as this is exceeded most of the time during peak times	9/13/2024 8:54 AM
41	Make the traffic smooth and congestion free.	9/13/2024 8:33 AM
42	Organize access points	9/13/2024 8:32 AM
43	The biggest opportunity is to widen the road for the massive drivers on the road.	9/13/2024 8:30 AM
44	Widening	9/13/2024 8:29 AM
45	increase number of lanes	9/13/2024 8:26 AM
46	Industrial growth and the increase in truck traffic.	9/13/2024 8:01 AM
47	Extra lanes	9/13/2024 7:58 AM
48	Truck flow to ports	9/13/2024 7:53 AM
49	Improve bike lanse and public transit	9/13/2024 7:49 AM
50	Widening	9/13/2024 7:48 AM
51	Eliminate ALL "U turn" lanes	9/13/2024 7:45 AM

52	Reduce congestion	9/13/2024 7:34 AM
53	safety	9/13/2024 7:32 AM
54	Reduce congestion	9/13/2024 7:23 AM
55	Berwick intersection safety	9/13/2024 7:19 AM
56	Too many new apartments/new construction going in which will make this road worse! It's a nightmare now.	9/13/2024 7:08 AM
57	Increase flow of traffic. Shorten traffic light for 17.	9/13/2024 7:00 AM
58	Increase speed limit and reduce congestion at 17 & Chatham parkway.	9/13/2024 6:51 AM
59	Bicycle path	9/13/2024 6:37 AM
60	Traffic reduction	9/13/2024 6:36 AM
61	N/a	9/13/2024 5:01 AM
62	Alternative to i16	9/13/2024 4:38 AM
63	Nothing	9/13/2024 3:11 AM
64	More consistent flow	9/13/2024 12:23 AM
65	Reduce congestion	9/12/2024 11:57 PM
66	More development	9/12/2024 11:35 PM
67	More sit-down restaurants and shops	9/12/2024 9:59 PM
68	Provide a safe route for the heavy traffic for vehicles, pedestrians and cyclists.	9/12/2024 9:55 PM
69	Improve flow of traffic at Chatham Parkway	9/12/2024 9:34 PM
70	Traffic congestion	9/12/2024 8:46 PM
71	Chatham Parkway intersection	9/12/2024 8:26 PM
72	Utilizing creative solutions for commuters: vanpools. Allowing local traffuxc	9/11/2024 8:42 PM
73	To be a safe, reliable route to use for travel to work, shopping or other transit needs.	9/6/2024 3:13 PM
74	The opportunity to create a roundabout to better manage traffic.	9/4/2024 8:02 PM
75	I'm not really sure what this question entails.	9/3/2024 2:55 PM
76	Adding sidewalks along as much of the road as possible	9/3/2024 12:40 PM
77	Planning for growth	9/2/2024 9:49 AM
78	Less traffic congestion	9/1/2024 4:47 PM
79	to upgrade the speed limit to make travel times faster	8/29/2024 10:16 PM
80	decrease congestion	8/29/2024 9:28 PM
81	Sidewalks	8/29/2024 8:21 PM
82	Lights for crossing the intersection. During busy times it is dangerous trying to turn left.	8/29/2024 4:47 PM
83	One of my biggest concerns is the unsafe bicycle and pedestrian infrastructure. There is a painted bicycle lane, but it is rarely respected by drivers because it lacks protection and is often overlapped by car turning lanes. Additionally, there is not sufficient pedestrian infrastructure. As a result it has become an uncomfortable place to be outside of a car and thus is not often utilized by anyone other than drivers. Making this route more accessible to those outside a car would reduce congestion, since not everyone will feel compelled to use a car, and additionally make it safer. This will also benefit businesses along the route who may rely on walk-in customers. Please consider converting some of the space to be protected infrastructure.	8/29/2024 4:33 PM
84	Anything that stops people from jaywalking across at night wearing all black.	8/29/2024 4:27 PM

85	We need a light at Bradley point intersection and a second exit out of the community	8/29/2024 3:46 PM
86	Traffic signal timing for left hand turns	8/29/2024 3:32 PM
87	Making the area more pedestrian and transit friendly. There are a lot of apartments and housing going in. The ability for people to safely get to work without having to rely on a car is extremely valuable	8/29/2024 2:45 PM
88	Safe turn signals and/or lanes in and out of retails along the road , especially not allowing left turns across US17	8/29/2024 1:41 PM
89	Traffic light at Bradley Blvd and Ogeechee Rd	8/29/2024 1:36 PM
90	Bradley Point Exit Needs a Traffic Light.	8/29/2024 11:37 AM
91	Improving and prioritizing pedestrians' and cyclists' safety and infrastructure.	8/29/2024 10:51 AM
92	Reduce traffic and make the 17/Berwick area safer. Install cameras to send tickets to those running lights. That will reduce the wrecks.	8/29/2024 10:15 AM
93	Getting a light at the intersection of Bradley Blvd/US 17. Traffic is always backed up over there	8/29/2024 9:45 AM
94	Ant get out or in Bradley point where I live, need a light at Bradley. And the traffic during school morning is horrible	8/29/2024 8:39 AM
95	Traffic light at intersection of Bradley Blvd & rt 17	8/29/2024 7:39 AM
96	A light the intersection near bradley point with added sidewalks!!	8/29/2024 3:57 AM
97	A traffic light at the intersection of SR25/US17/Ogeechee Road and Bradley Blvd would make it safer for cars coming out of the side streets, as well as pedestrian traffic to the gas station.	8/28/2024 11:10 PM
98	Traffic light at us 17 and Bradley Blvd	8/28/2024 10:29 PM
99	GET A STREET LIGHT FOR US!!	8/28/2024 9:49 PM
100	Better roads	8/28/2024 9:34 PM
101	Traffic light at Bradley blvd	8/28/2024 9:07 PM
102	Businesses along 17 get a lot of traffic and have high volumes of customers.	8/28/2024 8:44 PM
103	Light at Bradley Blvd or extend Canebrake to meet Bradley Blvd.	8/28/2024 8:32 PM
104	We need a traffic light at the Bradley Blvd intersection!!! This is a very congested and unsafe intersection at many times of the day.	8/28/2024 8:31 PM
105	Traffic light at SR 25/US 18/ OGEECHEE ROAD AND BRADLEY BLVD	8/28/2024 8:07 PM
106	Traffic lights on us17 and Bradley Blvd	8/28/2024 8:05 PM
107	There needs to be a traffic light at US 17 and Bradley Blvd, and an alternative exit/entry point for Bradley Point South	8/28/2024 8:01 PM
108	Traffic light at entrance of Bradley Point South	8/28/2024 7:50 PM
109	Development, Empty property and high traffic = opportunity	8/28/2024 7:50 PM
110	Red Light at Bradley Blvd	8/28/2024 7:49 PM
111	Red light or round about at Bradley Blvd on to us 17	8/28/2024 7:14 PM
112	Traffic light at the Bradley Blvd/US17 intersection!	8/28/2024 7:00 PM
113	Traffic light for Bradley Blvd. No one from Richmond Hill is going the speed limit. We have to throw ourselves out into traffic every day to go to work and it gets backed up so far I have to leave 30 min early.	8/28/2024 6:40 PM
114	Traffic light or roundabout for Bradley point	8/28/2024 6:27 PM
115	It needs a light. We have too many crashes trying to leave our neighborhood it is DANGEROUS	8/28/2024 6:20 PM

116	Traffic light needed at Bradley Blvd	8/28/2024 6:15 PM
117	Intersection improvements at Chatham parkway, 204. Speed concerns and a light at Bradley Blvd.	8/28/2024 5:14 PM
118	Crash prevention through traffic control systems	8/28/2024 4:51 PM

Q6 What is the biggest challenge for SR 25 / US 17 / Ogeechee Road?

Answered: 120 Skipped: 17

#	RESPONSES	DATE
1	The biggest challenge for SR 25 / US 17 / Ogeechee Road is balancing the demands of growth with the need for infrastructure improvements. Several specific challenges contribute to this: Traffic Congestion: As Savannah and Chatham County continue to grow, traffic volumes on SR 25 / US 17 are increasing. The existing infrastructure struggles to accommodate the rising number of vehicles, especially during peak hours, leading to congestion and delays. Managing this congestion while keeping the road operational during construction and improvements is a key challenge. Safety Concerns: SR 25 / US 17 has been identified as an area with a high number of traffic accidents, partly due to its outdated infrastructure and heavy use by both commercial trucks and passenger vehicles. Implementing safety measures, such as improved intersections, turn lanes, and better lighting, while minimizing disruptions to traffic, is a significant obstacle. Funding for Upgrades: Securing adequate funding for large-scale infrastructure projects can be difficult. The cost of upgrading a major corridor like SR 25 / US 17 to meet the demands of modern transportation is significant, and local, state, and federal resources are often limited. Environmental and Land Use Concerns: The corridor passes through areas with environmental sensitivity, such as wetlands and flood zones, which complicate expansion and development. Addressing these environmental issues, complying with regulations, and minimizing the impact on surrounding communities and ecosystems can slow down the project timeline and increase costs. Balancing Growth with Community Impact: The road serves a variety of residential, commercial, and industrial areas. Expanding or upgrading the corridor could lead to disruptions for local businesses and neighborhoods. Balancing the need for modernization with the interests of residents and minimizing displacement or disruption will be a complex and politically sensitive task. Addressing these challenges will require careful planning, community engagement, and strategic investments in order to make SR 25 / US 17 / Ogeechee Road safer, more efficient, and better able to support the region's growth.	10/14/2024 3:55 PM
2	Congestion at morning and afternoon.	10/2/2024 11:27 AM
3	Rush hour congestion	9/27/2024 9:33 PM
4	Trying to turn left across several lanes of traffic safely.	9/26/2024 5:05 AM
5	Traffic	9/25/2024 9:22 PM
6	See previous question	9/25/2024 6:15 PM
7	Coming out of Bradley Point between 7am-9am and 4pm-6pm	9/25/2024 4:17 PM
8	Changing mindsets about what that road is for.	9/24/2024 12:08 PM
9	Traffic	9/23/2024 4:54 PM
10	Traffic	9/23/2024 3:23 PM
11	Mix use areas delays smooth travel.	9/23/2024 8:51 AM
12	It's really one of the ugliest roads in the area and there is so much that could be improved visually. The main challenge will be increased road use with continued growth in Savannah.	9/20/2024 10:48 AM
13	too many cars, too long lights, school zones	9/19/2024 6:01 PM
14	TRAFFIC	9/19/2024 12:58 PM
15	The addition of safe access for walkers and bicyclists.	9/17/2024 11:21 PM
16	Speed limit.	9/17/2024 11:46 AM
17	Traffic congestion	9/16/2024 10:25 PM
18	The turn onto Abercorn from Ogeechee.	9/16/2024 2:42 PM

19	The estimated income of residents in the area is likely low; consequently, the anticipated revenue generated from the proposed improvements will also be modest, at best.	9/16/2024 2:42 PM
20	Traffic & truck volume	9/15/2024 3:36 PM
21	Beautification	9/15/2024 3:10 PM
22	Overall population growth and drivers run through caution and Ted lights	9/15/2024 9:07 AM
23	Trucks	9/14/2024 7:52 PM
24	Traffic flow	9/14/2024 9:19 AM
25	Amount of traffic	9/14/2024 9:05 AM
26	Traffic	9/13/2024 3:39 PM
27	Red light cameras	9/13/2024 12:52 PM
28	Slow commercial vehicles & other slow vehicles that aren't sure where they are goingoingthat cause congestion	9/13/2024 12:11 PM
29	IDK	9/13/2024 12:01 PM
30	Increased congestion between Sav'h and Richmond Hill; eye sore hotels at US17 and Lynes Parkway	9/13/2024 11:53 AM
31	Traffic congestion	9/13/2024 11:45 AM
32	congestion / bus pull off lane	9/13/2024 10:28 AM
33	traffic and slower traffic in left lane	9/13/2024 9:54 AM
34	Same as above	9/13/2024 9:47 AM
35	Congestion	9/13/2024 9:44 AM
36	Too many housing development	9/13/2024 9:28 AM
37	modernize	9/13/2024 9:19 AM
38	Increased industrial development bringing more traffic	9/13/2024 9:14 AM
39	AM and Afternoon it would be Sweetwater Station traffic light. That backs traffic up in our area more than anything.	9/13/2024 9:03 AM
40	Waiting for right time to work on .	9/13/2024 9:00 AM
41	Handling I-16 overflow traffic	9/13/2024 8:58 AM
42	Many new houses along 17 especially berwick blvd towards Savannah. Do not be tempted to install more lights; it is bad enough as it is. Improve the existing intersections in both capacity and flow. Consider large European style roundabouts where there is limited traffic inflow from side roads instead of traffic lights.	9/13/2024 8:54 AM
43	Too many vehicles routed to one road.	9/13/2024 8:33 AM
44	Chronically disadvantaged area the has been ignored	9/13/2024 8:32 AM
45	The biggest challenges is a lot of cars on the road, bad drivers which results in accidents.	9/13/2024 8:30 AM
46	Traffic	9/13/2024 8:29 AM
47	traffic lights causing congestion	9/13/2024 8:26 AM
48	Keeping up with the growth.	9/13/2024 8:01 AM
49	Community growth	9/13/2024 7:58 AM
50	Truck flow to ports	9/13/2024 7:53 AM
51	See above	9/13/2024 7:49 AM
52	Congestion/pedestrian traffic	9/13/2024 7:48 AM

53	Vehicles running red lights.	9/13/2024 7:45 AM
54	Widening the road	9/13/2024 7:34 AM
55	traffic	9/13/2024 7:32 AM
56	Rush hour traffic	9/13/2024 7:23 AM
57	Completing a project on time. We all know road construction will screw it up more & for a long time!	9/13/2024 7:08 AM
58	Traffic movement. Patrol increase!	9/13/2024 7:00 AM
59	Traffic congestion	9/13/2024 6:51 AM
60	Traffic is going to get much worse with all of the apartments that are being built in the Berwick area.	9/13/2024 6:38 AM
61	Number of vehicles during pm commute.	9/13/2024 6:37 AM
62	Population increase	9/13/2024 6:36 AM
63	Construction	9/13/2024 5:01 AM
64	Congestion and accidents in too many areas	9/13/2024 4:47 AM
65	Population increase	9/13/2024 4:38 AM
66	I don’t see any.	9/13/2024 3:11 AM
67	Very busy at certain times	9/13/2024 12:23 AM
68	Chatham Pkwy intersection	9/12/2024 11:57 PM
69	Traffic	9/12/2024 11:35 PM
70	Landscaping and trash pickup.	9/12/2024 9:59 PM
71	Road widening to provide sidewalks and SAFE bike paths.	9/12/2024 9:55 PM
72	Need Veterans Pkwy to extend to Richmond Hill	9/12/2024 9:34 PM
73	Population management and travel	9/12/2024 8:46 PM
74	traffic	9/12/2024 8:26 PM
75	Creating a safe environment for pedestrians and cyclists	9/11/2024 8:42 PM
76	Road design doesn't seem to be adequate to accommodate large traffic volumes at peak times of the day.	9/6/2024 3:13 PM
77	Fear for life when trying to make a left turn out of the BPS subdivision	9/4/2024 8:02 PM
78	I love to cycle, since moving here, Ive not really found any safe space for cycling outside of the Tide to Town trail. Designated bike/walking trails outside of the main road would allow for safer pedestrian movement.	9/3/2024 2:55 PM
79	Recently, the chance of area flooding making the road inaccessible. It's going to happen again eventually, it would be a good idea to prepare for that now to prevent major damage to the road and buildings close by.	9/3/2024 12:40 PM
80	Speed	9/2/2024 9:49 AM
81	Traffic in the morning and afternoon	9/1/2024 4:47 PM
82	slow drivers	8/29/2024 10:16 PM
83	increase vehicle safety	8/29/2024 9:28 PM
84	Pedestrians without sidewalks	8/29/2024 8:21 PM
85	Lots of congestion which causes more congestion on the roads turning onto 17 (I.e. Entrance to Bradley Point South community)	8/29/2024 4:47 PM
86	All of the homeless people, sex workers, and people (4-5 to a room) living in the motels without	8/29/2024 4:27 PM

	transportation as well as you can't do any construction on 17 until 16/95 is done because people use it to avoid accidents.	
87	Cannot get out of Bradley Point Safely into 17	8/29/2024 3:46 PM
88	No where to expand highway	8/29/2024 3:32 PM
89	The lack of pedestrian friendly access. People could easily be hit due to lack of access	8/29/2024 2:45 PM
90	Significally increased traffic without alternative routes	8/29/2024 1:41 PM
91	Increased traffic and 700 home residential neighborhood about to be built in Richmond Hill, which will further increase traffic, congestion, and accidents	8/29/2024 1:36 PM
92	Exiting from Bradley Point to Richmond Hill	8/29/2024 11:37 AM
93	The deadly mix of high speeds in complex environments. Avoiding compromising on safety in order to maintain high travel speeds.	8/29/2024 10:51 AM
94	The heavy truck traffic. They are a huge problem.	8/29/2024 10:15 AM
95	Trying to turn left out of Bradley Blvd onto US 17	8/29/2024 9:45 AM
96	Getting out of Bradley point during high morning traffic hours	8/29/2024 3:57 AM
97	Morning congestion and high rates of speed coming from Richmond Hill make unsafe driving, walking and biking conditions for those coming off side streets onto the main road.	8/28/2024 11:10 PM
98	Accidental occurrences at us 17 and Bradley Blvd	8/28/2024 10:29 PM
99	Not having a street light on Ogeechee/Bradley Point/Fords Point	8/28/2024 9:49 PM
100	Not enough traffic lights. Bradley Blvd needs one	8/28/2024 9:34 PM
101	No traffic light on Bradley blvd	8/28/2024 9:07 PM
102	Congestion and getting onto 17 from neighborhoods with no stop-lights (such as bradley point south) during peak rush out. Often, the confusion and congestion leads to crashes.	8/28/2024 8:44 PM
103	Drivers who will never abide by traffic safety & law	8/28/2024 8:32 PM
104	Increased traffic to and from Richmond Hill during rush hours. It is extremely unsafe at Bradley Blvd	8/28/2024 8:31 PM
105	Traffic congestion and getting put safely. Reducing crashes	8/28/2024 8:07 PM
106	Morning and evening congestion	8/28/2024 8:05 PM
107	See answer to 5.	8/28/2024 8:01 PM
108	Getting into and out of Bradley Point south due to extreme traffic on Hwy 17	8/28/2024 7:50 PM
109	Richmond hill only has 2 ways North and 17 is susceptable to flooding creating a huge surge in traffic on 95.	8/28/2024 7:50 PM
110	Traffic leaving Bradley Point in the AM	8/28/2024 7:49 PM
111	Need a traffic signal at the entrance of the Bradley Point neighborhood.	8/28/2024 7:48 PM
112	Crashes due to no red light or round about. Cars have difficulty turning left out of bradley blvd on to us 17.	8/28/2024 7:14 PM
113	Exiting the sun division onto US17 with the speeding Bryan county traffic	8/28/2024 7:00 PM
114	Congestion and unable to get out of Bradley blvd.	8/28/2024 6:40 PM
115	Too much congestion, dangerous intersection, homelessness	8/28/2024 6:27 PM
116	You can’t cross it or Pull out onto the road without almost being hit	8/28/2024 6:20 PM
117	Not having a traffic light at Bradley Blvd	8/28/2024 6:15 PM
118	Getting out of Bradley Blvd safely.	8/28/2024 6:00 PM
119	Traffic off of veterans parkway at Chatham and at 204, lots of backups at both those	8/28/2024 5:14 PM

	intersections (though one is more indirect for 17)	
120	Funding	8/28/2024 4:51 PM

Q7 Additional comments:

Answered: 58 Skipped: 79

#	RESPONSES	DATE
1	Additional comments for SR 25 / US 17 / Ogeechee Road project: Long-Term Planning: It is crucial to consider the future growth and development patterns of the Savannah area when planning improvements to SR 25 / US 17. Any upgrades should accommodate projected increases in traffic volume and economic activity for the next 20-30 years, ensuring the road remains functional and efficient over time. Multi-Modal Transportation: Opportunities to enhance pedestrian, bicycle, and public transit infrastructure along the corridor should be explored to reduce traffic congestion and promote more sustainable transportation options. Implementing complete streets concepts can improve safety and accessibility for all users, including those who don't rely on cars. Community Engagement: Active and ongoing communication with local residents and businesses will be essential throughout the project. Gathering feedback early and maintaining transparency about the project's progress will help mitigate concerns and ensure that the improvements meet the needs of the broader community. Collaboration with Stakeholders: Working closely with state and federal agencies, environmental groups, and commercial stakeholders will be key to overcoming challenges. Leveraging partnerships and aligning objectives across sectors can help in securing funding, reducing environmental impact, and expediting project timelines. Economic Impact: The road is an important commercial corridor, and its improvement will likely enhance economic growth in the region. Highlighting the potential economic benefits—such as improved access to business areas and increased property values—can help generate broader support for the project. Phased Implementation: Given the scale of the necessary improvements, a phased approach may help manage costs and minimize disruptions to traffic. Prioritizing high-impact areas and implementing the project in stages could provide immediate relief to key bottlenecks while allowing for future expansion. Addressing these areas thoughtfully will help ensure that the SR 25 / US 17 / Ogeechee Road project meets its objectives of improved safety, reduced congestion, and enhanced community connectivity.	10/14/2024 3:55 PM
2	stoplight at Sweetwater station seems to be the problem.	10/2/2024 11:27 AM
3	It is very difficult to get out of our subdivision because of the northbound traffic, there is nothing to encourage drivers to move over or let us out. And even more importantly, as we saw with the flood in August, Bradley Pointe needs an additional exit place, we only have 1 road in and out which put a lot of folks in danger.	9/27/2024 9:33 PM
4	N/A	9/26/2024 5:05 AM
5	The city is allowing too much development and no concession for improving infrastructure such as roadways and drainage.	9/25/2024 6:15 PM
6	This corridor follows the East Coast Greenway route and serves as a major connection point.	9/24/2024 12:08 PM
7	None	9/23/2024 3:23 PM
8	n/a	9/23/2024 8:51 AM
9	I've rarely seen a corridor more in need of a beautification project; it's really a hideous road.	9/20/2024 10:48 AM
10	if I leave home at 6 am in Southbridge, I can travel from Dean Forrest to Victory Drive in 15-18 minutes via Ogeechee Rd. If I leave home at 6:15, I make it to Victory in 30+ minutes. School busses + increasing traffic volume combine to increase the time	9/19/2024 6:01 PM
11	None	9/17/2024 11:46 AM
12	Please widen the road	9/16/2024 10:25 PM
13	N/a	9/14/2024 7:52 PM
14	None	9/13/2024 3:39 PM
15	School speed zone camera	9/13/2024 12:52 PM

16	Many small businesses on Hwy 17 each one with a driveway, businesses don't always have well positioned signs causing traffic to slow if someone is looking far a particular business	9/13/2024 12:11 PM
17	N/A	9/13/2024 12:01 PM
18	NA	9/13/2024 11:45 AM
19	would help if transit bus had a pull off space out of traffic.	9/13/2024 10:28 AM
20	Peak 5 pm traffic is very dangerous with pedestrians present	9/13/2024 9:14 AM
21	add another lane, make an offramp to I-95 from QUACCO to reduce some traffic in our area and widen quacco to ease some congestion.	9/13/2024 9:03 AM
22	Please do something quickly about the right hand turn from Abercorn/204 onto US17 Northbound. If you are driving a car, the view is blocked by larger vehicles in the other lanes and it is very difficult to see speeding traffic coming from left. You have to pull out in the traffic lanes in order to see if the lanes are clear. At the same time there are drivers behind you aggressively trying to get around and causing accidents.	9/13/2024 8:33 AM
23	We are becoming Alpharetta.	9/13/2024 8:01 AM
24	Turn lanes are often inadequate to handle vehicles turning at intersections i.e. turn lane from 17 to Berwick Blvd.	9/13/2024 7:45 AM
25	Why is it the roads are always consider last rather than first when planning building development?	9/13/2024 7:08 AM
26	None	9/13/2024 6:51 AM
27	Savannah is challenged with a limited number of major roadways. The construction of the 95/16 interchange has put a lot of pressure on Hwy 17. Hopefully that will subside once the project is done.	9/13/2024 6:37 AM
28	N/a	9/13/2024 5:01 AM
29	None	9/12/2024 11:35 PM
30	Need to become 3 lanes in both direction, provide sidewalks and biking paths.	9/12/2024 9:55 PM
31	Safety should always be in the minds of traffic engineers.	9/11/2024 8:42 PM
32	Coordination of traffic signals will be critical, especially if the number of signals increases!	9/6/2024 3:13 PM
33	Traffic has gotten so bad that even if BPS residents opt to turn right out of the subdivision and make a U-turn down the road to go to Richmond Hill, that U-turn lane is becoming increasingly dangerous.	9/4/2024 8:02 PM
34	I've seen multiple accidents, some critical at the Bradley Pointe intersection.	9/3/2024 2:55 PM
35	I know this road travels through multiple counties, but it would be great to have more public transportation options. There are currently no sidewalks along the portion of the road I live off of, and zero public transportation. I do own a car, so I can get around fairly easily, but it would be wonderful to be able to safely walk or take a bus when I want to.	9/3/2024 12:40 PM
36	None	9/1/2024 4:47 PM
37	sr25/us17 needs to become an expressway	8/29/2024 10:16 PM
38	This road needs to be improved to allow for improved transit outside of I-95. Adding seldom used bike lanes will only hinder traffic flow and increase congestion with reduce speed limits. Some consideration should be made to divide pedestrian sidewalks, and if bike lanes are added, again they should be hard divided from the vehicle travel lanes so as not to impede or otherwise hinder the flow of traffic.	8/29/2024 9:28 PM
39	There are many people without cars walking to and from stores and bus stops after dark in dark clothing, poor lighting and no sidewalks leading to getting hit by cars who don't see them on the edge of the road	8/29/2024 8:21 PM
40	One of my biggest concerns is the unsafe bicycle and pedestrian infrastructure. There is a painted bicycle lane, but it is rarely respected by drivers because it lacks protection and is often overlapped by car turning lanes. Additionally, there is not sufficient pedestrian	8/29/2024 4:33 PM

	infrastructure. As a result it has become an uncomfortable place to be outside of a car and thus is not often utilized by anyone other than drivers. Making this route more accessible to those outside a car would reduce congestion, since not everyone will feel compelled to use a car, and additionally make it safer. This will also benefit businesses along the route who may rely on walk-in customers. Please consider converting some of the space to be protected infrastructure.	
41	17 is dangerous, plain and simple. It's dangerous because it's not well lit, but it's also dangerous because people will walk or run across the middle of the road trusting traffic will stop. It's dangerous because people pulling out onto 17 even from 4 way intersections will pull out right in front of traffic that is going 55mph believing it is oncoming traffic's job to stop or slowdown. Georgians are horrible, entitled drivers, it shows from the insurance cost here, but also they are all going at least 10mph above the speed limit too. The answer cannot be to create more 4 way intersections like Pooler is doing - it impedes traffic flow and causes drivers to become impatient and when drivers become impatient they get angry and do stupid stuff including looking at their phones which causes more accidents. Whatever civil engineers Chatham county has been using needs to be fired and they need a new team. As a former civil engineer, in my opinion a roundabout system would help decrease both pedestrian fatalities as well as car accidents/related injuries. No one is going to follow a decrease of speed limit so you have to force people to slow down.	8/29/2024 4:27 PM
42	There's a huge need to factor in ever-inceasing residents with the new home constructions with how roads can handle. Traffic issues definitely have grown much faster than how the city can upgrade infrastructure	8/29/2024 1:41 PM
43	The new development on Richmond Hill will increase traffic on Ogeechee. Bradley Point South needs a traffic light at the intersection of Bradley Blvd and Ogeechee Rd because we can barely merge into traffic safely. We're here and we need safe transit.	8/29/2024 1:36 PM
44	Existing conditions along segments 3-6 are not compatible with an arterial road, as acknowledged in the US 17 Sector Plan and in this study's preliminary findings. Rather than further dividing communities by growing an already fatal design, Ogeechee Road is and should continue to be a destination in its own right. Average travel speeds are already < 40mph without traffic. Traffic flow, travel time reliability, collision frequency, and safety would all be improved with streets designed for lower travel speeds. It does not make sense to remove impediments by adding turn lanes and bus pullouts only to then say the resulting high speeds mean we need more traffic signals to artificially create congestion throughout the corridor. so it is safe to enter and exit. Designs with lower design speeds can be tested quickly and cheaply with temporary restriping. If proven, a final design would be cheaper than standardized designs which encourage 45-55mph travel speeds.	8/29/2024 10:51 AM
45	No	8/29/2024 10:15 AM
46	We need a light! I can’t believe this neighborhood is growing so quickly as it is with more to come and we don’t have a light. It’s ridiculous.	8/28/2024 9:49 PM
47	A Stop-light/intersection should be created Near Bradley Point south and the Ford Point Apartment Complex to decrease risk of accidents and congestion in the neighborhoods	8/28/2024 8:44 PM
48	See above comments.	8/28/2024 8:31 PM
49	For safety purposes and better flow of traffic, we need a traffic light at the intersection of US17 Ogeechee Rd. and Bradley Blvd.	8/28/2024 8:05 PM
50	None	8/28/2024 8:01 PM
51	I would prefer sidewalks to be completed first, they are needed now, no studies needed. They create a safe path for foot and bicycle traffic, and show that the county (and the developers they allow to build) can finish simple projects before starting new projects the community has not yet generated enough traffic for.	8/28/2024 7:50 PM
52	We don’t need for anyone to die for them to put a traffic signal at the intersection!	8/28/2024 7:00 PM
53	Traffic light or roundabout for Bradley point, additional road for entry/exit	8/28/2024 6:27 PM
54	Please for the love of god get us a light. This has gone on for too long, how many wrecks need to happen? Why does the city not care that we aren’t safe getting in and out of our neighborhoods??	8/28/2024 6:20 PM

55	N/A	8/28/2024 6:15 PM
56	We need a light out of the Bradley blvd community.	8/28/2024 6:13 PM
57	Bradley point south needs a traffic signal!	8/28/2024 6:00 PM
58	Sidewalks near Bradley Blvd would be good, too.	8/28/2024 5:14 PM

MEMORANDUM

To: Mr. Allen Blake, P.E. – Chatham County

From: Rhodes Hunt, P.E. – Kimley-Horn

CC: Tina Bockhold, P.E. – Chatham County

Date: May 30, 2025

Subject: ***PI 0019011, SR 25/US 17 Corridor Study – PIOH Summary and Comment Responses***

Background

On March 27, 2025, a Public Information Open House (PIOH) was held for the subject project at the Coastal Georgia Botanical Gardens in Savannah, Georgia. Following the PIOH, an online survey was launched to solicit feedback on the recommedned improvements and concept layouts as presented at the PIOH. The comment period began on March 27, 2025 and ended on April 30, 2025. **28** people attended the PIOH and **34** online survey comments were received. The study team has prepared this memorandum to generally summarize the comments received and also provide responses as included below in blue, italicized text.

Comment Responses

1. Concern regarding raised medians and recommended access management strategies as it pertains to safety, emergency provisions, and business access, including at Chief O.F. Love Road and Elk Road.

   Due to the frequency and types of crashes occurring along the SR 25/US 17 corridor, a raised median and intersections that prohibit left-turns onto SR 25/US 17 are generally recommended to mitigate rear-end and angle crashes. The corridor experiences a fatal crash rate more than triple the statewide average and, according to Georgia Department of Transportation (GDOT) data, converting unsignalized, full-movement intersections to Reduced Conflict U-turns (RCUTs) can reduce fatal/injury crashes by as much as 53%. Flush medians are proposed to facilitate emergency access for facilities such as Chatham County Fire Station #10 located near Heathcote Circle. Finally, U-turn locations are recommended throughout the corridor at frequent intervals, including in close proximity to Chief O.F. Love Road and Elk Road, to minimize inconveniences to the traveling public.

2. Concern of increased delay and congestion from the proposed traffic signals throughout the SR 25/ US 17 corridor, including the proposed signalized RCUT north of Fall Avenue/Buckhalter Road at Ogeechee Road.

   Forty-one (41) intersections were evaluated along the corridor using GDOT's Intersection Control Evaluation (ICE) tool. The study team independently considered various intersection types at each location with a focus on reducing congestion and improving safety and operations. Of the 41 locations, only nine (9) new traffic signals are proposed. Several are recommended in conjunction with other improvements, such as at Chatham Parkway, or to help enhance pedestrian safety. Additionally, signal retiming and coordinated operations at all existing signals are recommended to improve traffic flow. With the proposed improvements implemented, the corridor is anticipated to operate acceptably

under 2050 traffic conditions. The signalized RCUT north of Fall Avenue/Buckhalter Road is needed for acceptable operations due to redistributed U-turns from Macaljon Court and Savannah Speedway.

3. Comment to recommend roundabouts along the SR 25/US 17 corridor, such as at Berwick Boulevard and along Chatham Parkway, to help calm traffic and to reduce travel speeds.

   While roundabouts can be an effective solution to improve safety and reduce operating speeds, they are not always a feasible solution based on traffic conditions. The study team did consider roundabouts along the corridor; however, based on projected 2050 traffic volumes, they were deemed infeasible due to poor peak hour operations. Therefore, roundabouts are not recommended.

4. Concern with the safety and operations of the Diverging Diamond Interchange (DDI) recommendation at the interchange of SR 25/US 17 and SR 204/Abercorn Street, including the proximity to the traffic signal at Little Neck Road.

   According to GDOT data, converting a diamond interchange to a DDI can reduce fatal/injury crashes by as much as 41%. Additionally, a DDI is generally safer than a diamond interchange for pedestrians and bicyclists due to fewer non-motorized crossings. Several interchange alternatives were considered, and an operational analysis was performed to compare 2050 conditions between an improved diamond interchange and a DDI. Based on this analysis, the DDI is expected to operate with less delay and significantly reduce travel times. Operations at Little Neck Road were also considered in the analysis; notably, southbound congestion is anticipated to back up past Little Neck Road with other alternatives. Finally, realigning the SR 204 westbound ramps and Little Neck Road is impractical due to adjacent property impacts and resulting intersection operations.

5. Concern with the recommendation to remove the existing dual left-turn lanes at the intersection of SR 25/US 17 and SR 307/Dean Forest Road, and general confusion with operations of the signalized Green-T recommendation.

