NORTH FLORIDA TPO

SR 200/CR 107

Roadway Improvements Study

August 2023

SR 200/CR 107 Roadway Improvements Study

From West of CR 107 to Amelia Island Parkway

Nassau County, Florida

CONTENTS

1.0 INTRODUCTION

Atkins was commissioned by the North Florida Transportation Planning Organization (TPO) to conduct a Traffic Study on SR 200 in Nassau County (See Figure 1) to identify operational improvements that would enhance the functionality of the roadway and major intersections within the study limits. Items evaluated as part of this study included:

- Evaluation of operational improvements at SR 200 and CR 107
- Extension of a third eastbound lane through the intersection of SR 200 and CR 107
- Evaluation of an appropriate merge location of a future third lane east of CR 107
- Providing enhanced bicycle and pedestrian features on the shave bridge over the Amelia River

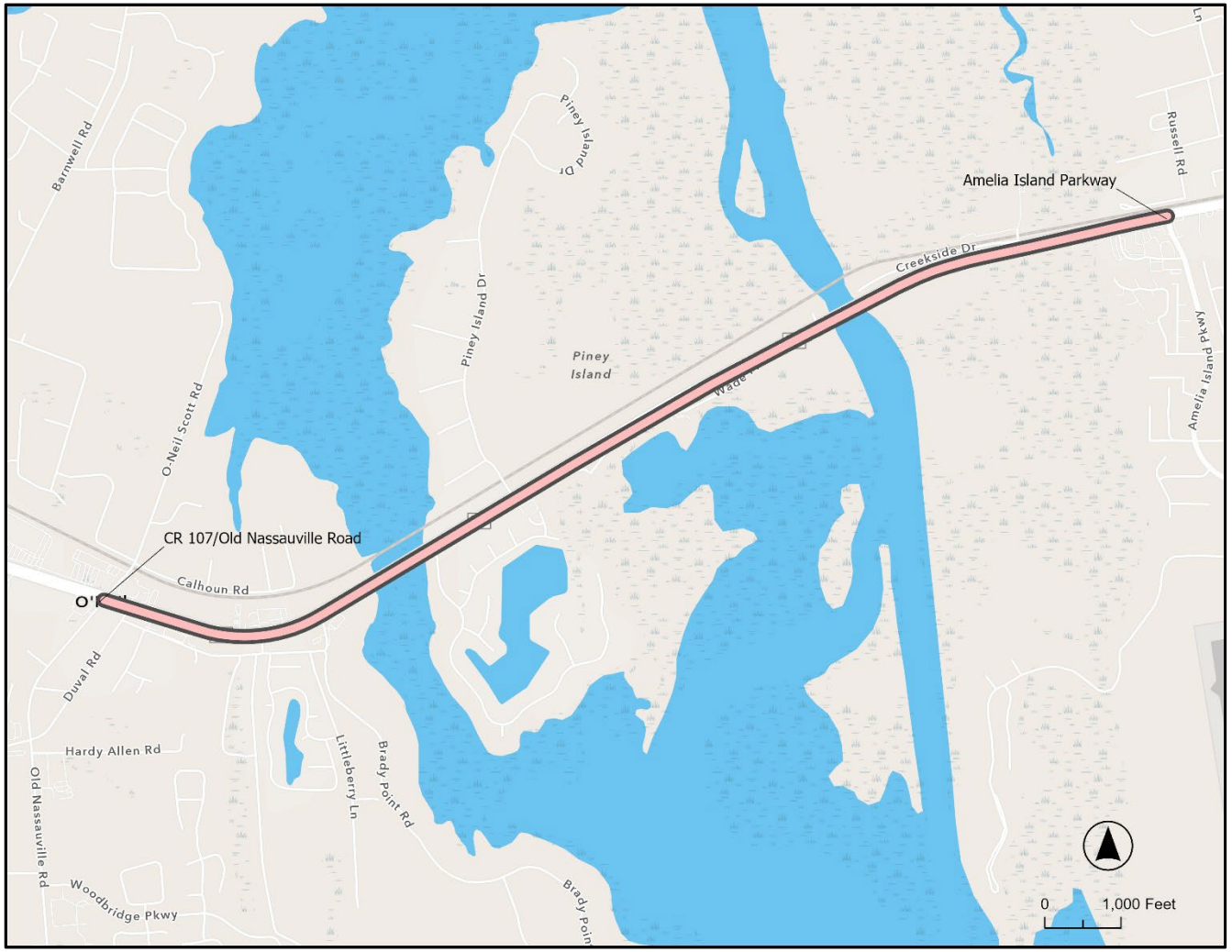


Figure 1 Study Limits

2.0 TRAFFIC ANALYSIS

2.1 Traffic Data Collection

Tube Counts

Twenty-four hour tube counts were collected on SR 200 over a seven-day period (August 22-28, 2022) at two locations along the corridor. These locations included:

- West of Creekside Drive
- West of Marsh Lakes Drive

illustrates the tube count locations and Figures 3-7 summarize the EB and WB weekday flow volumes collected for the time period at both locations.

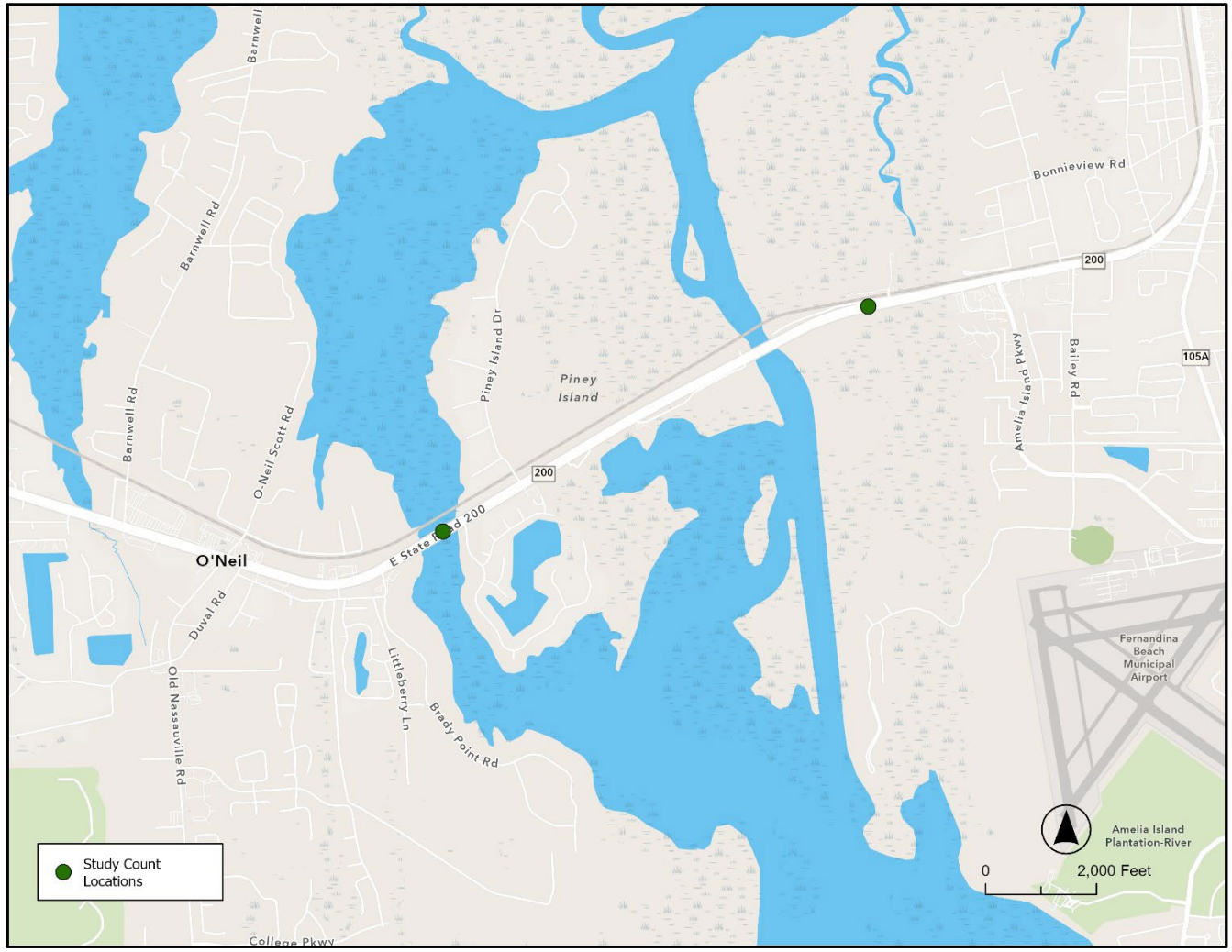


Figure 2 Study Count Locations

Figure 3 Time of Day Flow Rates – West of Marsh Lakes Drive Eastbound

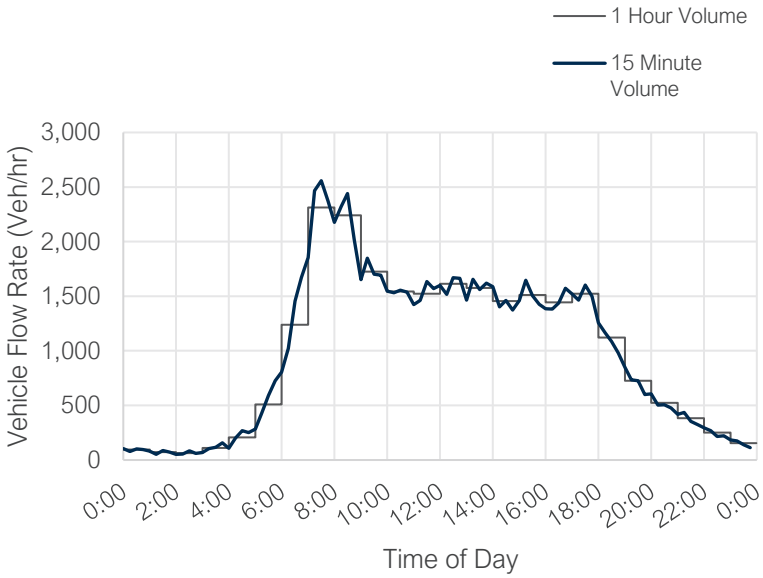


Figure 4 Time of Day Flow Rates – West of Marsh Lakes Drive Westbound

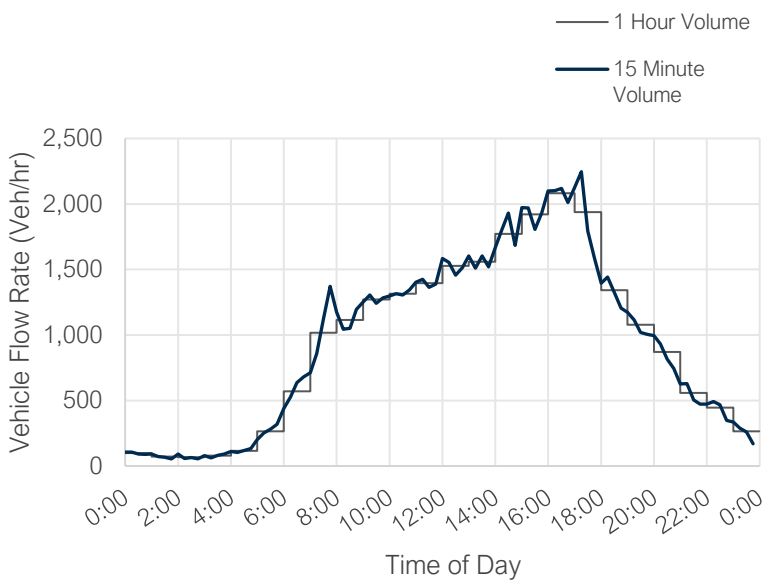


Figure 5 Time of Day Flow Rates – West of Creekside Drive Eastbound

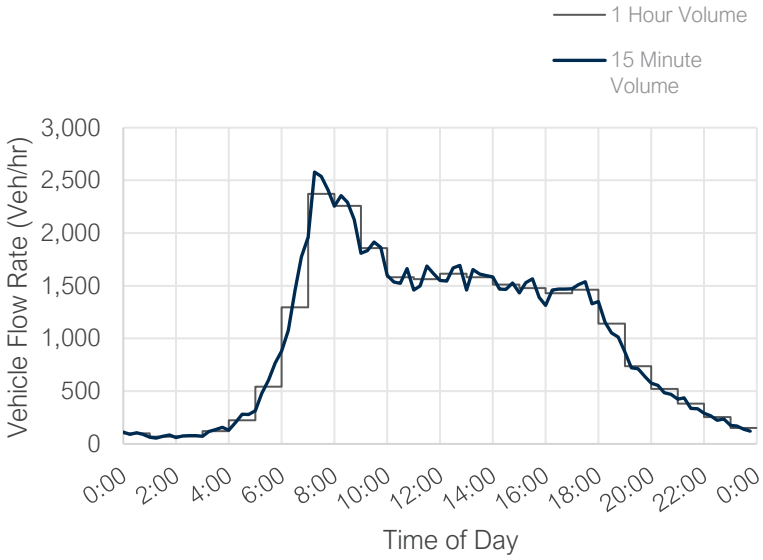
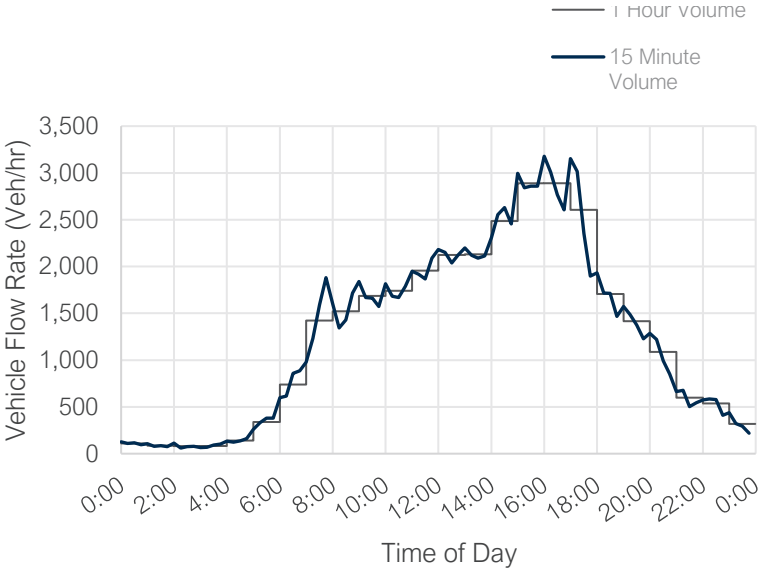


Figure 6 Time of Day Flow Rates – West of Creekside Drive Westbound



Turning Movement Counts

The turning movement counts (TMCs) were collected for eight hours on Tuesday, August 23, 2022, by All Traffic Data Services at the intersections of SR 200 and CR 107 as well as SR 200 at Amelia Island Parkway. These counts captured the AM and PM peak periods. The TMCs included vehicle classification between passenger vehicles and heavy vehicles. Turning movement counts were adjusted by a 1.02 seasonal adjustment factor by incorporating the 2021 Nassau County Season Factor Report based on the time of year the counts were performed on August 23rd, 2022. Figures 8 and 9 illustrate the existing TMCs collected at the two study intersections.

Figure 7 Existing Turning Movement Counts – SR 200 at Old Nassauville Road

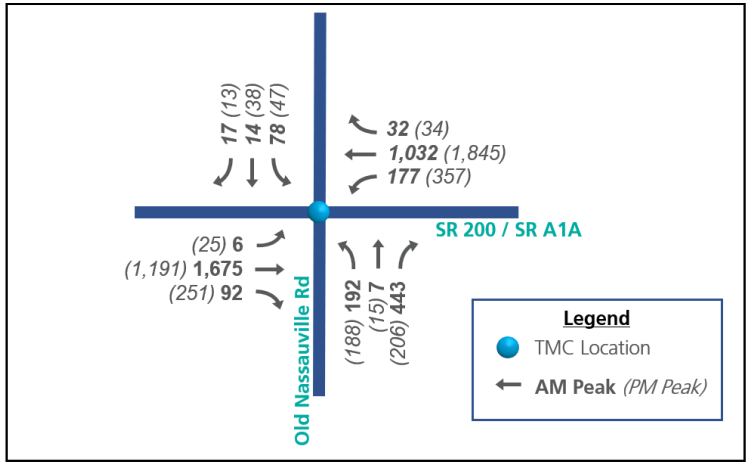
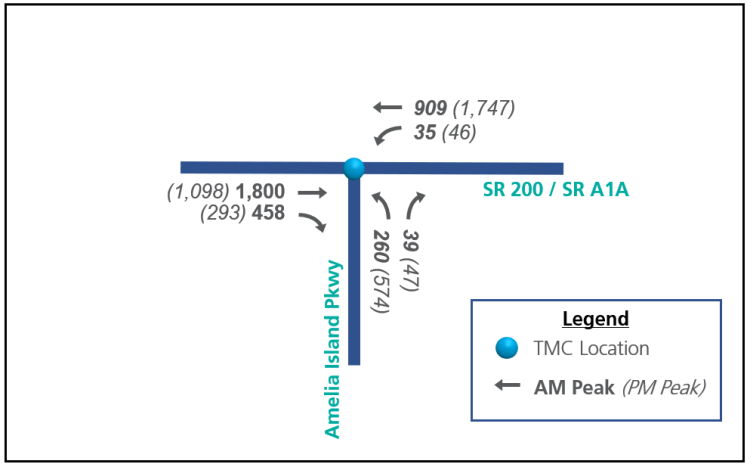


Figure 8 Existing Turning Movement Counts – SR 200 at Amelia Island Parkway



Bicycle and Pedestrian Counts

Bicycle and pedestrian counts were performed over a two-day period (August 20-21, 2022) at four locations on the eastbound and westbound approaches to the Shave Bridge over the Amelia River.

2.2 Traffic Forecasting

Historical Traffic Counts

A ten-year historical trends analysis was performed using traffic count data for the most recently available AADT from FDOT's Florida Traffic Online database. Three locations were available within the study area and are listed below and shown in Figure 10. Table 1 provides the annual count estimate along with the simple growth rate estimate comparison between 2012 with 2021.

- SR 200 / SR A1A – East of Amelia Island Rd
- SR 200 / SR A1A – West of Bridge over Amelia River
- SR 200 / SR A1A – East of CR 200A (Chester Rd)

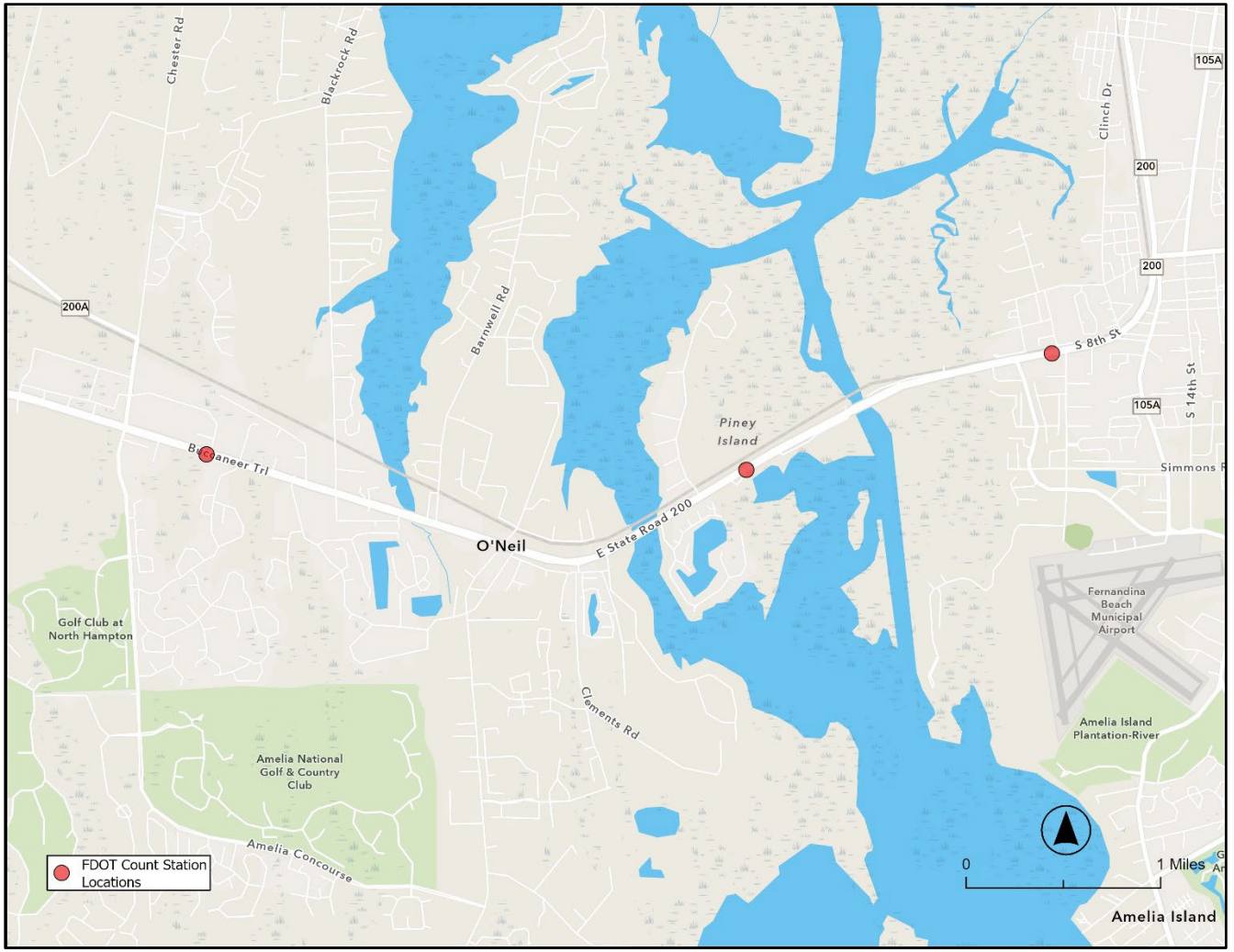
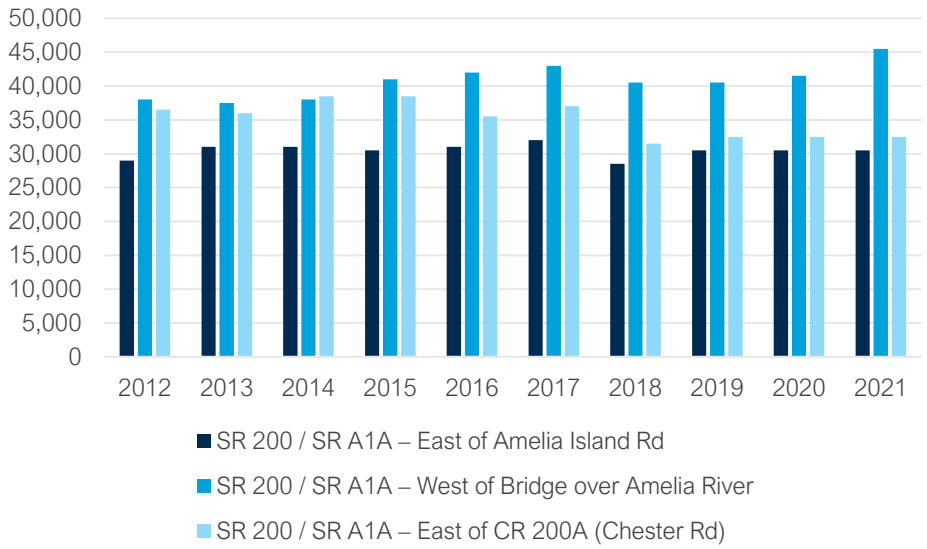


Figure 9 FDOT Traffic Count Stations

Table 1 FDOT Historical Traffic Counts

Count Location	Count ID	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
SR 200 / SR A1A – East of Amelia Island Rd	740106	29,000	31,000	31,000	30,500	31,000	32,000	28,500	30,500	30,500	30,500
SR 200 / SR A1A – West of Bridge over Amelia River	740103	38,000	37,500	38,000	41,000	42,000	43,000	40,500	40,500	41,500	45,500
SR 200 / SR A1A – East of CR 200A (Chester Rd)	740105	36,500	36,000	38,500	38,500	35,500	37,000	31,500	32,500	32,500	32,500

Figure 10 FDOT Historical Traffic Counts



Regression Analysis using Historical Traffic Data

The historical counts collected from FDOT's count program were then input into the FDOT TRENDs worksheet to generate both the linear growth rate and decaying exponential growth rate projections between 2012 and 2021. The resulting forecast figures are provided in the Appendix.

Table 2 Regression Analysis Summary Using Historical Traffic Data

Location	Linear Analysis Growth Rate	Decaying Exponential Growth Rate
SR 200 / SR A1A – East of Amelia Island Rd	0.05%	0.03%
SR 200 / SR A1A – West of Bridge over Amelia River	1.49%	0.28%
SR 200 / SR A1A – East of CR 200A (Chester Rd)	-2.08%	-0.34%

Population Projections

FDOT publishes population projections by county and district on its Demographic Analysis Website. The population projection was collected for Nassau County for all available years. The most recent available forecast data is from 2020 to 2045 and is divided into five-year increments which are adjusted based on the 2016 population estimates. The table below shows the population estimate for Nassau County for Census Years 2010 and 2016 along with projections for years 2020 to 2045. The resulting annual growth rate between 2020 and 2045 is projected to be 1.4% per year.

Table 3 Nassau County Population Estimates

		2010	2016	2020	2025	2030	2035	2040	2045	Growth Rate
Population (Nassau)		73,314	77,841	83,900	91,200	97,600	103,400	108,700	113,500	1.4%

Source: FDOT Demographic Analysis Website https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/planning/fto/demographic/2045forecast.pdf?sfvrsn=45f3dab4_0

Growth Rate Summary

The recommended growth rate was selected by comparing all of the forecasts and accounting for the variability in the different methods. The three methods of growth analytics are provided for comparison in the table below. Based on the variability a suggested annual growth rate of 1% is proposed for the study area.

Table 4 Growth Rate Summary

Location	Linear Analysis Growth Rate	Decaying Exponential Growth Rate	2045 County Population Growth	Suggested
SR 200 / SR A1A – East of Amelia Island Rd	0.05%	0.03%	1.4%	1.0%
SR 200 / SR A1A – West of Bridge over Amelia River	1.49%	0.28%	1.4%	1.0%
SR 200 / SR A1A – East of CR 200A (Chester Rd)	-2.08%	-0.34%	1.4%	1.0%

Future Turning Movement Counts

The suggested growth rate of 1% was used to calculate future turning movement counts for the year 2050. Future turning movement counts are shown in Figures 12 and 13.

Figure 11 Future Turning Movement Counts – SR 200 at Old Nassauville Road

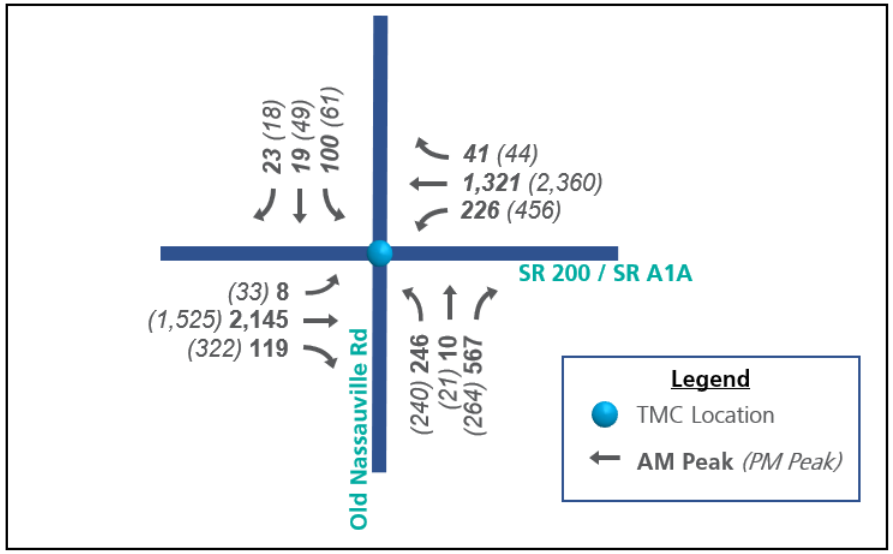
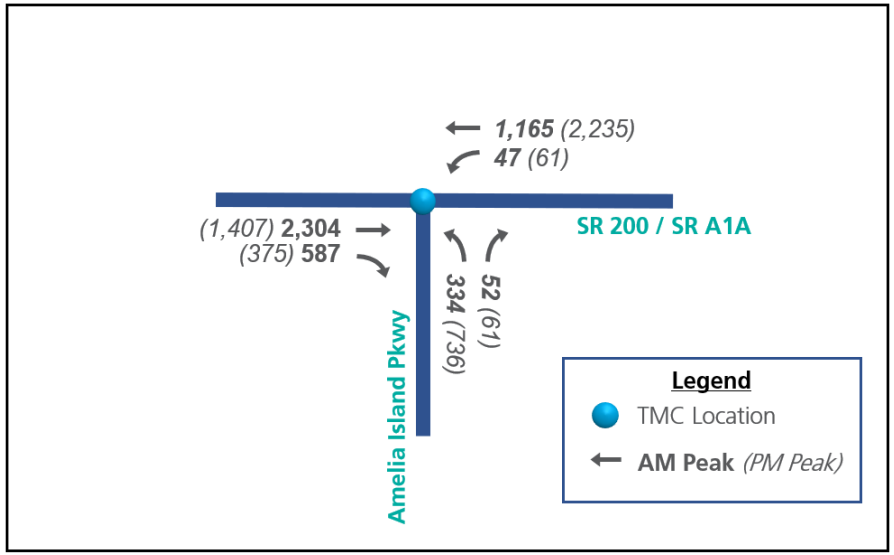


Figure 12 Future Turning Movement Counts – SR 200 at Amelia Island Parkway



2.3 Intersection analysis

Existing and Future Year No-Build

An operational analysis of the project's two intersections was performed for existing traffic with current intersection geometries (i.e. no improvements) with a future year planning horizon year of 2050.The intersection peak hour operations analysis was conducted using Synchro (version 11) traffic software, which uses the HCM methodology to determine intersection delay and LOS. Signal timings for future year signalized intersections were optimized using Synchro's optimization tool to achieve comparable intersection operating conditions and traffic progression to regular Transportation Systems Management and Operations (TSM&O) signal retiming maintenance. The existing and future year no-build operations analysis is summarized in Table 5.

Build Scenarios Analysis

A total of eight (8) build scenarios were developed and analyzed. These build scenarios were divided into two overall alternatives with each different build scenario listed as an option under the two alternatives.

Alternative 1 assumes that SR 200 would remain in its current configuration with two eastbound through lanes. Under Alternative 1, four build options were listed. Each of these build options has a different northbound lane configuaration on CR 107/Old Nassauville Road.

Alternative 2 assumes that SR 200 would be widened to include three eastbound through lanes with dedicated right and left turn lanes at the intersection. This Alternative includes the same options as Alternative 1 for the northbound lane configuration of CR 107/ Old Nassauville Road.

Finally, an intersection peak hour operations analysis for a design year of 2050 was performed for both of the Alternatives (eight total options). There are no changes to the SR 200 and Amelia Island Pkwy intersection for any build scenarios.

Table 5 Existing and Future No-Build Intersection Performance

Build Alternative and Option	Year	AM		PM	
Existing Conditions	2022	91.5	(F)	41.0	(D)
	2050	209.3	(F)	80.5	(F)
Alternative 1, Build Option 1	2022	65.4	(E)	45.4	(D)
	2050	182.2	(F)	101.2	(F)
Alternative 1, Build Option 2	2022	62.4	(E)	44.7	(D)
	2050	160.5	(F)	99.3	(F)
Alternative 1, Build Option 3	2022	65.1	(E)	45.4	(D)
	2050	153.0	(F)	101.1	(F)
Alternative 1, Build Option 4	2022	71.3	(E)	38.1	(D)
	2050	120.0	(F)	79.6	(E)
Alternative 2, Build Option 1	2022	35.9	(D)	38.0	(D)
	2050	90.7	(F)	60.9	(E)
Alternative 2, Build Option 2	2022	37.5	(D)	38.6	(D)
	2050	73.7	(E)	59.4	(E)
Alternative 2, Build Option 3	2022	37.1	(D)	38.8	(D)
	2050	66.4	(E)	59.9	(E)
Alternative 2, Build Option 4	2022	36.1	(D)	33.7	(C)
	2050	48.9	(D)	47.4	(D)

The summary results of the analyses of both Alternatives are summarized in Table 6. More detailed analysis is shown in the following pages.

Alternative 1, Build Option 1

Alternative 1, Build Option 1 consists of the following configuration:

- One North Bound Right (NBR) Turn Lane
- Shared NB Left/Through Lane
- NB Right-Turn Overlap
- NB and SB Split Phasing
- Optimized Signal Timings

Intersection Schematic of Alternative 1, Build Option 1

Table 6 Alternative 1, Build Option 1 Intersection Performance

Alt. 1, Build Option 1	Intersection	Year	AM										PM									
			EB		WB		NB		SB		Overall		EB		WB		NB		SB		Overall	
	SR 200 at CR 107	2022	88.7	(F)	29.2	(C)	76.9	(E)	76.7	(E)	65.4	(E)	60.5	(E)	34.2	(C)	57.7	(E)	70.7	(E)	45.4	(D)
		2050	273.8	(F)	46.0	(D)	222.5	(F)	80.8	(F)	182.2	(F)	182.6	(F)	64.3	(E)	67.7	(E)	73.8	(E)	101.2	(F)

Alternative 1, Build Option 2

Alternative 1, Build Option 2 consists of the following configuration:

- One NBL Lane
- Shared NB Through/Right Lane
- One NBR Lane
- NB and SB Split Phasing
- Optimized Timings

Intersection Schematic of Alternative 1, Build Option 2

Table 7 Alternative 1, Build Option 2 Intersection Performance

Alt. 1, Build Option 2	Intersection	Year	AM										PM									
			EB		WB		NB		SB		Overall		EB		WB		NB		SB		Overall	
	SR 200 at CR 107	2022	77.8	(E)	34.9	(C)	77.1	(E)	76.7	(E)	62.4	(E)	58.5	(E)	31.8	(C)	75.6	(E)	70.7	(E)	44.7	(D)
		2050	267.0	(F)	56.0	(E)	79.2	(E)	79.0	(E)	160.5	(F)	179.5	(F)	59.9	(E)	78.2	(E)	73.8	(E)	99.3	(F)

Alternative 1, Build Option 3

Alternative 1, Build Option 3 consists of the following configuration:

- Two NBR Lanes
- Shared NB Left/Through Lane
- NB Right-Turn Overlap
- NB and SB Split Phasing
- Optimized Timings

Intersection Schematic of Alternative 1, Build Option 3

Table 8 Alternative 1, Build Option 3 Intersection Performance

Alt. 1, Build Option 3	Intersection	Year	AM										PM									
			EB		WB		NB		SB		Overall		EB		WB		NB		SB		Overall	
	SR 200 at CR 107	2022	88.7	(F)	29.2	(C)	75.1	(E)	76.7	(E)	65.1	(E)	60.7	(E)	34.2	(C)	57.0	(E)	70.7	(E)	45.4	(D)
		2050	264.1	(F)	45.5	(D)	82.2	(F)	79.0	(E)	153.0	(F)	182.6	(F)	64.3	(E)	65.9	(E)	73.8	(E)	101.1	(F)

Alternative 1, Build Option 4

Alternative 1, Build Option 4 consists of the following configuration:

- Two NBR Lanes
- One NBL and One NBT Lane
- NB Right-Turn Overlap
- Optimized Timings

For Alternative 1, the Build Option 4 analysis for 2022 indicates the most improvement of operations with the overall intersection operating within the target LOS D for both AM and PM peak hours. Build Option 4 shows a slight operational improvement for 2050 however, most movements still operate below LOS D targets.

Intersection Schematic of Alternative 1, Build Option 4

Table 9 Alternative 1, Build Option 4 Intersection Performance

Alt. 1, Build Option 4	Intersection	Year	AM										PM									
			EB		WB		NB		SB		Overall		EB		WB		NB		SB		Overall	
	SR 200 at CR 107	2022	103.4	(F)	41.1	(D)	49.4	(D)	48.8	(D)	71.3	(E)	50.3	(D)	28.0	(C)	53.2	(D)	66.6	(E)	38.1	(D)
		2050	194.2	(F)	46.3	(D)	72.9	(E)	59.5	(E)	120.0	(F)	144.9	(F)	49.1	(D)	55.1	(E)	68.5	(E)	79.6	(E)

Alternative 2, Build Option 1

Alternative 2, Build Option 1 consists of the following configuration:

- One NBR Turn Lane
- Shared NB Left/Through Lane
- NB Right-Turn Overlap
- NB and SB Split Phasing
- Optimized Signal Timings

Intersection Schematic of Alternative 2, Build Option 1

Table 10 Alternative 2, Build Option 1 Intersection Performance

Alt. 2, Build Option 1	Intersection	Year	AM										PM									
			EB		WB		NB		SB		Overall		EB		WB		NB		SB		Overall	
	SR 200 at CR 107	2022	33.7	(C)	25.3	(C)	68.4	(E)	76.7	(E)	35.9	(D)	41.1	(D)	32.0	(C)	57.3	(E)	70.7	(E)	38.0	(D)
		2050	87.6	(F)	35.0	(D)	206.4	(F)	79.0	(E)	90.7	(F)	80.1	(F)	49.1	(D)	65.1	(E)	73.8	(E)	60.9	(E)

Alternative 2, Build Option 2

Alternative 2, Build Option 2 consists of the following configuration:

- One NBL Lane
- Shared NB Through/Right Lane
- One NBR Lane
- NB and SB Split Phasing
- Optimized Timings

Intersection Schematic of Alternative 2, Build Option 2

Table 11 Alternative 2, Build Option 2 Intersection Performance

Alt. 2, Build Option 2	Intersection	Year	AM										PM									
			EB		WB		NB		SB		Overall		EB		WB		NB		SB		Overall	
	SR 200 at CR 107	2022	33.1	(C)	26.2	(C)	75.6	(E)	76.7	(E)	37.5	(D)	39.1	(D)	31.8	(C)	75.6	(E)	70.7	(E)	38.6	(D)
		2050	96.7	(F)	39.9	(D)	79.2	(E)	76.5	(E)	73.7	(E)	78.2	(E)	45.8	(D)	78.2	(E)	73.8	(E)	59.4	(E)

Alternative 2, Build Option 3

Alternative 2, Build Option 3 consists of the following configuration:

- Two NBR Lanes
- Shared NB Left/Through Lane
- NB Right-Turn Overlap
- NB and SB Split Phasing
- Optimized Timings

Intersection Schematic of Alternative 2, Build Option 3

Table 12 Alternative 2, Build Option 3 Intersection Performance

Alt. 2, Build Option 3	Intersection	Year	AM										PM									
			EB		WB		NB		SB		Overall		EB		WB		NB		SB		Overall	
	SR 200 at CR 107	2022	31.7	(C)	29.2	(C)	75.1	(E)	76.7	(E)	37.1	(D)	39.7	(D)	34.2	(C)	57.0	(E)	70.7	(E)	38.8	(D)
		2050	81.1	(F)	38.7	(D)	79.1	(E)	79.0	(E)	66.4	(E)	74.1	(E)	50.8	(D)	63.9	(E)	73.8	(E)	59.9	(E)

Alternative 2, Build Option 4

Alternative 2, Build Option 4 consists of the following configuration:

- Two NBR Lanes
- One NBL and One NBT Lane
- NB Right-Turn Overlap
- Optimized Timings

For Alternative 2, Build Option 4 analysis for 2022 and 2050 indicates the most improvement of operations with the overall intersection operating within the target LOS D for both AM and PM peak hours.

Intersection Schematic of Alternative 2, Build Option 4

Table 13 Alternative 2, Build Option 4 Intersection Performance

Alt. 2, Build Option 4	Intersection	Year	AM										PM									
			EB		WB		NB		SB		Overall		EB		WB		NB		SB		Overall	
	SR 200 at CR 107	2022	38.0	(D)	26.5	(C)	47.4	(D)	49.5	(D)	36.1	(D)	36.3	(D)	28.0	(C)	53.2	(D)	66.6	(E)	33.7	(C)
		2050	56.1	(E)	30.4	(C)	66.0	(E)	59.5	(E)	48.9	(D)	64.4	(E)	36.2	(D)	52.4	(D)	68.5	(E)	47.4	(D)

3.0 SR 200 EASTBOUND MERGE EVALUATION

An engineering evaluation was performed to determine the appropriate location to merge the eastbound (EB) lanes on SR 200 from three lanes to two lanes. It was determined that the merge would begin approximately 450 feet east of Brady Point Road and would be complete approximately 130 feet west of Marsh Lakes Drive. The transition from three lanes to two lanes would be 1,000 feet. illustrates the limits of the widening. Figures 14 through 21 illustrate the merge concept.

As part of the SR 200 merge evaluation, the length of the existing westbound left turn lane at SR 200 and Old Nassauville Road was analyzed to determine if it was the proper length based on existing traffic. The analysis shows that the turn lane should be extended from its existing 285' length with 100' taper to 650' with a 100' taper. A concept for this extended turn lane is shown in Figure 17.