   Due to proposed capacity improvements along SR 25/US 17 and improved signal phasing resulting from the recommended Green-T configuration, only a single eastbound left-turn lane is needed for the intersection to operate acceptably. The Green-T configuration allows for free-flowing northbound traffic on SR 25/US 17, and eastbound left-turn movements from SR 307/Dean Forest Road would merge onto SR 25/US 17 north of the intersection near the Salt Creek bridge. Together, these allow for more efficient traffic movements through the intersection than a traditional signal.

6. Concern with the justification for a grade-separated solution at the intersection of SR 25/US 17 and Chatham Parkway.

   An operational analysis comparison was performed to compare 2050 conditions between an at-grade intersection with auxiliary turn lane improvements and a grade-separated quadrant interchange. The at-grade alternative is not anticipated to operate acceptably and would likely require additional right-of-way acquisition as compared to a grade-separated configuration.

7. Concern regarding the safety and recommendation of shared-use paths on both sides of the SR 25/US 17 corridor.

   Shared-use paths are recommended along both sides of SR 25/US 17 in accordance with recommendations from the Coastal Region Metropolitan Planning Organization (CORE MPO) Non-Motorized Transportation Plan. Bicycle and pedestrian demand is expected as this corridor comprises part of the East Coast Greenway, Georgia State Bicycle Route 95, and serves two Chatham Area

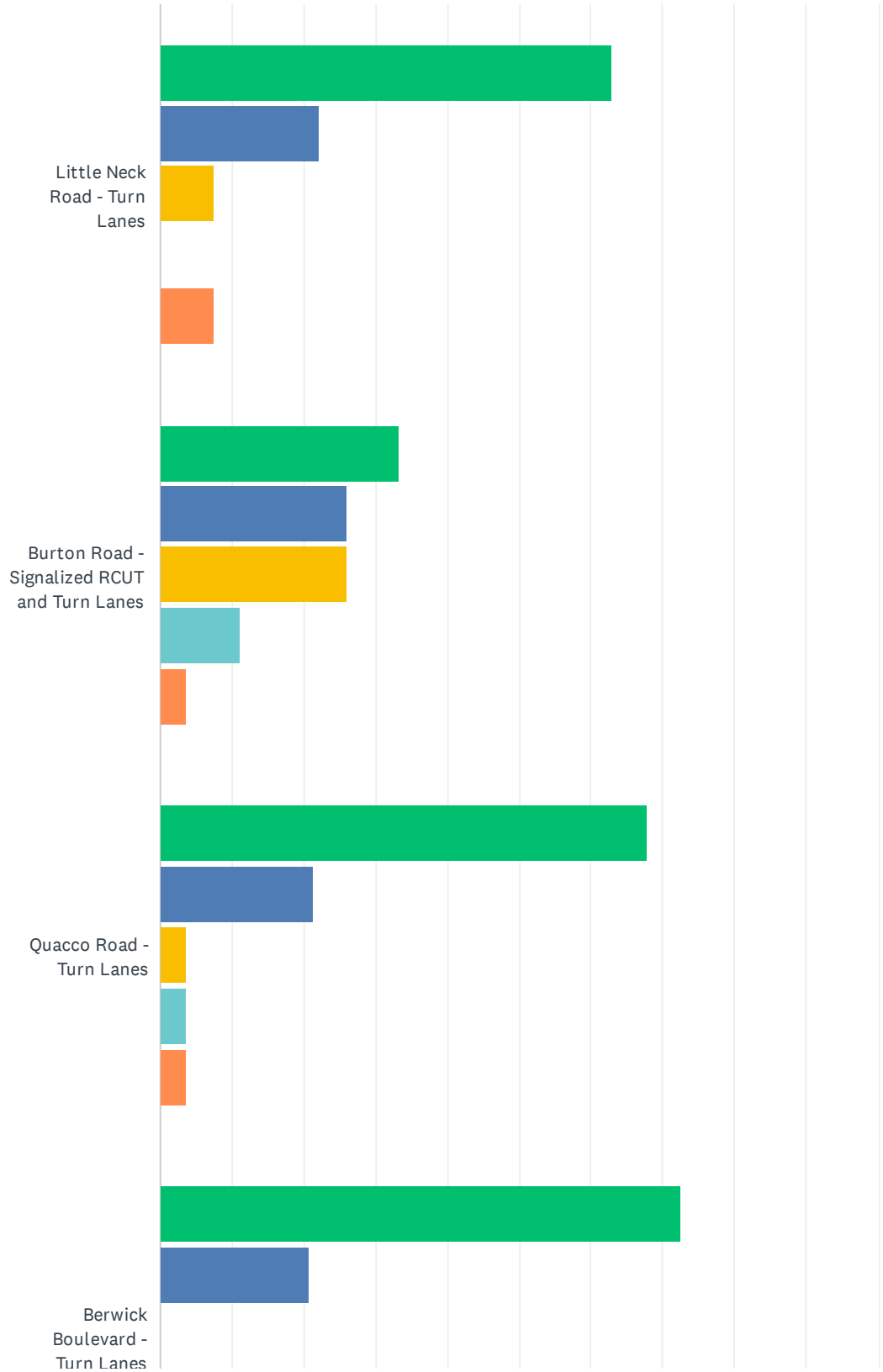
Transit (CAT) routes with approximately 40 bus stops along the study area. Additionally, stakeholder feedback supports removing on-street bike lanes and increasing pedestrian-level lighting, both of which are included in the study recommendations. The proximity of the paths to the roadway considers user safety as well as property and utility impacts, and three new pedestrian HAWK signals are proposed along the corridor to further enhance non-motorist safety and visibilty.

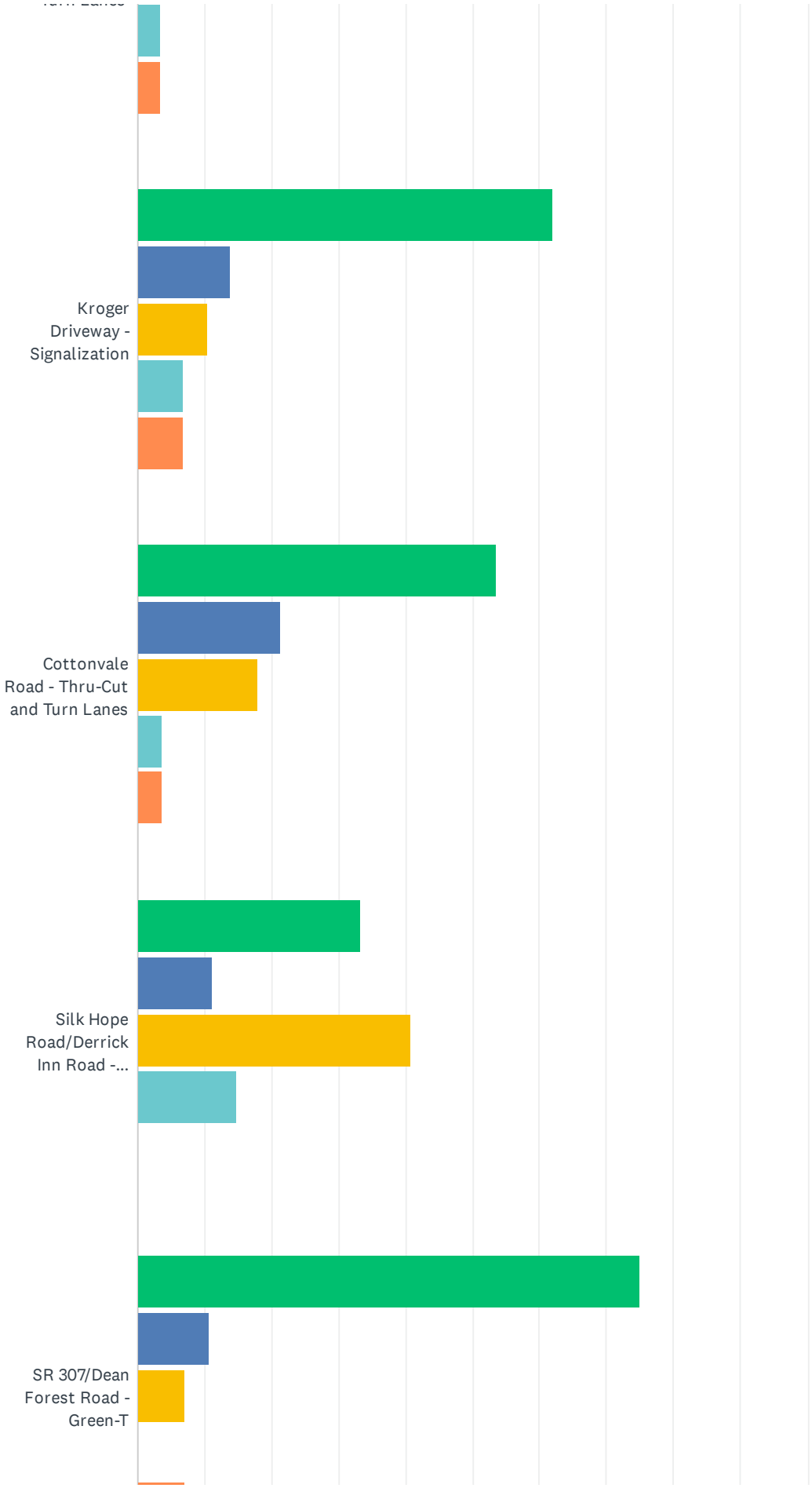
8. Concern regarding the safety and effectiveness of public transit bus service along the SR 25/US 17 corridor.

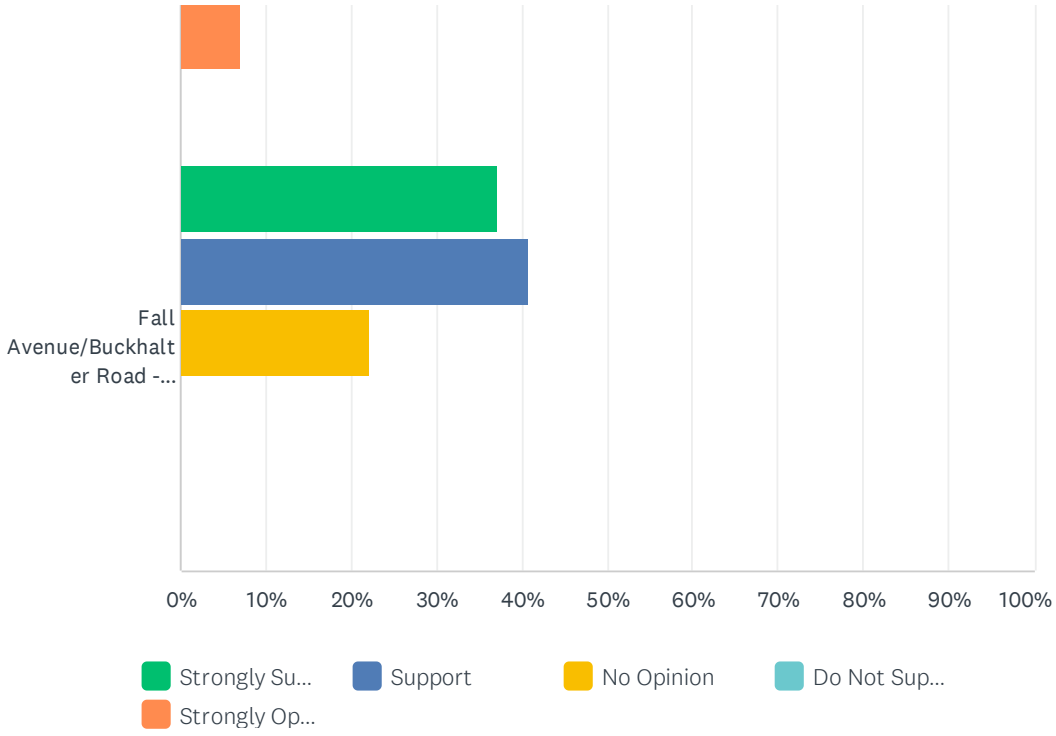
   In accordance with CAT's FY 2025 Operating Budget & Capital Plan and Transit Master Plan, the study recommends expanded on-demand, micro-transit services through the SR 25/US 17 corridor to supplement fixed bus routes, track ridership numbers, and identify potential modifcations to existing CAT routes to implement long-term improvements.

Q1 Please share your level of support and comments for the following major intersection improvements to improve traffic flow.

Answered: 30 Skipped: 0




Kroger Driveway - Signalization
Cottonvale Road - Thru-Cut and Turn Lanes
Silk Hope Road/Derrick Inn Road -...
SR 307/Dean Forest Road - Green-T



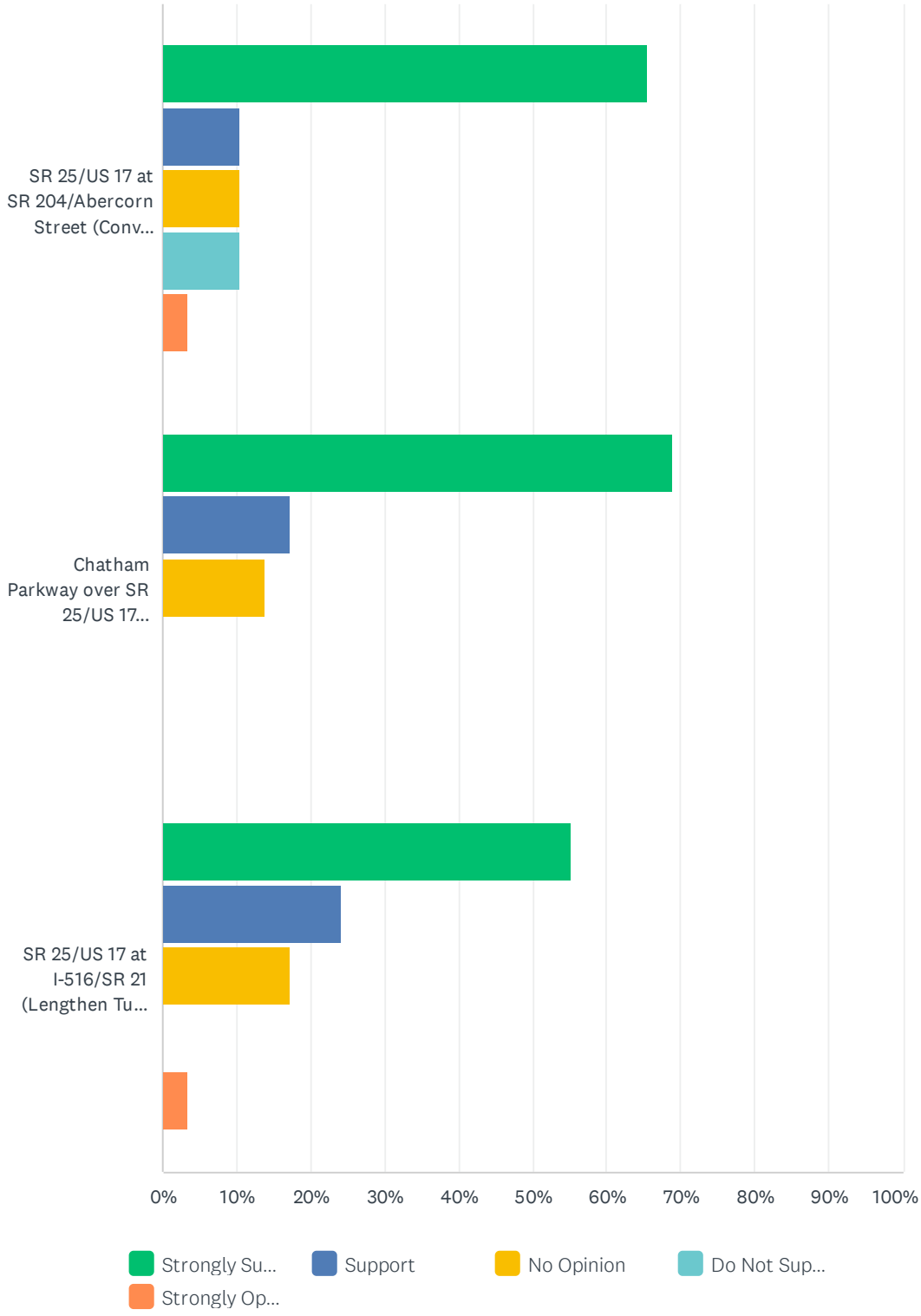
	STRONGLY SUPPORT	SUPPORT	NO OPINION	DO NOT SUPPORT	STRONGLY OPPOSED	TOTAL	WEIGHTED AVERAGE
Little Neck Road - Turn Lanes	62.96% 17	22.22% 6	7.41% 2	0.00% 0	7.41% 2	27	1.67
Burton Road - Signalized RCUT and Turn Lanes	33.33% 9	25.93% 7	25.93% 7	11.11% 3	3.70% 1	27	2.26
Quacco Road - Turn Lanes	67.86% 19	21.43% 6	3.57% 1	3.57% 1	3.57% 1	28	1.54
Berwick Boulevard - Turn Lanes	72.41% 21	20.69% 6	0.00% 0	3.45% 1	3.45% 1	29	1.45
Kroger Driveway - Signalization	62.07% 18	13.79% 4	10.34% 3	6.90% 2	6.90% 2	29	1.83
Cottonvale Road - Thru-Cut and Turn Lanes	53.57% 15	21.43% 6	17.86% 5	3.57% 1	3.57% 1	28	1.82
Silk Hope Road/Derrick Inn Road - Signalized RCUT and Turn Lanes	33.33% 9	11.11% 3	40.74% 11	14.81% 4	0.00% 0	27	2.37
SR 307/Dean Forest Road - Green-T	75.00% 21	10.71% 3	7.14% 2	0.00% 0	7.14% 2	28	1.54
Fall Avenue/Buckhalter Road - Signalized Thru-Cut and Turn Lanes	37.04% 10	40.74% 11	22.22% 6	0.00% 0	0.00% 0	27	1.85

#	COMMENTS	DATE
1	It does not make sense to add intersections and also try to maintain throughput. The point of an intersection is to create congestion so that the road is safe to cross, but this could be achieved more effectively and at lower cost with road designs intended to slow and restrict traffic flow at all points and not only at intersections.	4/30/2025 10:01 PM
2	I will do my best to input my comments on each section, however if I run out of space and you wish to hear my comments further, my email is aewessel11@gmail.com. Little Neck Road	4/28/2025 9:42 PM

	Turn Lanes - I agree with the Diverging diamond intersection, however I strongly feel that there should not be a traffic signal (little neck road) so close to the intersection. this could cause traffic backups, is there a way to merge these two intersections into one? such as re-routing the on/off ramps of SR204. The intersection into Walmart driveway backs up frequently as well, has there been a study to see if a round-about is a better solution for this intersection? Burton Road - Signalized RCUT and Turn Lanes & Quacco Road - Turn Lanes - I had to look up RCUT (please provide definitions for acronyms used) (https://www.vdot.virginia.gov/about/our-system/highways/innovative-intersections/restricted-crossing-u-turn/) The concept seems great but i do not see where the proposed U-Turn will be for these intersections, Again, I am a proponent of Round-abouts and i feel burton road intersection being so close to Quacco (an with the amount of traffic anticipated on Quacco) that these two intersections should be Round-Abouts which are safer, these will also prevent cars from going excess speeds through here which I have seen a number of times. Berwick BLVD and Kroger Driveway - I feel these intersections need to be transitioned to round-abouts due to the straightness of the road in this section which causes may people to speed. Or there should be appropriately studied speed analysis and/or addition of speed trap cameras. I believe the addition of a third lane is worthwhile and meaningful but the addition of traffic signals will not add safety or capacity to these roads. Cottonvale Rd - Thru-Cut and Turn Lanes - I only commute on SR-17 but have seen this intersection back up in the mornings. I have no opinion on this intersection. Sil Hope Rd/Derrick Inn Rd - I agree with the RCUT but not a signalization of this intersection. SR-307/Dean Forest Rd - Green-T - I am unsure what a Green-T is and googling has not provided any clarity, please reach out to me at aewessel11@gmail.com and please explain Green-T. Thank you. Fall Ave/Buckhalter Rd - Signalized Thru-Cut and Turn Lanes - With this being in a School Zone I feel there should be some physical barriers to help slow traffic down and not just signal additions. General Comments: I agree with shared use paths, i've seen a tremendous amount of pedestrians walking in the morning, however, can light poles be added for pedestrian safety? With the overall straightness of this road, I have seen too many people speed and therefore believe this road should include physical barriers, or narrowing lanes, to help in slowing down vehicles. I agree with the grassed median as that does help narrow the road and also adds a sense of not being an interstate. Lastly, please list what sheet numbers these intersections are on, it can be difficult to find them without that, especially since they did not go in sheet order. thank you!	
3	don't add a second light just east of Fall/Buckhalter - that whole section is the bottle neck between Chatham Pkwy and Dean Forrest.	4/22/2025 5:03 PM
4	Should not have U-turns on a highway!	4/20/2025 9:14 PM
5	It was hard to understand the diagrams. But traffic is congested in morning and evening and horrible if 95 is bad. 17 and 204 is backed up a lot not just in the morning and evening commutes. Too many cars and trucks coming and going to Richmond hill, Bloomingdale areas. Help fix these roads! Hopefully Quacco Rd/ Pooler Pkwy gets widened sooner than later.	4/20/2025 7:11 AM
6	Please consider a round a bout after turning onto berwick boulevard, as part of the project	4/19/2025 11:41 PM
7	I still think having only one lane to turn left to go north on US 17 from Dean Forest Road is short-sighted. There should be two turn lanes for going north or south on US 17 from Dean Forest Road.	4/18/2025 4:25 PM
8	Quacco should go back to the previous design where you had north bound lanes continuos flow through the intersection.	4/5/2025 11:01 PM
9	Chief OF Love Rd Love's Seafood. This way of getting in and out of Love's will not work for us. Customers, food delivery semi trucks, vehicles hauling boats to Kings ferry. Can't imagine them going further down to make a u turn across traffic. Road under bridge floods with increased river stages. Hope you can readdress this intersection	3/31/2025 8:06 PM
10	It would be great if signals could be synchronized. Improved signage before one reaches major intersections would really be helpful. This is a tourist city and they are often confused.	3/29/2025 9:35 AM
11	The lights at Berwick boulevard and sidewalks from there to Abercorn would be extremely helpful and a great idea for the residents of the area.	3/29/2025 9:34 AM
12	I recommend an eyebrow cut at Elk Road to support the U turn as I feel this will enhance safety. This U turn will be heavily utilized since U turns are unavailable at the R cuts	3/28/2025 8:09 AM

Q2 Please share your level of support and comments for the following grade separations/interchanges to improve traffic flow.

Answered: 29 Skipped: 1

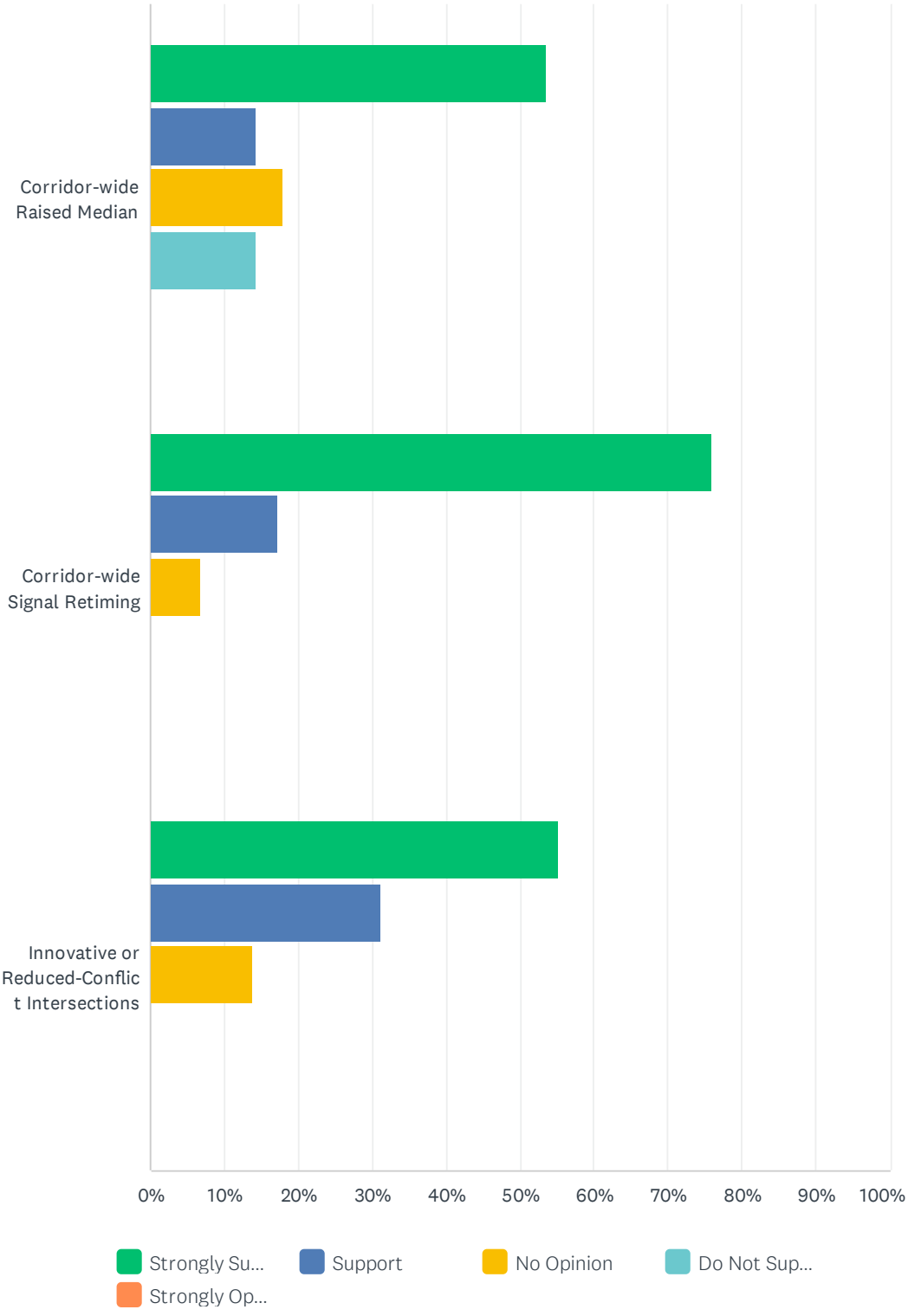


	STRONGLY SUPPORT	SUPPORT	NO OPINION	DO NOT SUPPORT	STRONGLY OPPOSED	TOTAL	WEIGHTED AVERAGE
SR 25/US 17 at SR 204/Abercorn Street (Convert to Diverging Diamond Interchange (DDI))	65.52% 19	10.34% 3	10.34% 3	10.34% 3	3.45% 1	29	1.76
Chatham Parkway over SR 25/US 17 (Construct new Quadrant Interchange)	68.97% 20	17.24% 5	13.79% 4	0.00% 0	0.00% 0	29	1.45
SR 25/US 17 at I-516/SR 21 (Lengthen Turn Lanes)	55.17% 16	24.14% 7	17.24% 5	0.00% 0	3.45% 1	29	1.72

#	COMMENTS	DATE
1	A DDI is a more dangerous intersection for pedestrians and cyclists due to more and longer crossings. It will also back up 204 in the evening, as small amount of congestion in the crossover causes backups on the freeway, especially when other signalized intersections are nearby. US 17 at I-516 is a deadly location for pedestrians (two deaths in the past 12 months). Lengthening turn lanes enables higher speeds, increasingly the likelihood of fatalities.	4/30/2025 10:01 PM
2	SR-17 at SR-204 Abercorn - I encourage the diverging diamond but request that further study be done to combine the little neck rd and on/off ramps of SR-204. so as to prevent further traffic backup from multiple stoplights. I would encourage the new intersections off of Chatham Pkwy north and south of SR-17 to be round-abouts, this will help keep traffic moving and slow it down instead of coming to a stop. This also helps with driver mentality since being stopped is not the mindset of driving.	4/28/2025 9:42 PM
3	please don't start this until I-16 is finished. It is scary enough to drive the stretch under construction between 516 to Victory in the dark, with barrels, walkers and people on bikes at 6:15 AM every day. The bridge over train tracks with the huge jog to the right headed east is scary when lights hit you in the face from oncoming traffic and you see a person walking on the bridge all at the same time.	4/22/2025 5:03 PM
4	Sounds great!	4/20/2025 7:11 AM
5	I recognize the difficulty with making improvements to the Chatham Parkway/US 17 interchange but am not convinced that the solution is to create a flyover rather than a surface level intersection.	4/18/2025 4:25 PM
6	Diverging Diamond hasn’t worked at 21 & 95, it won’t work here. Chatham Pkwy changes are excellent.	4/5/2025 11:01 PM
7	Chief OF Love Rd Love's Seafood. This way of getting in and out of Love's will not work for us. Customers, food delivery semi trucks, vehicles hauling boats to Kings ferry. Can't imagine them going further down to make a u turn across traffic. Road under bridge floods with increased river stages. Hope you can readdress this intersection	3/31/2025 8:06 PM
8	Signal at Bradley Blvd with 6 lanes starting beforehand is a necessity.	3/27/2025 7:15 PM

Q3 Please share your level of support and comments for the following access management strategies to reduce congestion and crash frequencies.

Answered: 29 Skipped: 1

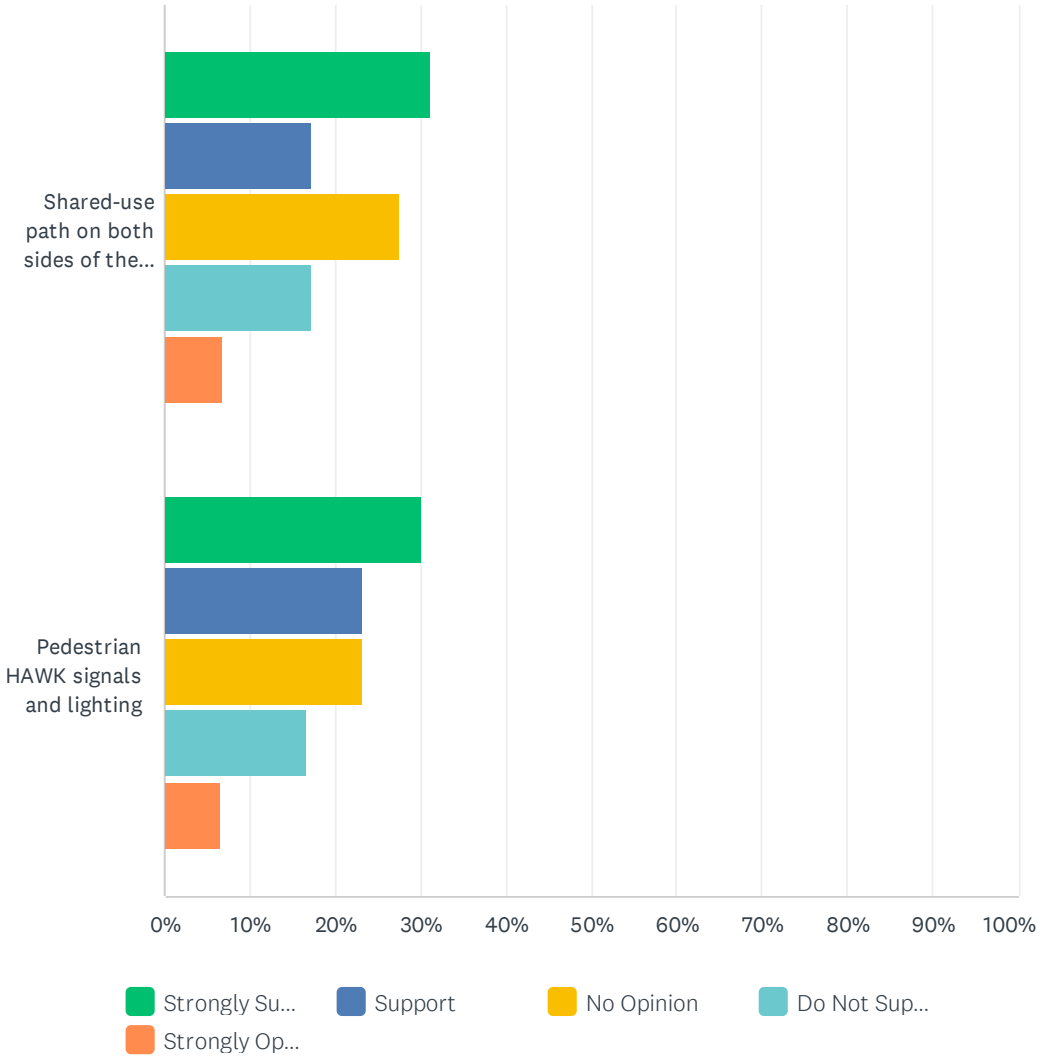


	STRONGLY SUPPORT	SUPPORT	NO OPINION	DO NOT SUPPORT	STRONGLY OPPOSED	TOTAL	WEIGHTED AVERAGE
Corridor-wide Raised Median	53.57% 15	14.29% 4	17.86% 5	14.29% 4	0.00% 0	28	1.93
Corridor-wide Signal Retiming	75.86% 22	17.24% 5	6.90% 2	0.00% 0	0.00% 0	29	1.31
Innovative or Reduced-Conflict Intersections	55.17% 16	31.03% 9	13.79% 4	0.00% 0	0.00% 0	29	1.59

#	COMMENTS	DATE
1	There is a lot of access along Ogeechee. This is an active street with a lot of pedestrian activity. We know that roads which have a mix of arterial and local characteristics, colloquially called "stroads", are the most dangerous types of roads. The county acknowledges this in the SR 204 study. This concept takes an already dangerous stroad and attempts to further stroadify it. The focus on improving throughput and the lack of traffic calming in what is possibly the deadliest corridor for pedestrians in the region is unethical. Providing separated paths and adding crossings does not negate the harm, it encourages pedestrian activity in a space that prioritizes vehicles. People will still have to cross the 6+ lanes of high speed traffic. People will still die if there is not significant redesign.	4/30/2025 10:01 PM
2	I support corridor-wide signal retiming but strongly request that the project members seek to use reduced conflict intersections over traffic signals. Even if this means focusing more on a smaller, heavier traffic, area to fit the budget instead of a the whole stretch. Then leave the lesser areas to be captured in a future study. I also encourage the usage of Hawk signals, but I'd like to request that project members put up a legend near the signal lights indicating what a flashing yellow/red vs solid yellow/red means. this will help drivers that are unfamiliar with them know how to interact.	4/28/2025 9:42 PM
3	Only issue with raised medians is they will make emergency responses more dangerous. Cars can’t get out of the way and emergency vehicles have to go into on coming traffic for long distances.	4/5/2025 11:01 PM
4	Chief OF Love Rd Love's Seafood. This way of getting in and out of Love's will not work for us. Customers, food delivery semi trucks, vehicles hauling boats to Kings ferry. Can't imagine them going further down to make a u turn across traffic. Road under bridge floods with increased river stages. Hope you can readdress this intersection	3/31/2025 8:06 PM

Q4 Please share your level of support and comments for the following pedestrian and bicycle facilities to provide alternative travel modes.

Answered: 30 Skipped: 0



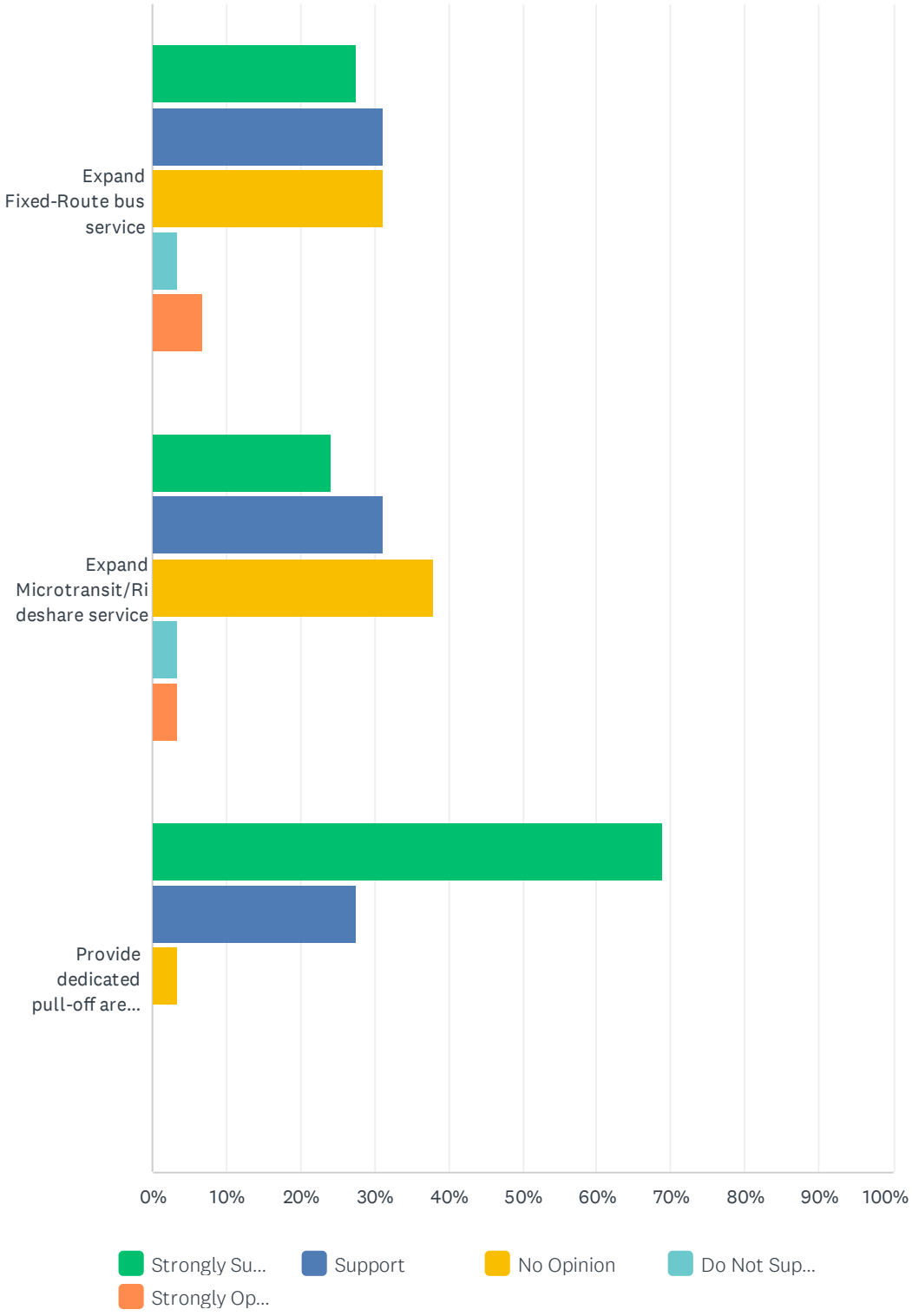
	STRONGLY SUPPORT	SUPPORT	NO OPINION	DO NOT SUPPORT	STRONGLY OPPOSED	TOTAL	WEIGHTED AVERAGE
Shared-use path on both sides of the roadway	31.03% 9	17.24% 5	27.59% 8	17.24% 5	6.90% 2	29	2.24
Pedestrian HAWK signals and lighting	30.00% 9	23.33% 7	23.33% 7	16.67% 5	6.67% 2	30	2.33

#	COMMENTS	DATE
1	HAWK signals are poor long-term solutions. They do not address the conditions that make the road dangerous to pedestrians. I would support reducing lane widths to less than freeway standards, traffic calming to reduce excessive speeding, and adding curb extensions to reduce crossing distances.	4/30/2025 10:01 PM
2	Bicycle usage on highways is dangerous.	4/20/2025 2:02 PM

3	These are highways! Just as busy as 204 or 16.	4/20/2025 7:11 AM
4	One side shared path with crossing at light controlled intersections.	4/5/2025 11:01 PM
5	Chief OF Love Rd Love's Seafood. This way of getting in and out of Love's will not work for us. Customers, food delivery semi trucks, vehicles hauling boats to Kings ferry. Can't imagine them going further down to make a u turn across traffic. Road under bridge floods with increased river stages. Hope you can readdress this intersection	3/31/2025 8:06 PM
6	More bike/ped lanes please!	3/28/2025 11:34 AM

Q5 Please share your level of support and comments for the following transit expansion strategies to increase access to transit.

Answered: 29 Skipped: 1

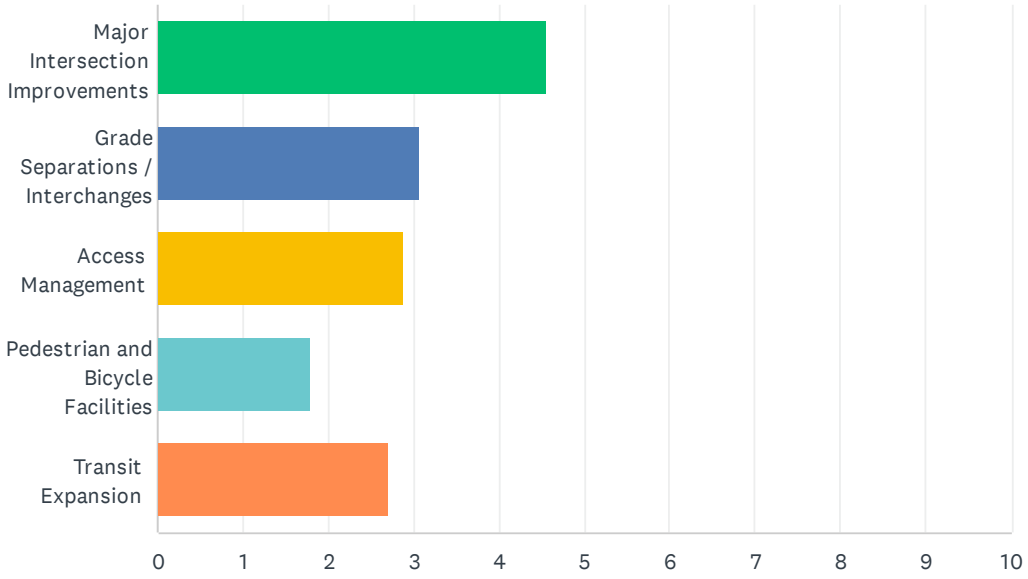


	STRONGLY SUPPORT	SUPPORT	NO OPINION	DO NOT SUPPORT	STRONGLY OPPOSED	TOTAL	WEIGHTED AVERAGE
Expand Fixed-Route bus service	27.59% 8	31.03% 9	31.03% 9	3.45% 1	6.90% 2	29	2.31
Expand Microtransit/Rideshare service	24.14% 7	31.03% 9	37.93% 11	3.45% 1	3.45% 1	29	2.31
Provide dedicated pull-off areas for transit vehicles	68.97% 20	27.59% 8	3.45% 1	0.00% 0	0.00% 0	29	1.34

#	COMMENTS	DATE
1	Public transit is not safe, pleasant, or effective in sprawling and car-dependent regions. The proposed design would make the corridor more car-dependent. Properly expanding bus services would mean prioritizing buses, pedestrians, and cyclists over commuter traffic. Only adding pull-offs allows more traffic to travel more quickly and can only endanger more lives. We know this, and this is why school buses require traffic to stop in both directions, but we ignore the danger when it would regularly inconvenience commuters.	4/30/2025 10:01 PM
2	Bus service for the fixed service is a waste of money outside the downtown core. Micro/ Ride share may work.	4/5/2025 11:01 PM
3	Chief OF Love Rd Love's Seafood. This way of getting in and out of Love's will not work for us. Customers, food delivery semi trucks, vehicles hauling boats to Kings ferry. Can't imagine them going further down to make a u turn across traffic. Road under bridge floods with increased river stages. Hope you can readdress this intersection	3/31/2025 8:06 PM
4	More protected bus stops and access to public transportation, please!	3/28/2025 11:34 AM

Q6 Please rank the study recommendations in order of priority, with 1 as the top priority and 5 as the lowest priority.

Answered: 30 Skipped: 0



	1	2	3	4	5	TOTAL	SCORE
Major Intersection Improvements	76.67% 23	13.33% 4	3.33% 1	3.33% 1	3.33% 1	30	4.57
Grade Separations / Interchanges	3.33% 1	43.33% 13	26.67% 8	10.00% 3	16.67% 5	30	3.07
Access Management	0.00% 0	30.00% 9	40.00% 12	16.67% 5	13.33% 4	30	2.87
Pedestrian and Bicycle Facilities	3.33% 1	6.67% 2	0.00% 0	46.67% 14	43.33% 13	30	1.80
Transit Expansion	16.67% 5	6.67% 2	30.00% 9	23.33% 7	23.33% 7	30	2.70

SR 25/US 17 Corridor Study - Neighborhood Leaders Meeting

August 28, 2024

The first neighborhood meeting for the SR 25/US 17 Corridor Study was hosted virtually via Zoom on August 28, 2024, at 4 p.m. This meeting was intended primarily for the leaders of neighborhood associations along the corridor, although anyone interested in the study was welcomed to attend. Neighborhood leaders who attended the meeting represented Southbridge, Fords Point Apartments & Townhomes, Bradley Point South, Berwick Plantation, and East Coast Greenway.

Summary

The presentation was provided by Chris Marsengill, Project Principal, and Rhodes Hunt, Project Manager, both with Kimley-Horn, and focused discussion of the corridor assessment and existing conditions as well as introduce some potential improvements. The meeting was very interactive, as meeting attendees were encouraged to ask questions throughout the presentation via chat. A copy of the presentation is attached.

Questions and Discussion Points

- What is the timeline for the implementation of recommendations?
    - The study will include both short-term (5 years) and long-term (up to 2050) recommendations. We hope the short-term improvements can be addressed more immediately, which requires both getting them designed and identifying funding.
- Will the data and analysis be updated now that GDOT has released the 2023 crash data?
    - Yes, the data will be updated, but we will have to see if there are notable differences that suggest different trends.
- It seems like we really need to get ahead of the Silk Hope Plantation development since the Little Neck issues are significant.
    - Correct, the study aims to get ahead of major issues and evaluate growth projections along the corridor and in the area.
- How are the data and possible improvements down to the Ogeechee River going to communicated to Bryan County officials for consideration south of the river?
    - Bryan County and Richmond Hill are now part of the same planning area as Chatham County, known as the Coastal Region Metropolitan Planning Organization (CORE MPO). The scope of the project includes presentations to the CORE MPO, so these entities will be aware of the study. Unfortunately, the current scope of the project does stop at the Chatham/Bryan County line, but there's an opportunity to extend it further south in the future.
- The community along Bradley Boulevard is highly interested in getting a traffic signal. The Bradley Point HOA has 724 households, with over 1,200 homes planned in total.

    - The project team has already met with the GDOT and currently, a traffic signal is not yet warranted (i.e., meet the criteria for a signalized intersection). However, it is extremely close and will likely be warranted soon. So, GDOT will likely be planning to collect updated traffic data this fall, at which point the signal warrant analysis process will be undertaken again. If a signal is warranted, based on the analysis, then GDOT would consider a signal at this intersection. Even if it's not warranted this year, we will certainly recommend it based on what we found in in part of our short term recommendations. So, there will be a light coming in the very near future, it is just a matter of when.

- I see more cars using those bike lanes than people. Not a question, I just hope to see more physical protection.
    - This corridor is part of the state bicycle route, although the types and presence of facilities varies widely along the corridor.
- Allen Blake, Project Manager for Chatham County, thanked everyone for their attendance and participation.

All meeting attendees were invited to complete the online survey and to share it with their community. The survey was completed by 137 people. Survey results are available on the following pages.

CORE MPO Technical Coordinating Committee (TCC) Meeting Summaries

CORE MPO Technical Coordinating Committee

Minutes
June 20, 2024, at 2:00 pm

June 20, 2024, CORE MPO Technical Coordinating Committee

Voting Members	Representing	Present
Charles Ackridge	City of Bloomingdale	
Nathan Clark	City of Richmond Hill	X
Deanna Brooks	Chatham County Engineering	X
Caila Brown	Bike Walk Savannah	X
Matt Saxon	City of Pooler	
Kaniz Sathi	GDOT – Planning	X
James Aiello	Savannah Airport Commission	
Katie Proctor	GDOT – District Five	X(online)
Rhonda Ferrell	City of Garden City	
Omar Senati-Martinez	City of Port Wentworth	X
Don Masisack	Coastal Regional Commission	
Peter Gulbronson	City of Tybee Island	
Mary Moskowitz	Chatham Area Transit	X
Melanie Wilson	MPC Executive Director	X(online)
Jamie McCurry	Georgia Ports Authority	
Wykoda Wang	CORE MPO	X
Michele Strickland	City of Savannah	X
Tim Callanan	Effingham County	X
Robert Milie	Town of Thunderbolt	
Vacant	Town of Vernonburg	
Voting Alternate	**Representing**	
Heath Maines	Savannah Airport Commission	X
Others	**Representing**	
Asia Hernton	CORE MPO	X
Pamela Everett	MPC	X(online)
Genesis Harrod	CORE MPO	X(online)
Anna McQuarrie	CORE MPO/MPC	X
Kieron Coffield	CORE MPO	X
Roger Beall	MPC IT	X
Chris Marsengill	Kimley-Horn	X(online)

Rhodes Hunt	Kimley-Horn	X(online)
Edward Hicks	GDOT	X(online)
Kiarra Fields	City of Savannah	X(online)
Joseph Longo	FHWA	X(online)
Eric Van Otteren	Bryan County	X(online)
Paul Teague	Bryan County	X(online)
Ashely Goodrich	Thunderbolt	X
Allen Blake	Chatham County Engineering	X
Avery Young	MPC	X(online)

8. Project Status Update - Existing Conditions SR 25/US 17 Corridor Study

Mr. Chris Marsengill and Mr. Rhodes Hunt, consultants for the Kimley-Horn Team, gave the presentation on the updates for the Existing Conditions from the SR 25/US 17 Corridor Study. The slideshow presentation can be found attached to this agenda.

Mr. Chris Marsengill stated they will cover:

- Study Goals
- Meeting Purpose
- Corridor Overview
- Initial Research
- Potential Next Steps

Study Goals:

1. Identify and prioritize improvements to SR 25/US 17
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Meeting Purpose:

1. Review existing conditions
2. Identify other problems and potential solutions

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    - Where is traffic the heaviest?
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    - Where are the most crashes?
    - Which area has the greatest growth potential?
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Daily Traffic:

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Trucks:

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5-Year & 10-Year Growth Rates:

- Segment 1: 3%; 2.2%
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Land Use Summary (map can be found in slideshow attached to this agenda.)

- Data Sources
    - SAGIS
    - Current zoning/parcel information
    - Urban Footprint Analyst Data
    - Planned Urban Developments (PUDs)
- PUDs
    - Bradley Pointe South

    - Pointe Grande
    - Hopeton Landing
    - Hopeton Landing South
    - Waterford
    - Lebanon Plantation

Origin-Destination (O-D) Analysis

- Passenger car trips increased 9% from 2019 to 2023 (70% out of all trips)
- Truck trips decreased approximately 6% from 2019 to 2023
- Walking, biking, or transit trips constituted less than 5% of all trips
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- Nearly 85% PDO
- 24 Fatal
- 5 of 6 segments exceed statewide average
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- GA Bike Route 95 and East Coast Greenway
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Summary:

- Capacity and safety improvements should be prioritized at key bottlenecks
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Potential Improvements

- Major improvements
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- Pedestrian and bicycle facilities
- Access control plan to improve safety
    - Raised, grassed median
    - Driveway consolidation
    - Innovative/reduced conflict intersections
- Affordable transportation options

Next Steps:

- Preliminary Stakeholder Meetings

- Traffic Forecasting
- Alternatives/Concept Development
- Public Information Open House
- Final Stakeholder Meetings
- Final Report

Ms. Mary Moskowitz, CAT, stated the Kimley-Horn Team mentioned the fixed route system on US 17, and CAT is also doing a micro transit zone in that area. Some things to keep in mind when looking at the transit improvements is transferring, the idea with the micro transit it is supposed to enhance the first and last mile connectivity to the fixed route. Right now, CAT has designated that area as an unsafe zone for micro transit drop-offs. The micro transit vehicle is just a van, so it doesn't make sense to stop in the middle of the road to drop-off and pick-up people. If we had transit improvements that could address a safe transfer from a micro transit vehicle to a fixed route vehicle, that would help enhance the goal of that program.

CORE MPO Board
Meeting Summaries

CORE MPO Board

Minutes
June 26th, 2024, at 10:00am

June 26, 2024, CORE MPO BOARD

Voting Members	Representing	Present	On-Line
Asia Hernton	Advisory Committee on Accessible Transportation	X	
Steve Scholar	City of Richmond Hill	X	
Tim Callanan	Effingham County Commission	X	
Nick Palumbo	City of Savannah	X	
Karen Jarrett	Metropolitan Planning Commission	X	
Bruce Campbell	City of Garden City	X	
Jim Aiello	Savannah Airport Commission		
Deidrick Cody	Chatham Area Transit Board of Directors	X	
Brian West	City of Tybee Island		
Dana Williams	Town of Thunderbolt		
Laura Lawton	Town of Vernonberg		
Karen Williams	City of Pooler		
Jay Melder	City of Savannah	X	
Vivian Canizares	Georgia Department of Transportation		
Jamie McCurry	Georgia Ports Authority		
Armand Turner	Citizens Advisory Committee		
Gary Norton	City of Port Wentworth		
Dennis Baxter	City of Bloomingdale		
Chester Ellis	Chatham County Commission (Chairman)	X	
Michael Kaigler	Chatham County	X	
Chairperson	Economic Development & Freight Advisory Committee		
Tanya Milton	Chatham County	X	
Voting Alternates	**Representing**		
Matt Walker	Town of Thunderbolt	X	
Ted Hicks	Georgia Department of Transportation	X	
Heath Maines	Savannah Airport Commission	X	
Tom Hutchinson	City of Pooler	X	
Others	**Representing**		
Katie Proctor	GDOT District 5		X
Kaniz Sathi	GDOT		X
Joseph Longo	FHWA		X
Wykoda Wang	CORE MPO	X	
Kieron Coffield	CORE MPO/MPC	X	
Pamela Everett	MPC		X
Melanie Wilson	MPC	X	
Anna McQuarrie	MPC – Special Projects	X	
Hind Patel	MPC/IT	X	
Joseph Shearouse	City of Savannah	X	
Mary Moskowitz	Chatham Area Transit	X	

Deanna Brooks	Chatham County	X	
Ashley Goodrich	Thunderbolt – consultant	X	
Leon Davenport	Pooler – consultant		X
Paul Teague	Bryan County		X
Beverly Dumas	Chatham Area Transit		X
Rhodes Hunt	Kimley-Horn Consultant	X	
Chris Marsengill	Kimley-Horn Consultant	X	
Veronica Enoch	Assistant Exec. Director of Garden City	X	
Faye DiMassimo	City of Savannah	X	
Dr. Estella Shabazz	City of Savannah		X

latest federal certification review in FY 2021 and received its federal certification on March 31, 2021. The final certification report can be found on the MPC website at: https://www.thempc.org/docs/lit/CoreMpo/Latest/2021/TMACertification.pdf.

In FY 2025, CORE MPO will go through another round of federal certification review. Staff will prepare all required documents and coordinate with FHWA/FTA/GDOT to complete the review process. Afterwards, staff will continue to hold quarterly coordination meetings with FHWA/FTA/GDOT and will address any recommendations received during the certification process. The CORE MPO Certification Kickoff Meeting took place on May 6, 2024. FHWA, FTA, GDOT and CORE MPO staff went over the requirements and discussed the schedule for site visit and public meeting. The tentative site visit dates are October 29 - 30, 2024. The MPO staff are also working on setting up a dedicated webpage on the CORE MPO website for the certification review.

There are two requirements before our area can receive federal dollars from FHWA and FTA.
1. The MPO must be federally certified.
2. The MTP must be adopted.

We will make sure that we get certified by compiling all the documents to make sure we meet all the federal requirements and then we will adopt the plan. We will advertise this later as well. Please come to our certification review public meeting to see that we are deserving of federal recertification, otherwise we are not going to have any money. This is an update, as FHWA wants the CORE MPO staff to keep the federal recertification on our Agenda until we are certified.

8. Project Status Update - Existing Conditions SR 25/US 17 Corridor Study

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Ms. Tanya Milton, Chatham County, asked what is segment 6?

Mr. Rhodes Hunt, Kimley-Horn, stated segment 6 goes from Chatham Parkway north to the I-516 interchange. The corridor starts in the south at the Bryan/Chatham County boarder at the Ogeechee River, and the segments are broken into 1-2 miles increments up the 10-mile path. We did that because the characteristics change every few miles.

Ms. Tany Milton asked how recent is this study?

Mr. Rhodes Hunt stated the data is very recent. We used historical data from GDOT, as well as count data that Kimely-Horn collected in January.

Trucks:

- Segment 1: 6%
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Next Steps:

- Preliminary Stakeholder Meetings
- Traffic Forecasting
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- Public Information Open House
- Final Stakeholder Meetings
- Final Report

CORE MPO POLICY BOARD

PROJECT STATUS UPDATE – EXISTING CONDITIONS

SR 25/US 17 CORRIDOR STUDY

PI No. 0019011, Chatham County, GA

June 26, 2024



CHATHAM COUNTY GEORGIA 1777

CORE COASTAL REGION MPO

Kimley»Horn

The Kimley-Horn Team



Chris Marsengill, P.E., PTOE
Project Manager



Rhodes Hunt, P.E.
Deputy Project Manager
Alternatives Evaluation



Denise Grabowski, AICP, LEED AP
Stakeholder Engagement

Kimley»Horn

SEI
SOUTHEASTERN ENGINEERING, INC.

symbioscity
PEOPLE + PLACE + PLANET

SR 25/US 17
CORRIDOR STUDY

Agenda

- Study Goals
- Meeting Purpose
- Corridor Overview
- Initial Research
- Potential Improvements
- Next Steps

Kimley»Horn

SR 25/US 17
CORRIDOR STUDY

Study Goals

01

Identify and prioritize improvements to SR 25/US 17

02

Plan projects through the CORE MPO's Metropolitan Transportation Plan (MTP) process

03

Program projects in the CORE MPO's Transportation Improvement Program (TIP) and MTP

Kimley»Horn

SR 25/US 17
CORRIDOR STUDY

Key MTP Objectives

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Kimley»Horn

SR 25/US 17
CORRIDOR STUDY

Meeting Purpose

01

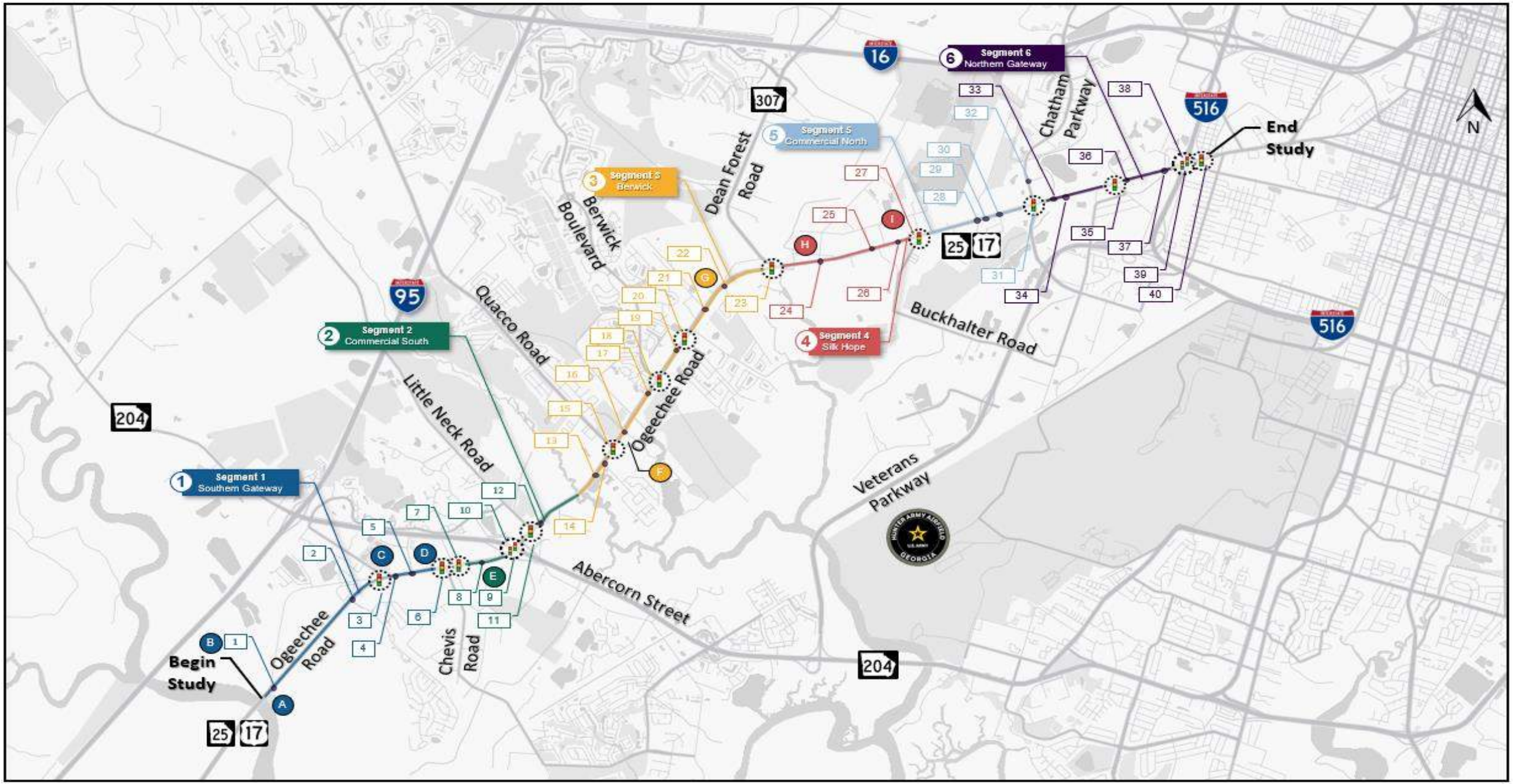
Review Existing Conditions

02

Identify other problems and potential solutions

Kimley»Horn

Corridor Overview



SR 25/US 17
CORRIDOR STUDY

Primer

- Where is traffic the heaviest?
- Where are the most trucks?
- Which are the worst-performing intersections?
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Kimley»Horn

SR 25/US 17
CORRIDOR STUDY

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Kimley»Horn

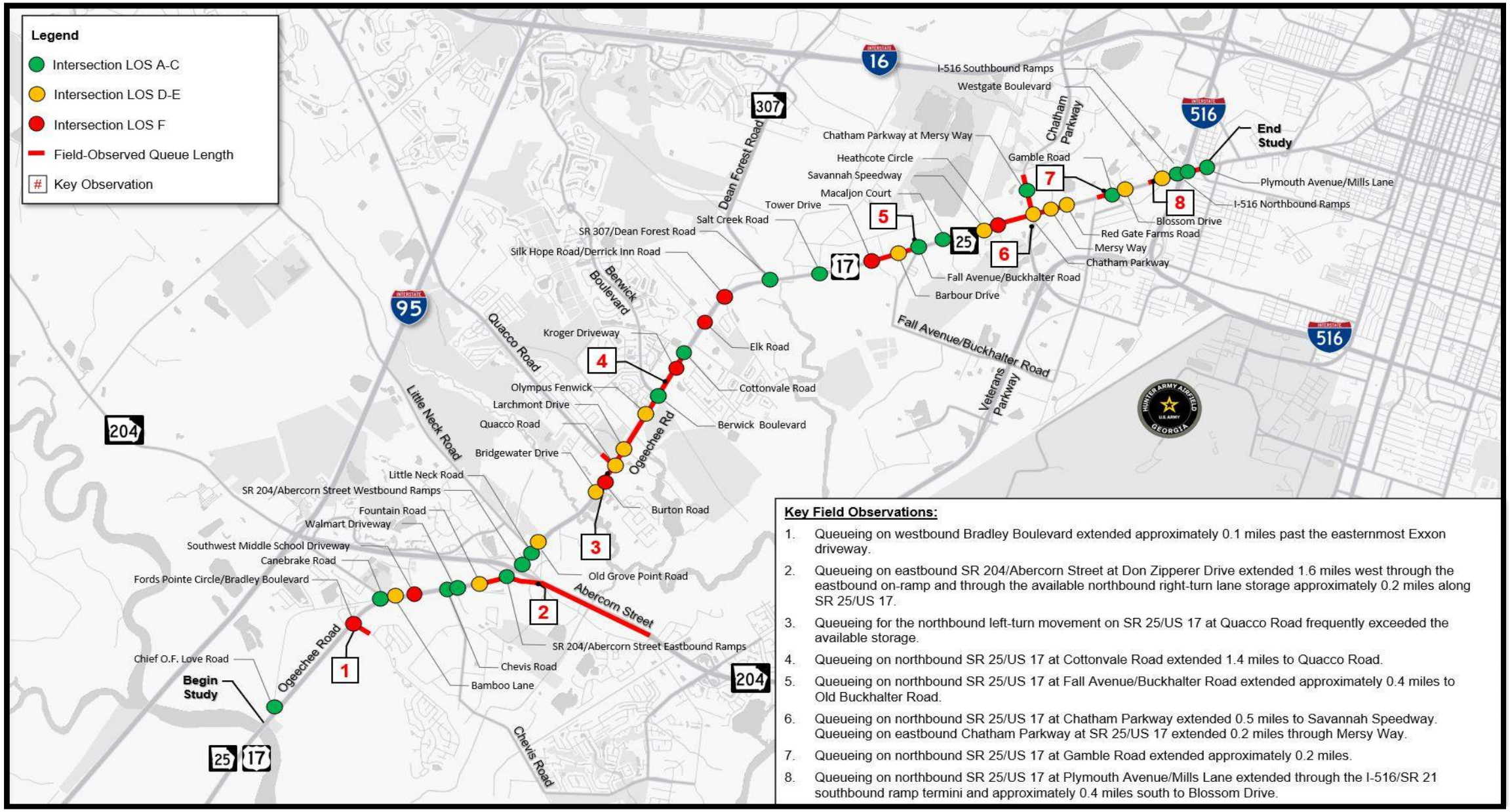
SR 25/US 17
CORRIDOR STUDY

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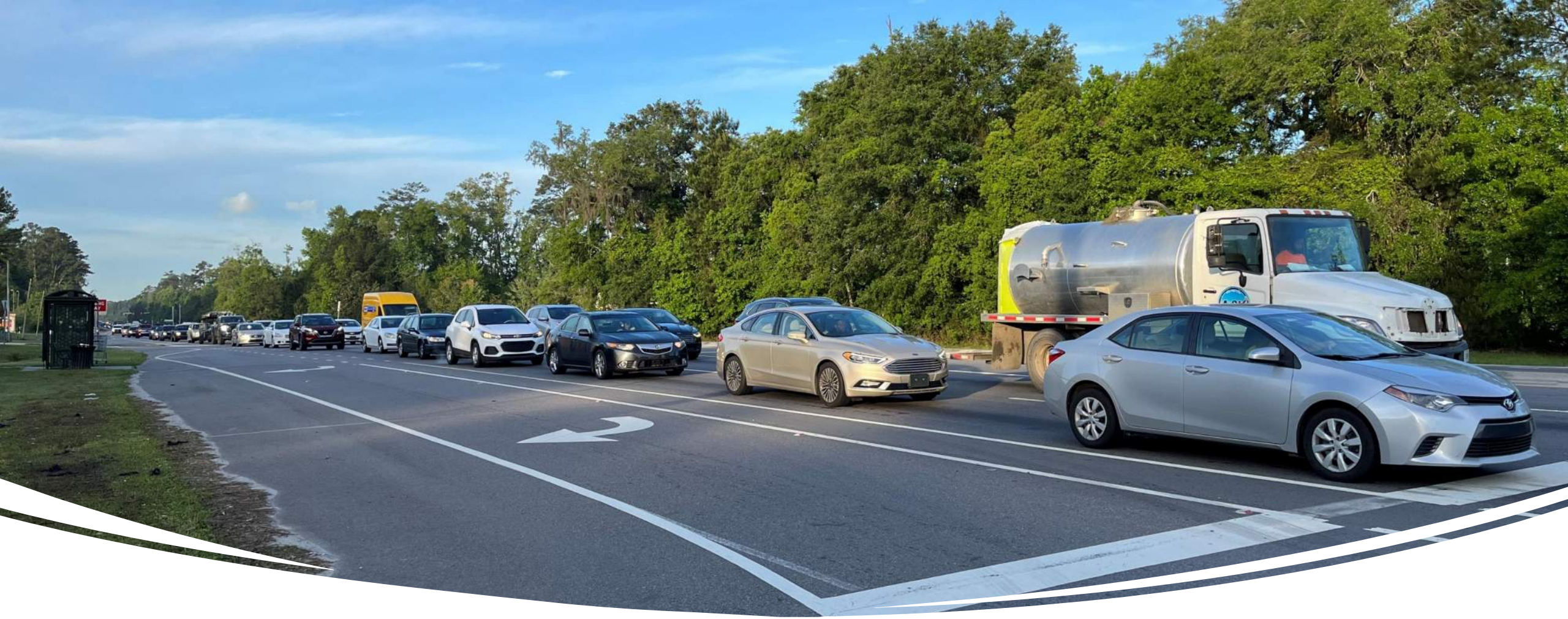
Kimley»Horn

Traffic Summary – AM Peak



Key Field Observations:

1. Queueing on westbound Bradley Boulevard extended approximately 0.1 miles past the easternmost Exxon driveway.
2. Queueing on eastbound SR 204/Abercorn Street at Don Zipperer Drive extended 1.6 miles west through the eastbound on-ramp and through the available northbound right-turn lane storage approximately 0.2 miles along SR 25/US 17.
3. Queueing for the northbound left-turn movement on SR 25/US 17 at Quacco Road frequently exceeded the available storage.
4. Queueing on northbound SR 25/US 17 at Cottonvale Road extended 1.4 miles to Quacco Road.
5. Queueing on northbound SR 25/US 17 at Fall Avenue/Buckhalter Road extended approximately 0.4 miles to Old Buckhalter Road.
6. Queueing on northbound SR 25/US 17 at Chatham Parkway extended 0.5 miles to Savannah Speedway. Queueing on eastbound Chatham Parkway at SR 25/US 17 extended 0.2 miles through Mersy Way.
7. Queueing on northbound SR 25/US 17 at Gamble Road extended approximately 0.2 miles.
8. Queueing on northbound SR 25/US 17 at Plymouth Avenue/Mills Lane extended through the I-516/SR 21 southbound ramp termini and approximately 0.4 miles south to Blossom Drive.