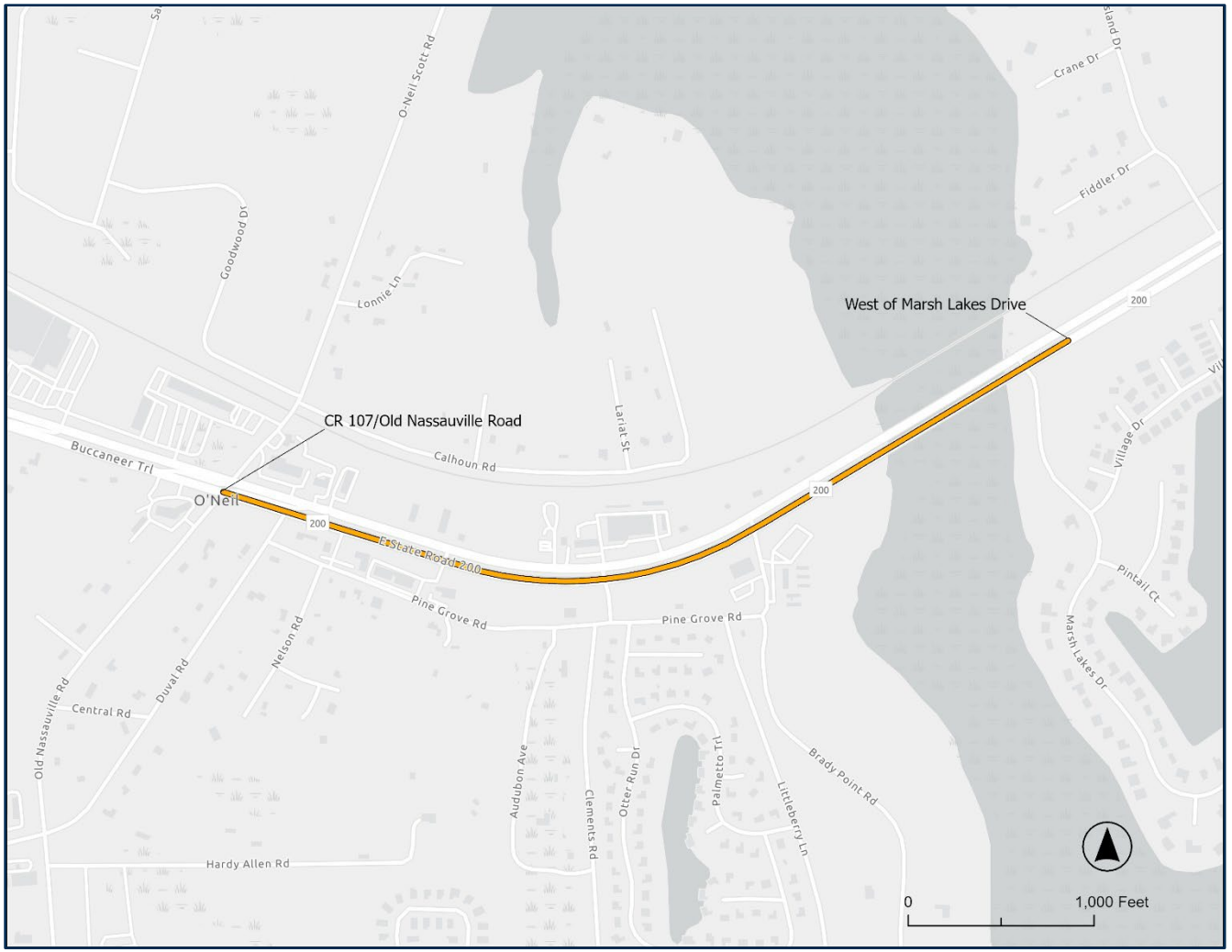


Figure 13 SR 200 Limits of Widening and Merge

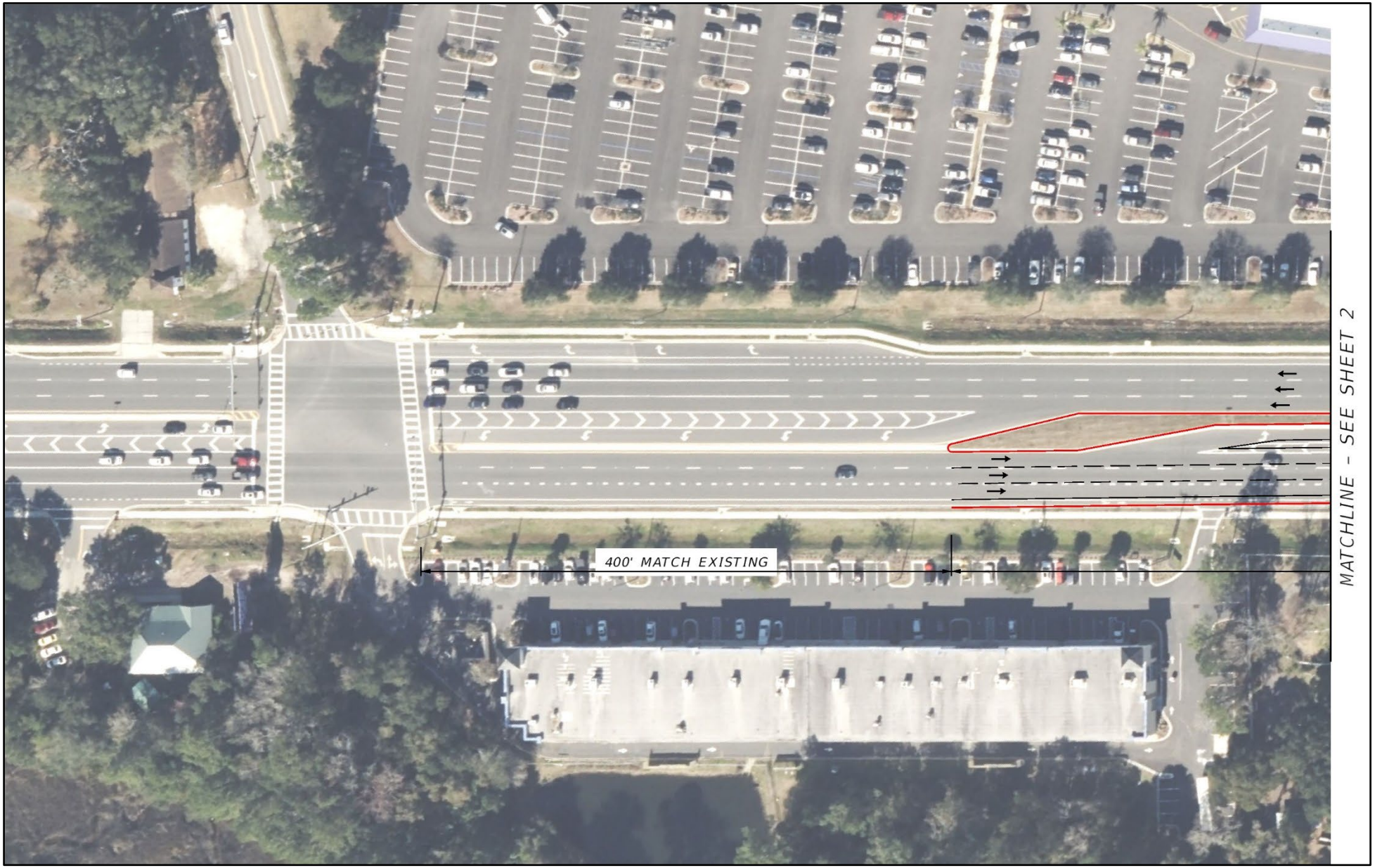


Figure 15 SR 200 Merge Concept – Sheet 1

Figure 16 SR 200 Merge Concept – Sheet 2

Figure 17 SR 200 Merge Concept – Sheet 3

Figure 18 SR 200 Merge Concept – Sheet 4

Figure 19 SR 200 Merge Concept – Sheet 5

Figure 20 SR 200 Merge Concept – Sheet 6

Figure 21 SR 200 Merge Concept – Sheet 7

4.0 SHAVE BRIDGE PEDESTRIAN ENHANCEMENTS

FDOT has developed a concept plan for the Shave Bridge to better accommodate bicyclist and pedestrians. These improvements include a barrier wall separating the bike/ped path. On the approaches to the bridges there will be a pedestrian bike railing on the outside (see Figure 22). On the bridge itself there will be a barrier wall separating the bike/ped path and pedestrian bike railing will be installed on the existing traffic railing (see Figure 23).

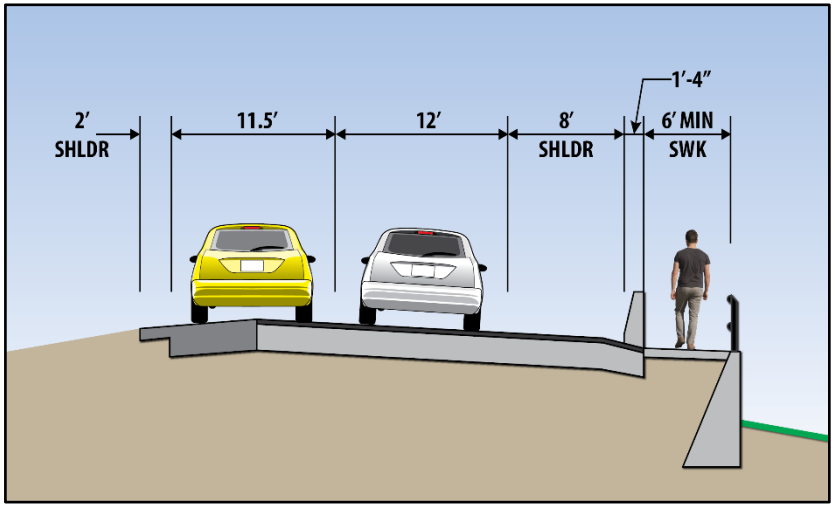


Figure 22 Shave Bridge Approaches Pedestrian Improvements

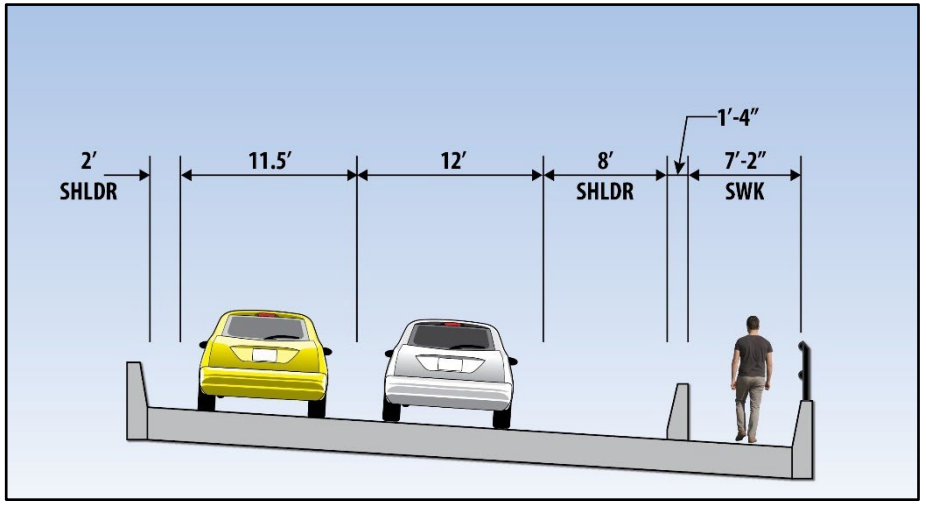


Figure 23 Shave Bridge Pedestrian Improvements

5.0 CONCLUSION

This study focused on operational improvements to the intersection of SR 200 and CR 107/Old Nassauville Road. Multiple options were analyzed to identify potential improvements to the intersection that would enhance operations and reduce delay for motorists. Some of these options are higher cost solutions however, some simply could be constructed by repainting the existing intersection pavement markings.

If eastbound widening of SR 200 does not occur in the near term:

- Alternative 1, Option 4 provides the most improvements to the intersection in terms of delay but will require ROW acquisition and significant additional construction to accommodate dual NBR turn lanes
- Alternative 1, Option 1 provides significant improvements over the existing conditions of the intersection and would be the lowest-cost solution
- Alternative 1, Option 2 provides greater improvements than Option 2 but may require ROW acquisition in order to accommodate an additional lane

If eastbound widening of SR 200 does occur:

- Alternative 1, Option 4 provides the most improvements to the intersection in terms of delay but will require ROW acquisition and significant additional construction to accommodate dual NBR turn lanes
- Alternative 1, Option 1 provides significant improvements over the existing conditions of the intersection and would be the lowest-cost solution
- Alternative 1, Option 2 provides greater improvements than Option 2 but may require ROW acquisition in order to accommodate an additional lane

The Build Options of Alternative 2 provide similar degrees of improvement. However, overall delay for the intersection is significantly reduced with three eastbound lanes on SR 200 (See Table 6).

As mentioned in Section 2, an additional short term improvement to SR 200 would be to lengthen the westbound left turn lane to 650' with a 100' taper. This would help to eliminate queue spillback into the travel way which would increase safety and reduce eastbound delay.

APPENDIX A – TRAFFIC DATA

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 1
Station ID: 1
SR 200 WEST OF
MARSH LAKES DRIVE

Start	22-Aug-22	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Mon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		21	406			7	236				
12:15		14	375			24	205				
12:30		21	406			8	199				
12:45		22	416	78	1603	10	204	49	844	127	2447
01:00		22	379			4	236				
01:15		12	404			8	196				
01:30		21	414			10	204				
01:45		16	451	71	1648	8	200	30	836	101	2484
02:00		13	414			2	268				
02:15		5	336			4	268				
02:30		20	386			7	309				
02:45		9	360	47	1496	2	205	15	1050	62	2546
03:00		15	371			3	280				
03:15		20	410			3	281				
03:30		15	408			8	265				
03:45		38	348	88	1537	8	262	22	1088	110	2625
04:00		27	374			8	316				
04:15		50	360			10	354				
04:30		68	296			8	462				
04:45		50	317	195	1347	22	451	48	1583	243	2930
05:00		68	340			16	472				
05:15		85	310			28	560				
05:30		147	334			32	412				
05:45		180	315	480	1299	39	374	115	1818	595	3117
06:00		193	248			64	328				
06:15		216	246			90	326				
06:30		346	201			96	374				
06:45		392	170	1147	865	92	284	342	1312	1489	2177
07:00		451	150			102	203				
07:15		576	151			108	230				
07:30		628	170			176	217				
07:45		558	146	2213	617	215	180	601	830	2814	1447
08:00		530	124			168	176				
08:15		556	118			152	160				
08:30		598	97			144	143				
08:45		490	110	2174	449	187	130	651	609	2825	1058
09:00		372	88			268	131				
09:15		428	96			317	106				
09:30		360	90			298	92				
09:45		326	76	1486	350	248	83	1131	412	2617	762
10:00		348	62			212	104				
10:15		352	44			220	90				
10:30		356	38			205	96				
10:45		315	46	1371	190	200	76	837	366	2208	556
11:00		343	42			184	56				
11:15		339	24			178	66				
11:30		402	24			179	43				
11:45		377	16	1461	106	176	28	717	193	2178	299
Total		10811	11507			4558	10941			15369	22448
Percent		48.4%	51.6%			29.4%	70.6%			40.6%	59.4%

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 1
Station ID: 1
SR 200 WEST OF
MARSH LAKES DRIVE

Start	23-Aug-22	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		24	371			36	442				
12:15		18	342			18	446				
12:30		34	380			20	396				
12:45		24	389	100	1482	24	390	98	1674	198	3156
01:00		10	346			34	418				
01:15		24	400			14	432				
01:30		24	346			16	385				
01:45		20	355	78	1447	16	404	80	1639	158	3086
02:00		17	372			32	424				
02:15		22	344			14	495				
02:30		20	332			24	550				
02:45		16	317	75	1365	14	422	84	1891	159	3256
03:00		22	363			32	522				
03:15		38	395			12	509				
03:30		38	308			26	488				
03:45		42	316	140	1382	34	560	104	2079	244	3461
04:00		36	298			46	573				
04:15		58	313			25	577				
04:30		73	336			39	588				
04:45		62	403	229	1350	39	538	149	2276	378	3626
05:00		68	386			66	560				
05:15		124	367			73	542				
05:30		152	411			100	430				
05:45		198	389	542	1553	84	426	323	1958	865	3511
06:00		212	319			136	348				
06:15		284	289			143	399				
06:30		378	258			164	305				
06:45		417	237	1291	1103	211	305	654	1357	1945	2460
07:00		450	199			194	257				
07:15		622	180			245	261				
07:30		603	160			310	210				
07:45		594	123	2269	662	374	262	1123	990	3392	1652
08:00		509	133			346	250				
08:15		559	116			273	213				
08:30		573	142			288	182				
08:45		514	118	2155	509	300	166	1207	811	3362	1320
09:00		440	97			296	159				
09:15		507	110			325	176				
09:30		455	80			290	130				
09:45		465	70	1867	357	329	94	1240	559	3107	916
10:00		358	69			326	107				
10:15		386	61			398	109				
10:30		420	47			338	98				
10:45		386	46	1550	223	348	71	1410	385	2960	608
11:00		340	41			408	64				
11:15		344	42			397	48				
11:30		434	29			377	55				
11:45		359	23	1477	135	331	32	1513	199	2990	334
Total		11773	11568			7985	15818			19758	27386
Percent		50.4%	49.6%			33.5%	66.5%			41.9%	58.1%

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 1
Station ID: 1
SR 200 WEST OF
MARSH LAKES DRIVE

Start	24-Aug-22	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		22	404			36	425				
12:15		15	371			34	422				
12:30		22	444			22	401				
12:45		23	386	82	1605	26	396	118	1644	200	3249
01:00		23	328			22	437				
01:15		13	400			14	454				
01:30		22	398			18	482				
01:45		17	384	75	1510	15	422	69	1795	144	3305
02:00		14	398			22	388				
02:15		5	364			24	476				
02:30		21	340			14	483				
02:45		9	336	49	1438	13	486	73	1833	122	3271
03:00		16	350			24	592				
03:15		21	387			26	606				
03:30		16	377			28	522				
03:45		40	404	93	1518	26	522	104	2242	197	3760
04:00		28	353			32	568				
04:15		52	354			30	532				
04:30		71	378			29	550				
04:45		52	392	203	1477	39	500	130	2150	333	3627
05:00		71	348			60	570				
05:15		89	354			72	578				
05:30		154	380			72	492				
05:45		189	356	503	1438	90	410	294	2050	797	3488
06:00		203	308			132	328				
06:15		227	269			146	350				
06:30		363	255			188	299				
06:45		412	232	1205	1064	182	284	648	1261	1853	2325
07:00		474	198			204	308				
07:15		605	156			209	286				
07:30		659	170			330	254				
07:45		586	133	2324	657	356	262	1099	1110	3423	1767
08:00		556	151			323	245				
08:15		584	111			309	232				
08:30		628	112			290	224				
08:45		514	110	2282	484	326	188	1248	889	3530	1373
09:00		391	94			282	134				
09:15		449	101			322	124				
09:30		378	74			304	101				
09:45		342	84	1560	353	345	91	1253	450	2813	803
10:00		365	52			333	106				
10:15		370	69			332	118				
10:30		374	40			286	106				
10:45		331	46	1440	207	373	75	1324	405	2764	612
11:00		376	46			392	86				
11:15		392	60			364	49				
11:30		373	42			379	54				
11:45		384	44	1525	192	380	42	1515	231	3040	423
Total		11341	11943			7875	16060			19216	28003
Percent		48.7%	51.3%			32.9%	67.1%			40.7%	59.3%

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 1
Station ID: 1
SR 200 WEST OF
MARSH LAKES DRIVE

Start	25-Aug-22	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Thu	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		30	400			24	404				
12:15		26	393			26	396				
12:30		24	450			32	374				
12:45		18	410	98	1653	23	420	105	1594	203	3247
01:00		24	364			20	446				
01:15		10	421			22	381				
01:30		17	364			22	435				
01:45		20	374	71	1523	13	398	77	1660	148	3183
02:00		12	392			25	520				
02:15		12	362			16	459				
02:30		20	350			12	524				
02:45		28	334	72	1438	19	485	72	1988	144	3426
03:00		20	382			16	514				
03:15		28	416			17	500				
03:30		30	324			27	434				
03:45		34	333	112	1455	27	504	87	1952	199	3407
04:00		21	314			22	552				
04:15		46	330			36	570				
04:30		60	354			32	516				
04:45		90	424	217	1422	36	500	126	2138	343	3560
05:00		74	406			59	536				
05:15		122	386			74	577				
05:30		146	433			84	446				
05:45		156	410	498	1635	97	378	314	1937	812	3572
06:00		203	336			102	384				
06:15		274	304			152	338				
06:30		388	272			172	360				
06:45		426	250	1291	1162	176	320	602	1402	1893	2564
07:00		448	210			196	342				
07:15		615	189			263	263				
07:30		633	168			282	268				
07:45		605	130	2301	697	382	303	1123	1176	3424	1873
08:00		555	140			330	293				
08:15		569	122			282	265				
08:30		608	150			295	246				
08:45		481	124	2213	536	325	192	1232	996	3445	1532
09:00		436	102			361	142				
09:15		462	116			326	182				
09:30		455	84			331	118				
09:45		494	74	1847	376	340	140	1358	582	3205	958
10:00		425	73			354	119				
10:15		380	64			340	96				
10:30		374	50			392	108				
10:45		404	48	1583	235	353	76	1439	399	3022	634
11:00		342	43			372	79				
11:15		357	44			419	89				
11:30		395	31			384	56				
11:45		386	24	1480	142	400	34	1575	258	3055	400
Total		11783	12274			8110	16082			19893	28356
Percent		49.0%	51.0%			33.5%	66.5%			41.2%	58.8%

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 1
Station ID: 1
SR 200 WEST OF
MARSH LAKES DRIVE