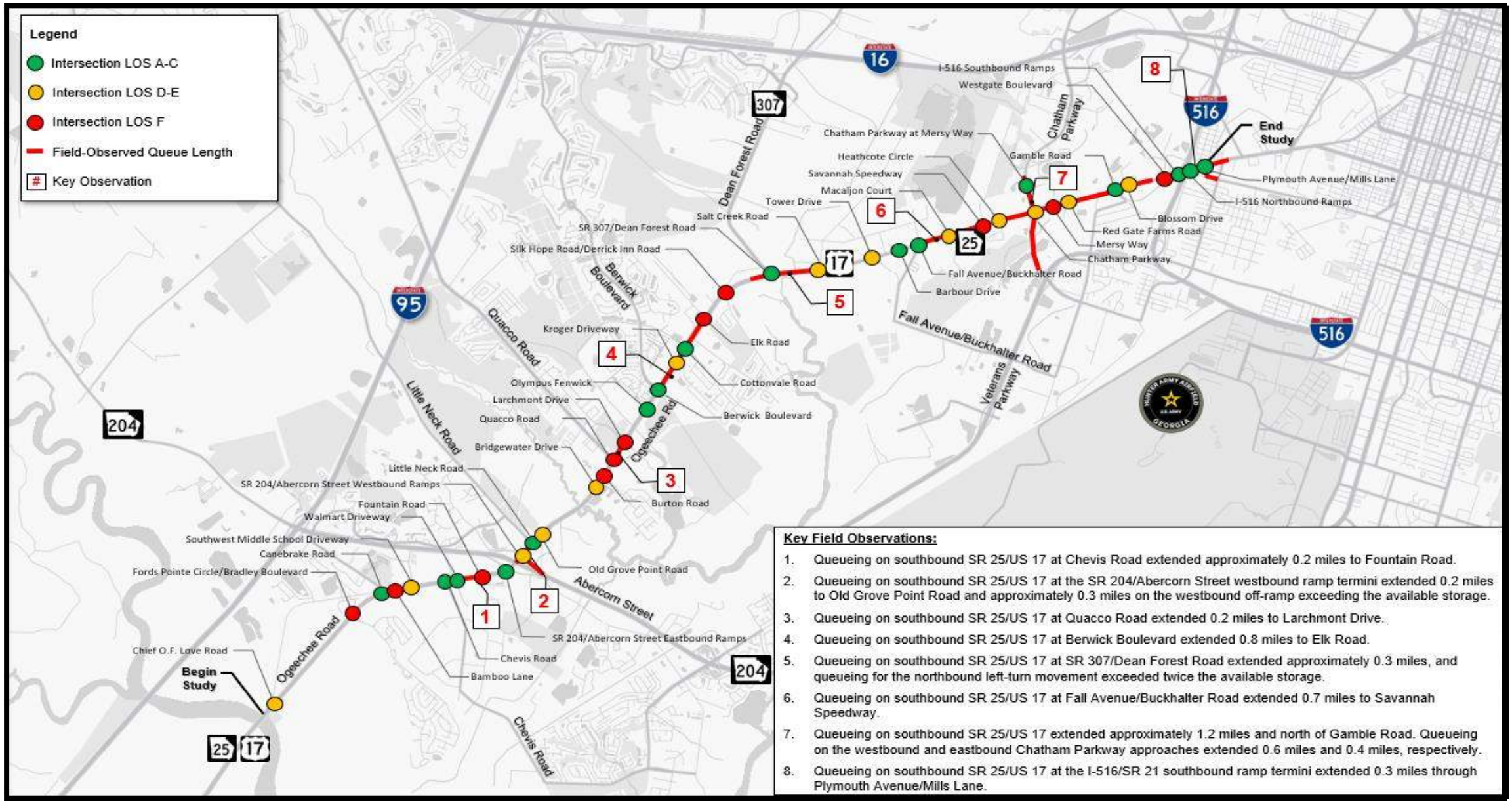


Northbound SR 25/US 17 at Cottonvale Road

SR 25/US 17
CORRIDOR STUDY

Kimley»Horn

Traffic Summary – PM Peak





Westbound Chatham Parkway at SR 25/US 17

SR 25/US 17 CORRIDOR STUDY

Kimley»Horn

SR 25/US 17
CORRIDOR STUDY

Crashes 2018-2022

- 3,621 Total
- Nearly 85% PDO
- 24 Fatal
- 5 of 6 segments exceed statewide average
- Cost of $170.1 million per year

Clear need for safety investments

Kimley»Horn

SR 25/US 17
CORRIDOR STUDY

Pedestrians and Bicyclists

GA Bike Route 95 and East Coast Greenway

Variability of typical sections and latent demand

Target improvements in network where gaps exist

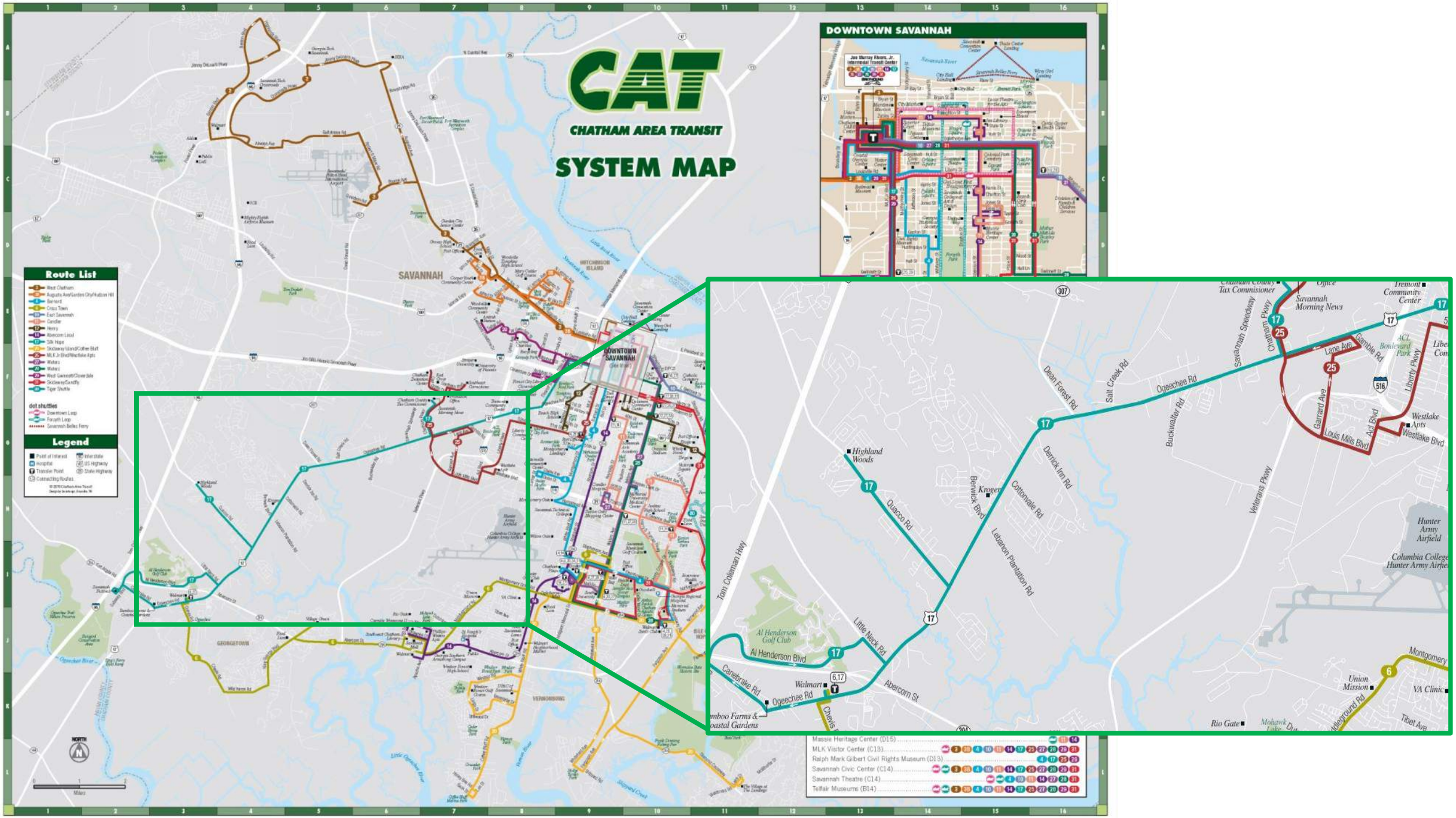
Provide greater connectivity to existing recreational and commercial facilities

NMTP recommends sidewalks from:

1. Bradley Boulevard to SR 204/Abercorn Street
2. Bridgewater Drive to Quacco Road
3. Berwick Boulevard to SR 307/Dean Forest Road

NMTP recommends a shared-use path from Salt Creek Road to north of I-516/SR 21

Kimley»Horn


CAT
CHATHAM AREA TRANSIT
SYSTEM MAP
DOWNTOWN SAVANNAH
Route List
West Chatham
Augusta Ave/Garden City/Hudson Hill
Bernard
Cross Town
East Savannah
Candler
Henry
Abercorn Local
Silk Hope
Skidaway Island/Coffee Bluff
MLK Jr Blvd/Westlake Apts
Waters
Waters
West Gwinnett/Cloverdale
Skidaway/Sandfly
Tiger Shuttle
dot shuttles
Downtown Loop
Forsyth Loop
Savannah Belles Ferry
Legend
Point of Interest
Hospital
Transfer Point
Connecting Routes
Interstate
US Highway
State Highway
SAVANNAH
DOWNTOWN SAVANNAH
HUTCHINSON ISLAND
GEORGETOWN
VERNONBURG
Highland Woods
Kroger
Berwick Blvd
Quacco Rd
Cottonvale Rd
Dean Forest Rd
Salt Creek Rd
Ogeechee Rd
Buckwalter Rd
Savannah Speedway
Chatham Pkwy
Derrick Inn Rd
Lebanon Plantation Rd
Veterans Pkwy
Tom Coleman Hwy
Little Neck Rd
Al Henderson Golf Club
Al Henderson Blvd
Canebrake Rd
Walmart
Abercorn St
Savannah Morning News
Tremont Community Center
Lane Ave
Gamble Rd
ACL Boulevard Park
Garrard Ave
Louis Mills Blvd
Acl Blvd
Liberty Pkwy
Westlake Apts
Westlake Blvd
Hunter Army Airfield
Columbia College Hunter Army Airfield
Montgomery
Union Mission
VA Clinic
Tibet Ave
Rio Gate
Massie Heritage Center (D15)
MLK Visitor Center (C13)
Ralph Mark Gilbert Civil Rights Museum (D13)
Savannah Civic Center (C14)
Savannah Theatre (C14)
Telfair Museums (B14)
NORTH
Miles



Bus Stop with Shelter
Cottonvale Road



Bus Stop with Shelter
Chatham Parkway

SR 25/US 17
CORRIDOR STUDY

Summary

- Capacity and safety improvements should be prioritized at key bottlenecks
- Transit, pedestrian, and bicycle facilities should be considered
- Access management strategies should be implemented

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SR 25/US 17
CORRIDOR STUDY

Potential Improvements

Capacity improvements

- Fords Pointe Circle/Bradley Boulevard
- SR 204/Abercorn Street Interchange
- Berwick Segment improvements
- Chatham Parkway

Alternative mobility investments

- Expanded bicycle and pedestrian facilities
- Enhanced transit accommodations
- Improved lighting

Access control plan to improve safety

- Raised, grassed median
- Driveway consolidation
- Innovative/reduced conflict intersections

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SR 25/US 17
CORRIDOR STUDY

Next Steps

- Preliminary Stakeholder Meetings
- Traffic Forecasting
- Alternatives/Concept Development
- Public Information Open House
- Final Stakeholder Meetings
- Final Report

Kimley»Horn

QUESTIONS?

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CHATHAM COUNTY GEORGIA 1777

CORE COASTAL REGION MPO

Kimley»Horn

CORE MPO POLICY BOARD

PROJECT STATUS UPDATE – STUDY FINDINGS AND ALTERNATIVES

SR 25/US 17 CORRIDOR STUDY

PI No. 0019011, Chatham County, GA

April 23, 2025



CHATHAM COUNTY GEORGIA 1777

CORE COASTAL REGION MPO

Kimley»Horn

The Kimley-Horn Team



Chris Marsengill, P.E., PTOE
Project Manager



Rhodes Hunt, P.E.
Deputy Project Manager
Alternatives Evaluation



Denise Grabowski, AICP, LEED AP
Stakeholder Engagement

Kimley»Horn

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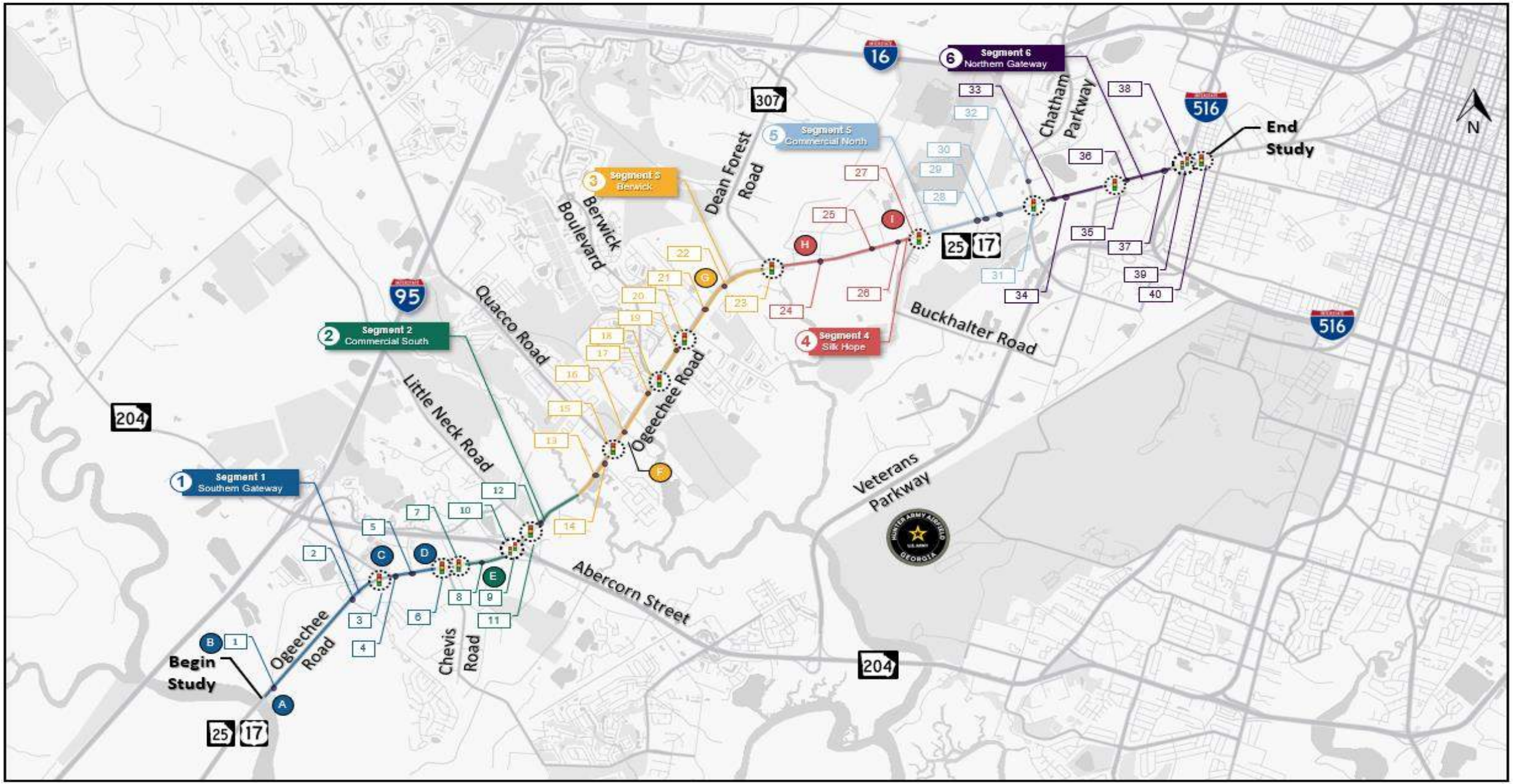
SR 25/US 17
CORRIDOR STUDY

Agenda

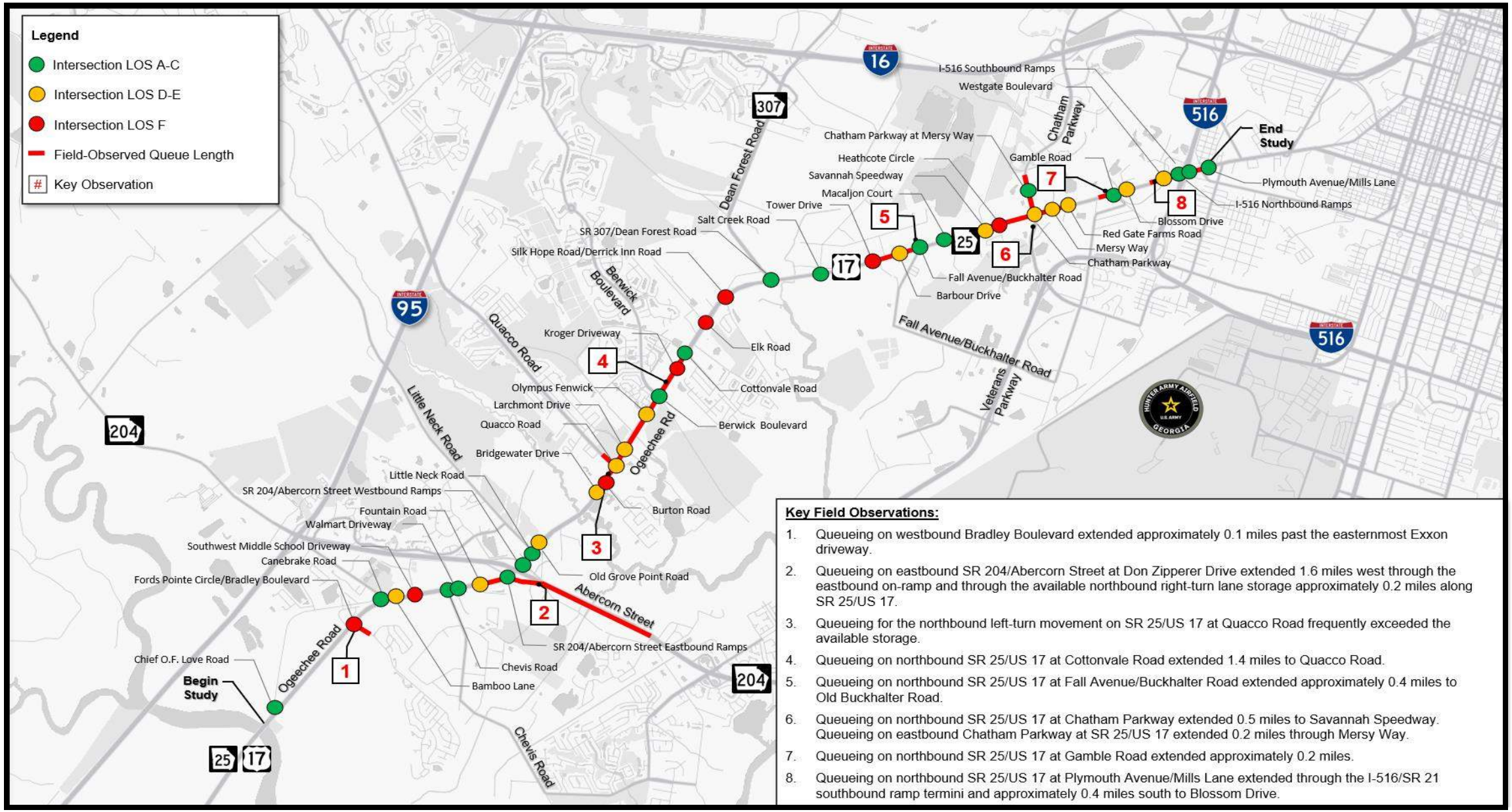
- Corridor Overview
- Findings Recap
- Study Recommendations
- Next Steps

Kimley»Horn

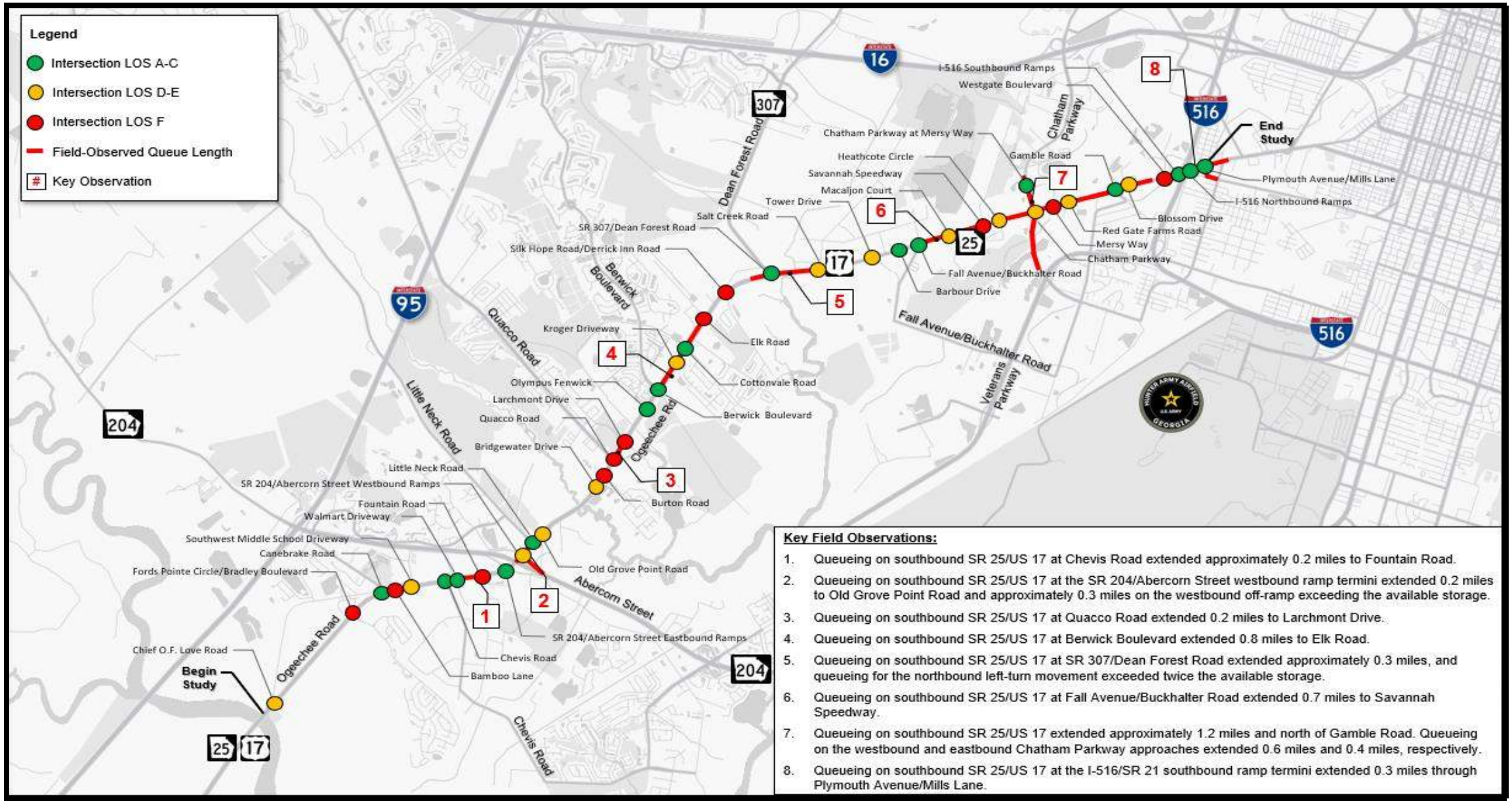
Corridor Overview



Traffic Summary – AM Peak



Traffic Summary – PM Peak



Key Field Observations:

1. Queueing on southbound SR 25/US 17 at Chevis Road extended approximately 0.2 miles to Fountain Road.
2. Queueing on southbound SR 25/US 17 at the SR 204/Abercorn Street westbound ramp termini extended 0.2 miles to Old Grove Point Road and approximately 0.3 miles on the westbound off-ramp exceeding the available storage.
3. Queueing on southbound SR 25/US 17 at Quacco Road extended 0.2 miles to Larchmont Drive.
4. Queueing on southbound SR 25/US 17 at Berwick Boulevard extended 0.8 miles to Elk Road.
5. Queueing on southbound SR 25/US 17 at SR 307/Dean Forest Road extended approximately 0.3 miles, and queueing for the northbound left-turn movement exceeded twice the available storage.
6. Queueing on southbound SR 25/US 17 at Fall Avenue/Buckhalter Road extended 0.7 miles to Savannah Speedway.
7. Queueing on southbound SR 25/US 17 extended approximately 1.2 miles and north of Gamble Road. Queueing on the westbound and eastbound Chatham Parkway approaches extended 0.6 miles and 0.4 miles, respectively.
8. Queueing on southbound SR 25/US 17 at the I-516/SR 21 southbound ramp termini extended 0.3 miles through Plymouth Avenue/Mills Lane.

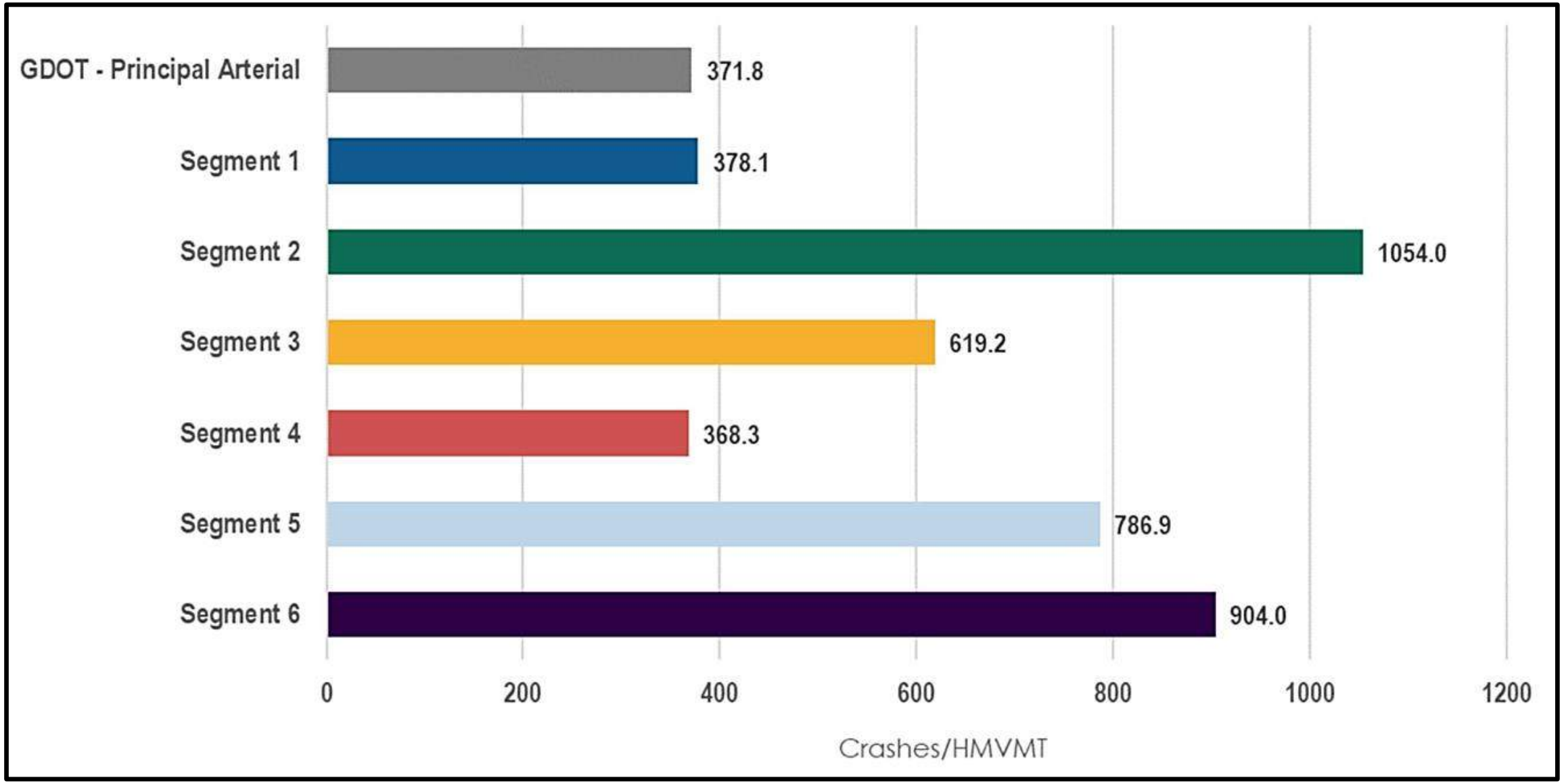
SR 25/US 17
CORRIDOR STUDY

Crashes 2018-2022

- 3,621 Total
- Nearly 85% PDO
- 24 Fatal
- 5 of 6 segments exceed statewide average
- Cost of $170.1 million per year
- Clear need for safety investments

Kimley»Horn

Crash Rates: 2018-2022



SR 25/US 17 CORRIDOR STUDY

Needs Summary

- Access management strategies should be prioritized
- Capacity and safety at key intersections should be investigated
- Transit, pedestrian, and bicycle facilities should be addressed

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SR 25/US 17
CORRIDOR STUDY

Stakeholder Engagement

- MPO TCC Corridor Assessment – 20-JUNE-2024
- MPO Policy Board – 26-JUNE-2024
- Initial SAT Meeting – 29-JULY-2024
- SR 204 Coordination Meeting – 13-FEB-2025
- Public Information Open House – 27-MAR-2025
- MPO TCC Study Findings – 17-APR-2025
- MPO Policy Board – 23-APR-2025

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SR 25/US 17 CORRIDOR STUDY

Short-Term Recommendations (0-5 years)

Intersection Improvements

- Bradley Boulevard signalization
- SR 204/Abercorn Street Interchange auxiliary turn lanes
- Berwick Boulevard auxiliary turn lanes
- Cottonvale Road auxiliary turn lanes
- Chatham Parkway auxiliary turn lanes

Access Control

- Corridor signal retiming
- Construct reduced conflict intersections from Bryan County/Chatham County line to SR 307
- Plan for raised median throughout corridor
- Implement innovative intersections

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SR 25/US 17
CORRIDOR STUDY

Long-Term Recommendations (5+ years)

Intersection and Grade Separations

- SR 204/Abercorn Street Interchange conversion to DDI
- Kroger Driveway signalization
- Cottonvale Road conversion to thru-cut
- SR 307/Dean Forest Road conversion to Continuous Green-T (CGT)
- Chatham Parkway conversion to grade-separated quadrant interchange

Access Control

- Corridor widening between Bradley Boulevard and Quacco Road
- Corridor widening between Quacco Road and SR 307/Dean Forest
- Raised median and bike/ped improvements
- Implement innovative/reduced conflict intersections

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SR 25/US 17 CORRIDOR STUDY

Long-Term Recommendations (5+ years)

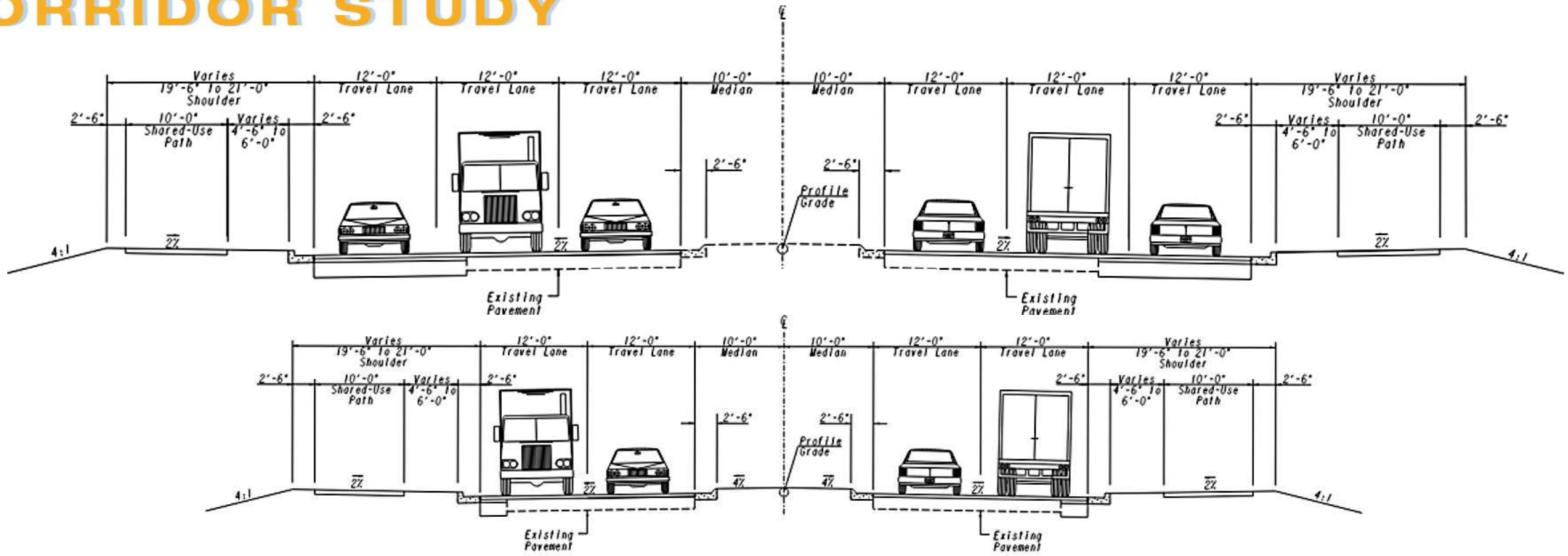
Pedestrian and Bicycle Facilities

- Bike lane on both sides of SR 25/US 17 from the Bryan County/Chatham County line to south of Fords Pointe Circle/ Bradley Boulevard
- Shared-use path on both sides of SR 25/ US 17 from south of Fords Pointe Circle/ Bradley Boulevard and Plymouth Avenue/ Mills Lane

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SR 25/US 17

CORRIDOR STUDY

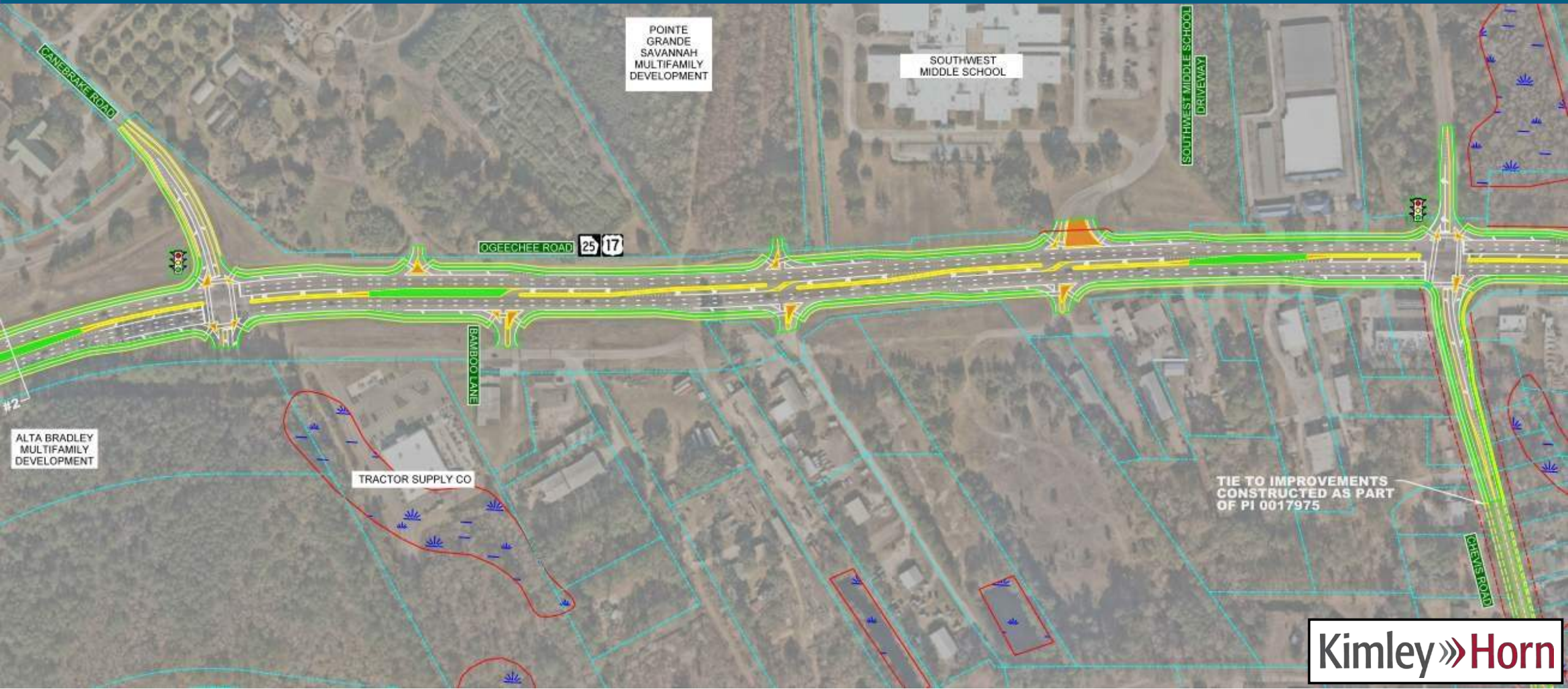


Raised Median Typical Section

Kimley»Horn

SR 25/US 17
CORRIDOR STUDY

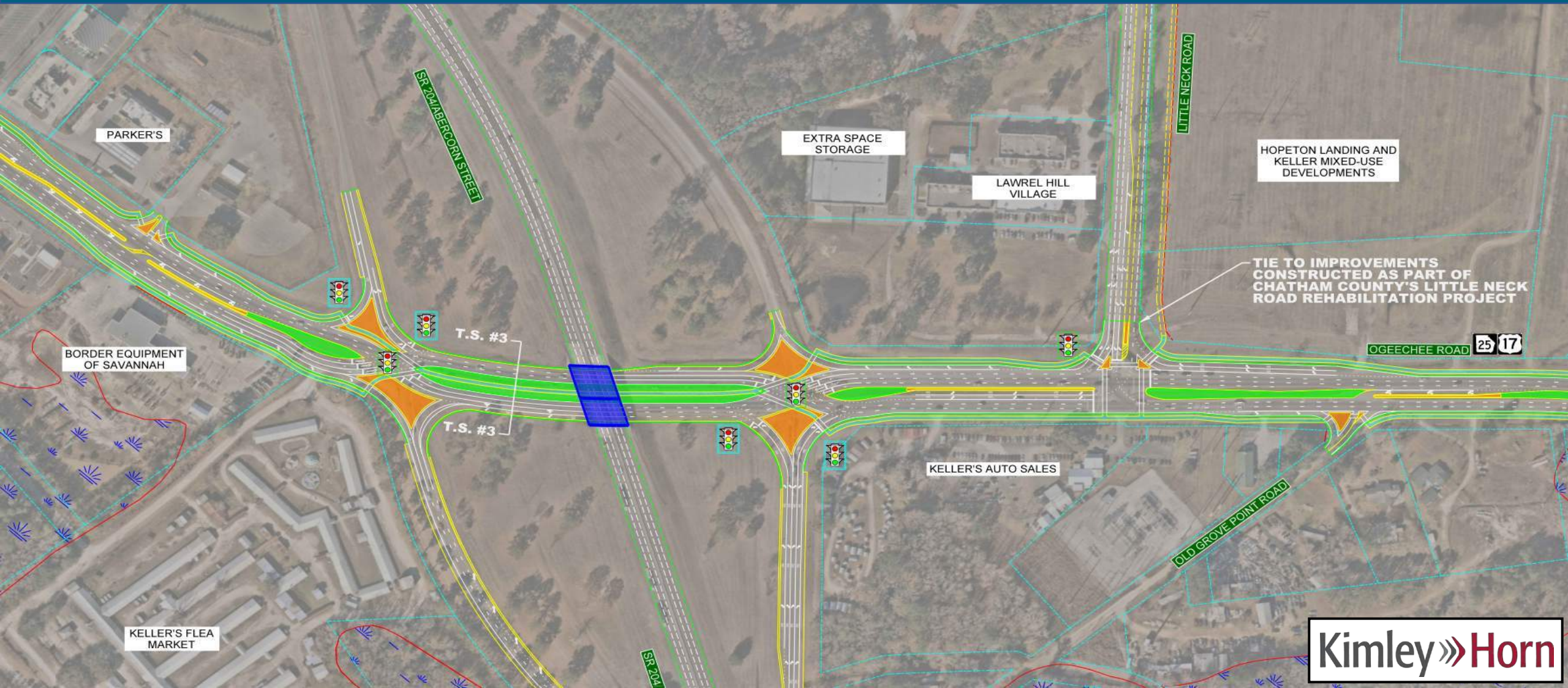
SR 25/US 17: Reduced Conflict Intersections



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SR 25/US 17
CORRIDOR STUDY

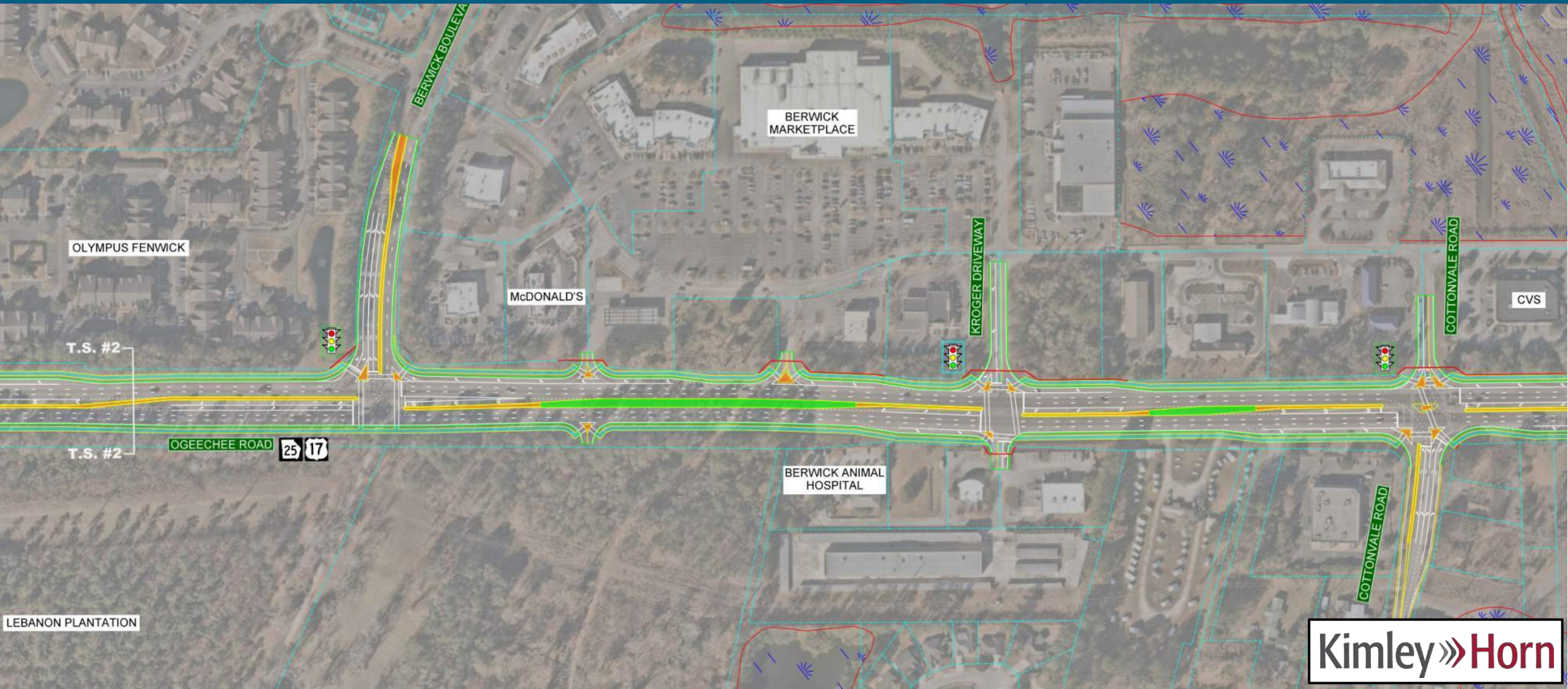
SR 25/US 17 at SR 204/Abercorn Street: Diverging Diamond Interchange



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SR 25/US 17
CORRIDOR STUDY

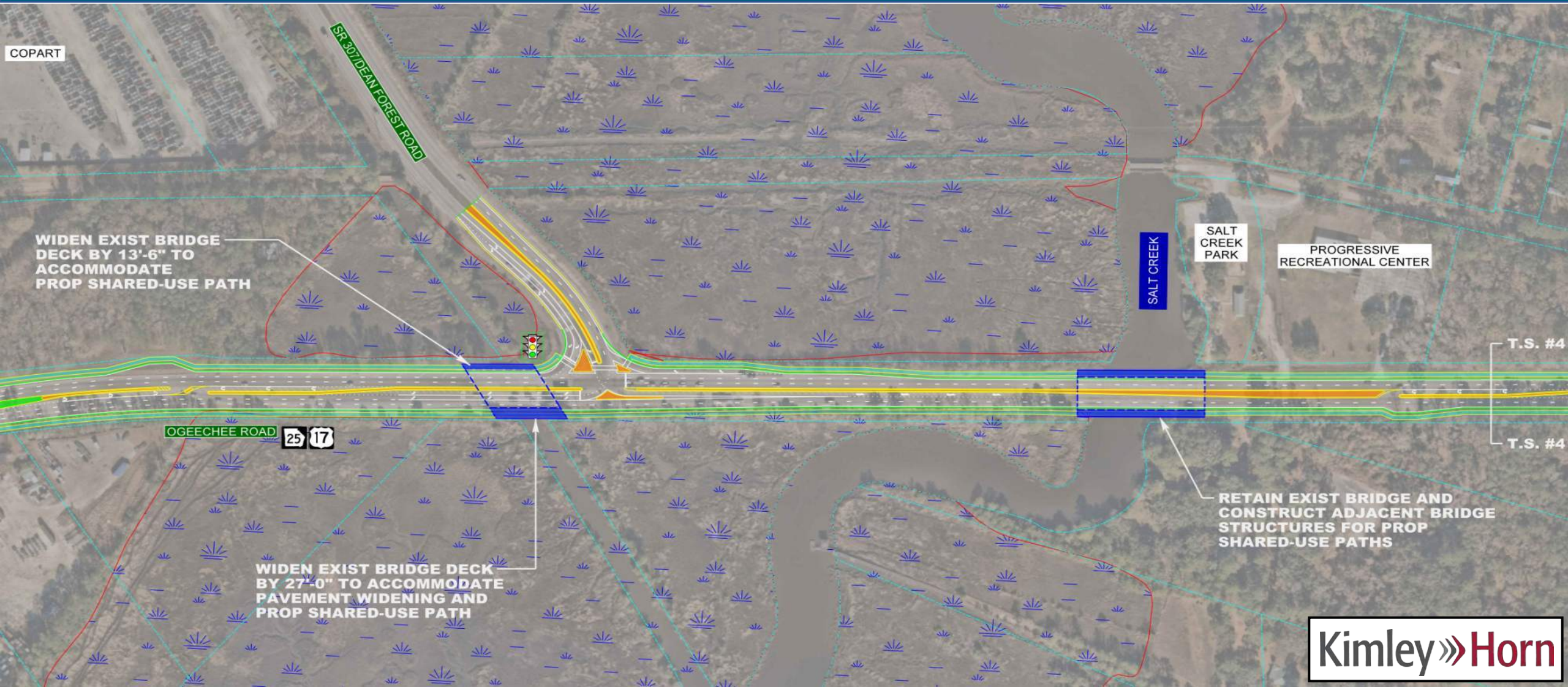
SR 25/US 17: Access Control and Intersection Improvements



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SR 25/US 17
CORRIDOR STUDY

SR 25/US 17 at SR 307/ Dean Forest Road: Continuous Green-T



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SR 25/US 17
CORRIDOR STUDY

SR 25/US 17 at Chatham Parkway: Grade-Separated Quadrant Roadway



SR 25/US 17
CORRIDOR STUDY

Next Steps

- PIOH Comment Period – 30-APR-2025
- Final SAT Meeting – 07-MAY-2025
- Project Cost Estimates – 21-MAY-2025
- Final Report – 28-MAY-2025

Kimley»Horn

THANK YOU!

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CHATHAM COUNTY GEORGIA 1777

CORE COASTAL REGION MPO

Kimley»Horn

Stakeholder Advisory Team Meeting No. 1 Summary

SR 25/US 17 CORRIDOR STUDY

MEETING MINUTES

DATE: 29-JULY-2024

RE: **SR 25/US 17 CORRIDOR STUDY, PI 0019011, CHATHAM COUNTY**
Existing Conditions Assessment/Needs Identification Presentation
Stakeholder Advisory Team (SAT) Meeting
2:00 – 3:00 PM

LOCATION: Virtual (Zoom)

ATTENDEES:
Allen Blake – alblake@chathamcounty.org – Chatham County (Project Manager)
Deana Brooks – dbrooks@chathamcounty.org – Chatham County
Joseph Capello – jcapello@dot.ga.gov – GDOT District 5 (Traffic Operations)
Daniel Summers – dasummers@dot.ga.gov – GDOT District 5 (Traffic Operations)
Katie Proctor – kproctor@dot.ga.gov – GDOT District 5 (Transit Planning)
Jonathan Martinez – JoMartinez@dot.ga.gov – GDOT District 5 (Preconstruction)
Ned Green – ngreen@dot.ga.gov – GDOT Planning
Kaniz Sathi – ksathi@dot.ga.gov – GDOT Planning
Ambria Berksteiner – Ambria.berksteiner@catchacat.org – Chatham Area Transit (CAT)
Shubham Goel – shubham.goel@catchacat.org – CAT
Caila Brown – caila@bikewalksavannah.com – Bike Walk Savannah
Chris Marsengill – chris.marsengill@kimley-horn.com – Kimley-Horn (Project Manager)
Rhodes Hunt – rhodes.hunt@kimley-horn.com – Kimley-Horn (Deputy Project Manager)
Nick Jehn – nick.jehn@kimley-horn.com – Kimley-Horn (Traffic Analysis Lead)
Denise Grabowski – dgrabowski@symbioscity.com – Symbioscity (Engagement Lead)

MEETING SUMMARY

Chris Marsengill, Rhodes Hunt, and Nick Jehn provided a presentation of the SR 25/US 17 Corridor Study Existing Conditions Assessment/Needs Identification. A copy of the presentation is attached.

Joseph Capello (GDOT) asked if the SR 25/US 17 and Bradley Boulevard/Fords Pointe Circle intersection meets signal warrants and noted he often receives inquiries about this unsignalized intersection. Kimley-Horn responded that signal warrants are likely met based on existing volumes but will verify and coordinate with Mr. Capello as needed.

After asking for additional questions or comments from the SAT members and there being none, Chris Marsengill thanked the meeting participants for attending.

STAKEHOLDER ADVISORY TEAM

MEETING NO. 1 – EXISTING CORRIDOR ASSESSMENT

SR 25/US 17 CORRIDOR STUDY

PI No. 0019011, Chatham County, GA

July 29, 2024



CHATHAM COUNTY GEORGIA 1777

CORE COASTAL REGION MPO

Kimley»Horn

The Kimley-Horn Team



Chris Marsengill, P.E., PTOE
Project Manager



Rhodes Hunt, P.E.
Deputy Project Manager
Alternatives Evaluation



Nick Jehn, P.E., PTOE
Traffic Assessment & Analysis



Denise Grabowski, AICP, LEED AP
Stakeholder Engagement

Kimley»Horn

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SR 25/US 17
CORRIDOR STUDY

Agenda

- Introductions and Study Goals
- Meeting Purpose
- Corridor Overview
- Initial Research
- Potential Improvements
- Next Steps

Kimley»Horn

The Study Team

Allen Blake, PE – Chatham County

Deana Brooks, PE – Chatham County

Wkyoda Wang – MPC/CORE MPO

Genesis Harrod – MPC/CORE MPO

Asia Hernton – MPC/CORE MPO

Anna McQuarrie – MPC/CORE MPO

Edward Morrow – MPC/CORE MPO

Rhonda Ferrell – City of Garden City



SR 25/US 17 CORRIDOR STUDY

Kimley»Horn

The Study Team (Continued)

Michele Strickland – City of Savannah

Ned Green – GDOT Planning

Ted Hicks – GDOT Planning

Kaniz Sathi – GDOT Planning

Troy Pittman, PE – GDOT District 5

Joseph Capello, PE – GDOT District 5

Jonathan Martinez – GDOT District 5

Katie Proctor – GDOT District 5



The Study Team (Continued)

Joseph Longo – FHWA

Olivia Lewis – FHWA

Mary Moskowitz – Chatham Area Transit

Tammy Perkins – SCCPSS

Jesse Dillon – SEDA

Caila Brown – Bike Walk Savannah

Jim Hemphill – East Coast Greenway

SR 25/US 17
CORRIDOR STUDY

Roles of Stakeholder Advisory Team



01

Provide Study Input and Feedback

02

Share Study Information with Constituent Groups

03

Encourage Community Participation

Kimley»Horn

Planned Meetings & Actions

- Stakeholder Advisory Team (SAT)
  - **Meeting No. 1 – Existing Conditions/Corridor Assessment**
  - Meeting No. 2 – Alternatives Analysis
- Neighborhood/Community Meeting
- Public information Open House
- Two Online Surveys
  - Survey No. 1 – Existing Conditions/Corridor Assessment
  - Survey No. 2 – Alternatives Analysis
- CORE MPO Policy Board and Technical Coordinating Committee (TCC)
- Project Website

SR 25/US 17
CORRIDOR STUDY

Study Goals

01

Identify and prioritize improvements to SR 25/US 17

02

Plan projects through the CORE MPO's Metropolitan Transportation Plan (MTP) process

03

Program projects in the CORE MPO's Transportation Improvement Program (TIP) and MTP

Kimley»Horn

SR 25/US 17
CORRIDOR STUDY

Key MTP Objectives

- Improve safety, security, accessibility, mobility, and sustainability of transportation options available to people and freight
- Lower the frequency and severity of crashes for cars, trucks, pedestrians, and bicyclists
- Improve emergency response time and evacuation routes
- Reduce congestion by improving access to businesses and maximizing freight truck travel time reliability

Kimley»Horn

SR 25/US 17
CORRIDOR STUDY

Meeting Purpose

01

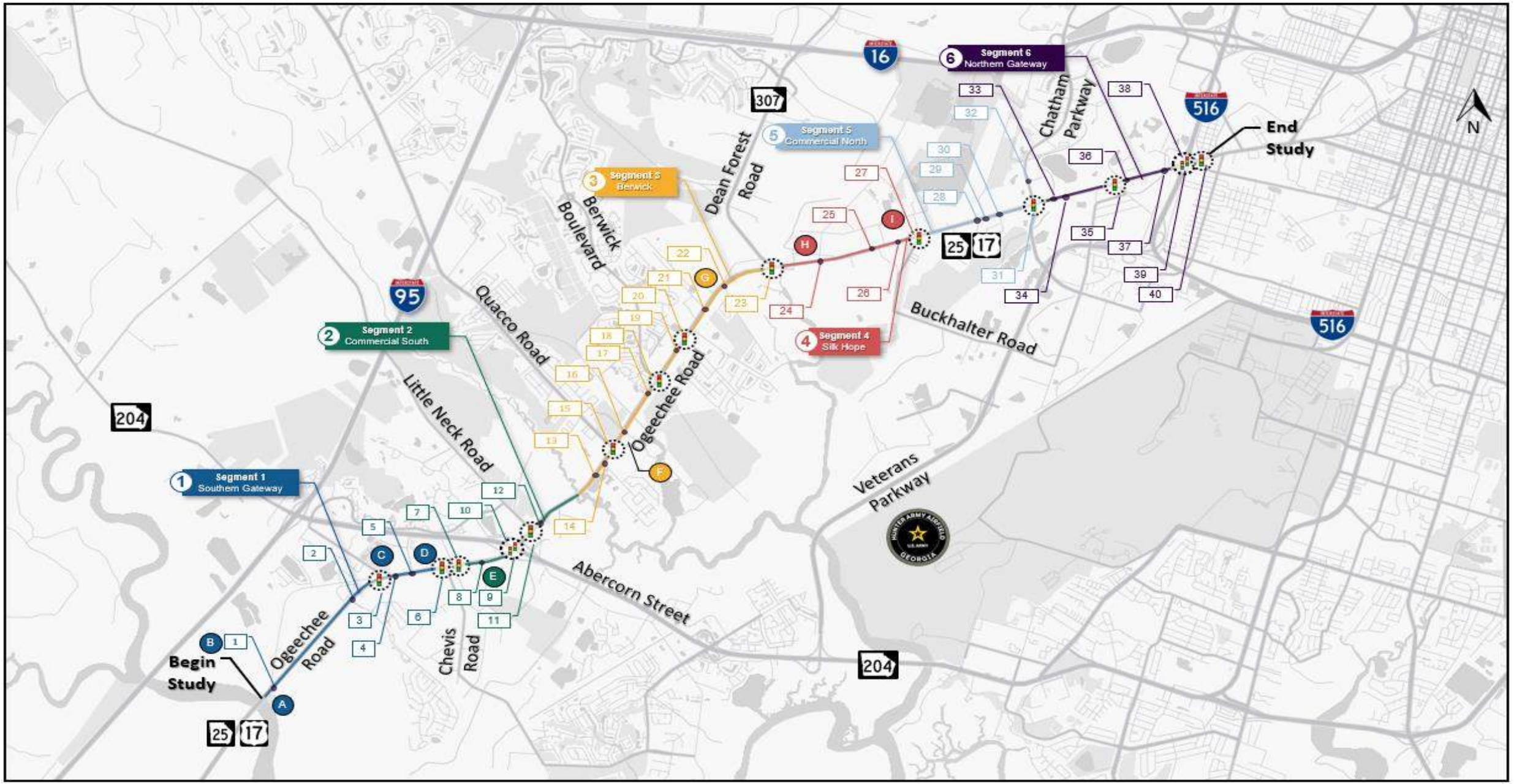
Review Existing Conditions

02

Identify other problems and potential solutions

Kimley»Horn

Corridor Overview



SR 25/US 17
CORRIDOR STUDY

Primer

- Where is traffic the heaviest?
- Where are the most trucks?
- Which are the worst-performing intersections?
- Where are the most crashes?
- Which area has the greatest growth potential?
- Freight corridor or commuter corridor?

Kimley»Horn

SR 25/US 17
CORRIDOR STUDY

Daily Traffic

- Segment 1: 33,300 VPD
- Segment 2: 33,900 VPD
- Segment 3: 34,500 VPD
- Segment 4: 31,500 VPD
- Segment 5: 30,800 VPD
- Segment 6: 27,000 VPD

Kimley»Horn

SR 25/US 17 CORRIDOR STUDY

Trucks

- Segment 1: 6%
- Segment 2: 5%
- Segment 3: 7%
- Segment 4: 6%
- Segment 5: 6%
- Segment 6: 7%

Kimley»Horn

SR 25/US 17
CORRIDOR STUDY

5-Year & 10-Year Annual Growth Rates

- Segment 1: 3%; 2.2%
- Segment 2: 2.7%; 2.2%
- Segment 3: 4%; 3.3%
- Segment 4: 1.8%; 3.1%
- Segment 5: 1.8%; 3.1%
- Segment 6: -1.7%; -0.6%

Kimley»Horn

SR 25/US 17
CORRIDOR STUDY

AM Traffic

- Segment 1
- Segment 2
- Segment 3
- Segment 4
- Segment 5
- Segment 6

Fords Pointe Circle/Bradley Boulevard: LOS F

Southwest Middle School Driveway: LOS F

Fountain Road: LOS E

Burton Road: LOS F

Quacco Road: LOS E

Kroger Driveway: LOS F

Elk Road: LOS F

Silk Hope Road/Derrick Inn Road: LOS F

Tower Drive: LOS F

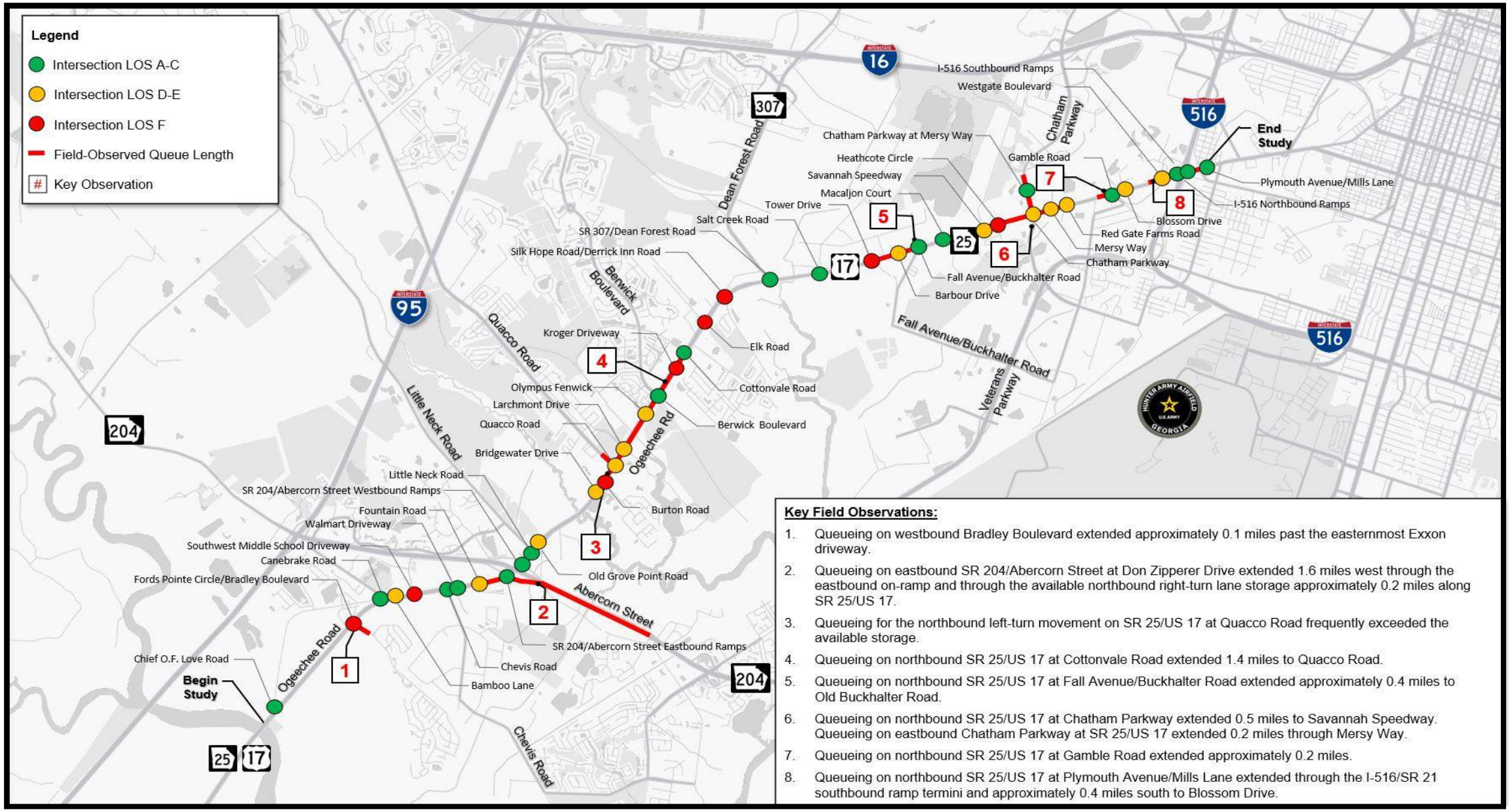
Heathcote Circle: LOS F

Mersy Way: LOS E

Westgate Boulevard: LOS E

Kimley»Horn

Traffic Summary – AM Peak



Key Field Observations:

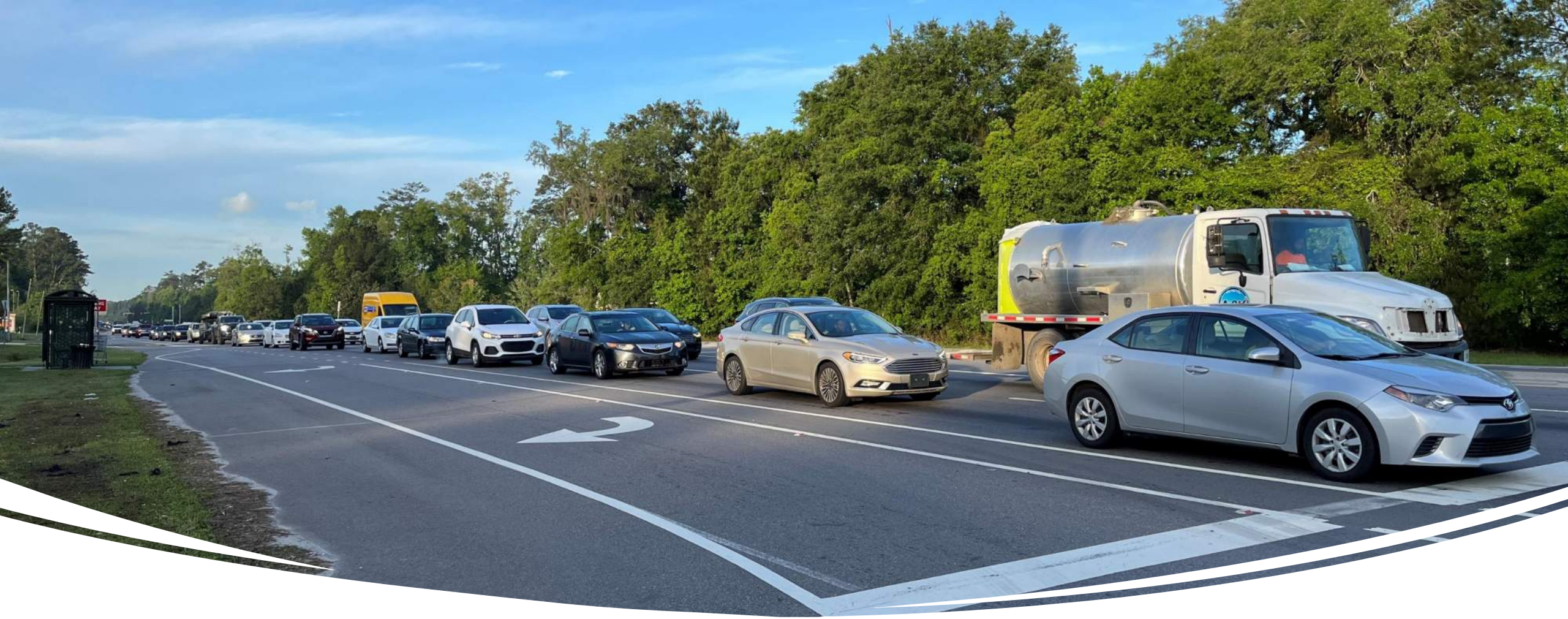
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Northbound SR 25/US 17 at SR 204/Abercorn Street Eastbound Ramps