Start	26-Aug-22	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Fri	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		32	379			28	434				
12:15		24	378			28	435				
12:30		25	368			30	414				
12:45		30	437	111	1562	25	446	111	1729	222	3291
01:00		20	378			33	427				
01:15		5	402			29	389				
01:30		24	392			16	460				
01:45		14	423	63	1595	14	440	92	1716	155	3311
02:00		9	369			32	442				
02:15		23	312			12	516				
02:30		22	384			23	501				
02:45		12	338	66	1403	19	467	86	1926	152	3329
03:00		10	326			20	508				
03:15		20	410			17	518				
03:30		42	430			10	506				
03:45		38	348	110	1514	16	518	63	2050	173	3564
04:00		18	360			28	562				
04:15		42	338			26	543				
04:30		59	398			36	479				
04:45		52	392	171	1488	27	474	117	2058	288	3546
05:00		64	382			46	467				
05:15		108	378			62	496				
05:30		127	406			58	420				
05:45		166	370	465	1536	80	357	246	1740	711	3276
06:00		174	329			104	322				
06:15		250	322			115	353				
06:30		310	346			160	286				
06:45		402	312	1136	1309	171	283	550	1244	1686	2553
07:00		450	282			176	327				
07:15		604	226			228	326				
07:30		612	220			276	300				
07:45		566	205	2232	933	354	224	1034	1177	3266	2110
08:00		518	193			273	254				
08:15		576	150			262	271				
08:30		586	120			272	206				
08:45		475	122	2155	585	326	236	1133	967	3288	1552
09:00		387	131			326	201				
09:15		419	111			309	183				
09:30		436	104			300	178				
09:45		448	92	1690	438	312	172	1247	734	2937	1172
10:00		399	106			364	144				
10:15		391	91			322	190				
10:30		382	90			379	164				
10:45		450	86	1622	373	373	130	1438	628	3060	1001
11:00		344	53			365	126				
11:15		360	46			390	104				
11:30		400	45			352	112				
11:45		419	33	1523	177	415	72	1522	414	3045	591
Total		11344	12913			7639	16383			18983	29296
Percent		46.8%	53.2%			31.8%	68.2%			39.3%	60.7%

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 1
Station ID: 1
SR 200 WEST OF
MARSH LAKES DRIVE

Start	27-Aug-22	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Sat	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		40	352			64	350				
12:15		31	378			59	391				
12:30		24	377			38	371				
12:45		22	344	117	1451	32	396	193	1508	310	2959
01:00		24	354			28	337				
01:15		15	311			28	396				
01:30		16	335			16	339				
01:45		16	348	71	1348	15	339	87	1411	158	2759
02:00		10	328			22	344				
02:15		21	338			24	348				
02:30		12	322			23	326				
02:45		11	296	54	1284	14	349	83	1367	137	2651
03:00		10	262			22	340				
03:15		9	284			14	386				
03:30		18	320			12	343				
03:45		14	302	51	1168	10	354	58	1423	109	2591
04:00		15	299			24	313				
04:15		20	330			23	288				
04:30		24	340			22	287				
04:45		42	321	101	1290	20	297	89	1185	190	2475
05:00		30	340			30	334				
05:15		50	342			31	271				
05:30		96	311			36	281				
05:45		102	352	278	1345	48	247	145	1133	423	2478
06:00		92	264			46	280				
06:15		112	260			44	268				
06:30		139	284			78	276				
06:45		165	233	508	1041	93	253	261	1077	769	2118
07:00		142	254			80	268				
07:15		174	210			122	234				
07:30		192	178			116	227				
07:45		226	176	734	818	118	223	436	952	1170	1770
08:00		192	147			157	213				
08:15		232	144			170	218				
08:30		280	121			160	295				
08:45		290	130	994	542	187	252	674	978	1668	1520
09:00		302	101			195	198				
09:15		288	110			231	172				
09:30		335	106			248	169				
09:45		367	107	1292	424	236	160	910	699	2202	1123
10:00		303	66			292	162				
10:15		352	71			317	178				
10:30		368	68			274	184				
10:45		334	62	1357	267	315	132	1198	656	2555	923
11:00		386	60			324	149				
11:15		363	56			354	116				
11:30		368	40			316	98				
11:45		409	36	1526	192	350	70	1344	433	2870	625
Total		7083	11170			5478	12822			12561	23992
Percent		38.8%	61.2%			29.9%	70.1%			34.4%	65.6%

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 1
Station ID: 1
SR 200 WEST OF
MARSH LAKES DRIVE

Start	28-Aug-22	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Sun	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		20	326			67	294				
12:15		28	339			50	340				
12:30		26	314			48	229				
12:45		30	284	104	1263	50	214	215	1077	319	2340
01:00		24	290			38	210				
01:15		16	320			44	226				
01:30		20	339			26	202				
01:45		12	288	72	1237	31	189	139	827	211	2064
02:00		11	303			23	178				
02:15		16	228			24	170				
02:30		14	274			11	190				
02:45		12	280	53	1085	10	174	68	712	121	1797
03:00		10	281			13	194				
03:15		9	252			12	182				
03:30		9	282			12	174				
03:45		12	326	40	1141	10	158	47	708	87	1849
04:00		13	240			11	148				
04:15		12	272			10	164				
04:30		18	245			14	140				
04:45		28	246	71	1003	14	172	49	624	120	1627
05:00		21	268			30	166				
05:15		46	246			15	174				
05:30		66	237			22	164				
05:45		80	206	213	957	34	124	101	628	314	1585
06:00		65	234			25	154				
06:15		89	216			36	139				
06:30		96	172			76	148				
06:45		100	166	350	788	66	120	203	561	553	1349
07:00		100	138			59	118				
07:15		90	125			92	110				
07:30		131	138			93	88				
07:45		179	110	500	511	89	85	333	401	833	912
08:00		146	116			106	96				
08:15		178	136			115	118				
08:30		228	92			128	74				
08:45		250	85	802	429	152	83	501	371	1303	800
09:00		216	94			180	75				
09:15		225	71			196	56				
09:30		270	62			212	39				
09:45		278	67	989	294	228	50	816	220	1805	514
10:00		246	55			200	54				
10:15		330	46			273	32				
10:30		312	45			266	48				
10:45		291	36	1179	182	238	22	977	156	2156	338
11:00		278	32			258	30				
11:15		284	24			299	26				
11:30		311	24			260	20				
11:45		329	24	1202	104	308	11	1125	87	2327	191
Total		5575	8994			4574	6372			10149	15366
Percent		38.3%	61.7%			41.8%	58.2%			39.8%	60.2%
Grand Total		69710	80369			46219	94478			115929	174847
Percent		46.4%	53.6%			32.9%	67.1%			39.9%	60.1%
ADT		ADT 41,539		AADT 41,539							

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 1
Station ID: 1
SR 200 WEST OF
MARSH LAKES DRIVE

Start	22-Aug-22		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	78	49	100	98	82	118	98	105	111	111	117	193	104	215	99	127
01:00	71	30	78	80	75	69	71	77	63	92	71	87	72	139	72	82
02:00	47	15	75	84	49	73	72	72	66	86	54	83	53	68	59	69
03:00	88	22	140	104	93	104	112	87	110	63	51	58	40	47	91	69
04:00	195	48	229	149	203	130	217	126	171	117	101	89	71	49	170	101
05:00	480	115	542	323	503	294	498	314	465	246	278	145	213	101	426	220
06:00	1147	342	1291	654	1205	648	1291	602	1136	550	508	261	350	203	990	466
07:00	**2213**	601	**2269**	1123	**2324**	1099	**2301**	1123	**2232**	1034	734	436	500	333	1796	821
08:00	2174	651	2155	1207	2282	1248	2213	1232	2155	1133	994	674	802	501	**1825**	949
09:00	1486	**1131**	1867	1240	1560	1253	1847	1358	1690	1247	1292	910	989	816	1533	1136
10:00	1371	837	1550	1410	1440	1324	1583	1439	1622	1438	1357	1198	1179	977	1443	1232
11:00	1461	717	1477	**1513**	1525	**1515**	1480	**1575**	1523	**1522**	**1526**	**1344**	**1202**	**1125**	1456	**1330**
12:00 PM	1603	844	1482	1674	**1605**	1644	**1653**	1594	1562	1729	**1451**	**1508**	**1263**	**1077**	**1517**	1439
01:00	**1648**	836	1447	1639	1510	1795	1523	1660	**1595**	1716	1348	1411	1237	827	1473	1412
02:00	1496	1050	1365	1891	1438	1833	1438	1988	1403	1926	1284	1367	1085	712	1358	1538
03:00	1537	1088	1382	2079	1518	**2242**	1455	1952	1514	2050	1168	1423	1141	708	1388	1649
04:00	1347	1583	1350	**2276**	1477	2150	1422	**2138**	1488	**2058**	1290	1185	1003	624	1340	**1716**
05:00	1299	**1818**	**1553**	1958	1438	2050	1635	1937	1536	1740	1345	1133	957	628	1395	1609
06:00	865	1312	1103	1357	1064	1261	1162	1402	1309	1244	1041	1077	788	561	1047	1173
07:00	617	830	662	990	657	1110	697	1176	933	1177	818	952	511	401	699	948
08:00	449	609	509	811	484	889	536	996	585	967	542	978	429	371	505	803
09:00	350	412	357	559	353	450	376	582	438	734	424	699	294	220	370	522
10:00	190	366	223	385	207	405	235	399	373	628	267	656	182	156	240	428
11:00	106	193	135	199	192	231	142	258	177	414	192	433	104	87	150	259
Lane	22318	15499	23341	23803	23284	23935	24057	24192	24257	24022	18253	18300	14569	10946	21442	20098
Day	37817		47144		47219		48249		48279		36553		25515		41540	
AM Peak	07:00	09:00	07:00	11:00	07:00	11:00	07:00	11:00	07:00	11:00	11:00	11:00	11:00	11:00	08:00	11:00
Vol.	2213	1131	2269	1513	2324	1515	2301	1575	2232	1522	1526	1344	1202	1125	1825	1330
PM Peak	13:00	17:00	17:00	16:00	12:00	15:00	12:00	16:00	13:00	16:00	12:00	12:00	12:00	12:00	12:00	16:00
Vol.	1648	1818	1553	2276	1605	2242	1653	2138	1595	2058	1451	1508	1263	1077	1517	1716

Comb. Total	37817	47144	47219	48249	48279	36553	25515	41540

ADT ADT 41,539 AADT 41,539

All Traffic Data Services, Inc.

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Site Code: 2
Station ID: 2
SR 200 WEST OF
CREEKSIDE DRIVE

Start	22-Aug-22	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Mon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		18	354			27	387				
12:15		18	357			23	415				
12:30		24	370			29	463				
12:45		16	410	76	1491	20	452	99	1717	175	3208
01:00		13	332			24	392				
01:15		9	410			18	357				
01:30		8	410			22	349				
01:45		28	392	58	1544	19	412	83	1510	141	3054
02:00		18	372			23	431				
02:15		17	354			13	506				
02:30		12	376			13	523				
02:45		17	375	64	1477	19	455	68	1915	132	3392
03:00		12	344			11	537				
03:15		24	336			16	478				
03:30		20	337			27	580				
03:45		54	268	110	1285	21	492	75	2087	185	3372
04:00		40	310			34	615				
04:15		56	344			33	484				
04:30		77	305			33	489				
04:45		66	297	239	1256	31	426	131	2014	370	3270
05:00		83	333			69	539				
05:15		92	336			82	480				
05:30		146	338			98	410				
05:45		184	271	505	1278	95	348	344	1777	849	3055
06:00		214	269			144	370				
06:15		274	235			164	310				
06:30		353	194			203	384				
06:45		400	158	1241	856	210	230	721	1294	1962	2150
07:00		502	175			249	234				
07:15		630	144			316	224				
07:30		637	176			374	215				
07:45		570	138	2339	633	490	167	1429	840	3768	1473
08:00		542	140			396	182				
08:15		582	114			336	144				
08:30		508	102			351	130				
08:45		535	103	2167	459	412	138	1495	594	3662	1053
09:00		430	92			437	111				
09:15		478	117			407	102				
09:30		473	82			409	77				
09:45		406	72	1787	363	380	94	1633	384	3420	747
10:00		380	62			403	105				
10:15		388	42			355	85				
10:30		396	46			354	90				
10:45		358	48	1522	198	389	58	1501	338	3023	536
11:00		383	36			396	80				
11:15		352	24			401	45				
11:30		474	26			400	36				
11:45		390	16	1599	102	434	27	1631	188	3230	290
Total		11707	10942			9210	14658			20917	25600
Percent		51.7%	48.3%			38.6%	61.4%			45.0%	55.0%

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 2
Station ID: 2
SR 200 WEST OF
CREEKSIDE DRIVE

Start	23-Aug-22	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		22	370			32	424				
12:15		22	358			17	422				
12:30		32	414			23	410				
12:45		21	402	97	1544	21	408	93	1664	190	3208
01:00		10	369			32	422				
01:15		26	382			12	390				
01:30		20	396			14	386				
01:45		21	352	77	1499	16	414	74	1612	151	3111
02:00		16	378			34	446				
02:15		24	346			16	505				
02:30		20	356			16	490				
02:45		21	392	81	1472	24	456	90	1897	171	3369
03:00		25	354			20	824				
03:15		40	364			12	732				
03:30		42	360			26	714				
03:45		51	317	158	1395	44	685	102	2955	260	4350
04:00		32	320			36	760				
04:15		59	356			33	775				
04:30		82	336			34	689				
04:45		64	364	237	1376	48	662	151	2886	388	4262
05:00		82	376			67	834				
05:15		138	365			91	781				
05:30		160	350			88	616				
05:45		218	290	598	1381	94	466	340	2697	938	4078
06:00		226	301			148	477				
06:15		284	297			126	427				
06:30		390	280			202	385				
06:45		457	224	1357	1102	182	362	658	1651	2015	2753
07:00		464	222			206	389				
07:15		652	161			240	393				
07:30		610	167			346	366				
07:45		602	136	2328	686	350	315	1142	1463	3470	2149
08:00		557	106			322	309				
08:15		553	139			257	284				
08:30		572	120			289	266				
08:45		534	91	2216	456	302	176	1170	1035	3386	1491
09:00		466	89			305	149				
09:15		474	94			300	139				
09:30		494	76			319	97				
09:45		458	62	1892	321	307	88	1231	473	3123	794
10:00		381	70			362	113				
10:15		384	48			366	130				
10:30		426	50			340	128				
10:45		385	51	1576	219	364	83	1432	454	3008	673
11:00		352	38			388	80				
11:15		354	32			390	49				
11:30		433	30			371	58				
11:45		368	24	1507	124	396	39	1545	226	3052	350
Total		12124	11575			8028	19013			20152	30588
Percent		51.2%	48.8%			29.7%	70.3%			39.7%	60.3%

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 2
Station ID: 2
SR 200 WEST OF
CREEKSIDE DRIVE

Start	24-Aug-22	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		34	370			28	626				
12:15		19	402			34	620				
12:30		26	449			15	551				
12:45		26	408	105	1629	24	572	101	2369	206	3998
01:00		10	354			12	644				
01:15		14	400			14	696				
01:30		26	410			26	660				
01:45		18	408	68	1572	17	580	69	2580	137	4152
02:00		16	416			16	606				
02:15		20	384			15	680				
02:30		28	342			28	715				
02:45		18	362	82	1504	6	756	65	2757	147	4261
03:00		20	364			14	916				
03:15		33	346			18	813				
03:30		34	426			16	793				
03:45		16	409	103	1545	21	761	69	3283	172	4828
04:00		36	355			20	845				
04:15		46	367			24	861				
04:30		67	398			24	766				
04:45		73	375	222	1495	53	736	121	3208	343	4703
05:00		84	350			52	927				
05:15		129	360			76	868				
05:30		158	374			94	684				
05:45		195	340	566	1424	96	518	318	2997	884	4421
06:00		244	345			162	530				
06:15		257	276			138	475				
06:30		382	225			225	428				
06:45		442	262	1325	1108	216	402	741	1835	2066	2943
07:00		516	202			242	432				
07:15		651	160			294	437				
07:30		640	160			386	407				
07:45		580	144	2387	666	472	350	1394	1626	3781	2292
08:00		550	138			400	343				
08:15		591	134			318	316				
08:30		574	110			354	296				
08:45		537	118	2252	500	472	196	1544	1151	3796	1651
09:00		438	97			576	166				
09:15		446	102			510	154				
09:30		447	78			456	108				
09:45		446	88	1777	365	405	98	1947	526	3724	891
10:00		378	50			476	126				
10:15		328	70			467	144				
10:30		292	38			246	142				
10:45		388	51	1386	209	495	92	1684	504	3070	713
11:00		382	44			560	89				
11:15		400	60			484	55				
11:30		375	38			560	65				
11:45		420	48	1577	190	563	43	2167	252	3744	442
Total		11850	12207			10220	23088			22070	35295
Percent		49.3%	50.7%			30.7%	69.3%			38.5%	61.5%

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 2
Station ID: 2
SR 200 WEST OF
CREEKSIDE DRIVE

Start	25-Aug-22	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Thu	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		30	402			30	610				
12:15		28	407			26	546				
12:30		21	438			32	510				
12:45		21	426	100	1673	22	620	110	2286	210	3959
01:00		20	368			27	666				
01:15		12	418			20	546				
01:30		16	380			24	603				
01:45		21	387	69	1553	21	641	92	2456	161	4009
02:00		12	396			26	690				
02:15		11	393			14	693				
02:30		16	372			15	765				
02:45		30	360	69	1521	21	678	76	2826	145	4347
03:00		22	367			12	681				
03:15		24	446			18	722				
03:30		30	361			30	627				
03:45		34	339	110	1513	23	783	83	2813	193	4326
04:00		28	303			38	847				
04:15		48	362			37	856				
04:30		62	357			37	788				
04:45		86	400	224	1422	35	731	147	3222	371	4644
05:00		78	401			77	857				
05:15		116	400			91	864				
05:30		148	428			109	646				
05:45		166	390	508	1619	106	486	383	2853	891	4472
06:00		212	376			160	573				
06:15		268	304			182	470				
06:30		366	252			226	493				
06:45		452	260	1298	1192	233	424	801	1960	2099	3152
07:00		477	198			277	396				
07:15		626	190			351	324				
07:30		614	167			416	324				
07:45		638	151	2355	706	544	392	1588	1436	3943	2142
08:00		574	128			440	422				
08:15		574	134			373	374				
08:30		605	142			390	288				
08:45		497	140	2250	544	458	228	1661	1312	3911	1856
09:00		463	102			486	168				
09:15		437	107			452	218				
09:30		490	84			454	121				
09:45		512	86	1902	379	422	176	1814	683	3716	1062
10:00		434	75			448	140				
10:15		376	64			394	102				
10:30		360	46			596	148				
10:45		460	52	1630	237	440	92	1878	482	3508	719
11:00		331	42			558	102				
11:15		356	45			578	106				
11:30		379	31			514	59				
11:45		399	26	1465	144	584	43	2234	310	3699	454
Total		11980	12503			10867	22639			22847	35142
Percent		48.9%	51.1%			32.4%	67.6%			39.4%	60.6%

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 2
Station ID: 2
SR 200 WEST OF
CREEKSIDE DRIVE

Start	26-Aug-22	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Fri	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		34	404			36	624				
12:15		24	370			33	632				
12:30		26	376			42	562				
12:45		28	430	112	1580	30	551	141	2369	253	3949
01:00		24	368			36	572				
01:15		6	416			30	610				
01:30		21	379			18	564				
01:45		16	416	67	1579	18	542	102	2288	169	3867
02:00		12	378			38	656				
02:15		22	324			16	746				
02:30		21	352			20	729				
02:45		10	384	65	1438	26	663	100	2794	165	4232
03:00		10	327			22	714				
03:15		24	382			18	738				
03:30		40	434			15	789				
03:45		38	370	112	1513	18	784	73	3025	185	4538
04:00		22	324			37	828				
04:15		40	362			25	712				
04:30		56	403			40	658				
04:45		52	366	170	1455	32	640	134	2838	304	4293
05:00		60	344			53	706				
05:15		112	389			68	704				
05:30		130	395			74	528				
05:45		179	338	481	1466	74	509	269	2447	750	3913
06:00		182	362			120	416				
06:15		236	302			144	424				
06:30		295	339			194	410				
06:45		425	336	1138	1339	242	378	700	1628	1838	2967
07:00		446	270			226	477				
07:15		602	230			308	446				
07:30		608	205			429	370				
07:45		564	214	2220	919	449	282	1412	1575	3632	2494
08:00		542	194			404	320				
08:15		585	158			364	380				
08:30		548	122			370	234				
08:45		506	124	2181	598	460	307	1598	1241	3779	1839
09:00		420	139			450	219				
09:15		412	116			376	218				
09:30		444	94			400	214				
09:45		462	100	1738	449	412	212	1638	863	3376	1312
10:00		386	98			536	222				
10:15		408	102			480	253				
10:30		392	93			508	200				
10:45		446	88	1632	381	506	180	2030	855	3662	1236
11:00		340	56			485	183				
11:15		374	46			500	138				
11:30		405	44			442	144				
11:45		402	34	1521	180	584	116	2011	581	3532	761
Total		11437	12897			10208	22504			21645	35401
Percent		47.0%	53.0%			31.2%	68.8%			37.9%	62.1%

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 2
Station ID: 2
SR 200 WEST OF
CREEKSIDE DRIVE