SR 25/US 17
CORRIDOR STUDY

Kimley»Horn



Northbound SR 25/US 17 at Cottonvale Road

SR 25/US 17
CORRIDOR STUDY

Kimley»Horn

SR 25/US 17
CORRIDOR STUDY

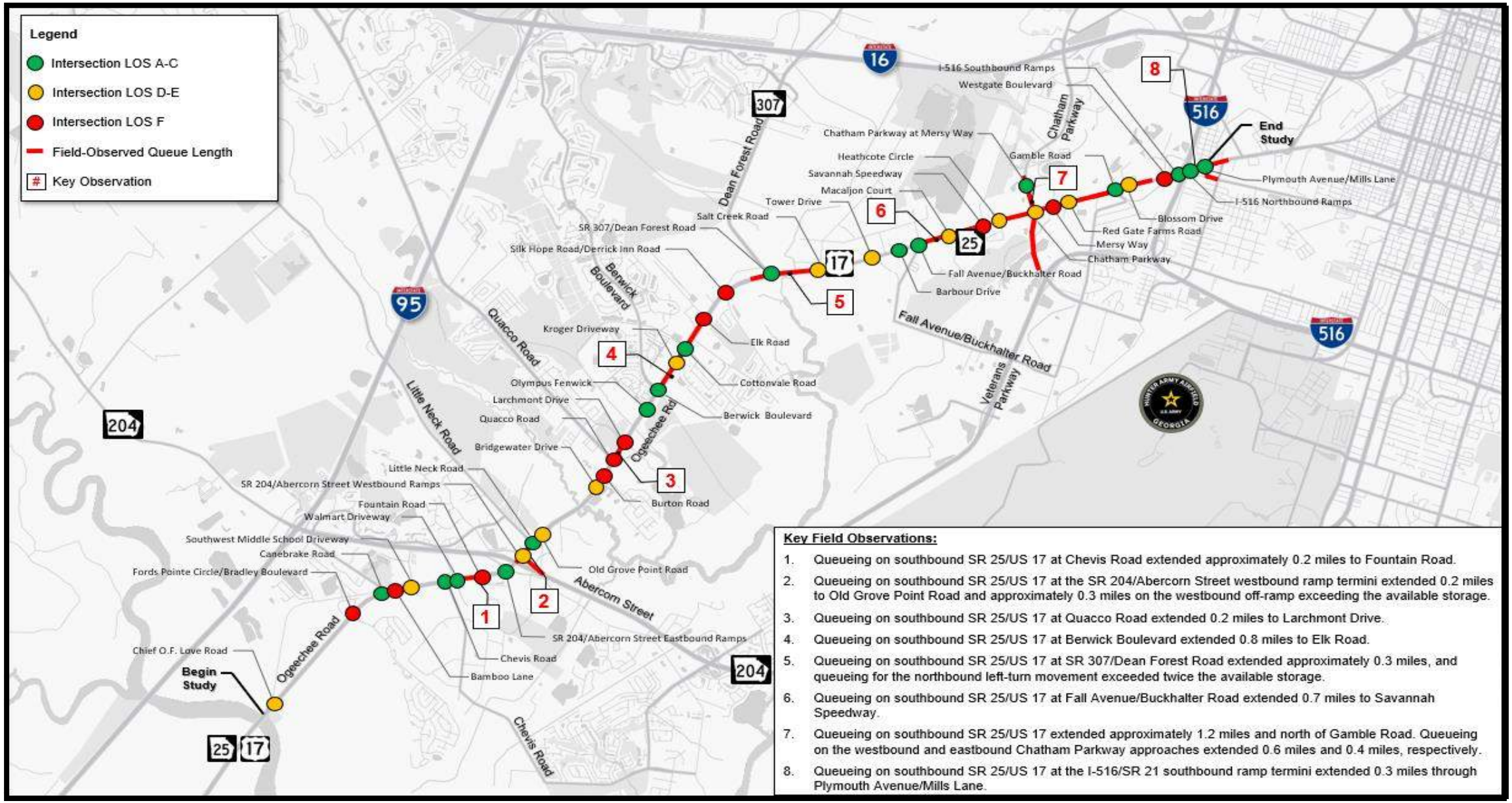
PM Traffic

- Segment 1
- Segment 2
- Segment 3
- Segment 4
- Segment 5
- Segment 6

- Fords Pointe Circle/Bradley Boulevard: LOS F
- Bamboo Lane: LOS F
- Fountain Road: LOS F
- Burton Road: LOS F
- Quacco Road: LOS F
- Larchmont Drive: LOS F
- Elk Road: LOS F
- Silk Hope Road/Derrick Inn Road: LOS F
- Savannah Speedway: LOS F
- Mersy Way: LOS F
- Westgate Boulevard: LOS F

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Traffic Summary – PM Peak





Southbound SR 25/US 17 north of Berwick Boulevard

SR 25/US 17
CORRIDOR STUDY

Kimley»Horn



Westbound Chatham Parkway at SR 25/US 17

SR 25/US 17 CORRIDOR STUDY

Kimley»Horn

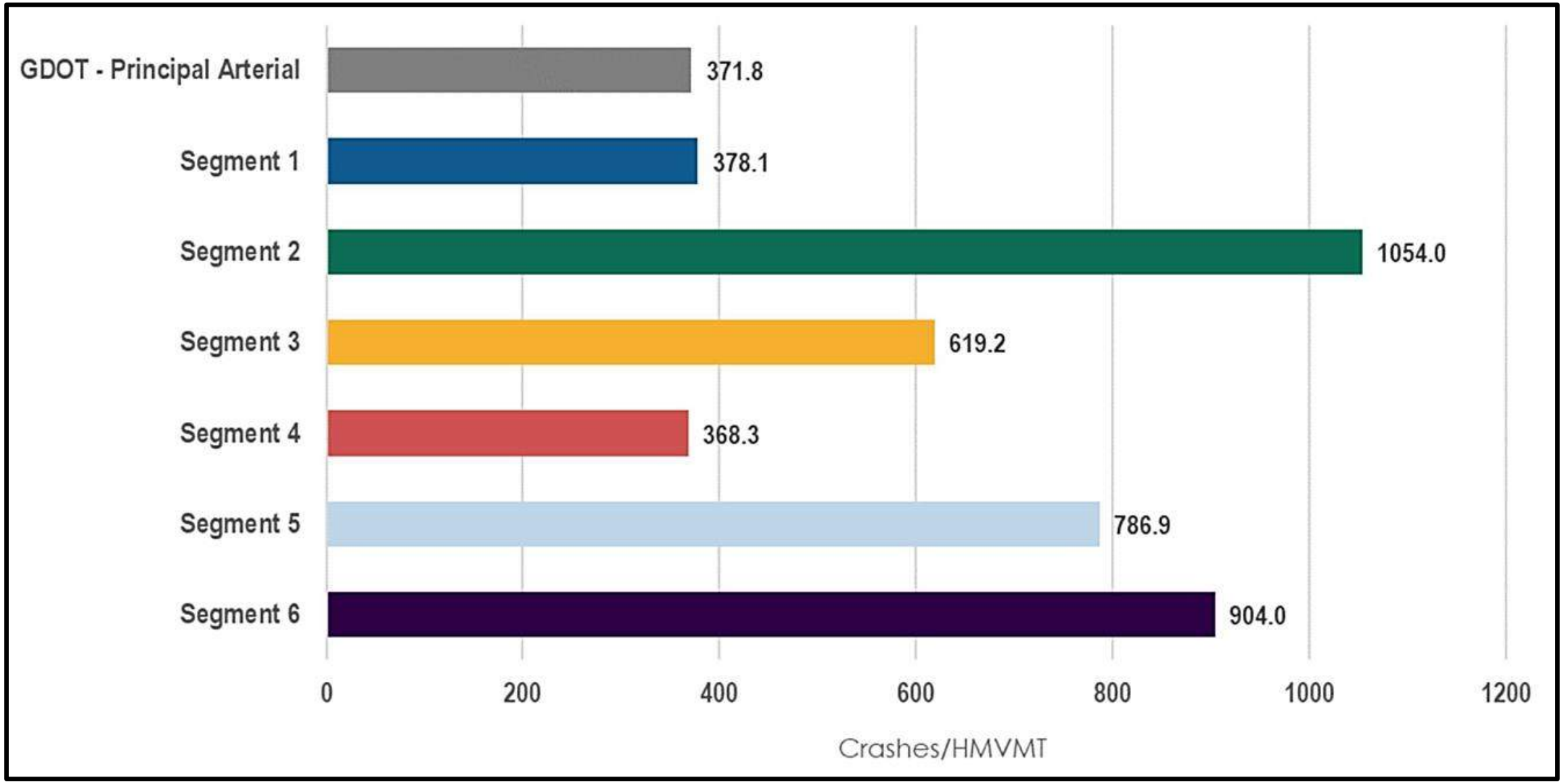
SR 25/US 17
CORRIDOR STUDY

Crashes 2018-2022

- 3,621 Total
- Nearly 85% PDO
- 24 Fatal
- 5 of 6 segments exceed statewide average
- Cost of $170.1 million per year
- Clear need for safety investments

Kimley»Horn

Crash Rates: 2018-2022



Crash Location Map



SR 25/US 17 CORRIDOR STUDY

Land Use Summary

Data Sources

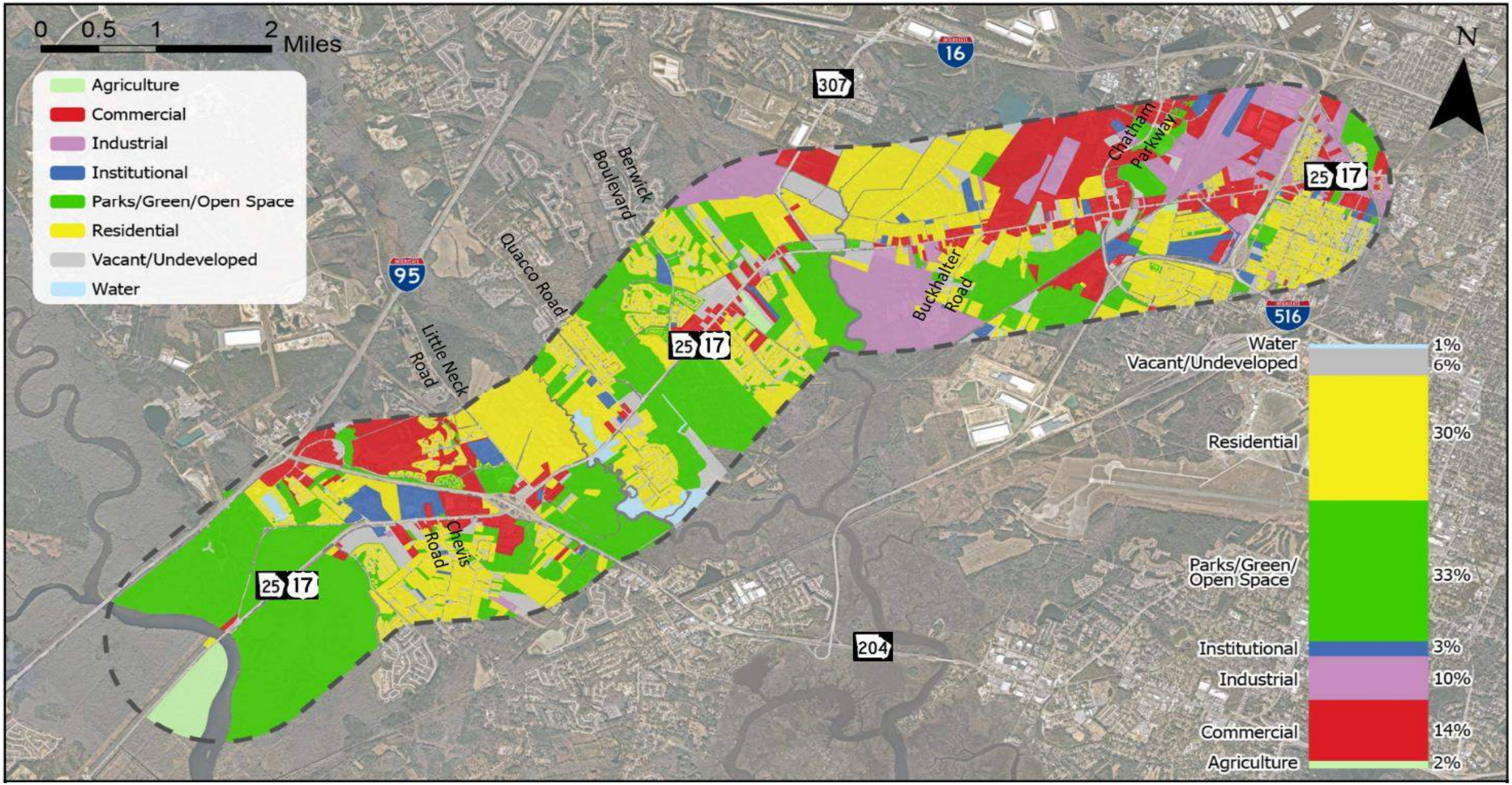
- SAGIS
- Current zoning/parcel information
- Urban Footprint Analyst Data
- Planned Urban Developments (PUDs)

PUDs

- Bradley Pointe South
- Pointe Grande
- Hopeton Landing
- Hopeton Landing South
- Waterford
- Lebanon Plantation

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Land Use Summary Map



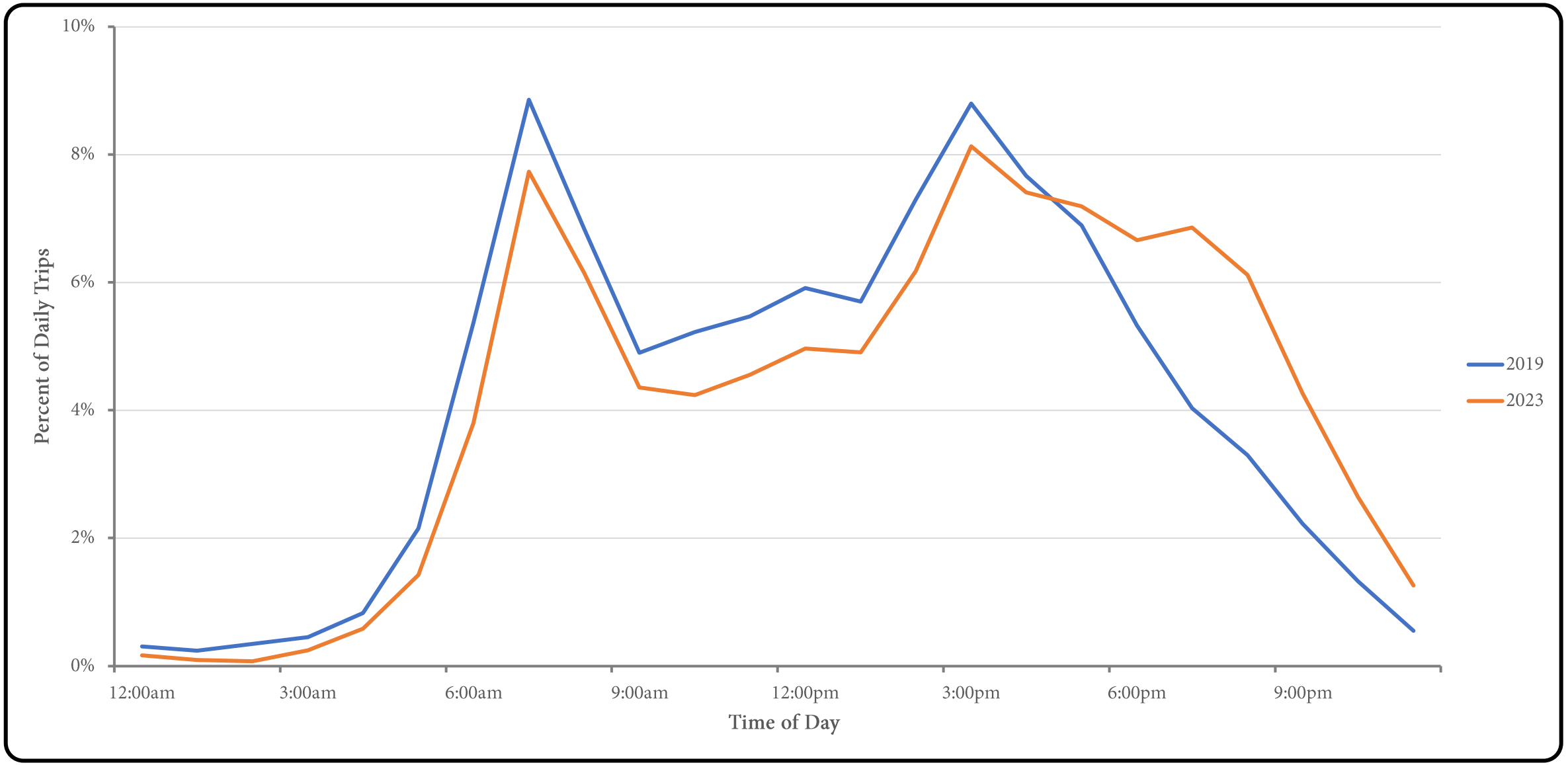
SR 25/US 17
CORRIDOR STUDY

Origin-Destination (O-D) Analysis

- Passenger car trips increased 9% from 2019 to 2023
- Truck trips decreased approximately 6% from 2019 to 2023
- Walking, biking, or transit trips constituted less than 5% of all trips
- Nearly half of all trips had a duration between 20 and 40 minutes
- 30% of passenger car trips began or ended south of SR 204/Abercorn Street
- Construction along I-16 has not significantly impacted travel patterns on SR 25/US 17

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Daily Distribution



SR 25/US 17
CORRIDOR STUDY

Pedestrians and Bicyclists

GA Bike Route 95 and East Coast Greenway

Variability of typical sections and latent demand

Target improvements in network where gaps exist

Provide greater connectivity to existing recreational and commercial facilities

NMTP recommends sidewalks from:

1. Bradley Boulevard to SR 204/Abercorn Street
2. Bridgewater Drive to Quacco Road
3. Berwick Boulevard to SR 307/Dean Forest Road

NMTP recommends a shared-use path from Salt Creek Road to north of I-516/SR 21

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Fords Pointe Circle/Bradley Boulevard



Cottonvale Road



Chatham Parkway

SR 25/US 17
CORRIDOR STUDY

Transit

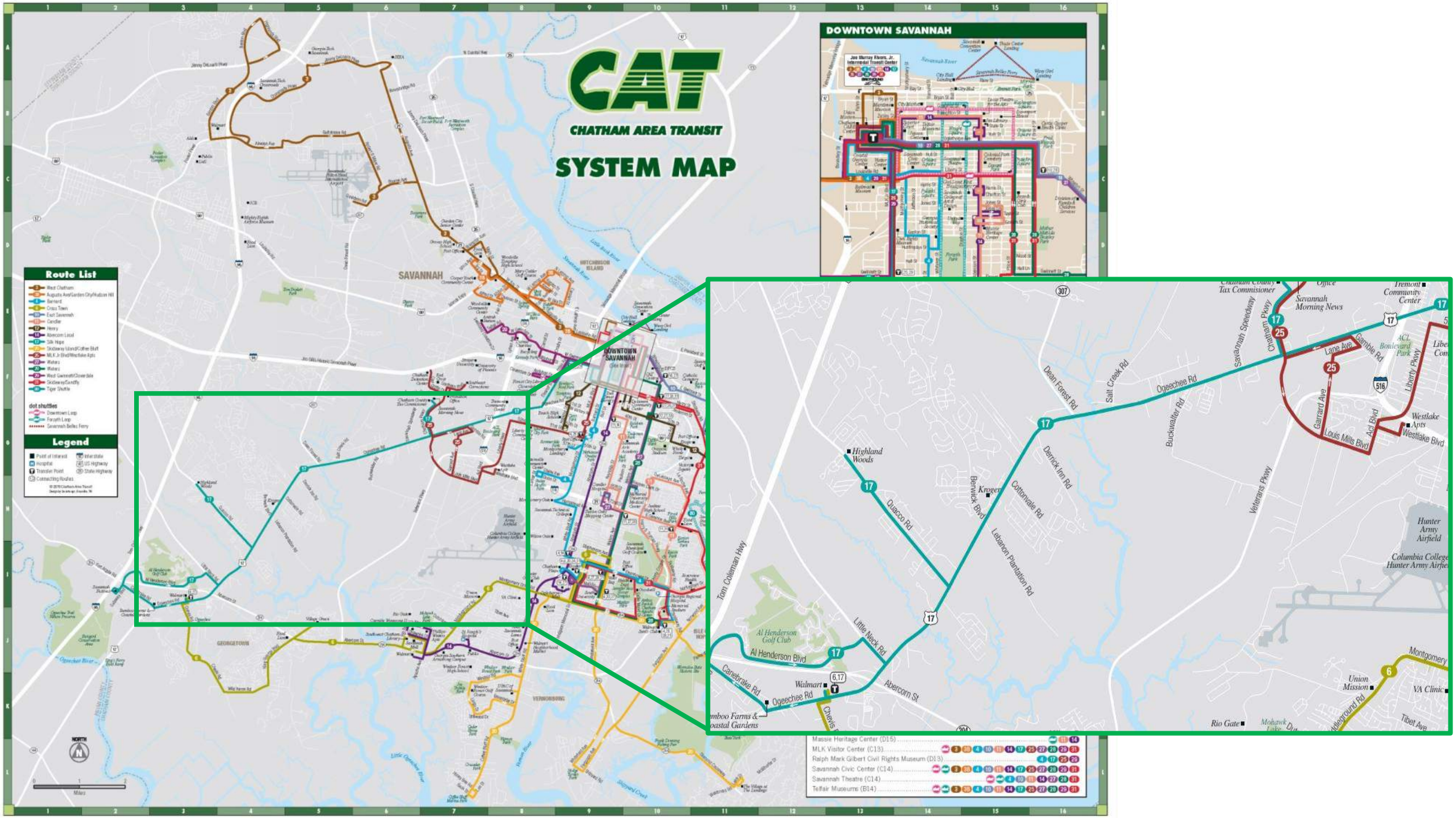
41 stops along corridor, but most consist of only signs (i.e., no shelters)

CAT Route 17 extends from Canebrake Road through I-516/ SR 21 and Route 25 is located between Chatham Parkway and Gamble Road

Only 1% of existing trips use public transit

Improvements to transit accommodations may help increase utilization

Kimley»Horn


CAT
CHATHAM AREA TRANSIT
SYSTEM MAP
DOWNTOWN SAVANNAH
Route List
West Chatham
Augusta Ave/Garden City/Hudson Hill
Bernard
Cross Town
East Savannah
Candler
Henry
Abercorn Local
Silk Hope
Skidaway Island/Coffee Bluff
MLK Jr Blvd/Westlake Apts
Waters
Waters
West Gwinnett/Cloverdale
Skidaway/Sandfly
Tiger Shuttle
dot shuttles
Downtown Loop
Forsyth Loop
Savannah Belles Ferry
Legend
Point of Interest
Hospital
Transfer Point
Connecting Routes
Interstate
US Highway
State Highway
SAVANNAH
DOWNTOWN SAVANNAH
HUTCHINSON ISLAND
GEORGETOWN
VERNONBURG
Highland Woods
Kroger
Berwick Blvd
Quacco Rd
Cottonvale Rd
Dean Forest Rd
Salt Creek Rd
Ogeechee Rd
Buckwalter Rd
Savannah Speedway
Chatham Pkwy
Derrick Inn Rd
Lebanon Plantation Rd
Veterans Pkwy
Tom Coleman Hwy
Little Neck Rd
Al Henderson Golf Club
Al Henderson Blvd
Canebrake Rd
Walmart
Abercorn St
Savannah Morning News
Tremont Community Center
Lane Ave
Gamble Rd
ACL Boulevard Park
Garrard Ave
Louis Mills Blvd
Acl Blvd
Liberty Pkwy
Westlake Apts
Westlake Blvd
Hunter Army Airfield
Columbia College Hunter Army Airfield
Montgomery
Union Mission
VA Clinic
Tibet Ave
Rio Gate
Massie Heritage Center (D15)
MLK Visitor Center (C13)
Ralph Mark Gilbert Civil Rights Museum (D13)
Savannah Civic Center (C14)
Savannah Theatre (C14)
Telfair Museums (B14)
NORTH
Miles



Bus Stop with Shelter
Cottonvale Road



Bus Stop with Shelter
Chatham Parkway

SR 25/US 17
CORRIDOR STUDY

Summary

- Capacity and safety improvements should be prioritized at key bottlenecks
- Transit, pedestrian, and bicycle facilities should be considered
- Access management strategies should be implemented

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SR 25/US 17
CORRIDOR STUDY

Potential Improvements

Capacity improvements

- Fords Pointe Circle/Bradley Boulevard
- SR 204/Abercorn Street Interchange
- Berwick Segment improvements
- Chatham Parkway

Alternative mobility investments

- Expanded bicycle and pedestrian facilities
- Enhanced transit accommodations
- Improved lighting

Access control plan to improve safety

- Raised, grassed median
- Driveway consolidation
- Innovative/reduced conflict intersections

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SR 25/US 17
CORRIDOR STUDY

Next Steps

- Preliminary Stakeholder Meetings
- Traffic Forecasting
- Alternatives Development
- Public Information Open House
- Final Stakeholder Meetings
- Final Report

Kimley»Horn

QUESTIONS?

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CHATHAM COUNTY GEORGIA 1777

CORE COASTAL REGION MPO

Kimley»Horn

Stakeholder Advisory Team Meeting No. 2 Summary

SR 25/US 17 CORRIDOR STUDY

MEETING MINUTES

DATE: 13-MAY-2025

RE: **SR 25/US 17 CORRIDOR STUDY, PI 0019011, CHATHAM COUNTY**
Study Findings and Alternatives Presentation
Stakeholder Advisory Team (SAT) Meeting
9:00 – 10:00 AM

LOCATION: Virtual (Zoom)

ATTENDEES: Allen Blake – alblake@chathamcounty.org – Chatham County (Project Manager)
Tina Bockhold – TiBockhold@chathamcounty.org – Chatham County
Damon Rice – darice@chathamcounty.org – Chatham County
Daniel Summers – dasummers@dot.ga.gov – GDOT District 5 (Traffic Operations)
Troy Pittman – trpittman@dot.ga.gov – GDOT District 5 (District Engineer)
Asia Hernton – herntona@thempc.org – Chatham County-Savannah MPC
Nathan Clark – nclark@richmondhill-ga.gov – City of Richmond Hill
Jesse Dillon – jdillon@seda.org – SEDA
Jim Hemphill – jim@greenway.org – East Coast Greenway (ECG)
Caila Brown – caila@bikewalksavannah.com – Bike Walk Savannah
Ashok Batra – Ashok.Batra@sccpss.com – SCCPSS
Megan Davidson – Megan.Davidson@sccpss.com – SCCPSS
Chris Marsengill – chris.marsengill@kimley-horn.com – Kimley-Horn (Project Manager)
Harrison Dean – harrison.dean@kimley-horn.com – Kimley-Horn (Traffic Engineer)
Shane Henry – shane.henry@kimley-horn.com – Kimley-Horn (Traffic Analyst)
Denise Grabowski – dgrabowski@symbioscity.com – Symbioscity (Engagement Lead)

MEETING SUMMARY

Chris Marsengill, Harrison Dean, and Denise Grabowski provided a presentation of the SR 25/US 17 Corridor Study Findings and Alternatives. A copy of the presentation is attached.

Troy Pittman (GDOT) asked if the long-term diverging diamond interchange (DDI) recommendation at the SR 25/US 17 and SR 204/Abercorn Street interchange would impact the existing bridge structure. Kimley-Horn responded that this recommended configuration would require full bridge replacement; however, the short-term recommendation to improve the existing diamond interchange is expected to facilitate acceptable traffic operations until 2040 at which point the DDI configuration would be needed.

Asia Hernton (MPC) asked what the speed limit is along the corridor and if physical barriers would be in place between the travel lanes and proposed shared-use paths. Kimley-Horn responded that the corridor is signed as 45 MPH except south of Bradley Boulevard where it transitions to 55 MPH. The recommended shared-use paths would be physically separated from the roadway by curb and a grass shoulder, and there may be additional separation at select areas along the corridor where right-of-way is further offset from the roadway.

After asking for additional questions or comments from the SAT members and there being none, Chris Marsengill thanked the meeting participants for attending.

STAKEHOLDER ADVISORY TEAM

MEETING NO. 2 – STUDY FINDINGS AND ALTERNATIVES

SR 25/US 17 CORRIDOR STUDY

PI No. 0019011, Chatham County, GA

May 13, 2025



CHATHAM COUNTY GEORGIA 1777

CORE COASTAL REGION MPO

Kimley»Horn

The Kimley-Horn Team



Chris Marsengill, P.E., PTOE
Project Manager



Rhodes Hunt, P.E.
Deputy Project Manager
Alternatives Evaluation



Denise Grabowski, AICP, LEED AP
Stakeholder Engagement

Kimley»Horn

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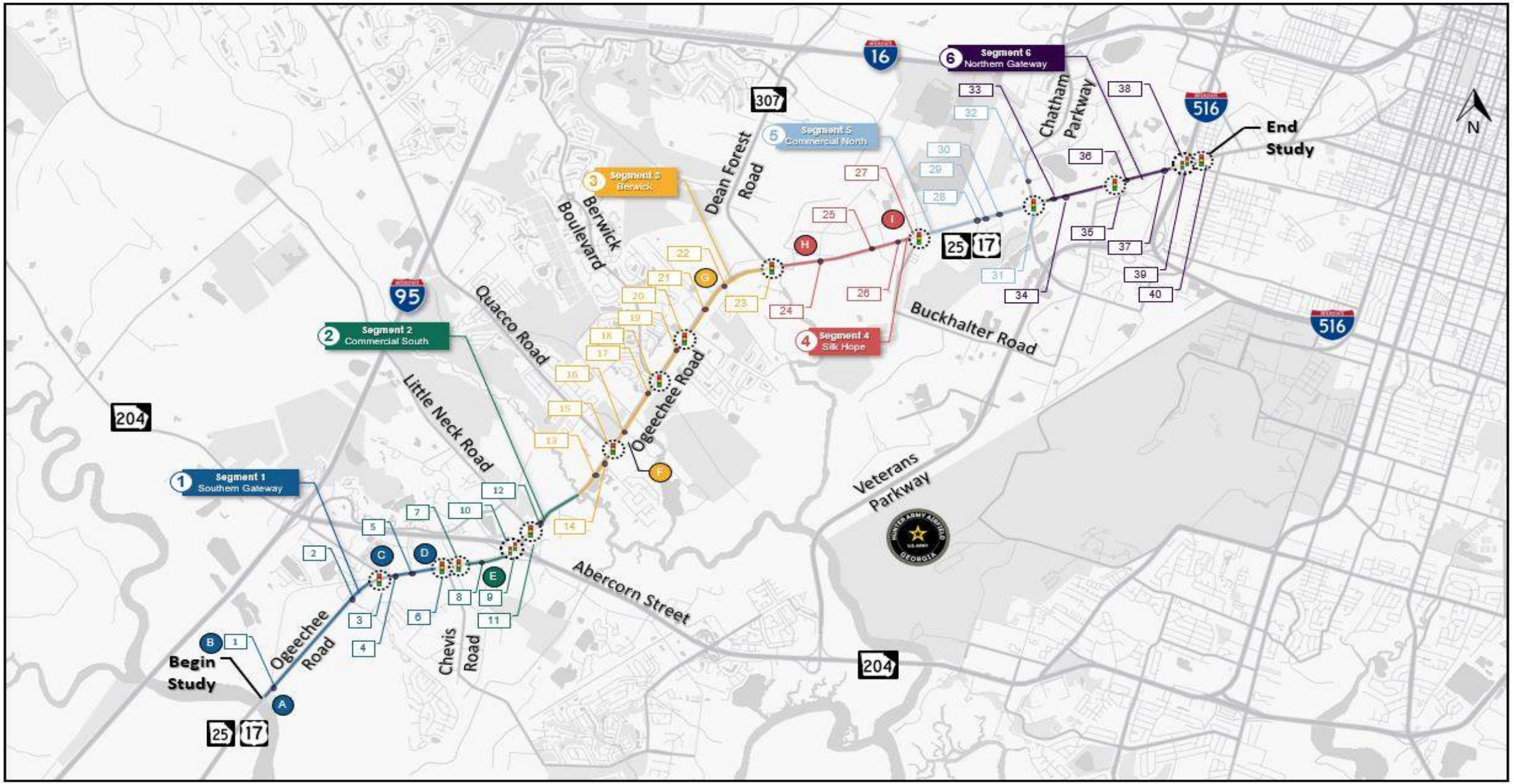
SR 25/US 17
CORRIDOR STUDY

Agenda

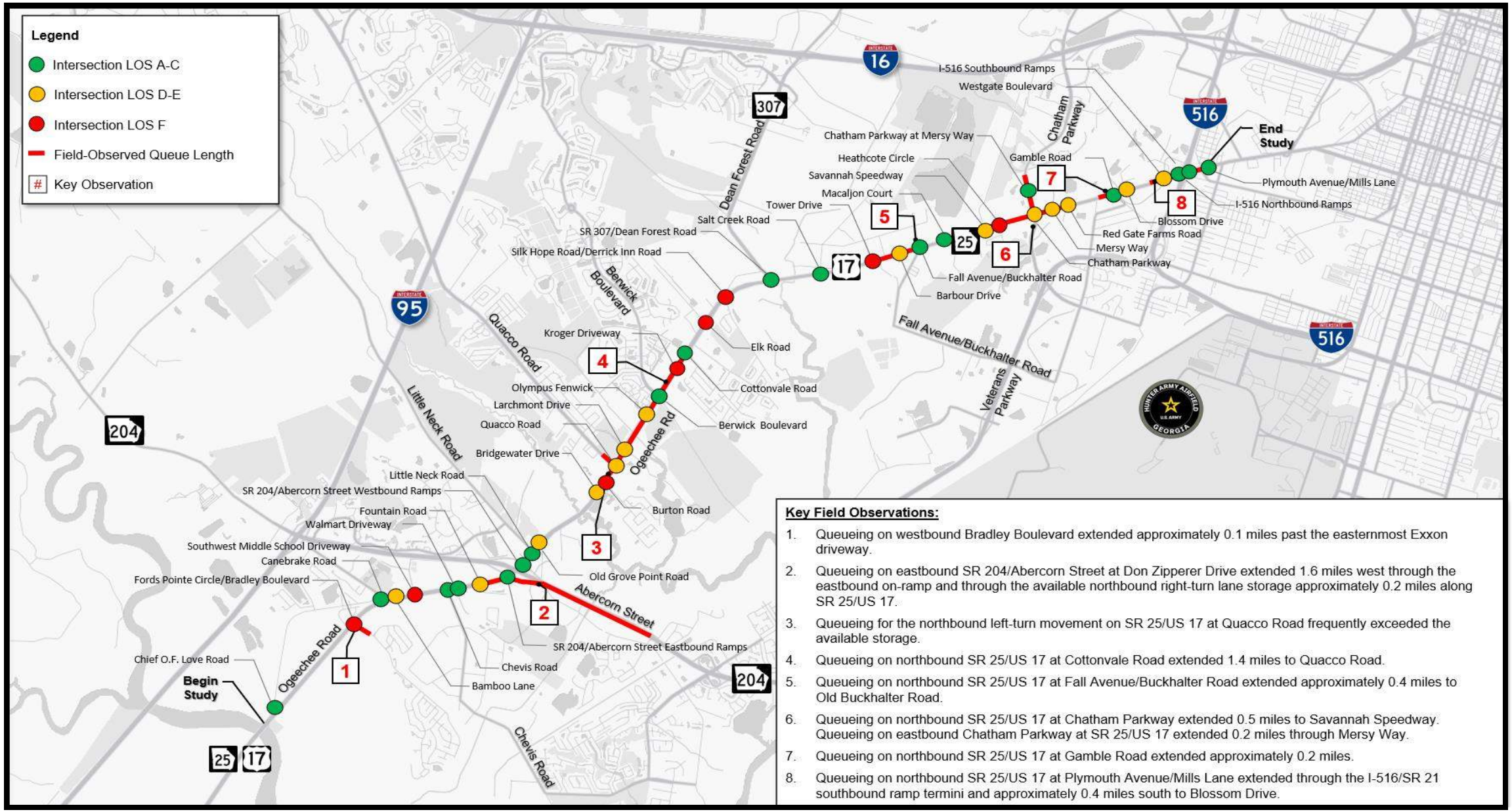
- Corridor Overview
- Findings Recap
- Study Recommendations
- Next Steps

Kimley»Horn

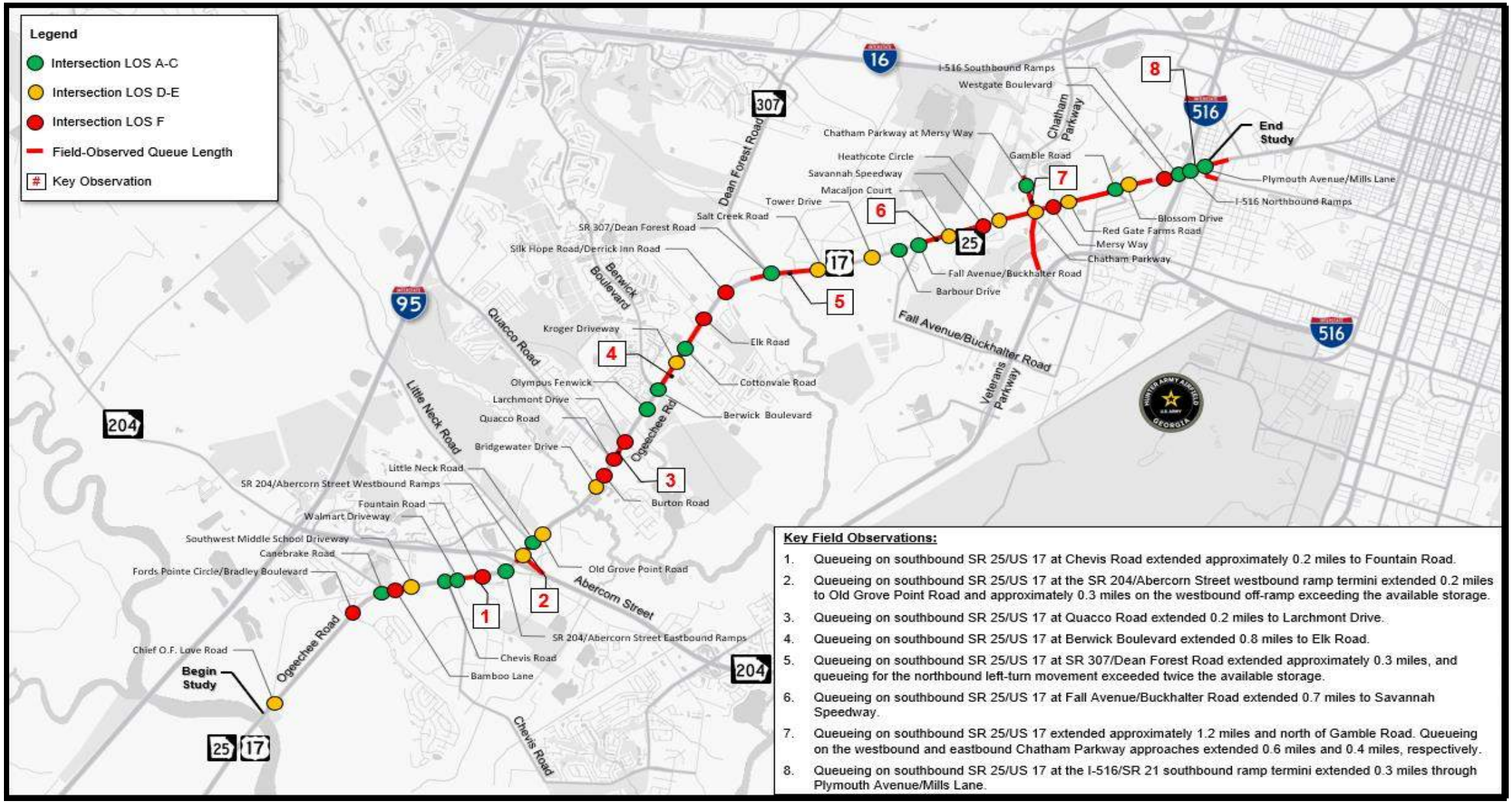
Corridor Overview



Traffic Summary – AM Peak



Traffic Summary – PM Peak



Key Field Observations:

1. Queueing on southbound SR 25/US 17 at Chevis Road extended approximately 0.2 miles to Fountain Road.
2. Queueing on southbound SR 25/US 17 at the SR 204/Abercorn Street westbound ramp termini extended 0.2 miles to Old Grove Point Road and approximately 0.3 miles on the westbound off-ramp exceeding the available storage.
3. Queueing on southbound SR 25/US 17 at Quacco Road extended 0.2 miles to Larchmont Drive.
4. Queueing on southbound SR 25/US 17 at Berwick Boulevard extended 0.8 miles to Elk Road.
5. Queueing on southbound SR 25/US 17 at SR 307/Dean Forest Road extended approximately 0.3 miles, and queueing for the northbound left-turn movement exceeded twice the available storage.
6. Queueing on southbound SR 25/US 17 at Fall Avenue/Buckhalter Road extended 0.7 miles to Savannah Speedway.
7. Queueing on southbound SR 25/US 17 extended approximately 1.2 miles and north of Gamble Road. Queueing on the westbound and eastbound Chatham Parkway approaches extended 0.6 miles and 0.4 miles, respectively.
8. Queueing on southbound SR 25/US 17 at the I-516/SR 21 southbound ramp termini extended 0.3 miles through Plymouth Avenue/Mills Lane.

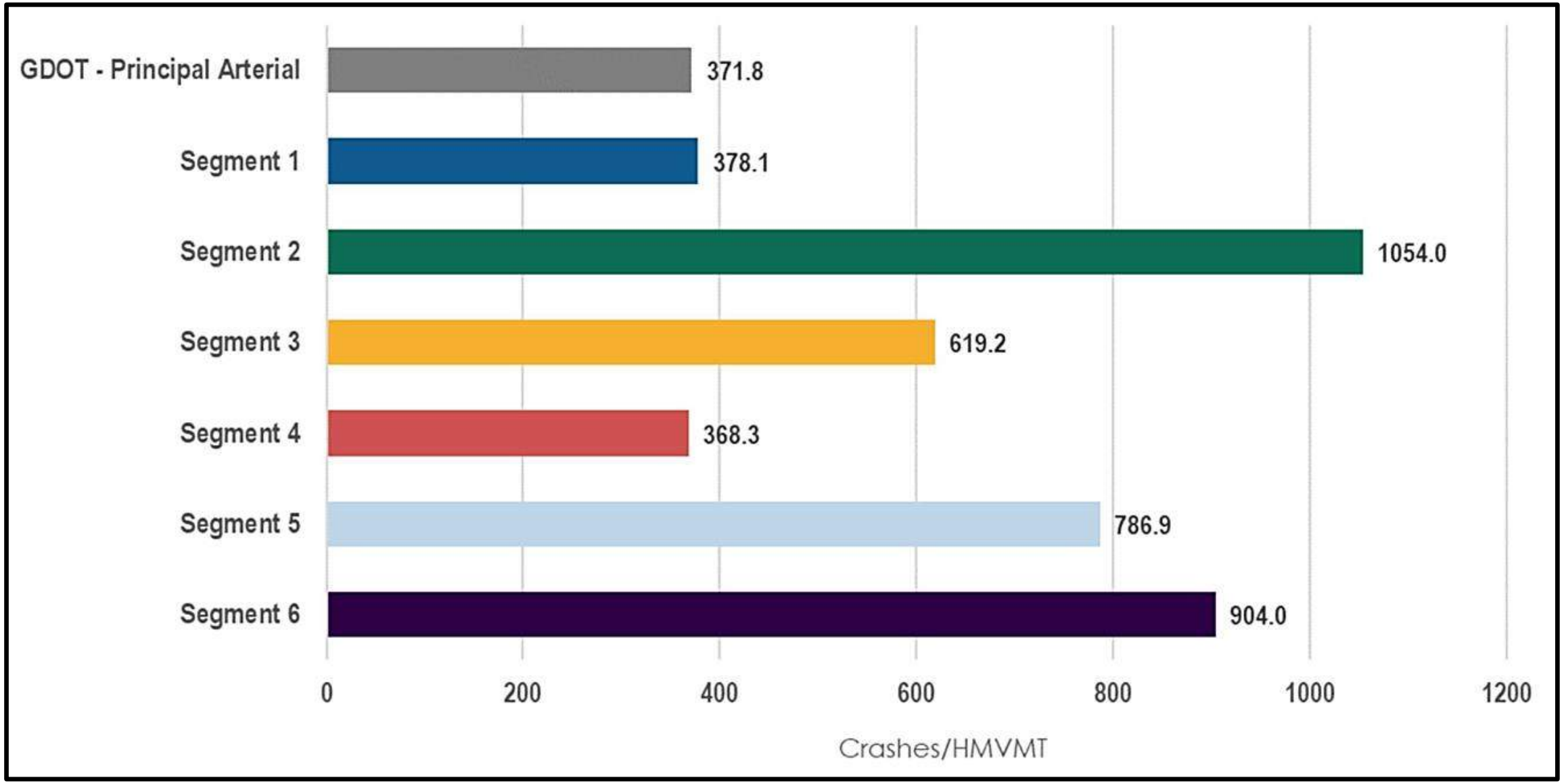
SR 25/US 17
CORRIDOR STUDY

Crashes 2018-2022

- 3,621 Total
- Nearly 85% PDO
- 24 Fatal
- 5 of 6 segments exceed statewide average
- Cost of $170.1 million per year
- Clear need for safety investments

Kimley»Horn

Crash Rates: 2018-2022



SR 25/US 17
CORRIDOR STUDY

Needs Summary

- Access management strategies should be prioritized
- Capacity and safety at key intersections should be investigated
- Transit, pedestrian, and bicycle facilities should be addressed

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SR 25/US 17 CORRIDOR STUDY

Short-Term Recommendations (0-5 years)

Intersection Improvements

- Bradley Boulevard signalization
- SR 204/Abercorn Street Interchange auxiliary turn lanes
- Berwick Boulevard auxiliary turn lanes
- Cottonvale Road auxiliary turn lanes
- Chatham Parkway auxiliary turn lanes

Access Control

- Corridor signal retiming
- Construct reduced conflict intersections from Bryan County/Chatham County line to SR 307
- Plan for raised median throughout corridor
- Implement innovative intersections

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SR 25/US 17
CORRIDOR STUDY

Long-Term Recommendations (5+ years)

Intersection and Grade Separations

- SR 204/Abercorn Street Interchange conversion to DDI
- Kroger Driveway signalization
- Cottonvale Road conversion to thru-cut
- SR 307/Dean Forest Road conversion to Continuous Green-T (CGT)
- Chatham Parkway conversion to grade-separated quadrant interchange

Access Control

- Corridor widening between Bradley Boulevard and Quacco Road
- Corridor widening between Quacco Road and SR 307/Dean Forest
- Raised median and bike/ped improvements
- Implement innovative/reduced conflict intersections

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SR 25/US 17
CORRIDOR STUDY

Long-Term Recommendations (5+ years)

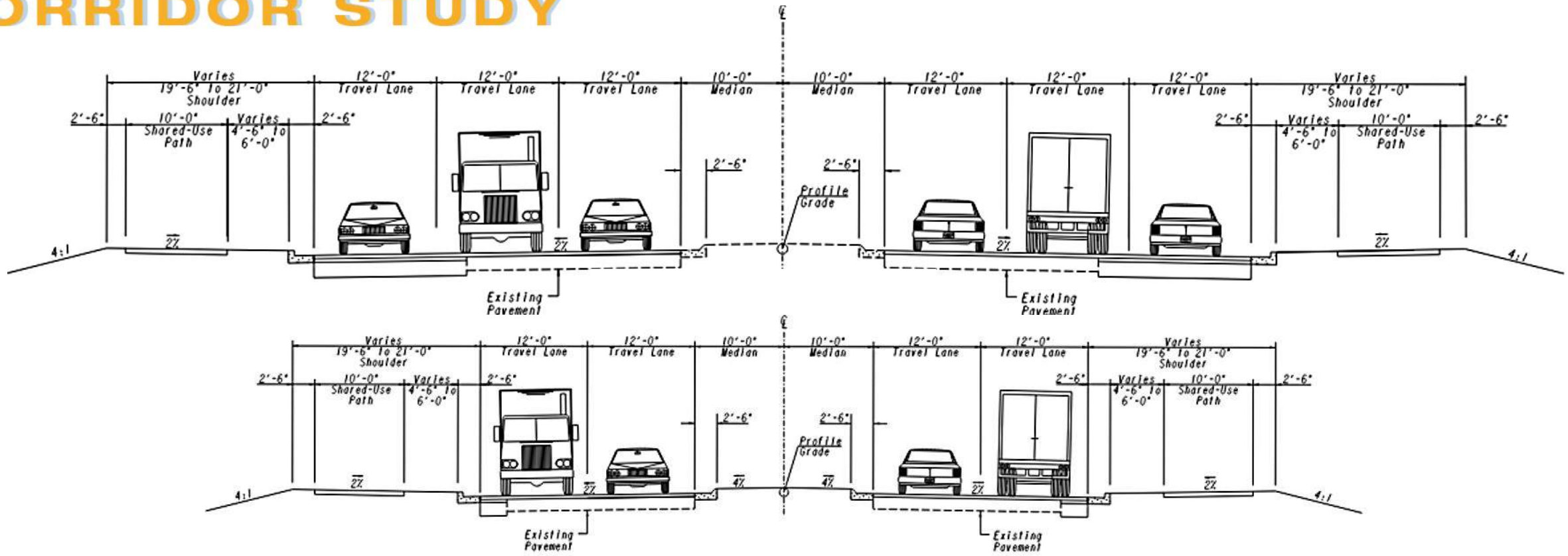
Pedestrian and Bicycle Facilities

- Bike lane on both sides of SR 25/US 17 from the Bryan County/Chatham County line to south of Fords Pointe Circle/ Bradley Boulevard
- Shared-use path on both sides of SR 25/ US 17 from south of Fords Pointe Circle/ Bradley Boulevard and Plymouth Avenue/ Mills Lane

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SR 25/US 17

CORRIDOR STUDY

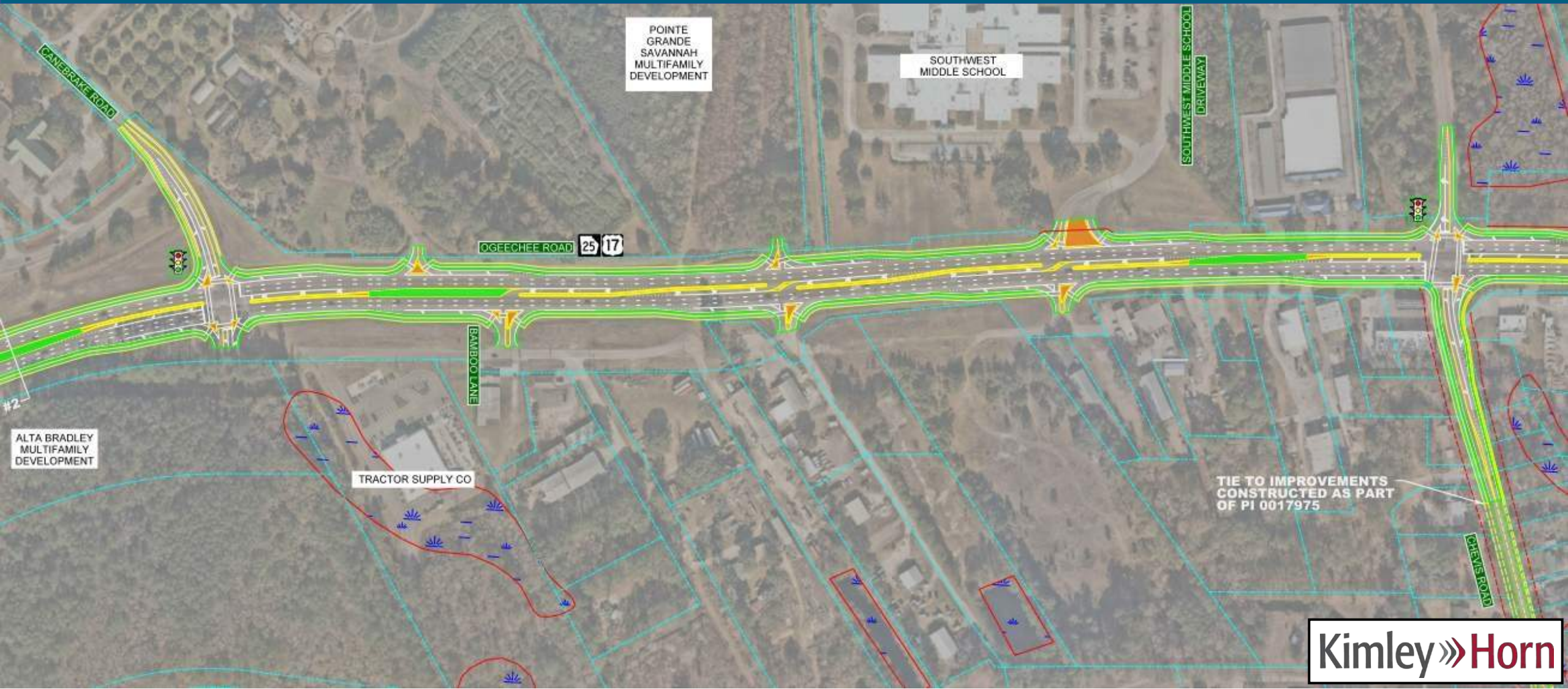


Raised Median Typical Section

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SR 25/US 17
CORRIDOR STUDY

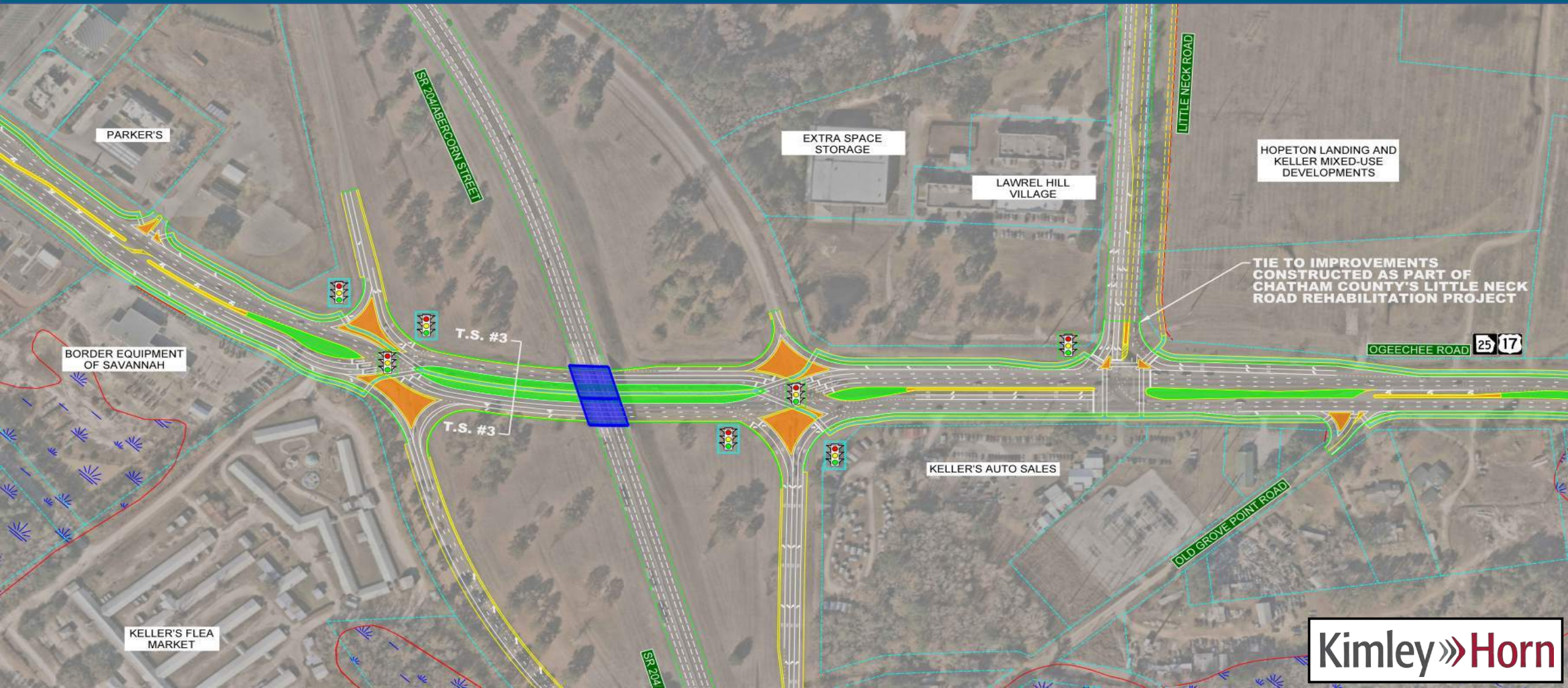
SR 25/US 17: Reduced Conflict Intersections



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SR 25/US 17
CORRIDOR STUDY

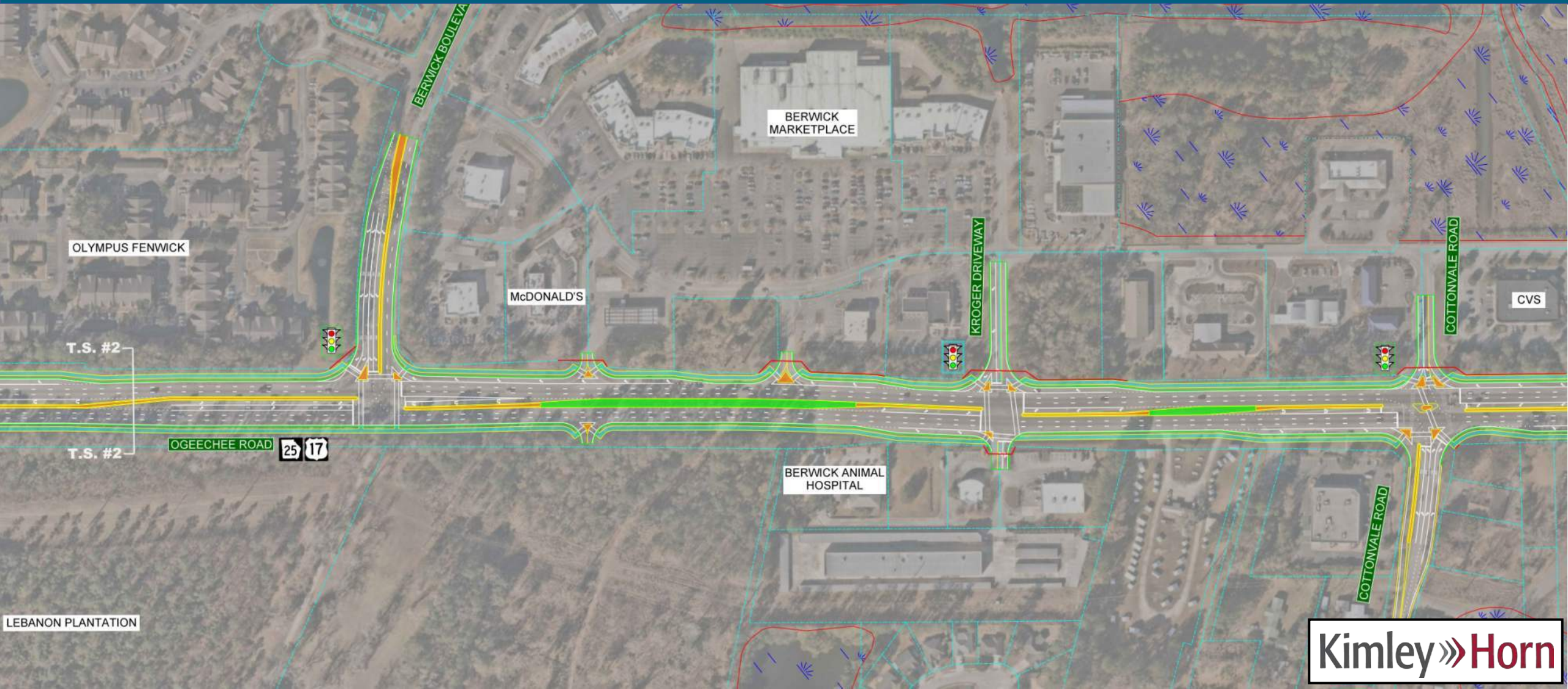
SR 25/US 17 at SR 204/Abercorn Street: Diverging Diamond Interchange



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SR 25/US 17
CORRIDOR STUDY

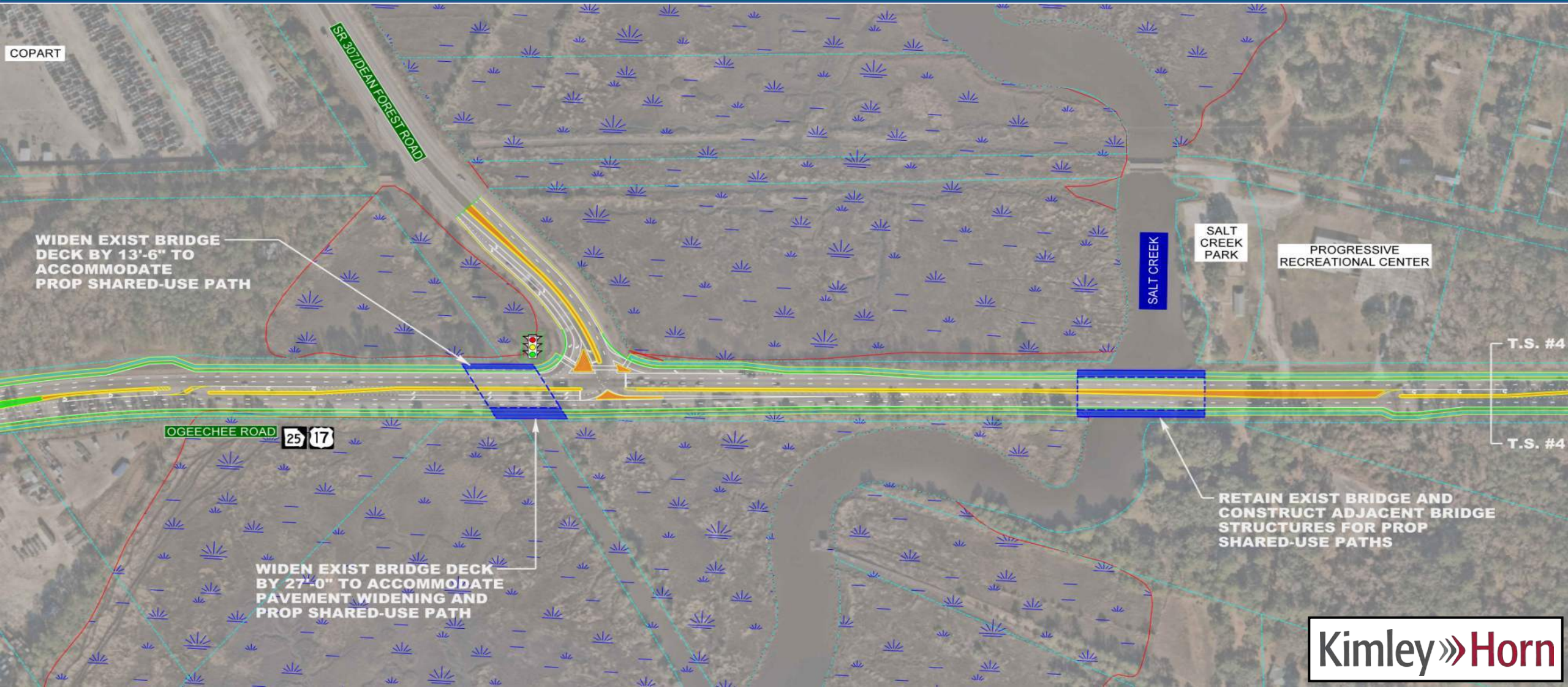
SR 25/US 17: Access Control and Intersection Improvements



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SR 25/US 17
CORRIDOR STUDY

SR 25/US 17 at SR 307/ Dean Forest Road: Continuous Green-T



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SR 25/US 17
CORRIDOR STUDY

SR 25/US 17 at Chatham Parkway: Grade-Separated Quadrant Roadway



SR 25/US 17
CORRIDOR STUDY

Stakeholder Engagement

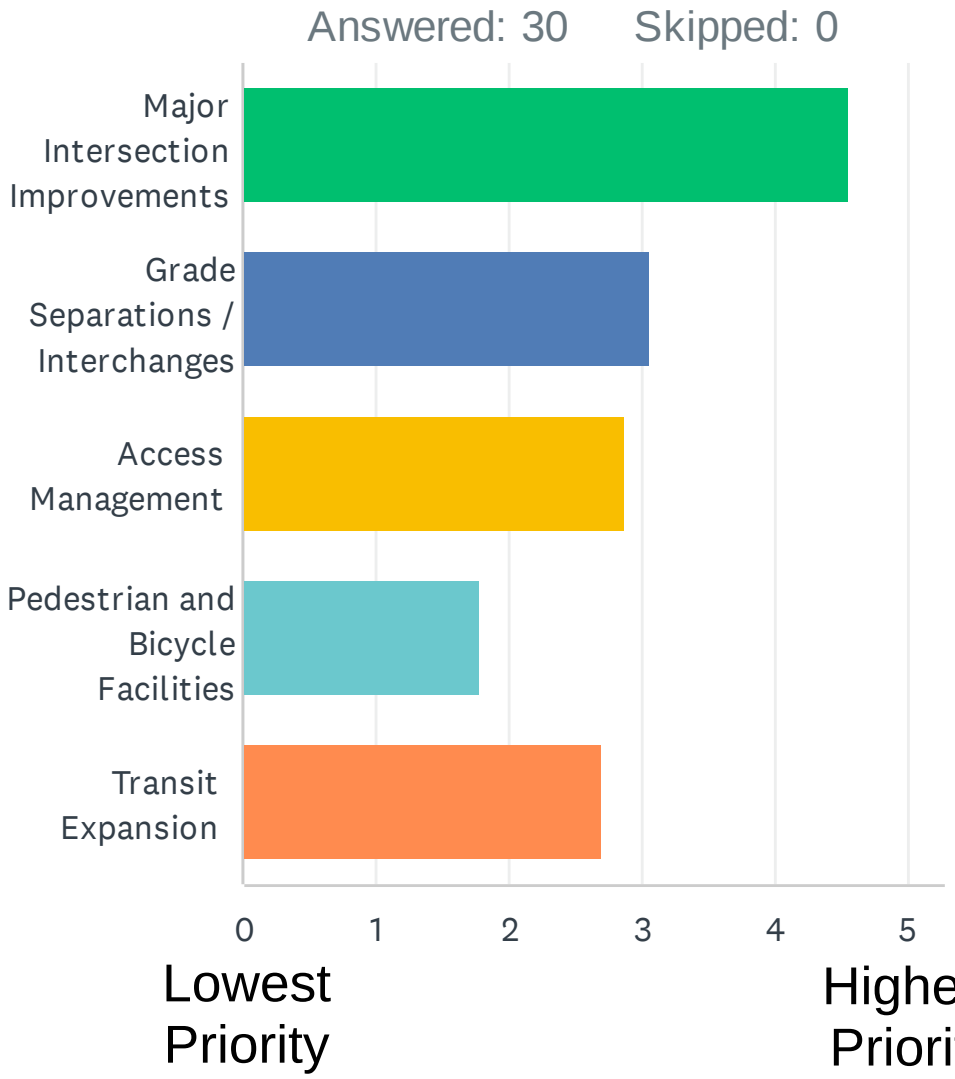
- MPO TCC Corridor Assessment – 20-JUNE-2024
- MPO Policy Board – 26-JUNE-2024
- Initial SAT Meeting – 29-JULY-2024
- SR 204 Coordination Meeting – 13-FEB-2025
- Public Information Open House – 27-MAR-2025
- MPO TCC Study Findings – 17-APR-2025
- MPO Policy Board – 23-APR-2025

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SR 25/US 17 CORRIDOR STUDY

PIOH Survey Responses

Please rank the study recommendations in order of priority.