Start	27-Aug-22	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Sat	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		40	334			74	444				
12:15		22	368			60	550				
12:30		20	362			39	511				
12:45		20	348	102	1412	38	500	211	2005	313	3417
01:00		18	328			34	508				
01:15		12	320			35	540				
01:30		10	366			19	466				
01:45		10	338	50	1352	23	440	111	1954	161	3306
02:00		6	323			29	460				
02:15		17	314			25	496				
02:30		12	320			36	478				
02:45		10	286	45	1243	18	424	108	1858	153	3101
03:00		10	278			23	478				
03:15		9	271			14	512				
03:30		14	310			14	487				
03:45		18	306	51	1165	13	474	64	1951	115	3116
04:00		14	294			24	428				
04:15		19	318			32	430				
04:30		22	322			22	404				
04:45		44	300	99	1234	25	432	103	1694	202	2928
05:00		31	306			35	450				
05:15		46	333			32	330				
05:30		96	300			55	363				
05:45		102	326	275	1265	61	309	183	1452	458	2717
06:00		100	255			54	360				
06:15		115	251			50	330				
06:30		142	274			104	344				
06:45		160	224	517	1004	109	326	317	1360	834	2364
07:00		154	254			100	328				
07:15		166	195			158	288				
07:30		180	190			135	277				
07:45		240	176	740	815	132	263	525	1156	1265	1971
08:00		181	154			203	283				
08:15		232	150			206	312				
08:30		271	140			189	349				
08:45		312	127	996	571	216	300	814	1244	1810	1815
09:00		298	112			208	246				
09:15		298	110			274	213				
09:30		326	120			294	216				
09:45		358	98	1280	440	266	188	1042	863	2322	1303
10:00		300	78			364	218				
10:15		366	74			426	202				
10:30		376	68			357	228				
10:45		304	62	1346	282	351	174	1498	822	2844	1104
11:00		367	60			390	170				
11:15		378	55			448	149				
11:30		348	47			438	108				
11:45		400	35	1493	197	442	72	1718	499	3211	696
Total		6994	10980			6694	16858			13688	27838
Percent		38.9%	61.1%			28.4%	71.6%			33.0%	67.0%

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 2
Station ID: 2
SR 200 WEST OF
CREEKSIDE DRIVE

Start	28-Aug-22	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Sun	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		23	299			70	466				
12:15		28	304			63	552				
12:30		24	276			48	484				
12:45		28	273	103	1152	69	459	250	1961	353	3113
01:00		25	276			44	526				
01:15		16	296			44	550				
01:30		18	300			30	448				
01:45		10	260	69	1132	34	492	152	2016	221	3148
02:00		9	260			36	434				
02:15		16	205			20	449				
02:30		16	246			17	427				
02:45		12	252	53	963	11	455	84	1765	137	2728
03:00		9	236			17	447				
03:15		9	210			14	406				
03:30		10	222			16	406				
03:45		12	255	40	923	12	372	59	1631	99	2554
04:00		12	200			10	439				
04:15		13	202			8	365				
04:30		15	204			18	365				
04:45		28	198	68	804	15	334	51	1503	119	2307
05:00		22	210			32	372				
05:15		42	212			16	441				
05:30		68	180			36	357				
05:45		58	178	190	780	34	328	118	1498	308	2278
06:00		18	172			30	362				
06:15		18	162			51	312				
06:30		41	142			94	330				
06:45		100	136	177	612	80	296	255	1300	432	1912
07:00		103	112			78	249				
07:15		90	98			124	222				
07:30		140	110			97	202				
07:45		174	95	507	415	106	194	405	867	912	1282
08:00		152	108			126	188				
08:15		174	113			149	236				
08:30		219	82			150	206				
08:45		260	64	805	367	182	178	607	808	1412	1175
09:00		214	74			222	140				
09:15		203	79			232	122				
09:30		258	50			274	100				
09:45		280	56	955	259	258	106	986	468	1941	727
10:00		232	49			245	108				
10:15		293	45			398	86				
10:30		306	36			337	108				
10:45		268	38	1099	168	326	44	1306	346	2405	514
11:00		238	31			418	60				
11:15		250	17			392	52				
11:30		285	30			419	44				
11:45		308	22	1081	100	484	20	1713	176	2794	276
Total		5147	7675			5986	14339			11133	22014
Percent		40.1%	59.9%			29.5%	70.5%			33.6%	66.4%
Grand Total		71239	78779			61213	133099			132452	211878
Percent		47.5%	52.5%			31.5%	68.5%			38.5%	61.5%
ADT		ADT 49,190		AADT 49,190							

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 2
Station ID: 2
SR 200 WEST OF
CREEKSIDE DRIVE

Start	22-Aug-22		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	76	99	97	93	105	101	100	110	112	141	102	211	103	250	99	144
01:00	58	83	77	74	68	69	69	92	67	102	50	111	69	152	65	98
02:00	64	68	81	90	82	65	69	76	65	100	45	108	53	84	66	84
03:00	110	75	158	102	103	69	110	83	112	73	51	64	40	59	98	75
04:00	239	131	237	151	222	121	224	147	170	134	99	103	68	51	180	120
05:00	505	344	598	340	566	318	508	383	481	269	275	183	190	118	446	279
06:00	1241	721	1357	658	1325	741	1298	801	1138	700	517	317	177	255	1008	599
07:00	**2339**	1429	**2328**	1142	**2387**	1394	**2355**	1588	**2220**	1412	740	525	507	405	**1839**	1128
08:00	2167	1495	2216	1170	2252	1544	2250	1661	2181	1598	996	814	805	607	1838	1270
09:00	1787	**1633**	1892	1231	1777	1947	1902	1814	1738	1638	1280	1042	955	986	1619	1470
10:00	1522	1501	1576	1432	1386	1684	1630	1878	1632	**2030**	1346	1498	**1099**	1306	1456	1618
11:00	1599	1631	1507	**1545**	1577	**2167**	1465	**2234**	1521	2011	**1493**	**1718**	1081	**1713**	1463	**1860**
12:00 PM	1491	1717	**1544**	1664	**1629**	2369	**1673**	2286	**1580**	2369	**1412**	**2005**	**1152**	1961	**1497**	2053
01:00	**1544**	1510	1499	1612	1572	2580	1553	2456	1579	2288	1352	1954	1132	**2016**	1462	2059
02:00	1477	1915	1472	1897	1504	2757	1521	2826	1438	2794	1243	1858	963	1765	1374	2259
03:00	1285	**2087**	1395	**2955**	1545	**3283**	1513	2813	1513	**3025**	1165	1951	923	1631	1334	**2535**
04:00	1256	2014	1376	2886	1495	3208	1422	**3222**	1455	2838	1234	1694	804	1503	1292	2481
05:00	1278	1777	1381	2697	1424	2997	1619	2853	1466	2447	1265	1452	780	1498	1316	2246
06:00	856	1294	1102	1651	1108	1835	1192	1960	1339	1628	1004	1360	612	1300	1030	1575
07:00	633	840	686	1463	666	1626	706	1436	919	1575	815	1156	415	867	691	1280
08:00	459	594	456	1035	500	1151	544	1312	598	1241	571	1244	367	808	499	1055
09:00	363	384	321	473	365	526	379	683	449	863	440	863	259	468	368	609
10:00	198	338	219	454	209	504	237	482	381	855	282	822	168	346	242	543
11:00	102	188	124	226	190	252	144	310	180	581	197	499	100	176	148	319
Lane	22649	23868	23699	27041	24057	33308	24483	33506	24334	32712	17974	23552	12822	20325	21430	27759
Day	46517		50740		57365		57989		57046		41526		33147		49189	
AM Peak	07:00	09:00	07:00	11:00	07:00	11:00	07:00	11:00	07:00	10:00	11:00	11:00	10:00	11:00	07:00	11:00
Vol.	2339	1633	2328	1545	2387	2167	2355	2234	2220	2030	1493	1718	1099	1713	1839	1860
PM Peak	13:00	15:00	12:00	15:00	12:00	15:00	12:00	16:00	12:00	15:00	12:00	12:00	12:00	13:00	12:00	15:00
Vol.	1544	2087	1544	2955	1629	3283	1673	3222	1580	3025	1412	2005	1152	2016	1497	2535

Comb. Total	46517	50740	57365	57989	57046	41526	33147	49189
ADT	ADT 49,190	AADT 49,190						

ALL TRAFFIC DATA SERVICES

alltrafficdata.net

Site Code: 3N
Station ID: 3N
SR 200 WEST OF INTERCOASTAL BRIDGE
NORTHSIDE

Start Time	20-Aug-22 EB BIKE	EB PED	Morning WB BIKE	WB PED	AM Total	Afternoon - Evening EB BIKE	EB PED	WB BIKE	WB PED	PM Total
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	1	0	1
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	1	0	1	0	0	0	0	0
08:00	0	0	1	0	1	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	0	2	0	0	1	0	1
Percent	0.0%	0.0%	100.0%	0.0%		0.0%	0.0%	100.0%	0.0%	

ALL TRAFFIC DATA SERVICES

alltrafficdata.net

Site Code: 3N
Station ID: 3N
SR 200 WEST OF INTERCOASTAL BRIDGE
NORTHSIDE

Start Time	21-Aug-22 EB BIKE	EB PED	Morning WB BIKE	WB PED	AM Total	EB BIKE	Afternoon - Evening EB PED	WB BIKE	WB PED	PM Total
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	1	0	1
01:45	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	1	0	1
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	0	2
Percent	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	100.0%	0.0%	
Grand Total	0	0	2	0	2	0	0	3	0	3
Percent	0.0%	0.0%	100.0%	0.0%		0.0%	0.0%	100.0%	0.0%	
ADT		ADT 2		AADT 2						

ALL TRAFFIC DATA SERVICES

alltrafficdata.net

Site Code: 3S
Station ID: 3S
SR 200 WEST OF INTERCOASTAL BRIDGE
SOUTHSIDE

Start	20-Aug-22		Morning		AM		Afternoon - Evening			PM
Time	EB BIKE	EB PED	WB BIKE	WB PED	Total	EB BIKE	EB PED	WB BIKE	WB PED	Total
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	1	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0
07:00	1	0	0	0	1	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	2	0	0	0	2	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
Total	3	0	0	0	3	0	1	0	0	1
Percent	100.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%	

ALL TRAFFIC DATA SERVICES

alltrafficdata.net

Site Code: 3S
Station ID: 3S
SR 200 WEST OF INTERCOASTAL BRIDGE
SOUTHSIDE

Start Time	21-Aug-22 EB BIKE	EB PED	Morning WB BIKE	WB PED	AM Total	EB BIKE	Afternoon - Evening EB PED	WB BIKE	WB PED	PM Total
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	1	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
08:00	1	0	0	0	1	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	1	0	0	0	1
Percent	100.0%	0.0%	0.0%	0.0%		100.0%	0.0%	0.0%	0.0%	
Grand Total	4	0	0	0	4	1	1	0	0	2
Percent	100.0%	0.0%	0.0%	0.0%		50.0%	50.0%	0.0%	0.0%	
ADT		ADT 3		AADT 3						

ALL TRAFFIC DATA SERVICES

alltrafficdata.net

Site Code: 4N
Station ID: 4N
SR 200 EAST INTERCOASTAL BRIDGE
NORTHSIDE

Start	20-Aug-22		Morning		AM			Afternoon - Evening		PM
Time	EB BIKE	EB PED	WB BIKE	WB PED	Total	EB BIKE	EB PED	WB BIKE	WB PED	Total
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	1	0	1
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	1	0	1	0	0	0	0	0
07:45	0	0	1	0	1	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	0	2	0	0	1	0	1
Percent	0.0%	0.0%	100.0%	0.0%		0.0%	0.0%	100.0%	0.0%	

ALL TRAFFIC DATA SERVICES

alltrafficdata.net

Site Code: 4N
Station ID: 4N
SR 200 EAST INTERCOASTAL BRIDGE
NORTHSIDE

Start Time	21-Aug-22 EB BIKE	EB PED	Morning WB BIKE	WB PED	AM Total	EB BIKE	Afternoon - Evening EB PED	WB BIKE	WB PED	PM Total
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	1	0	1
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	1	0	1
04:45	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	0	2
Percent	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	100.0%	0.0%	
Grand Total	0	0	2	0	2	0	0	3	0	3
Percent	0.0%	0.0%	100.0%	0.0%		0.0%	0.0%	100.0%	0.0%	
ADT		ADT 2		AADT 2						

ALL TRAFFIC DATA SERVICES

alltrafficdata.net

Site Code: 4S
Station ID: 4S
SR 200 EAST OF INTERCOASTAL BRIDGE
SOUTHSIDE

Start	20-Aug-22		Morning		AM		Afternoon - Evening			PM
Time	EB BIKE	EB PED	WB BIKE	WB PED	Total	EB BIKE	EB PED	WB BIKE	WB PED	Total
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0
07:00	1	0	0	0	1	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	2	0	0	0	2	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
Total	3	0	0	0	3	0	0	0	0	0
Percent	100.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	

ALL TRAFFIC DATA SERVICES

alltrafficdata.net

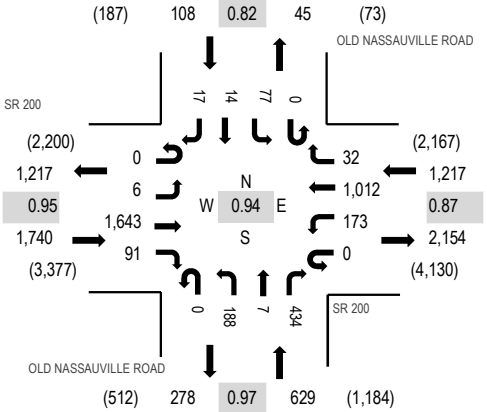
Site Code: 4S
Station ID: 4S
SR 200 EAST OF INTERCOASTAL BRIDGE
SOUTHSIDE

Start	21-Aug-22		Morning		AM		Afternoon - Evening			PM
Time	EB BIKE	EB PED	WB BIKE	WB PED	Total	EB BIKE	EB PED	WB BIKE	WB PED	Total
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	1	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	1	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	1	0	0	0	1
Percent	100.0%	0.0%	0.0%	0.0%		100.0%	0.0%	0.0%	0.0%	
Grand Total	4	0	0	0	4	1	0	0	0	1
Percent	100.0%	0.0%	0.0%	0.0%		100.0%	0.0%	0.0%	0.0%	
ADT		ADT 2		AADT 2						

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

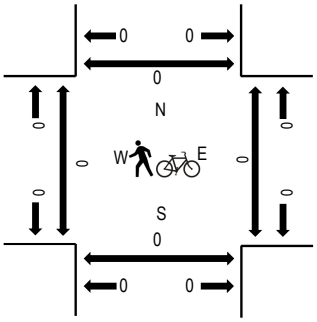
Location: 1 OLD NASSAUVILLE ROAD & SR 200 AM
Date: Tuesday, August 23, 2022
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	SR 200 Eastbound				SR 200 Westbound				OLD NASSAUVILLE ROAD Northbound				OLD NASSAUVILLE ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	2	314	16	0	14	177	5	0	26	0	93	0	16	1	4	668	3,456	0	0	0	0
7:15 AM	0	2	447	18	1	20	214	3	0	34	1	121	0	13	2	2	878	3,685	0	0	0	0
7:30 AM	0	0	405	17	0	42	273	7	0	33	0	133	0	8	2	4	924	3,694	0	0	0	0
7:45 AM	0	2	412	35	0	57	278	14	0	52	0	111	0	20	3	2	986	3,631	0	0	0	0
8:00 AM	0	3	403	22	0	29	240	7	0	54	5	97	0	24	7	6	897	3,459	0	0	0	0
8:15 AM	0	1	423	17	0	45	221	4	0	49	2	93	0	25	2	5	887		0	0	0	0
8:30 AM	0	2	389	41	0	39	206	2	0	52	2	101	0	21	4	2	861		0	0	0	0
8:45 AM	0	2	369	35	0	42	221	6	0	40	1	84	0	7	2	5	814		0	0	0	0

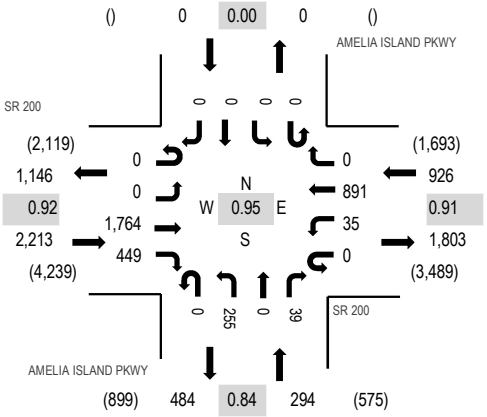
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	57	0	0	0	68	0	0	2	0	0	0	0	0	0	127
Lights	0	5	1,543	89	0	167	918	31	0	181	7	420	0	77	14	15	3,467
Mediums	0	1	43	2	0	6	26	1	0	5	0	14	0	0	0	2	100
Total	0	6	1,643	91	0	173	1,012	32	0	188	7	434	0	77	14	17	3,694

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

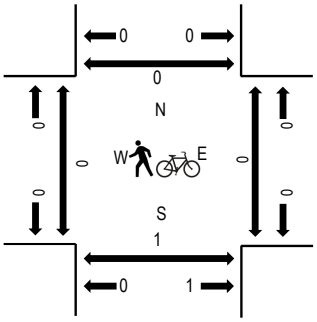
Location: 2 AMELIA ISLAND PKWY & SR 200 AM
Date: Tuesday, August 23, 2022
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	SR 200 Eastbound				SR 200 Westbound				AMELIA ISLAND PKWY Northbound				AMELIA ISLAND PKWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	341	69	0	4	136	0	0	41	0	8	0	0	0	0	599	3,178	0	0	0	0
7:15 AM	0	0	459	74	0	5	176	0	0	58	0	12	0	0	0	0	784	3,428	0	0	0	0
7:30 AM	0	0	503	101	0	9	244	0	0	45	0	6	0	0	0	0	908	3,433	0	0	0	0
7:45 AM	0	0	428	126	0	12	244	0	0	64	0	13	0	0	0	0	887	3,388	0	0	1	0
8:00 AM	0	0	428	115	0	9	231	0	0	61	0	5	0	0	0	0	849	3,329	0	0	0	0
8:15 AM	0	0	405	107	0	5	172	0	0	85	0	15	0	0	0	0	789		0	0	0	0
8:30 AM	0	0	446	118	0	8	198	0	0	79	0	14	0	0	0	0	863		0	0	0	0
8:45 AM	0	0	397	122	0	15	225	0	0	60	0	9	0	0	0	0	828		0	0	0	0

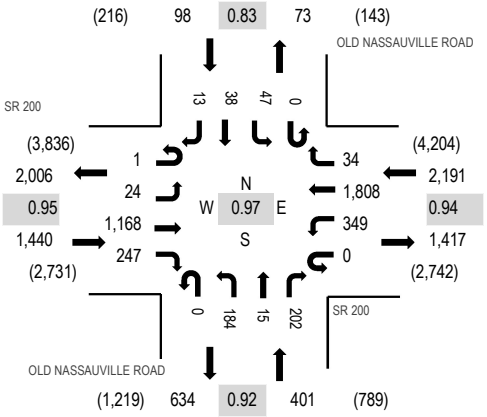
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	56	0	0	0	64	0	0	0	0	0	0	0	0	0	120
Lights	0	0	1,674	435	0	34	802	0	0	244	0	37	0	0	0	0	3,226
Mediums	0	0	34	14	0	1	25	0	0	11	0	2	0	0	0	0	87
Total	0	0	1,764	449	0	35	891	0	0	255	0	39	0	0	0	0	3,433

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

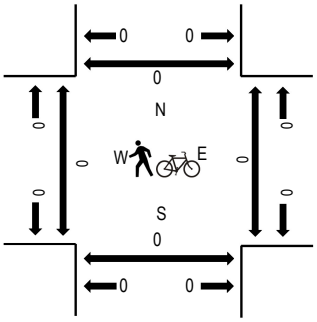
Location: 1 OLD NASSAUVILLE ROAD & SR 200 PM
Date: Tuesday, August 23, 2022
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	SR 200 Eastbound				SR 200 Westbound				OLD NASSAUVILLE ROAD Northbound				OLD NASSAUVILLE ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	2	270	59	5	89	481	20	0	36	1	48	0	16	8	6	1,041	4,127	0	0	0	0
4:15 PM	0	6	308	66	0	81	485	8	0	42	5	41	0	10	7	3	1,062	4,130	0	0	0	0
4:30 PM	1	5	264	56	0	81	436	12	0	47	2	50	0	7	8	2	971	4,086	0	0	0	0
4:45 PM	0	8	297	62	0	104	436	11	0	49	2	61	0	10	11	2	1,053	4,011	0	0	0	0
5:00 PM	0	5	299	63	0	83	451	3	0	46	6	50	0	20	12	6	1,044	3,813	0	0	0	0
5:15 PM	0	13	282	56	0	73	436	8	0	52	5	63	0	13	10	7	1,018		0	0	0	0
5:30 PM	0	4	257	51	0	75	367	6	0	45	3	60	0	14	8	6	896		0	0	0	0
5:45 PM	0	3	238	56	0	89	360	4	0	29	1	45	0	14	11	5	855		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	25	1	0	0	38	0	0	0	0	0	0	0	0	0	64
Lights	1	24	1,120	243	0	347	1,741	34	0	180	15	201	0	47	38	12	4,003
Mediums	0	0	23	3	0	2	29	0	0	4	0	1	0	0	0	1	63
Total	1	24	1,168	247	0	349	1,808	34	0	184	15	202	0	47	38	13	4,130