Kimley»Horn

SR 25/US 17
CORRIDOR STUDY

Next Steps

Project Cost Estimates – 21-MAY-2025

Final Report – 28-MAY-2025

Kimley»Horn

THANK YOU!

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CHATHAM COUNTY GEORGIA 1777

CORE COASTAL REGION MPO

Kimley»Horn

Neighborhood Meeting

NEIGHBORHOOD/COMMUNITY MEETING

EXISTING CORRIDOR ASSESSMENT

SR 25/US 17 CORRIDOR STUDY

PI No. 0019011, Chatham County, GA

August 28, 2024



CHATHAM COUNTY GEORGIA 1777

CORE COASTAL REGION MPO

Kimley»Horn

The Kimley-Horn Team



Chris Marsengill, P.E., PTOE
Project Manager



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SR 25/US 17
CORRIDOR STUDY

Agenda

- Introductions and Study Goals
- Meeting Purpose
- Corridor Overview
- Initial Research
- Potential Improvements
- Next Steps

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SR 25/US 17
CORRIDOR STUDY

Roles of Community Team



01

Provide Study Input and Feedback

02

Share Study Information with Constituent Groups

03

Encourage Community Participation

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Planned Meetings & Actions

- Stakeholder Advisory Team (SAT)
  - Meeting No. 1 – Existing Conditions/Corridor Assessment
  - Meeting No. 2 – Alternatives Analysis
- **Neighborhood/Community Meeting**
- Public information Open House
- Two Online Surveys
  - **Survey No. 1 – Existing Conditions/Corridor Assessment**
  - Survey No. 2 – Alternatives Analysis
- CORE MPO Policy Board and Technical Coordinating Committee (TCC)
- **Project Website**

SR 25/US 17 CORRIDOR STUDY

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SR 25/US 17
CORRIDOR STUDY

Study Goals

01

Identify and prioritize improvements to SR 25/US 17

02

Plan projects through the CORE MPO's Metropolitan Transportation Plan (MTP) process

03

Program projects in the CORE MPO's Transportation Improvement Program (TIP) and MTP

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SR 25/US 17
CORRIDOR STUDY

Key MTP Objectives

- Improve safety, security, accessibility, mobility, and sustainability of transportation options available to people and freight
- Lower the frequency and severity of crashes for cars, trucks, pedestrians, and bicyclists
- Improve emergency response time and evacuation routes
- Reduce congestion by improving access to businesses and maximizing freight truck travel time reliability

Kimley»Horn

SR 25/US 17
CORRIDOR STUDY

Meeting Purpose

01

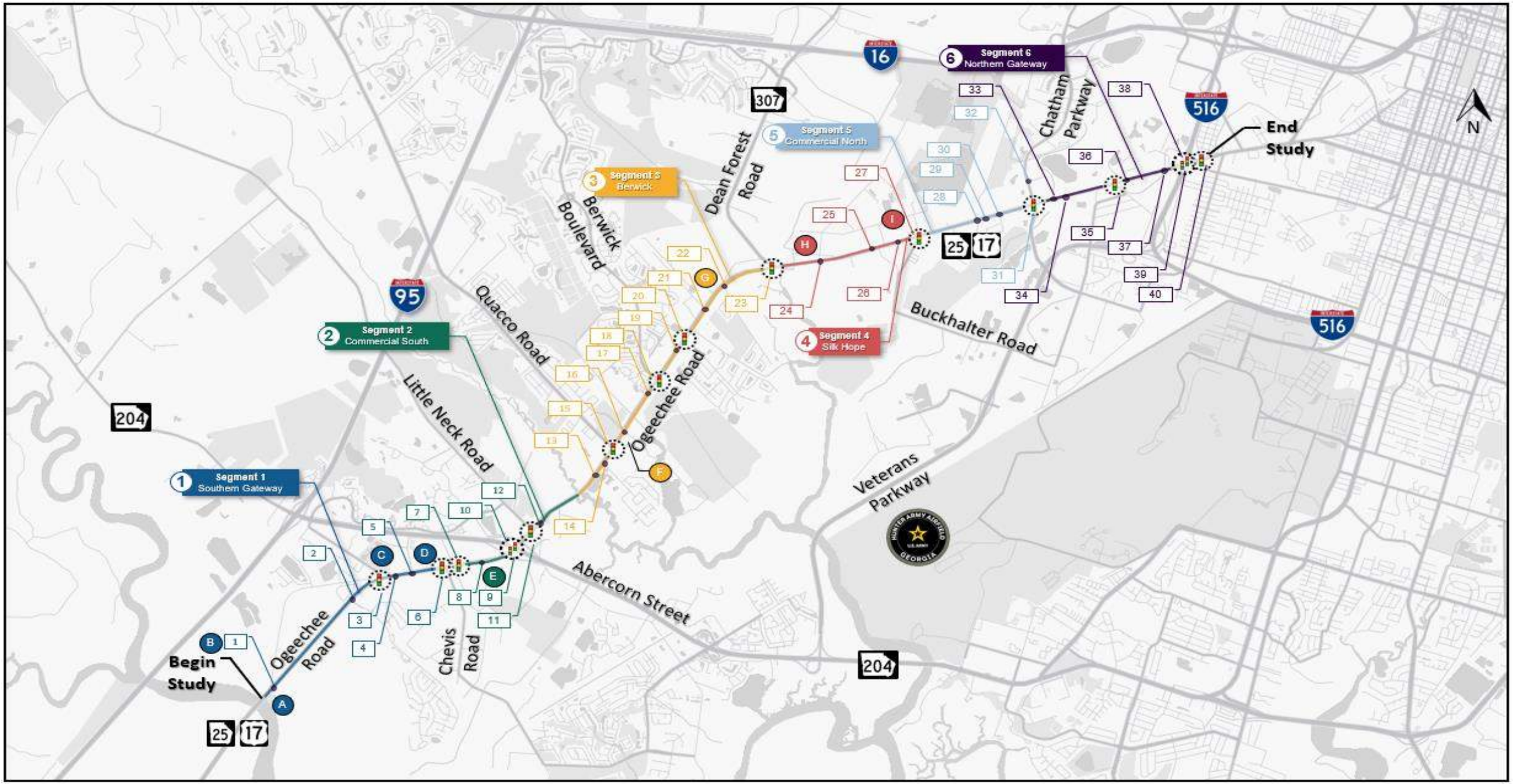
Review Existing Conditions

02

Identify other problems and potential solutions

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Corridor Overview



SR 25/US 17
CORRIDOR STUDY

Primer

- Where is traffic the heaviest?
- Where are the most trucks?
- Which are the worst-performing intersections?
- Where are the most crashes?
- Which area has the greatest growth potential?
- Freight corridor or commuter corridor?

Kimley»Horn

SR 25/US 17
CORRIDOR STUDY

Daily Traffic

- Segment 1: 33,300 VPD
- Segment 2: 33,900 VPD
- Segment 3: 34,500 VPD
- Segment 4: 31,500 VPD
- Segment 5: 30,800 VPD
- Segment 6: 27,000 VPD

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SR 25/US 17 CORRIDOR STUDY

Trucks

- Segment 1: 6%
- Segment 2: 5%
- Segment 3: 7%
- Segment 4: 6%
- Segment 5: 6%
- Segment 6: 7%

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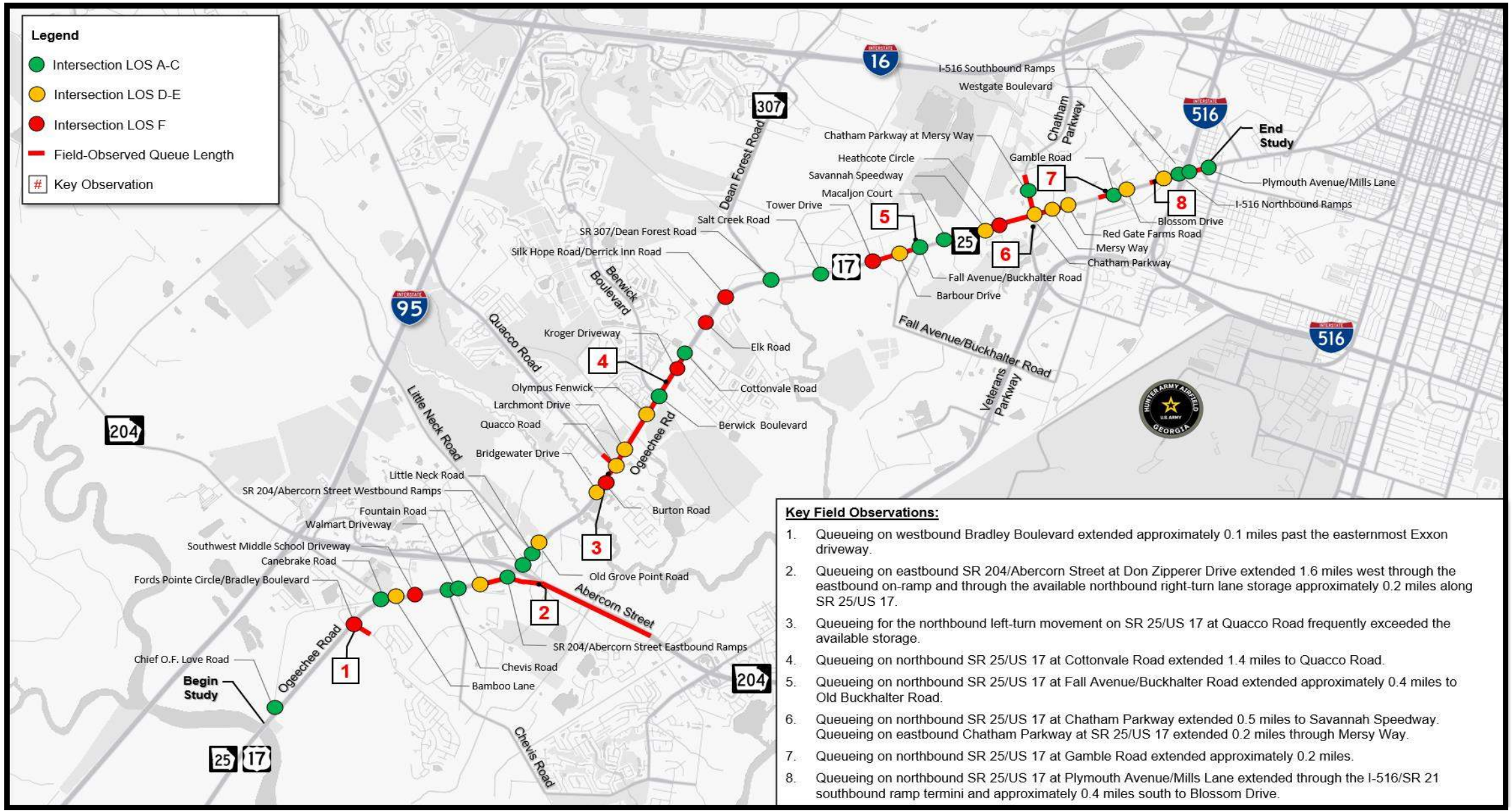
SR 25/US 17
CORRIDOR STUDY

5-Year & 10-Year Annual Growth Rates

- Segment 1: 3%; 2.2%
- Segment 2: 2.7%; 2.2%
- Segment 3: 4%; 3.3%
- Segment 4: 1.8%; 3.1%
- Segment 5: 1.8%; 3.1%
- Segment 6: -1.7%; -0.6%

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Traffic Summary – AM Peak



Key Field Observations:

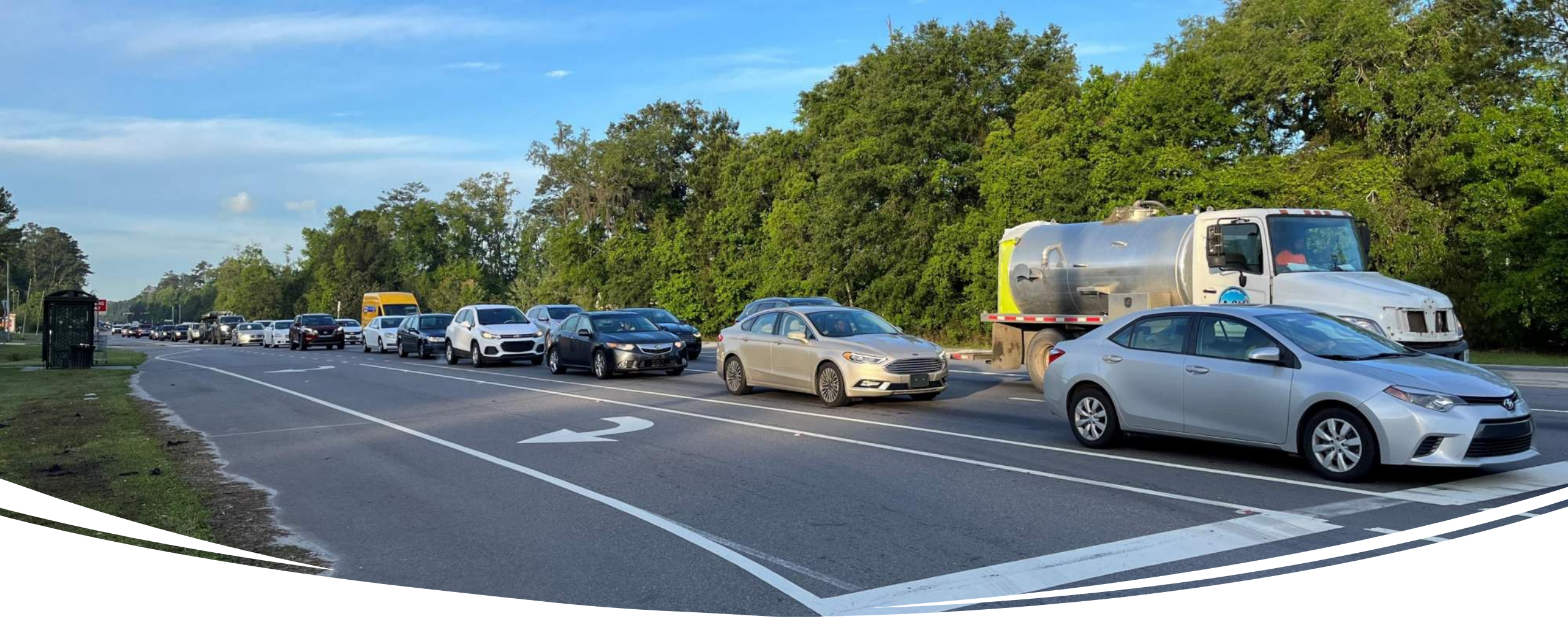
1. Queueing on westbound Bradley Boulevard extended approximately 0.1 miles past the easternmost Exxon driveway.
2. Queueing on eastbound SR 204/Abercorn Street at Don Zipperer Drive extended 1.6 miles west through the eastbound on-ramp and through the available northbound right-turn lane storage approximately 0.2 miles along SR 25/US 17.
3. Queueing for the northbound left-turn movement on SR 25/US 17 at Quacco Road frequently exceeded the available storage.
4. Queueing on northbound SR 25/US 17 at Cottonvale Road extended 1.4 miles to Quacco Road.
5. Queueing on northbound SR 25/US 17 at Fall Avenue/Buckhalter Road extended approximately 0.4 miles to Old Buckhalter Road.
6. Queueing on northbound SR 25/US 17 at Chatham Parkway extended 0.5 miles to Savannah Speedway. Queueing on eastbound Chatham Parkway at SR 25/US 17 extended 0.2 miles through Mersy Way.
7. Queueing on northbound SR 25/US 17 at Gamble Road extended approximately 0.2 miles.
8. Queueing on northbound SR 25/US 17 at Plymouth Avenue/Mills Lane extended through the I-516/SR 21 southbound ramp termini and approximately 0.4 miles south to Blossom Drive.



Northbound SR 25/US 17 at SR 204/Abercorn Street Eastbound Ramps

SR 25/US 17
CORRIDOR STUDY

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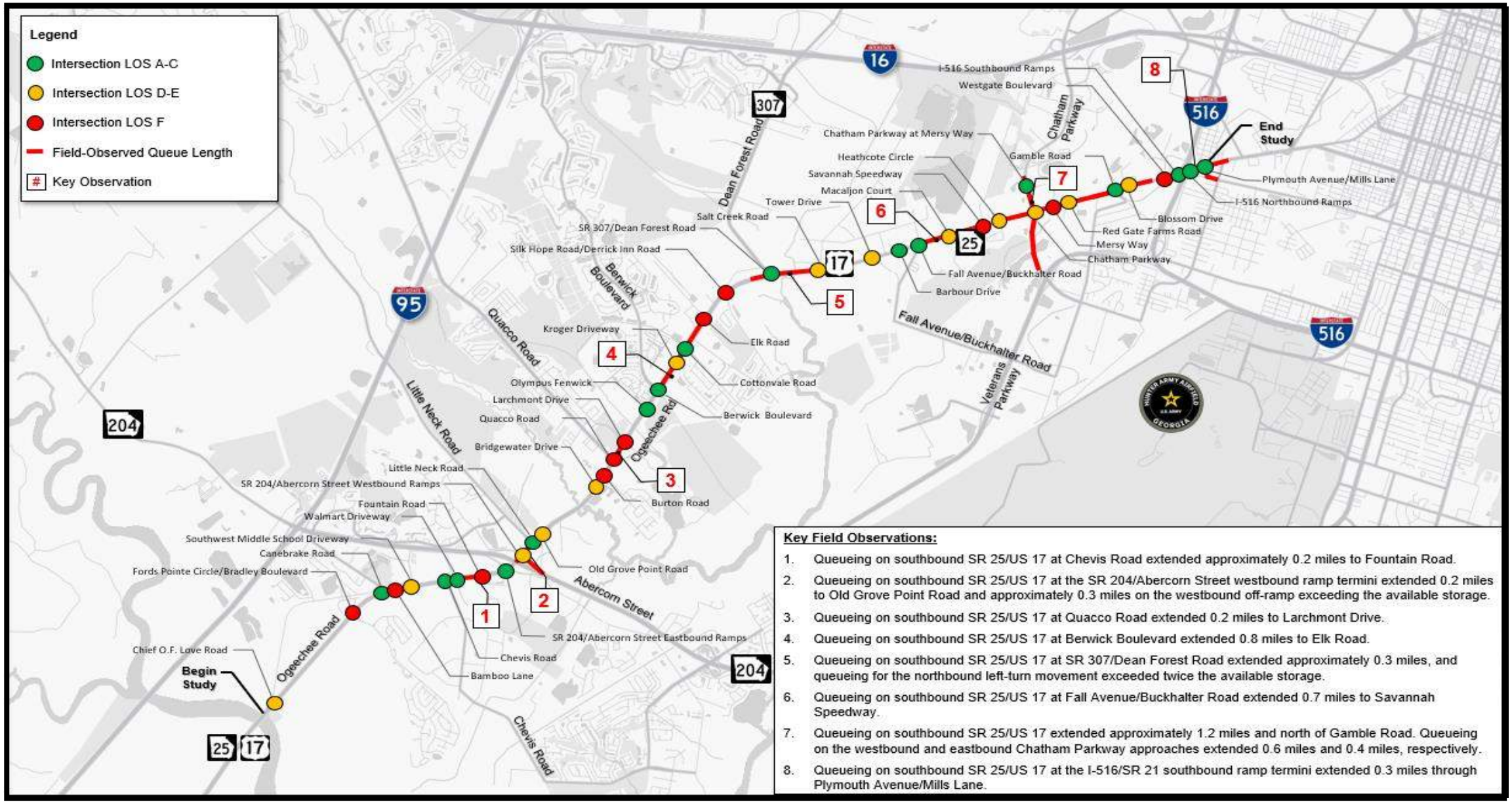


Northbound SR 25/US 17 at Cottonvale Road

SR 25/US 17
CORRIDOR STUDY

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Traffic Summary – PM Peak





Southbound SR 25/US 17 north of Berwick Boulevard

SR 25/US 17
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Westbound Chatham Parkway at SR 25/US 17

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SR 25/US 17
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Crashes 2018-2022

- 3,621 Total
- Nearly 85% PDO
- 24 Fatal
- 5 of 6 segments exceed statewide average
- Cost of $170.1 million per year
- Clear need for safety investments

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Crash Location Map



SR 25/US 17
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Pedestrians and Bicyclists

GA Bike Route 95 and East Coast Greenway

Variability of typical sections and latent demand

Target improvements in network where gaps exist

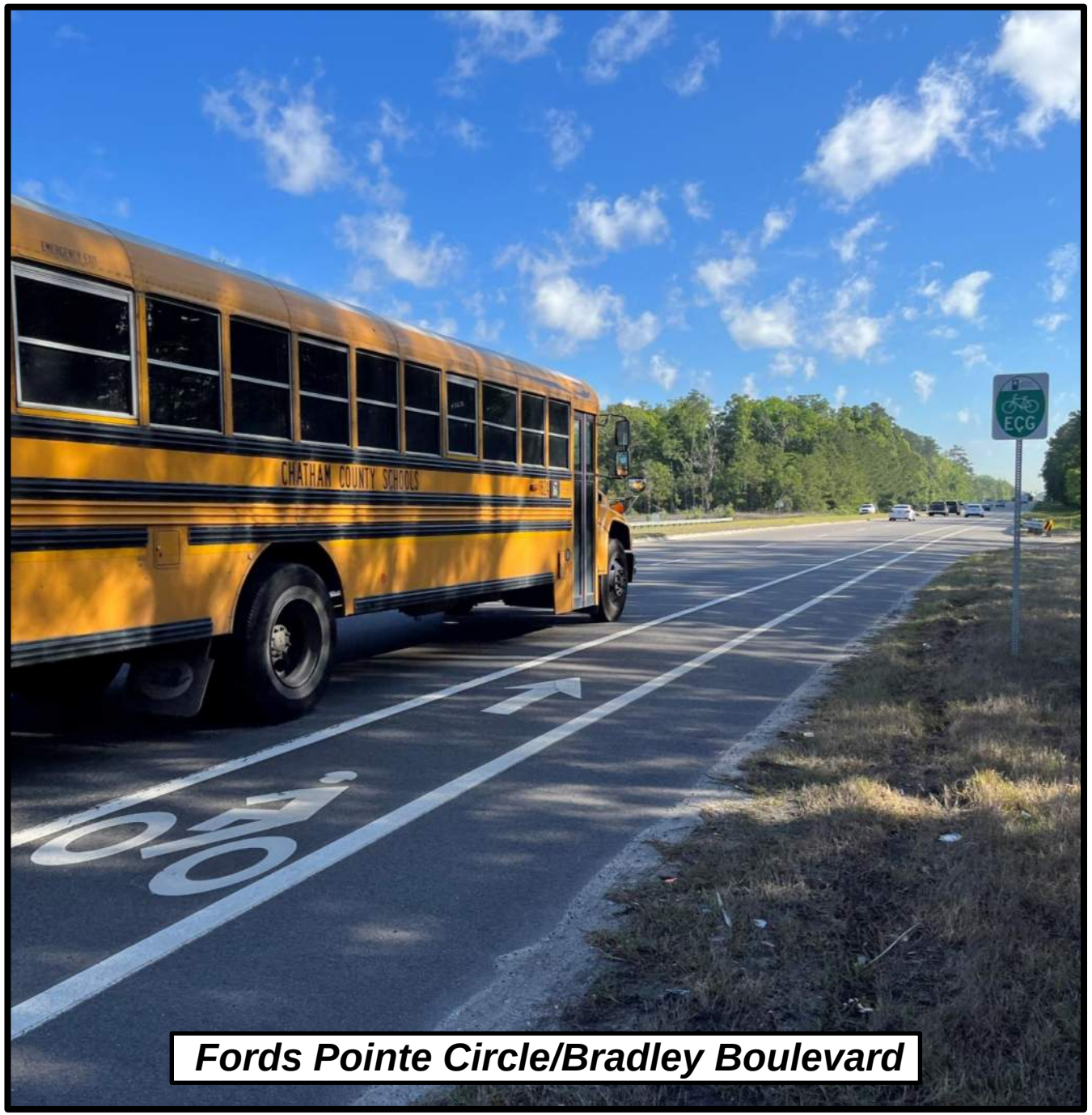
Provide greater connectivity to existing recreational and commercial facilities

NMTP recommends sidewalks from:

1. Bradley Boulevard to SR 204/Abercorn Street
2. Bridgewater Drive to Quacco Road
3. Berwick Boulevard to SR 307/Dean Forest Road

NMTP recommends a shared-use path from Salt Creek Road to north of I-516/SR 21

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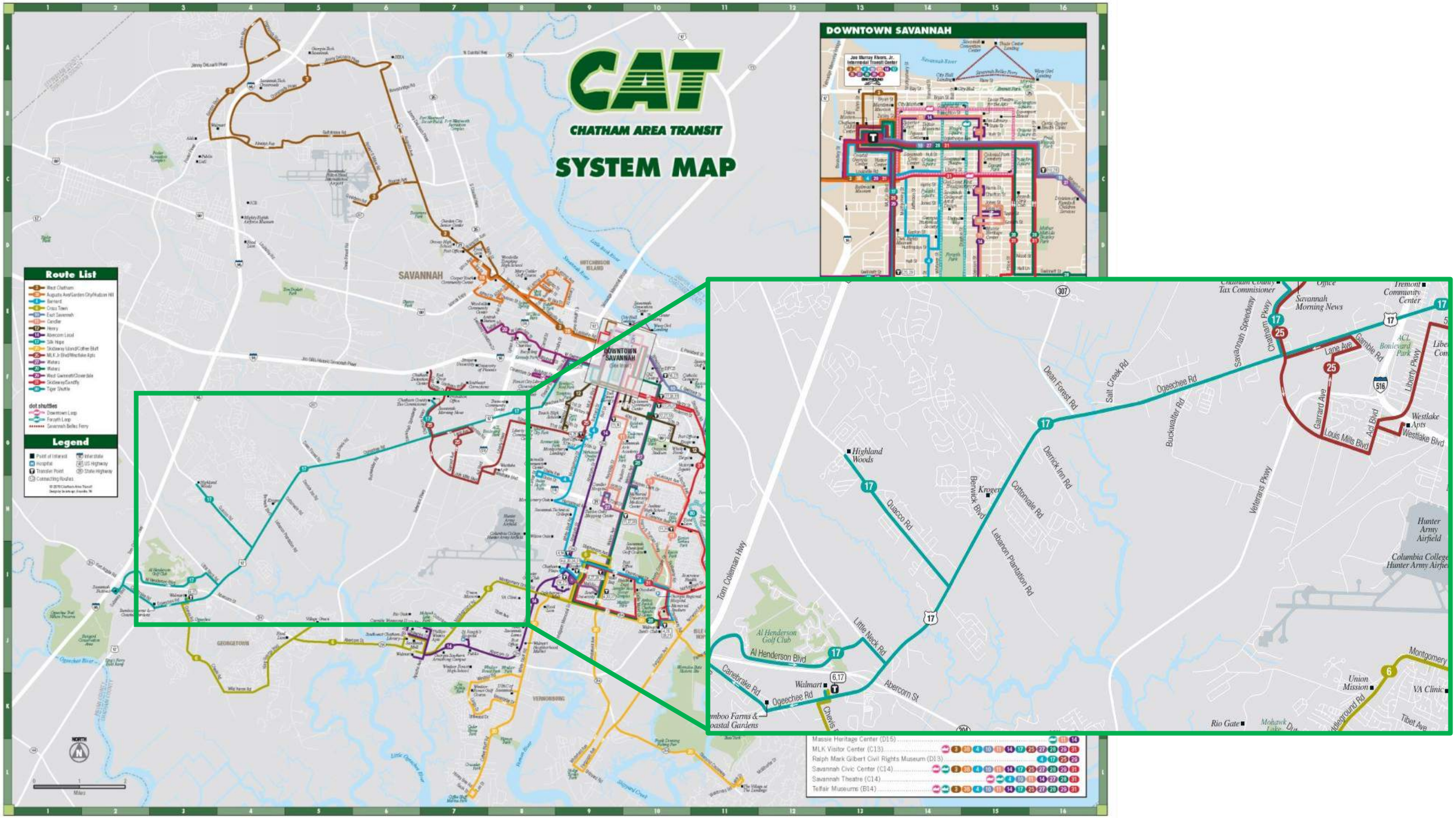
Fords Pointe Circle/Bradley Boulevard

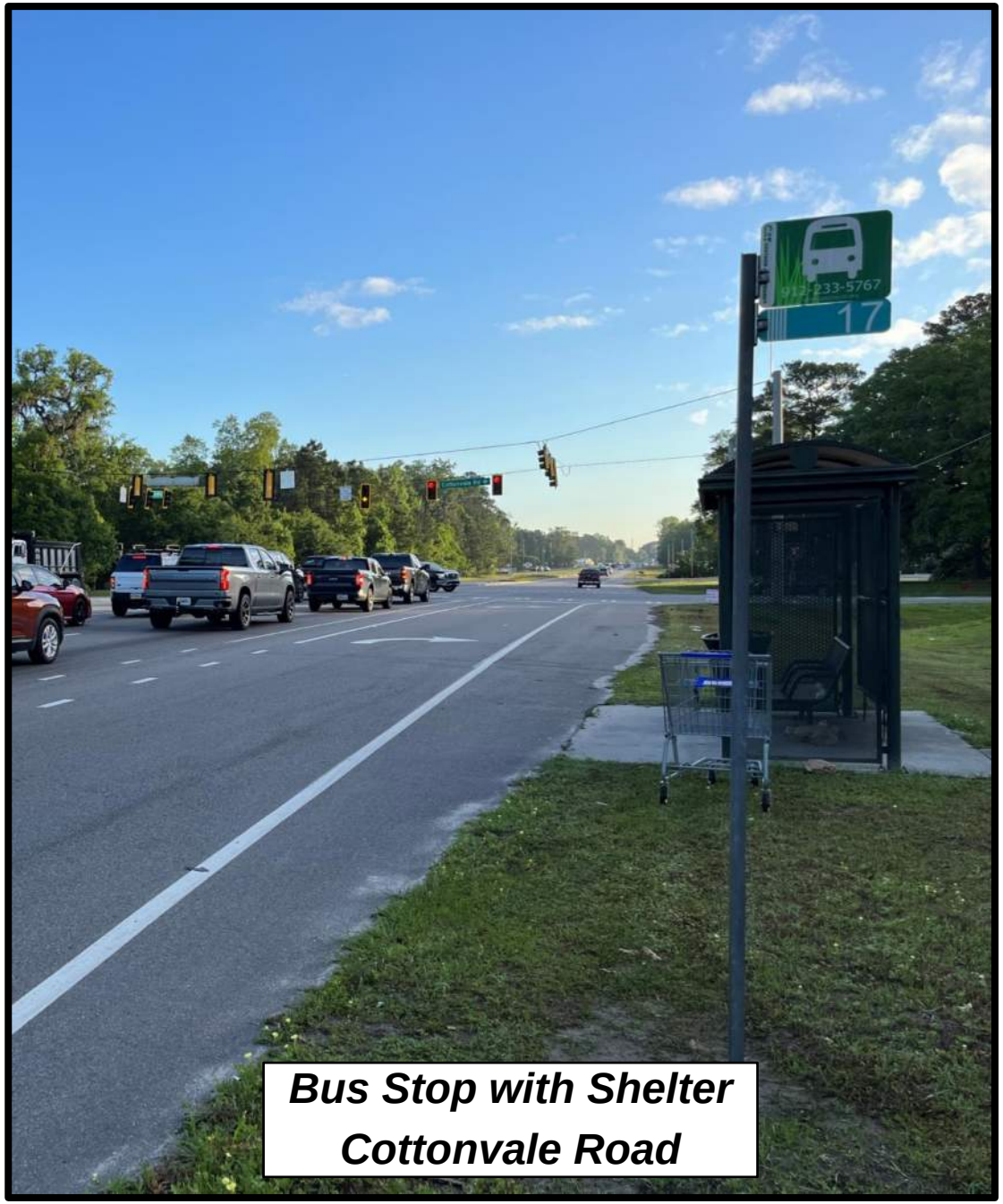


Cottonvale Road



Chatham Parkway


CAT
CHATHAM AREA TRANSIT
SYSTEM MAP
DOWNTOWN SAVANNAH
Route List
Legend
SAVANNAH
GEORGETOWN
HUTCHINSON ISLAND
VERNONBURG
Highland Woods
Al Henderson Golf Club
Al Henderson Blvd
Canebrake Rd
Ogeechee Rd
Walmart
Quacco Rd
Little Neck Rd
Abercorn St
Tom Coleman Hwy
Berwick Blvd
Kroger
Cottonvale Rd
Lebanon Plantation Rd
Dean Forest Rd
Salt Creek Rd
Buckwalter Rd
Derrick Inn Rd
Veterans Pkwy
Savannah Speedway
Chatham Pkwy
Savannah Morning News
Tremont Community Center
Lane Ave
Gamble Rd
Garrard Ave
Louis Mills Blvd
Acl Blvd
Westlake Apts
Westlake Blvd
Liberty Pkwy
Hunter Army Airfield
Columbia College Hunter Army Airfield
Montgomery
Union Mission
VA Clinic
Tibet Ave
Rio Gate
Mohawk Lake Dr
Joe Murray Rivers, Jr. Intermodal Transit Center
Massie Heritage Center (D15)
MLK Visitor Center (C13)
Ralph Mark Gilbert Civil Rights Museum (D13)
Savannah Civic Center (C14)
Savannah Theatre (C14)
Telfair Museums (B14)



Bus Stop with Shelter
Cottonvale Road



Bus Stop with Shelter
Chatham Parkway

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Summary

- Capacity and safety improvements should be prioritized at key bottlenecks
- Transit, pedestrian, and bicycle facilities should be considered
- Access management strategies should be implemented

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SR 25/US 17
CORRIDOR STUDY

Potential Improvements

Capacity improvements

- Fords Pointe Circle/Bradley Boulevard
- SR 204/Abercorn Street Interchange
- Berwick Segment improvements
- Chatham Parkway

Alternative mobility investments

- Expanded bicycle and pedestrian facilities
- Enhanced transit accommodations
- Improved lighting

Access control plan to improve safety

- Raised, grassed median
- Driveway consolidation
- Innovative/reduced conflict intersections

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SR 25/US 17
CORRIDOR STUDY

Next Steps

- Preliminary Stakeholder Meetings
- Traffic Forecasting
- Alternatives Development
- Public Information Open House
- Final Stakeholder Meetings
- Final Report

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QUESTIONS?

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CHATHAM COUNTY GEORGIA 1777

CORE COASTAL REGION MPO

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ONLINE SURVEY

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