ALL TRAFFIC DATA SERVICES
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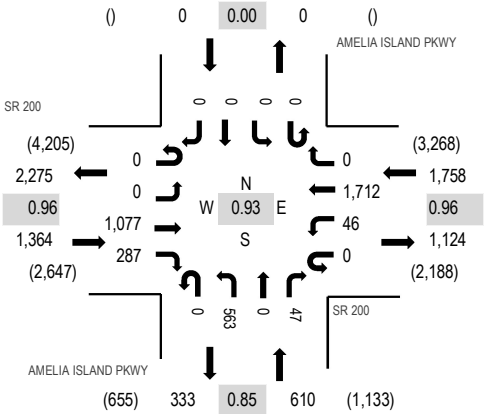
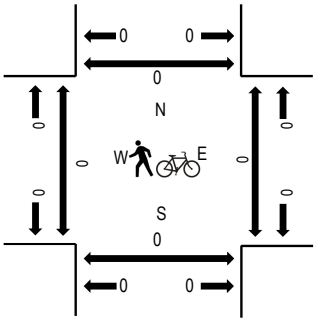
Location: 2 AMELIA ISLAND PKWY & SR 200 PM
Date: Tuesday, August 23, 2022
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	SR 200 Eastbound				SR 200 Westbound				AMELIA ISLAND PKWY Northbound				AMELIA ISLAND PKWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	245	61	0	12	448	0	0	133	0	9	0	0	0	0	908	3,639	0	0	0	0
4:15 PM	0	0	243	71	0	12	448	0	0	123	0	11	0	0	0	0	908	3,732	0	0	0	0
4:30 PM	0	0	274	75	0	15	442	0	0	143	0	13	0	0	0	0	962	3,717	0	0	0	0
4:45 PM	0	0	270	63	0	6	381	0	0	134	0	7	0	0	0	0	861	3,537	0	0	0	0
5:00 PM	0	0	290	78	0	13	441	0	0	163	0	16	0	0	0	0	1,001	3,409	0	0	0	0
5:15 PM	0	0	289	75	0	16	380	0	0	119	0	14	0	0	0	0	893		0	0	0	0
5:30 PM	0	0	249	58	0	14	324	0	0	128	0	9	0	0	0	0	782		0	0	0	0
5:45 PM	0	0	239	67	0	19	297	0	0	101	0	10	0	0	0	0	733		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	22	1	0	0	39	0	0	0	0	0	0	0	0	0	62
Lights	0	0	1,037	281	0	44	1,659	0	0	552	0	44	0	0	0	0	3,617
Mediums	0	0	18	5	0	2	14	0	0	11	0	3	0	0	0	0	53
Total	0	0	1,077	287	0	46	1,712	0	0	563	0	47	0	0	0	0	3,732

APPENDIX B – SYNCHRO ANALYSIS

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200

01/10/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1675	92	177	1032	32	192	7	443	78	14	17
Future Volume (veh/h)	6	1675	92	177	1032	32	192	7	443	78	14	17
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	1710	1670	1710	1710	1617	1710	1697	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	6	1782	0	188	1098	34	204	7	333	83	15	18
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	3	0	0	7	0	1	0	0	0	0	0
Cap, veh/h	12	1521		163	2525	829	376	6	294	136	137	165
Arrive On Green	0.01	0.48	0.00	0.10	0.57	0.57	0.07	0.21	0.21	0.05	0.19	0.19
Sat Flow, veh/h	1629	3173	1449	1629	4413	1449	1616	30	1424	1629	708	849
Grp Volume(v), veh/h	6	1782	0	188	1098	34	204	0	340	83	0	33
Grp Sat Flow(s),veh/h/ln	1629	1586	1449	1629	1471	1449	1616	0	1454	1629	0	1557
Q Serve(g_s), s	0.6	71.9	0.0	15.0	21.3	1.5	10.0	0.0	31.0	6.1	0.0	2.6
Cycle Q Clear(g_c), s	0.6	71.9	0.0	15.0	21.3	1.5	10.0	0.0	31.0	6.1	0.0	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.55
Lane Grp Cap(c), veh/h	12	1521		163	2525	829	376	0	300	136	0	302
V/C Ratio(X)	0.50	1.17		1.15	0.43	0.04	0.54	0.00	1.13	0.61	0.00	0.11
Avail Cap(c_a), veh/h	109	1521		163	2525	829	376	0	300	157	0	322
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	74.2	39.0	0.0	67.5	18.3	14.1	48.1	0.0	59.5	47.5	0.0	49.8
Incr Delay (d2), s/veh	28.7	84.5	0.0	118.1	0.5	0.1	1.6	0.0	92.3	5.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	62.1	0.0	17.9	11.2	0.9	4.1	0.0	27.7	4.9	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.9	123.6	0.0	185.6	18.8	14.2	49.7	0.0	151.8	52.9	0.0	49.9
LnGrp LOS	F	F		F	B	B	D	A	F	D	A	D
Approach Vol, veh/h		1788	A		1320			544			116	
Approach Delay, s/veh		123.5			42.5			113.5			52.0	
Approach LOS		F			D			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	77.9	16.0	35.1	7.1	91.8	14.1	37.0
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	15.0	70.0	10.0	31.0	10.0	75.0	10.0	31.0
Max Q Clear Time (g_c+I1), s	17.0	73.9	12.0	4.6	2.6	23.3	8.1	33.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	8.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	91.5
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

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

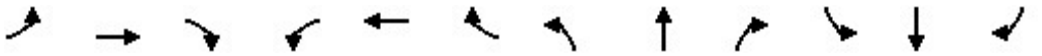
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1800	458	35	909	260	39
Future Volume (veh/h)	1800	458	35	909	260	39
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1900	1900	1796	1900	1900
Adj Flow Rate, veh/h	1895	482	37	957	274	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	0	7	0	0
Cap, veh/h	1997	1120	231	2441	454	208
Arrive On Green	0.57	0.57	0.07	0.72	0.13	0.13
Sat Flow, veh/h	3618	1610	1810	3503	3510	1610
Grp Volume(v), veh/h	1895	482	37	957	274	41
Grp Sat Flow(s),veh/h/ln	1763	1610	1810	1706	1755	1610
Q Serve(g_s), s	38.9	10.0	0.5	8.6	5.7	1.8
Cycle Q Clear(g_c), s	38.9	10.0	0.5	8.6	5.7	1.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1997	1120	231	2441	454	208
V/C Ratio(X)	0.95	0.43	0.16	0.39	0.60	0.20
Avail Cap(c_a), veh/h	2010	1126	337	2653	819	376
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	15.7	5.1	17.4	4.4	31.7	30.0
Incr Delay (d2), s/veh	10.5	0.3	0.3	0.1	1.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	19.8	6.7	0.6	3.1	4.2	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.2	5.4	17.7	4.5	33.0	30.5
LnGrp LOS	C	A	B	A	C	C
Approach Vol, veh/h	2377			994	315	
Approach Delay, s/veh	21.9			4.9	32.7	
Approach LOS	C			A	C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.5	49.7		16.0		61.2
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	10.0	44.0		18.0		60.0
Max Q Clear Time (g_c+I1), s	2.5	40.9		7.7		10.6
Green Ext Time (p_c), s	0.0	2.8		0.9		7.6

Intersection Summary	
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1191	251	357	1845	34	188	15	206	47	38	13
Future Volume (veh/h)	25	1191	251	357	1845	34	188	15	206	47	38	13
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	1710	1683	1710	1710	1683	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	26	1228	0	368	1902	35	194	15	57	48	39	13
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	2	0	0	2	0	0	0	0	0	0	0
Cap, veh/h	36	1360		369	2894	913	291	46	175	195	82	27
Arrive On Green	0.02	0.43	0.00	0.23	0.63	0.63	0.12	0.15	0.15	0.04	0.07	0.07
Sat Flow, veh/h	1629	3198	1449	1629	4595	1449	1629	312	1185	1629	1227	409
Grp Volume(v), veh/h	26	1228	0	368	1902	35	194	0	72	48	0	52
Grp Sat Flow(s),veh/h/ln	1629	1599	1449	1629	1532	1449	1629	0	1497	1629	0	1636
Q Serve(g_s), s	2.4	53.7	0.0	33.9	39.2	1.4	16.2	0.0	6.5	4.1	0.0	4.6
Cycle Q Clear(g_c), s	2.4	53.7	0.0	33.9	39.2	1.4	16.2	0.0	6.5	4.1	0.0	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.79	1.00		0.25
Lane Grp Cap(c), veh/h	36	1360		369	2894	913	291	0	221	195	0	109
V/C Ratio(X)	0.72	0.90		1.00	0.66	0.04	0.67	0.00	0.33	0.25	0.00	0.48
Avail Cap(c_a), veh/h	109	1360		369	2894	913	299	0	349	335	0	382
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.9	40.2	0.0	57.9	17.5	10.5	54.5	0.0	57.3	61.6	0.0	67.5
Incr Delay (d2), s/veh	23.8	10.0	0.0	46.0	1.2	0.1	5.4	0.0	0.9	0.6	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	22.2	0.0	18.1	12.7	0.4	7.0	0.0	2.5	1.7	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.7	50.3	0.0	103.9	18.7	10.6	59.9	0.0	58.1	62.2	0.0	70.7
LnGrp LOS	F	D		F	B	B	E	A	E	E	A	E
Approach Vol, veh/h		1254	A		2305			266			100	
Approach Delay, s/veh		51.2			32.2			59.4			66.6	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	40.0	69.8	24.2	16.0	9.3	100.5	12.1	28.1
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	34.0	38.0	19.0	35.0	10.0	62.0	19.0	35.0
Max Q Clear Time (g_c+I1), s	35.9	55.7	18.2	6.6	4.4	41.2	6.1	8.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	13.0	0.1	0.2

Intersection Summary	
HCM 6th Ctrl Delay	41.0
HCM 6th LOS	D

Notes

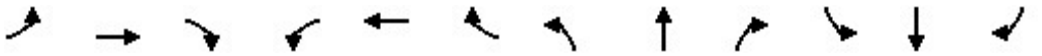
User approved pedestrian interval to be less than phase max green.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1098	293	46	1747	574	47
Future Volume (veh/h)	1098	293	46	1747	574	47
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	1900	1900	1870	1900	1900
Adj Flow Rate, veh/h	1181	315	49	1878	617	51
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	0	0	2	0	0
Cap, veh/h	1673	1102	319	2246	749	344
Arrive On Green	0.47	0.47	0.08	0.63	0.21	0.21
Sat Flow, veh/h	3647	1610	1810	3647	3510	1610
Grp Volume(v), veh/h	1181	315	49	1878	617	51
Grp Sat Flow(s),veh/h/ln	1777	1610	1810	1777	1755	1610
Q Serve(g_s), s	20.5	6.0	0.9	32.0	13.0	2.0
Cycle Q Clear(g_c), s	20.5	6.0	0.9	32.0	13.0	2.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1673	1102	319	2246	749	344
V/C Ratio(X)	0.71	0.29	0.15	0.84	0.82	0.15
Avail Cap(c_a), veh/h	1876	1194	400	2609	949	435
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	16.3	4.8	10.8	11.1	29.1	24.8
Incr Delay (d2), s/veh	1.1	0.1	0.2	2.2	4.8	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	6.8	2.9	0.3	9.4	5.5	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.4	5.0	11.0	13.4	33.9	25.0
LnGrp LOS	B	A	B	B	C	C
Approach Vol, veh/h	1496			1927	668	
Approach Delay, s/veh	14.7			13.3	33.2	
Approach LOS	B			B	C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.5	42.6		22.6		55.1
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	10.0	41.0		21.0		57.0
Max Q Clear Time (g_c+I1), s	2.9	22.5		15.0		34.0
Green Ext Time (p_c), s	0.0	8.6		1.5		15.1

Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	2145	119	226	1321	41	246	10	567	100	19	23
Future Volume (veh/h)	8	2145	119	226	1321	41	246	10	567	100	19	23
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	1710	1670	1710	1710	1617	1710	1697	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	9	2282	0	240	1405	44	262	11	475	106	20	24
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	3	0	0	7	0	1	0	0	0	0	0
Cap, veh/h	17	1390		152	2299	755	427	8	351	149	171	205
Arrive On Green	0.01	0.44	0.00	0.09	0.52	0.52	0.07	0.25	0.25	0.06	0.24	0.24
Sat Flow, veh/h	1629	3173	1449	1629	4413	1449	1616	33	1421	1629	708	849
Grp Volume(v), veh/h	9	2282	0	240	1405	44	262	0	486	106	0	44
Grp Sat Flow(s),veh/h/ln	1629	1586	1449	1629	1471	1449	1616	0	1454	1629	0	1557
Q Serve(g_s), s	0.8	65.7	0.0	14.0	33.6	2.2	10.0	0.0	37.0	7.3	0.0	3.3
Cycle Q Clear(g_c), s	0.8	65.7	0.0	14.0	33.6	2.2	10.0	0.0	37.0	7.3	0.0	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.55
Lane Grp Cap(c), veh/h	17	1390		152	2299	755	427	0	359	149	0	377
V/C Ratio(X)	0.53	1.64		1.58	0.61	0.06	0.61	0.00	1.35	0.71	0.00	0.12
Avail Cap(c_a), veh/h	109	1390		152	2299	755	427	0	359	157	0	384
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	73.9	42.1	0.0	68.0	25.2	17.7	45.0	0.0	56.5	43.3	0.0	44.4
Incr Delay (d2), s/veh	23.3	292.0	0.0	289.6	1.2	0.1	2.6	0.0	177.0	13.4	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	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	125.8	0.0	28.6	16.7	1.4	7.6	0.0	46.7	6.4	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.1	334.2	0.0	357.6	26.5	17.9	47.6	0.0	233.5	56.7	0.0	44.5
LnGrp LOS	F	F		F	C	B	D	A	F	E	A	D
Approach Vol, veh/h		2291	A		1689			748			150	
Approach Delay, s/veh		333.2			73.3			168.4			53.1	
Approach LOS		F			E			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	71.7	16.0	42.3	7.6	84.2	15.3	43.0
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	14.0	65.0	10.0	37.0	10.0	69.0	10.0	37.0
Max Q Clear Time (g_c+I1), s	16.0	67.7	12.0	5.3	2.8	35.6	9.3	39.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	11.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	209.3
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

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

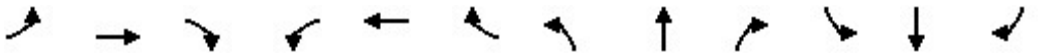
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2304	587	47	1165	334	52
Future Volume (veh/h)	2304	587	47	1165	334	52
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1900	1900	1796	1900	1900
Adj Flow Rate, veh/h	2425	618	49	1226	352	55
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	0	7	0	0
Cap, veh/h	2109	1148	227	2549	404	185
Arrive On Green	0.60	0.60	0.08	0.75	0.12	0.12
Sat Flow, veh/h	3618	1610	1810	3503	3510	1610
Grp Volume(v), veh/h	2425	618	49	1226	352	55
Grp Sat Flow(s),veh/h/ln	1763	1610	1810	1706	1755	1610
Q Serve(g_s), s	52.0	15.5	0.7	12.3	8.6	2.7
Cycle Q Clear(g_c), s	52.0	15.5	0.7	12.3	8.6	2.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2109	1148	227	2549	404	185
V/C Ratio(X)	1.15	0.54	0.22	0.48	0.87	0.30
Avail Cap(c_a), veh/h	2109	1148	291	2669	404	185
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	17.5	5.8	20.8	4.3	37.8	35.2
Incr Delay (d2), s/veh	73.5	0.5	0.5	0.1	18.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	51.8	9.9	1.1	4.4	8.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	91.0	6.3	21.2	4.5	56.2	36.1
LnGrp LOS	F	A	C	A	E	D
Approach Vol, veh/h	3043			1275	407	
Approach Delay, s/veh	73.8			5.1	53.5	
Approach LOS	E			A	D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.9	58.0		16.0		70.9
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	10.0	52.0		10.0		68.0
Max Q Clear Time (g_c+I1), s	2.7	54.0		10.6		14.3
Green Ext Time (p_c), s	0.0	0.0		0.0		11.2

Intersection Summary	
HCM 6th Ctrl Delay	53.5
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1525	322	456	2360	44	240	21	264	61	49	18
Future Volume (veh/h)	33	1525	322	456	2360	44	240	21	264	61	49	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1683	1710	1710	1683	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	34	1572	0	470	2433	45	247	22	71	63	51	19
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	2	0	0	2	0	0	0	0	0	0	0
Cap, veh/h	42	1322		380	2853	900	284	51	165	208	79	29
Arrive On Green	0.03	0.41	0.00	0.23	0.62	0.62	0.13	0.14	0.14	0.05	0.07	0.07
Sat Flow, veh/h	1629	3198	1449	1629	4595	1449	1629	356	1148	1629	1188	443
Grp Volume(v), veh/h	34	1572	0	470	2433	45	247	0	93	63	0	70
Grp Sat Flow(s),veh/h/ln	1629	1599	1449	1629	1532	1449	1629	0	1503	1629	0	1630
Q Serve(g_s), s	3.1	62.0	0.0	35.0	64.0	1.8	19.0	0.0	8.5	5.3	0.0	6.3
Cycle Q Clear(g_c), s	3.1	62.0	0.0	35.0	64.0	1.8	19.0	0.0	8.5	5.3	0.0	6.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.76	1.00		0.27
Lane Grp Cap(c), veh/h	42	1322		380	2853	900	284	0	216	208	0	109
V/C Ratio(X)	0.81	1.19		1.24	0.85	0.05	0.87	0.00	0.43	0.30	0.00	0.64
Avail Cap(c_a), veh/h	109	1322		380	2853	900	284	0	261	334	0	283
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.7	44.0	0.0	57.5	22.9	11.1	56.8	0.0	58.6	61.0	0.0	68.3
Incr Delay (d2), s/veh	28.7	92.9	0.0	127.3	3.5	0.1	23.7	0.0	1.3	0.8	0.0	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	40.6	0.0	27.5	22.0	0.6	10.4	0.0	3.3	2.3	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.4	136.9	0.0	184.8	26.4	11.2	80.5	0.0	59.9	61.8	0.0	74.5
LnGrp LOS	F	F		F	C	B	F	A	E	E	A	E
Approach Vol, veh/h		1606	A		2948			340			133	
Approach Delay, s/veh		136.2			51.4			74.9			68.5	
Approach LOS		F			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	41.0	68.0	25.0	16.0	9.9	99.1	13.4	27.6
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	35.0	46.0	19.0	26.0	10.0	71.0	19.0	26.0
Max Q Clear Time (g_c+I1), s	37.0	64.0	21.0	8.3	5.1	66.0	7.3	10.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.2	0.0	4.6	0.1	0.2

Intersection Summary	
HCM 6th Ctrl Delay	80.5
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1407	375	61	2235	736	61
Future Volume (veh/h)	1407	375	61	2235	736	61
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	1900	1900	1870	1900	1900
Adj Flow Rate, veh/h	1513	403	66	2403	791	66
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	0	0	2	0	0
Cap, veh/h	1695	1144	264	2251	819	376
Arrive On Green	0.48	0.48	0.09	0.63	0.23	0.23
Sat Flow, veh/h	3647	1610	1810	3647	3510	1610
Grp Volume(v), veh/h	1513	403	66	2403	791	66
Grp Sat Flow(s),veh/h/ln	1777	1610	1810	1777	1755	1610
Q Serve(g_s), s	34.9	8.7	1.4	57.0	20.1	2.9
Cycle Q Clear(g_c), s	34.9	8.7	1.4	57.0	20.1	2.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1695	1144	264	2251	819	376
V/C Ratio(X)	0.89	0.35	0.25	1.07	0.97	0.18
Avail Cap(c_a), veh/h	1695	1144	302	2251	819	376
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	21.4	5.0	17.8	16.5	34.1	27.6
Incr Delay (d2), s/veh	6.5	0.2	0.5	40.1	23.3	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	13.5	4.9	0.6	29.7	10.6	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.9	5.2	18.3	56.6	57.5	27.8
LnGrp LOS	C	A	B	F	E	C
Approach Vol, veh/h	1916			2469	857	
Approach Delay, s/veh	23.2			55.5	55.2	
Approach LOS	C			E	E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.1	48.9		27.0		63.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	10.0	41.0		21.0		57.0
Max Q Clear Time (g_c+I1), s	3.4	36.9		22.1		59.0
Green Ext Time (p_c), s	0.1	3.3		0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	43.6
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1675	92	177	1032	32	192	7	443	78	14	17
Future Volume (veh/h)	6	1675	92	177	1032	32	192	7	443	78	14	17
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	1710	1670	1710	1710	1617	1710	1697	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	6	1782	0	188	1098	34	204	7	471	83	15	18
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	3	0	0	7	0	1	0	0	0	0	0
Cap, veh/h	12	1582		163	2609	857	352	319	731	284	124	149
Arrive On Green	0.01	0.50	0.00	0.10	0.59	0.59	0.07	0.19	0.19	0.05	0.17	0.17
Sat Flow, veh/h	1629	3173	1449	1629	4413	1449	1616	1710	2551	1629	708	849
Grp Volume(v), veh/h	6	1782	0	188	1098	34	204	7	471	83	0	33
Grp Sat Flow(s),veh/h/ln	1629	1586	1449	1629	1471	1449	1616	1710	1275	1629	0	1557
Q Serve(g_s), s	0.6	74.8	0.0	15.0	20.3	1.5	10.0	0.5	24.2	6.2	0.0	2.7
Cycle Q Clear(g_c), s	0.6	74.8	0.0	15.0	20.3	1.5	10.0	0.5	24.2	6.2	0.0	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	12	1582		163	2609	857	352	319	731	284	0	272
V/C Ratio(X)	0.50	1.13		1.15	0.42	0.04	0.58	0.02	0.64	0.29	0.00	0.12
Avail Cap(c_a), veh/h	109	1582		163	2609	857	352	513	1020	303	0	467
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	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	74.2	37.6	0.0	67.5	16.7	12.8	50.7	49.8	46.8	46.9	0.0	52.2
Incr Delay (d2), s/veh	28.7	65.8	0.0	118.1	0.5	0.1	2.4	0.0	1.0	0.6	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	57.5	0.0	17.9	10.6	0.9	4.6	0.4	12.2	4.7	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.9	103.4	0.0	185.6	17.2	12.9	53.1	49.8	47.8	47.5	0.0	52.4
LnGrp LOS	F	F		F	B	B	D	D	D	D	A	D
Approach Vol, veh/h		1788			1320			682			116	
Approach Delay, s/veh		103.4			41.1			49.4			48.8	
Approach LOS		F			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	80.8	16.0	32.2	7.1	94.7	14.2	34.0
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	15.0	56.0	10.0	45.0	10.0	61.0	10.0	45.0
Max Q Clear Time (g_c+I1), s	17.0	76.8	12.0	4.7	2.6	22.3	8.2	26.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	8.3	0.0	1.8

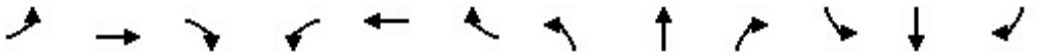
Intersection Summary	
HCM 6th Ctrl Delay	71.3
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

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

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1191	251	357	1845	34	188	15	206	47	38	13
Future Volume (veh/h)	25	1191	251	357	1845	34	188	15	206	47	38	13
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	1710	1683	1710	1710	1683	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	26	1228	0	368	1902	35	194	15	119	48	39	13
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	2	0	0	2	0	0	0	0	0	0	0
Cap, veh/h	36	1369		389	2962	934	266	227	947	191	82	27
Arrive On Green	0.02	0.43	0.00	0.24	0.64	0.64	0.11	0.13	0.13	0.04	0.07	0.07
Sat Flow, veh/h	1629	3198	1449	1629	4595	1449	1629	1710	2551	1629	1227	409
Grp Volume(v), veh/h	26	1228	0	368	1902	35	194	15	119	48	0	52
Grp Sat Flow(s),veh/h/ln	1629	1599	1449	1629	1532	1449	1629	1710	1275	1629	0	1636
Q Serve(g_s), s	2.4	53.5	0.0	33.3	37.6	1.3	16.0	1.2	4.6	4.1	0.0	4.6
Cycle Q Clear(g_c), s	2.4	53.5	0.0	33.3	37.6	1.3	16.0	1.2	4.6	4.1	0.0	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	36	1369		389	2962	934	266	227	947	191	0	109
V/C Ratio(X)	0.72	0.90		0.95	0.64	0.04	0.73	0.07	0.13	0.25	0.00	0.48
Avail Cap(c_a), veh/h	109	1369		423	2962	934	266	456	1289	331	0	469
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	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.9	39.8	0.0	56.2	16.2	9.7	56.7	56.9	31.1	61.6	0.0	67.5
Incr Delay (d2), s/veh	23.8	9.5	0.0	29.4	1.1	0.1	9.7	0.1	0.1	0.7	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	22.0	0.0	16.3	12.0	0.4	7.4	0.5	1.4	1.7	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.7	49.3	0.0	85.6	17.2	9.8	66.4	57.1	31.2	62.2	0.0	70.7
LnGrp LOS	F	D		F	B	A	E	E	C	E	A	E
Approach Vol, veh/h		1254			2305			328			100	
Approach Delay, s/veh		50.3			28.0			53.2			66.6	
Approach LOS		D			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	41.8	70.2	22.0	16.0	9.3	102.7	12.1	25.9
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	39.0	28.0	16.0	43.0	10.0	57.0	19.0	40.0
Max Q Clear Time (g_c+I1), s	35.3	55.5	18.0	6.6	4.4	39.6	6.1	6.6
Green Ext Time (p_c), s	0.5	0.0	0.0	0.2	0.0	11.5	0.1	0.5

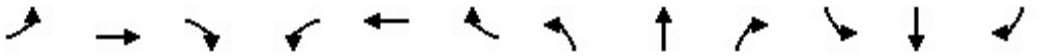
Intersection Summary	
HCM 6th Ctrl Delay	38.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	2145	119	226	1321	41	246	10	567	100	19	23
Future Volume (veh/h)	8	2145	119	226	1321	41	246	10	567	100	19	23
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	1710	1670	1710	1710	1617	1710	1697	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	9	2282	0	240	1405	44	262	11	497	106	20	24
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	3	0	0	7	0	1	0	0	0	0	0
Cap, veh/h	17	1696		185	2813	924	291	205	595	241	65	78
Arrive On Green	0.01	0.53	0.00	0.11	0.64	0.64	0.10	0.12	0.12	0.07	0.09	0.09
Sat Flow, veh/h	1629	3173	1449	1629	4413	1449	1616	1710	2551	1629	708	849
Grp Volume(v), veh/h	9	2282	0	240	1405	44	262	11	497	106	0	44
Grp Sat Flow(s),veh/h/ln	1629	1586	1449	1629	1471	1449	1616	1710	1275	1629	0	1557
Q Serve(g_s), s	0.8	80.2	0.0	17.0	25.4	1.7	15.0	0.9	18.0	8.7	0.0	4.0
Cycle Q Clear(g_c), s	0.8	80.2	0.0	17.0	25.4	1.7	15.0	0.9	18.0	8.7	0.0	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	17	1696		185	2813	924	291	205	595	241	0	144
V/C Ratio(X)	0.53	1.35		1.30	0.50	0.05	0.90	0.05	0.84	0.44	0.00	0.31
Avail Cap(c_a), veh/h	195	1696		185	2813	924	291	205	595	308	0	208
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	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	73.9	34.9	0.0	66.5	14.5	10.2	60.2	58.5	54.8	56.0	0.0	63.6
Incr Delay (d2), s/veh	23.3	159.6	0.0	168.9	0.6	0.1	28.8	0.1	10.0	1.3	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	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	98.1	0.0	24.3	12.4	1.0	9.4	0.7	14.7	6.7	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.1	194.5	0.0	235.4	15.1	10.3	89.0	58.6	64.8	57.3	0.0	64.8
LnGrp LOS	F	F		F	B	B	F	E	E	E	A	E
Approach Vol, veh/h		2291			1689			770			150	
Approach Delay, s/veh		194.2			46.3			72.9			59.5	
Approach LOS		F			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	86.2	21.0	19.8	7.6	101.6	16.8	24.0
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	17.0	74.0	15.0	20.0	18.0	73.0	17.0	18.0
Max Q Clear Time (g_c+I1), s	19.0	82.2	17.0	6.0	2.8	27.4	10.7	20.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	12.2	0.1	0.0

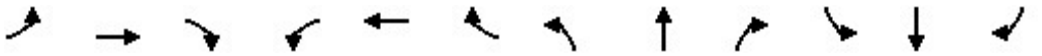
Intersection Summary	
HCM 6th Ctrl Delay	120.0
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

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

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1525	322	456	2360	44	240	21	264	61	49	18
Future Volume (veh/h)	33	1525	322	456	2360	44	240	21	264	61	49	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1683	1710	1710	1683	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	34	1572	0	470	2433	45	247	22	272	63	51	19
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	2	0	0	2	0	0	0	0	0	0	0
Cap, veh/h	42	1301		391	2853	900	284	246	979	195	79	30
Arrive On Green	0.03	0.41	0.00	0.24	0.62	0.62	0.13	0.14	0.14	0.05	0.07	0.07
Sat Flow, veh/h	1629	3198	1449	1629	4595	1449	1629	1710	2551	1629	1188	443
Grp Volume(v), veh/h	34	1572	0	470	2433	45	247	22	272	63	0	70
Grp Sat Flow(s),veh/h/ln	1629	1599	1449	1629	1532	1449	1629	1710	1275	1629	0	1630
Q Serve(g_s), s	3.1	61.0	0.0	36.0	64.0	1.8	19.0	1.7	11.0	5.3	0.0	6.3
Cycle Q Clear(g_c), s	3.1	61.0	0.0	36.0	64.0	1.8	19.0	1.7	11.0	5.3	0.0	6.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	42	1301		391	2853	900	284	246	979	195	0	109
V/C Ratio(X)	0.81	1.21		1.20	0.85	0.05	0.87	0.09	0.28	0.32	0.00	0.64
Avail Cap(c_a), veh/h	109	1301		391	2853	900	284	246	979	331	0	207
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	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.7	44.5	0.0	57.0	22.9	11.1	56.8	55.7	31.9	60.9	0.0	68.3
Incr Delay (d2), s/veh	28.7	101.3	0.0	113.1	3.5	0.1	23.7	0.2	0.2	1.0	0.0	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	41.5	0.0	26.7	22.0	0.6	10.4	0.7	3.4	2.3	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.4	145.8	0.0	170.1	26.4	11.2	80.5	55.8	32.0	61.9	0.0	74.5
LnGrp LOS	F	F		F	C	B	F	E	C	E	A	E
Approach Vol, veh/h		1606			2948			541			133	
Approach Delay, s/veh		144.9			49.1			55.1			68.5	
Approach LOS		F			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	42.0	67.0	25.0	16.0	9.9	99.1	13.4	27.6
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	36.0	52.0	19.0	19.0	10.0	78.0	20.0	18.0
Max Q Clear Time (g_c+I1), s	38.0	63.0	21.0	8.3	5.1	66.0	7.3	13.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	10.5	0.1	0.5

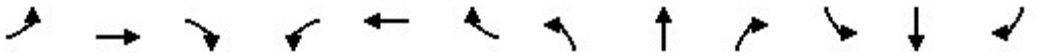
Intersection Summary	
HCM 6th Ctrl Delay	79.6
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

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

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1675	92	177	1032	32	192	7	443	78	14	17
Future Volume (veh/h)	6	1675	92	177	1032	32	192	7	443	78	14	17
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	1710	1670	1710	1710	1617	1710	1697	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	6	1782	0	188	1098	34	204	7	194	83	15	18
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	3	0	0	7	0	1	0	0	0	0	0
Cap, veh/h	12	1630		195	2765	908	221	8	377	108	47	56
Arrive On Green	0.01	0.51	0.00	0.12	0.63	0.63	0.14	0.14	0.14	0.07	0.07	0.07
Sat Flow, veh/h	1629	3173	1449	1629	4413	1449	1577	54	1449	1629	708	849
Grp Volume(v), veh/h	6	1782	0	188	1098	34	211	0	194	83	0	33
Grp Sat Flow(s),veh/h/ln	1629	1586	1449	1629	1471	1449	1631	0	1449	1629	0	1557
Q Serve(g_s), s	0.6	77.1	0.0	17.2	18.6	1.3	19.2	0.0	17.2	7.5	0.0	3.0
Cycle Q Clear(g_c), s	0.6	77.1	0.0	17.2	18.6	1.3	19.2	0.0	17.2	7.5	0.0	3.0
Prop In Lane	1.00		1.00	1.00		1.00	0.97		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	12	1630		195	2765	908	228	0	377	108	0	103
V/C Ratio(X)	0.50	1.09		0.96	0.40	0.04	0.92	0.00	0.51	0.77	0.00	0.32
Avail Cap(c_a), veh/h	109	1630		195	2765	908	228	0	377	261	0	249
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	74.2	36.5	0.0	65.7	13.9	10.7	63.7	0.0	47.4	68.9	0.0	66.8
Incr Delay (d2), s/veh	28.7	52.2	0.0	53.3	0.4	0.1	39.3	0.0	1.2	11.0	0.0	1.8
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(95%),veh/ln	0.6	53.9	0.0	15.0	9.7	0.8	15.6	0.0	10.3	6.3	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.9	88.7	0.0	118.9	14.4	10.8	103.0	0.0	48.6	79.9	0.0	68.6
LnGrp LOS	F	F		F	B	B	F	A	D	E	A	E
Approach Vol, veh/h		1788			1320			405			116	
Approach Delay, s/veh		88.7			29.2			76.9			76.7	
Approach LOS		F			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.0	83.1		15.9	7.1	100.0		27.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	18.0	63.0		24.0	10.0	71.0		21.0				
Max Q Clear Time (g_c+I1), s	19.2	79.1		9.5	2.6	20.6		21.2				
Green Ext Time (p_c), s	0.0	0.0		0.2	0.0	8.5		0.0				

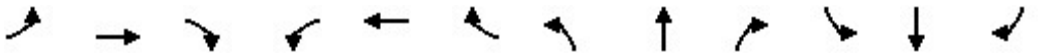
Intersection Summary		
HCM 6th Ctrl Delay		65.4
HCM 6th LOS		E

Notes

User approved pedestrian interval to be less than phase max green.

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

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1191	251	357	1845	34	188	15	206	47	38	13
Future Volume (veh/h)	25	1191	251	357	1845	34	188	15	206	47	38	13
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	1710	1683	1710	1710	1683	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	26	1228	0	368	1902	35	194	15	130	48	39	13
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	2	0	0	2	0	0	0	0	0	0	0
Cap, veh/h	36	1287		369	2789	880	220	17	539	107	81	27
Arrive On Green	0.02	0.40	0.00	0.23	0.61	0.61	0.15	0.15	0.15	0.07	0.07	0.07
Sat Flow, veh/h	1629	3198	1449	1629	4595	1449	1517	117	1449	1629	1227	409
Grp Volume(v), veh/h	26	1228	0	368	1902	35	209	0	130	48	0	52
Grp Sat Flow(s),veh/h/ln	1629	1599	1449	1629	1532	1449	1634	0	1449	1629	0	1636
Q Serve(g_s), s	2.4	55.9	0.0	33.9	41.6	1.5	18.8	0.0	9.3	4.3	0.0	4.6
Cycle Q Clear(g_c), s	2.4	55.9	0.0	33.9	41.6	1.5	18.8	0.0	9.3	4.3	0.0	4.6
Prop In Lane	1.00		1.00	1.00		1.00	0.93		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	36	1287		369	2789	880	237	0	539	107	0	107
V/C Ratio(X)	0.72	0.95		1.00	0.68	0.04	0.88	0.00	0.24	0.45	0.00	0.48
Avail Cap(c_a), veh/h	109	1287		369	2789	880	414	0	696	315	0	316
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.9	43.5	0.0	57.9	19.8	11.9	62.8	0.0	32.5	67.5	0.0	67.6
Incr Delay (d2), s/veh	23.8	16.3	0.0	46.0	1.4	0.1	10.4	0.0	0.2	2.9	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	24.2	0.0	18.1	13.7	0.5	8.4	0.0	3.3	1.9	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.7	59.8	0.0	103.9	21.1	12.0	73.2	0.0	32.7	70.4	0.0	71.0
LnGrp LOS	F	E		F	C	B	E	A	C	E	A	E
Approach Vol, veh/h		1254			2305			339			100	
Approach Delay, s/veh		60.5			34.2			57.7			70.7	
Approach LOS		E			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	40.0	66.4		15.8	9.3	97.0		27.8				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	34.0	25.0		29.0	10.0	49.0		38.0				
Max Q Clear Time (g_c+I1), s	35.9	57.9		6.6	4.4	43.6		20.8				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	4.4		1.0				

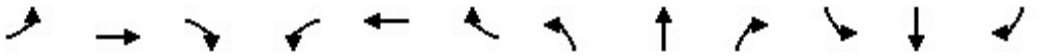
Intersection Summary	
HCM 6th Ctrl Delay	45.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	2145	119	226	1321	41	246	10	567	100	19	23
Future Volume (veh/h)	8	2145	119	226	1321	41	246	10	567	100	19	23
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	1710	1670	1710	1710	1617	1710	1697	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	9	2282	0	240	1405	44	262	11	603	106	20	24
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	3	0	0	7	0	1	0	0	0	0	0
Cap, veh/h	17	1507		195	2579	847	261	11	415	128	56	67
Arrive On Green	0.01	0.47	0.00	0.12	0.58	0.58	0.17	0.17	0.17	0.08	0.08	0.08
Sat Flow, veh/h	1629	3173	1449	1629	4413	1449	1566	66	1449	1629	708	849
Grp Volume(v), veh/h	9	2282	0	240	1405	44	273	0	603	106	0	44
Grp Sat Flow(s),veh/h/ln	1629	1586	1449	1629	1471	1449	1632	0	1449	1629	0	1557
Q Serve(g_s), s	0.8	71.2	0.0	18.0	29.1	2.0	25.0	0.0	25.0	9.6	0.0	4.0
Cycle Q Clear(g_c), s	0.8	71.2	0.0	18.0	29.1	2.0	25.0	0.0	25.0	9.6	0.0	4.0
Prop In Lane	1.00		1.00	1.00		1.00	0.96		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	17	1507		195	2579	847	272	0	415	128	0	122
V/C Ratio(X)	0.53	1.51		1.23	0.54	0.05	1.00	0.00	1.45	0.83	0.00	0.36
Avail Cap(c_a), veh/h	109	1507		195	2579	847	272	0	415	185	0	176
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	73.9	39.4	0.0	66.0	19.0	13.4	62.5	0.0	53.5	68.1	0.0	65.5
Incr Delay (d2), s/veh	23.3	235.1	0.0	139.2	0.8	0.1	55.6	0.0	216.3	18.3	0.0	1.8
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(95%),veh/ln	0.8	115.3	0.0	22.9	14.4	1.1	20.6	0.0	59.5	8.3	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.1	274.5	0.0	205.2	19.8	13.5	118.1	0.0	269.8	86.4	0.0	67.3
LnGrp LOS	F	F		F	B	B	F	A	F	F	A	E
Approach Vol, veh/h		2291			1689			876			150	
Approach Delay, s/veh		273.8			46.0			222.5			80.8	
Approach LOS		F			D			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.0	77.2		17.8	7.6	93.7		31.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	18.0	66.0		17.0	10.0	74.0		25.0				
Max Q Clear Time (g_c+I1), s	20.0	73.2		11.6	2.8	31.1		27.0				
Green Ext Time (p_c), s	0.0	0.0		0.2	0.0	12.1		0.0				

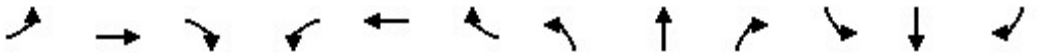
Intersection Summary		
HCM 6th Ctrl Delay	182.2	
HCM 6th LOS	F	

Notes

User approved pedestrian interval to be less than phase max green.

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

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1525	322	456	2360	44	240	21	264	61	49	18
Future Volume (veh/h)	33	1525	322	456	2360	44	240	21	264	61	49	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1683	1710	1710	1683	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	34	1572	0	470	2433	45	247	22	272	63	51	19
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	2	0	0	2	0	0	0	0	0	0	0
Cap, veh/h	42	1216		358	2639	832	260	23	570	108	79	29
Arrive On Green	0.03	0.38	0.00	0.22	0.57	0.57	0.17	0.17	0.17	0.07	0.07	0.07
Sat Flow, veh/h	1629	3198	1449	1629	4595	1449	1501	134	1449	1629	1188	443
Grp Volume(v), veh/h	34	1572	0	470	2433	45	269	0	272	63	0	70
Grp Sat Flow(s),veh/h/ln	1629	1599	1449	1629	1532	1449	1635	0	1449	1629	0	1630
Q Serve(g_s), s	3.1	57.0	0.0	33.0	71.8	2.0	24.4	0.0	21.0	5.6	0.0	6.3
Cycle Q Clear(g_c), s	3.1	57.0	0.0	33.0	71.8	2.0	24.4	0.0	21.0	5.6	0.0	6.3
Prop In Lane	1.00		1.00	1.00		1.00	0.92		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	42	1216		358	2639	832	283	0	570	108	0	108
V/C Ratio(X)	0.80	1.29		1.31	0.92	0.05	0.95	0.00	0.48	0.58	0.00	0.65
Avail Cap(c_a), veh/h	152	1216		358	2639	832	283	0	570	152	0	152
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.7	46.5	0.0	58.5	28.9	14.0	61.3	0.0	34.0	68.0	0.0	68.3
Incr Delay (d2), s/veh	28.5	137.9	0.0	159.0	6.8	0.1	39.8	0.0	0.6	4.9	0.0	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	45.1	0.0	29.1	26.1	0.7	13.1	0.0	7.4	2.5	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.2	184.4	0.0	217.5	35.6	14.2	101.2	0.0	34.6	72.9	0.0	74.6
LnGrp LOS	F	F		F	D	B	F	A	C	E	A	E
Approach Vol, veh/h		1606			2948			541			133	
Approach Delay, s/veh		182.6			64.3			67.7			73.8	
Approach LOS		F			E			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	39.0	63.0		16.0	9.9	92.1		32.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	33.0	53.0		14.0	14.0	72.0		26.0				
Max Q Clear Time (g_c+I1), s	35.0	59.0		8.3	5.1	73.8		26.4				
Green Ext Time (p_c), s	0.0	0.0		0.2	0.0	0.0		0.0				

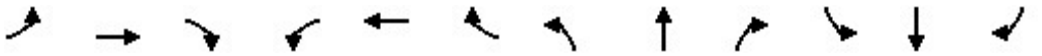
Intersection Summary		
HCM 6th Ctrl Delay		101.2
HCM 6th LOS		F

Notes

User approved pedestrian interval to be less than phase max green.

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

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1675	92	177	1032	32	192	7	443	78	14	17
Future Volume (veh/h)	6	1675	92	177	1032	32	192	7	443	78	14	17
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	1710	1670	1710	1710	1617	1710	1697	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	6	1782	0	188	1098	34	204	7	194	83	15	18
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	3	0	0	7	0	1	0	0	0	0	0
Cap, veh/h	12	1630		195	2765	908	221	8	663	108	47	56
Arrive On Green	0.01	0.51	0.00	0.12	0.63	0.63	0.14	0.14	0.14	0.07	0.07	0.07
Sat Flow, veh/h	1629	3173	1449	1629	4413	1449	1577	54	2551	1629	708	849
Grp Volume(v), veh/h	6	1782	0	188	1098	34	211	0	194	83	0	33
Grp Sat Flow(s),veh/h/ln	1629	1586	1449	1629	1471	1449	1631	0	1275	1629	0	1557
Q Serve(g_s), s	0.6	77.1	0.0	17.2	18.6	1.3	19.2	0.0	9.1	7.5	0.0	3.0
Cycle Q Clear(g_c), s	0.6	77.1	0.0	17.2	18.6	1.3	19.2	0.0	9.1	7.5	0.0	3.0
Prop In Lane	1.00		1.00	1.00		1.00	0.97		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	12	1630		195	2765	908	228	0	663	108	0	103
V/C Ratio(X)	0.50	1.09		0.96	0.40	0.04	0.92	0.00	0.29	0.77	0.00	0.32
Avail Cap(c_a), veh/h	109	1630		195	2765	908	228	0	663	261	0	249
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	74.2	36.5	0.0	65.7	13.9	10.7	63.7	0.0	44.5	68.9	0.0	66.8
Incr Delay (d2), s/veh	28.7	52.2	0.0	53.3	0.4	0.1	39.3	0.0	0.2	11.0	0.0	1.8
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(95%),veh/ln	0.6	53.9	0.0	15.0	9.7	0.8	15.6	0.0	5.2	6.3	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.9	88.7	0.0	118.9	14.4	10.8	103.0	0.0	44.7	79.9	0.0	68.6
LnGrp LOS	F	F		F	B	B	F	A	D	E	A	E
Approach Vol, veh/h		1788			1320			405			116	
Approach Delay, s/veh		88.7			29.2			75.1			76.7	
Approach LOS		F			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.0	83.1		15.9	7.1	100.0		27.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	18.0	63.0		24.0	10.0	71.0		21.0				
Max Q Clear Time (g_c+I1), s	19.2	79.1		9.5	2.6	20.6		21.2				
Green Ext Time (p_c), s	0.0	0.0		0.2	0.0	8.5		0.0				

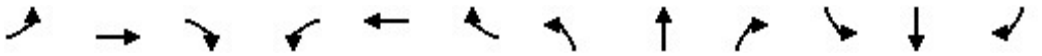
Intersection Summary		
HCM 6th Ctrl Delay		65.1
HCM 6th LOS		E

Notes

User approved pedestrian interval to be less than phase max green.

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

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1191	251	357	1845	34	188	15	206	47	38	13
Future Volume (veh/h)	25	1191	251	357	1845	34	188	15	206	47	38	13
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	1710	1683	1710	1710	1683	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	26	1228	0	368	1902	35	194	15	130	48	39	13
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	2	0	0	2	0	0	0	0	0	0	0
Cap, veh/h	36	1286		369	2788	879	221	17	950	107	81	27
Arrive On Green	0.02	0.40	0.00	0.23	0.61	0.61	0.15	0.15	0.15	0.07	0.07	0.07
Sat Flow, veh/h	1629	3198	1449	1629	4595	1449	1517	117	2551	1629	1227	409
Grp Volume(v), veh/h	26	1228	0	368	1902	35	209	0	130	48	0	52
Grp Sat Flow(s),veh/h/ln	1629	1599	1449	1629	1532	1449	1634	0	1275	1629	0	1636
Q Serve(g_s), s	2.4	55.9	0.0	33.9	41.7	1.5	18.8	0.0	5.1	4.3	0.0	4.6
Cycle Q Clear(g_c), s	2.4	55.9	0.0	33.9	41.7	1.5	18.8	0.0	5.1	4.3	0.0	4.6
Prop In Lane	1.00		1.00	1.00		1.00	0.93		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	36	1286		369	2788	879	238	0	950	107	0	107
V/C Ratio(X)	0.72	0.96		1.00	0.68	0.04	0.88	0.00	0.14	0.45	0.00	0.48
Avail Cap(c_a), veh/h	109	1286		369	2788	879	414	0	1224	315	0	316
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.9	43.5	0.0	57.9	19.8	11.9	62.8	0.0	31.1	67.5	0.0	67.6
Incr Delay (d2), s/veh	23.8	16.4	0.0	46.0	1.4	0.1	10.2	0.0	0.1	2.9	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	24.2	0.0	18.1	13.8	0.5	8.4	0.0	1.6	1.9	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.7	60.0	0.0	103.9	21.2	12.0	73.0	0.0	31.2	70.4	0.0	71.0
LnGrp LOS	F	E		F	C	B	E	A	C	E	A	E
Approach Vol, veh/h		1254			2305			339			100	
Approach Delay, s/veh		60.7			34.2			57.0			70.7	
Approach LOS		E			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	40.0	66.3		15.8	9.3	97.0		27.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	34.0	25.0		29.0	10.0	49.0		38.0				
Max Q Clear Time (g_c+I1), s	35.9	57.9		6.6	4.4	43.7		20.8				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	4.4		1.1				

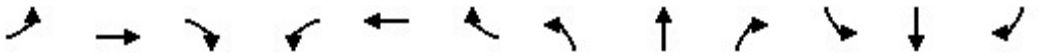
Intersection Summary			
HCM 6th Ctrl Delay		45.4	
HCM 6th LOS		D	

Notes

User approved pedestrian interval to be less than phase max green.

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

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	2145	119	226	1321	41	246	10	567	100	19	23
Future Volume (veh/h)	8	2145	119	226	1321	41	246	10	567	100	19	23
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	1710	1670	1710	1710	1617	1710	1697	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	9	2282	0	240	1405	44	262	11	603	106	20	24
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	3	0	0	7	0	1	0	0	0	0	0
Cap, veh/h	17	1527		195	2608	856	251	11	714	128	56	67
Arrive On Green	0.01	0.48	0.00	0.12	0.59	0.59	0.16	0.16	0.16	0.08	0.08	0.08
Sat Flow, veh/h	1629	3173	1449	1629	4413	1449	1566	66	2551	1629	708	849
Grp Volume(v), veh/h	9	2282	0	240	1405	44	273	0	603	106	0	44
Grp Sat Flow(s),veh/h/ln	1629	1586	1449	1629	1471	1449	1632	0	1275	1629	0	1557
Q Serve(g_s), s	0.8	72.2	0.0	18.0	28.7	1.9	24.0	0.0	24.0	9.6	0.0	4.0
Cycle Q Clear(g_c), s	0.8	72.2	0.0	18.0	28.7	1.9	24.0	0.0	24.0	9.6	0.0	4.0
Prop In Lane	1.00		1.00	1.00		1.00	0.96		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	17	1527		195	2608	856	261	0	714	128	0	123
V/C Ratio(X)	0.53	1.49		1.23	0.54	0.05	1.05	0.00	0.84	0.83	0.00	0.36
Avail Cap(c_a), veh/h	109	1527		195	2608	856	261	0	714	195	0	187
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	73.9	38.9	0.0	66.0	18.4	12.9	63.0	0.0	50.9	68.1	0.0	65.5
Incr Delay (d2), s/veh	23.3	225.9	0.0	139.2	0.8	0.1	68.2	0.0	9.1	15.8	0.0	1.8
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(95%),veh/ln	0.8	113.5	0.0	22.9	14.1	1.1	21.5	0.0	16.9	8.1	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.1	264.8	0.0	205.2	19.2	13.1	131.2	0.0	60.1	83.9	0.0	67.3
LnGrp LOS	F	F		F	B	B	F	A	E	F	A	E
Approach Vol, veh/h		2291			1689			876			150	
Approach Delay, s/veh		264.1			45.5			82.2			79.0	
Approach LOS		F			D			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.0	78.2		17.8	7.6	94.6		30.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	18.0	66.0		18.0	10.0	74.0		24.0				
Max Q Clear Time (g_c+I1), s	20.0	74.2		11.6	2.8	30.7		26.0				
Green Ext Time (p_c), s	0.0	0.0		0.2	0.0	12.1		0.0				

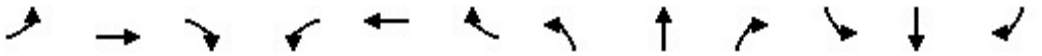
Intersection Summary		
HCM 6th Ctrl Delay	153.0	
HCM 6th LOS	F	

Notes

User approved pedestrian interval to be less than phase max green.

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

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1525	322	456	2360	44	240	21	264	61	49	18
Future Volume (veh/h)	33	1525	322	456	2360	44	240	21	264	61	49	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1683	1710	1710	1683	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	34	1572	0	470	2433	45	247	22	272	63	51	19
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	2	0	0	2	0	0	0	0	0	0	0
Cap, veh/h	42	1216		358	2639	832	260	23	1003	108	79	29
Arrive On Green	0.03	0.38	0.00	0.22	0.57	0.57	0.17	0.17	0.17	0.07	0.07	0.07
Sat Flow, veh/h	1629	3198	1449	1629	4595	1449	1501	134	2551	1629	1188	443
Grp Volume(v), veh/h	34	1572	0	470	2433	45	269	0	272	63	0	70
Grp Sat Flow(s),veh/h/ln	1629	1599	1449	1629	1532	1449	1635	0	1275	1629	0	1630
Q Serve(g_s), s	3.1	57.0	0.0	33.0	71.8	2.0	24.4	0.0	10.9	5.6	0.0	6.3
Cycle Q Clear(g_c), s	3.1	57.0	0.0	33.0	71.8	2.0	24.4	0.0	10.9	5.6	0.0	6.3
Prop In Lane	1.00		1.00	1.00		1.00	0.92		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	42	1216		358	2639	832	283	0	1003	108	0	108
V/C Ratio(X)	0.80	1.29		1.31	0.92	0.05	0.95	0.00	0.27	0.58	0.00	0.65
Avail Cap(c_a), veh/h	152	1216		358	2639	832	283	0	1003	152	0	152
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.7	46.5	0.0	58.5	28.9	14.0	61.3	0.0	30.9	68.0	0.0	68.3
Incr Delay (d2), s/veh	28.5	137.9	0.0	159.0	6.8	0.1	39.8	0.0	0.1	4.9	0.0	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	45.1	0.0	29.1	26.1	0.7	13.1	0.0	3.3	2.5	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.2	184.4	0.0	217.5	35.6	14.2	101.2	0.0	31.0	72.9	0.0	74.6
LnGrp LOS	F	F		F	D	B	F	A	C	E	A	E
Approach Vol, veh/h		1606			2948			541			133	
Approach Delay, s/veh		182.6			64.3			65.9			73.8	
Approach LOS		F			E			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	39.0	63.0		16.0	9.9	92.1		32.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	33.0	53.0		14.0	14.0	72.0		26.0				
Max Q Clear Time (g_c+I1), s	35.0	59.0		8.3	5.1	73.8		26.4				
Green Ext Time (p_c), s	0.0	0.0		0.2	0.0	0.0		0.0				

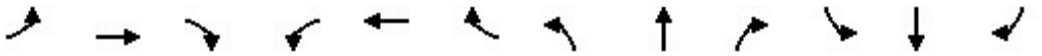
Intersection Summary		
HCM 6th Ctrl Delay	101.1	
HCM 6th LOS	F	

Notes

User approved pedestrian interval to be less than phase max green.

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

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1675	92	177	1032	32	192	7	443	78	14	17
Future Volume (veh/h)	6	1675	92	177	1032	32	192	7	443	78	14	17
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	1710	1670	1710	1710	1617	1710	1697	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	6	1782	0	188	1098	34	204	0	274	83	15	18
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	3	0	0	7	0	1	0	0	0	0	0
Cap, veh/h	12	1671		174	2762	907	227	0	408	108	47	56
Arrive On Green	0.01	0.53	0.00	0.11	0.63	0.63	0.14	0.00	0.14	0.07	0.07	0.07
Sat Flow, veh/h	1629	3173	1449	1629	4413	1449	1616	0	2898	1629	708	849
Grp Volume(v), veh/h	6	1782	0	188	1098	34	204	0	274	83	0	33
Grp Sat Flow(s),veh/h/ln	1629	1586	1449	1629	1471	1449	1616	0	1449	1629	0	1557
Q Serve(g_s), s	0.6	79.0	0.0	16.0	18.6	1.3	18.6	0.0	13.5	7.5	0.0	3.0
Cycle Q Clear(g_c), s	0.6	79.0	0.0	16.0	18.6	1.3	18.6	0.0	13.5	7.5	0.0	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	12	1671		174	2762	907	227	0	408	108	0	103
V/C Ratio(X)	0.50	1.07		1.08	0.40	0.04	0.90	0.00	0.67	0.77	0.00	0.32
Avail Cap(c_a), veh/h	109	1671		174	2762	907	248	0	444	261	0	249
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	74.2	35.5	0.0	67.0	14.0	10.8	63.4	0.0	61.2	68.9	0.0	66.8
Incr Delay (d2), s/veh	28.7	42.2	0.0	91.9	0.4	0.1	30.3	0.0	3.5	11.0	0.0	1.8
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(95%),veh/ln	0.6	51.1	0.0	16.8	9.7	0.8	14.5	0.0	8.8	6.3	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.9	77.7	0.0	158.9	14.4	10.8	93.7	0.0	64.7	79.9	0.0	68.6
LnGrp LOS	F	F		F	B	B	F	A	E	E	A	E
Approach Vol, veh/h		1788			1320			478			116	
Approach Delay, s/veh		77.8			34.9			77.1			76.7	
Approach LOS		E			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.0	85.0		15.9	7.1	99.9		27.1				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	16.0	63.0		24.0	10.0	69.0		23.0				
Max Q Clear Time (g_c+I1), s	18.0	81.0		9.5	2.6	20.6		20.6				
Green Ext Time (p_c), s	0.0	0.0		0.2	0.0	8.5		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		62.4
HCM 6th LOS		E

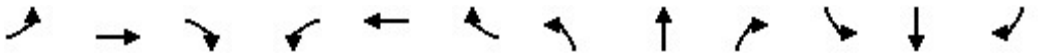
Notes

User approved pedestrian interval to be less than phase max green.

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.

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1191	251	357	1845	34	188	15	206	47	38	13
Future Volume (veh/h)	25	1191	251	357	1845	34	188	15	206	47	38	13
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	1710	1683	1710	1710	1683	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	26	1228	0	368	1902	35	194	0	129	48	39	13
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	2	0	0	2	0	0	0	0	0	0	0
Cap, veh/h	36	1300		380	2839	895	219	0	390	107	81	27
Arrive On Green	0.02	0.41	0.00	0.23	0.62	0.62	0.13	0.00	0.13	0.07	0.07	0.07
Sat Flow, veh/h	1629	3198	1449	1629	4595	1449	1629	0	2898	1629	1227	409
Grp Volume(v), veh/h	26	1228	0	368	1902	35	194	0	129	48	0	52
Grp Sat Flow(s),veh/h/ln	1629	1599	1449	1629	1532	1449	1629	0	1449	1629	0	1636
Q Serve(g_s), s	2.4	55.5	0.0	33.6	40.5	1.4	17.6	0.0	6.0	4.3	0.0	4.6
Cycle Q Clear(g_c), s	2.4	55.5	0.0	33.6	40.5	1.4	17.6	0.0	6.0	4.3	0.0	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	36	1300		380	2839	895	219	0	390	107	0	107
V/C Ratio(X)	0.72	0.94		0.97	0.67	0.04	0.89	0.00	0.33	0.45	0.00	0.48
Avail Cap(c_a), veh/h	109	1300		380	2839	895	282	0	502	271	0	273
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.9	42.9	0.0	57.0	18.7	11.2	63.8	0.0	58.8	67.5	0.0	67.6
Incr Delay (d2), s/veh	23.8	14.8	0.0	37.8	1.3	0.1	22.6	0.0	0.5	2.9	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	23.8	0.0	17.3	13.2	0.4	8.5	0.0	2.2	1.9	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.7	57.7	0.0	94.7	20.0	11.3	86.4	0.0	59.3	70.4	0.0	71.0
LnGrp LOS	F	E		F	B	B	F	A	E	E	A	E
Approach Vol, veh/h		1254			2305			323			100	
Approach Delay, s/veh		58.5			31.8			75.6			70.7	
Approach LOS		E			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	41.0	67.0		15.8	9.3	98.7		26.2				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	35.0	40.0		25.0	10.0	65.0		26.0				
Max Q Clear Time (g_c+I1), s	35.6	57.5		6.6	4.4	42.5		19.6				
Green Ext Time (p_c), s	0.0	0.0		0.2	0.0	13.7		0.6				

Intersection Summary		
HCM 6th Ctrl Delay	44.7	
HCM 6th LOS	D	

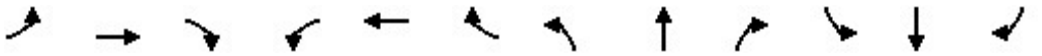
Notes

User approved pedestrian interval to be less than phase max green.

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.

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	2145	119	226	1321	41	246	10	567	100	19	23
Future Volume (veh/h)	8	2145	119	226	1321	41	246	10	567	100	19	23
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	1710	1670	1710	1710	1617	1710	1697	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	9	2282	0	240	1405	44	262	0	419	106	20	24
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	3	0	0	7	0	1	0	0	0	0	0
Cap, veh/h	17	1521		174	2541	834	283	0	508	128	56	67
Arrive On Green	0.01	0.48	0.00	0.11	0.58	0.58	0.18	0.00	0.18	0.08	0.08	0.08
Sat Flow, veh/h	1629	3173	1449	1629	4413	1449	1616	0	2898	1629	708	849
Grp Volume(v), veh/h	9	2282	0	240	1405	44	262	0	419	106	0	44
Grp Sat Flow(s),veh/h/ln	1629	1586	1449	1629	1471	1449	1616	0	1449	1629	0	1557
Q Serve(g_s), s	0.8	71.9	0.0	16.0	29.7	2.0	23.9	0.0	20.9	9.6	0.0	4.0
Cycle Q Clear(g_c), s	0.8	71.9	0.0	16.0	29.7	2.0	23.9	0.0	20.9	9.6	0.0	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	17	1521		174	2541	834	283	0	508	128	0	123
V/C Ratio(X)	0.53	1.50		1.38	0.55	0.05	0.93	0.00	0.82	0.83	0.00	0.36
Avail Cap(c_a), veh/h	119	1521		174	2541	834	291	0	522	195	0	187
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	73.9	39.0	0.0	67.0	19.8	13.9	60.9	0.0	59.6	68.1	0.0	65.5
Incr Delay (d2), s/veh	23.3	228.6	0.0	203.4	0.9	0.1	33.3	0.0	10.2	15.8	0.0	1.8
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(95%),veh/ln	0.8	114.0	0.0	25.7	14.7	1.2	18.0	0.0	13.0	8.1	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.1	267.6	0.0	270.4	20.7	14.0	94.2	0.0	69.9	83.9	0.0	67.3
LnGrp LOS	F	F		F	C	B	F	A	E	F	A	E
Approach Vol, veh/h		2291			1689			681			150	
Approach Delay, s/veh		267.0			56.0			79.2			79.0	
Approach LOS		F			E			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.0	77.9		17.8	7.6	92.3		32.3				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	16.0	65.0		18.0	11.0	70.0		27.0				
Max Q Clear Time (g_c+I1), s	18.0	73.9		11.6	2.8	31.7		25.9				
Green Ext Time (p_c), s	0.0	0.0		0.2	0.0	11.8		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		160.5
HCM 6th LOS		F

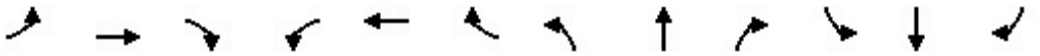
Notes

User approved pedestrian interval to be less than phase max green.

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.

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1525	322	456	2360	44	240	21	264	61	49	18
Future Volume (veh/h)	33	1525	322	456	2360	44	240	21	264	61	49	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1683	1710	1710	1683	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	34	1572	0	470	2433	45	247	0	184	63	51	19
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	2	0	0	2	0	0	0	0	0	0	0
Cap, veh/h	42	1223		369	2679	845	268	0	477	108	79	29
Arrive On Green	0.03	0.38	0.00	0.23	0.58	0.58	0.16	0.00	0.16	0.07	0.07	0.07
Sat Flow, veh/h	1629	3198	1449	1629	4595	1449	1629	0	2898	1629	1188	443
Grp Volume(v), veh/h	34	1572	0	470	2433	45	247	0	184	63	0	70
Grp Sat Flow(s),veh/h/ln	1629	1599	1449	1629	1532	1449	1629	0	1449	1629	0	1630
Q Serve(g_s), s	3.1	57.3	0.0	34.0	70.4	2.0	22.4	0.0	8.5	5.6	0.0	6.3
Cycle Q Clear(g_c), s	3.1	57.3	0.0	34.0	70.4	2.0	22.4	0.0	8.5	5.6	0.0	6.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	42	1223		369	2679	845	268	0	477	108	0	108
V/C Ratio(X)	0.80	1.29		1.27	0.91	0.05	0.92	0.00	0.39	0.58	0.00	0.65
Avail Cap(c_a), veh/h	152	1223		369	2679	845	282	0	502	195	0	196
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.7	46.3	0.0	58.0	27.7	13.5	61.7	0.0	55.9	68.0	0.0	68.3
Incr Delay (d2), s/veh	28.5	134.8	0.0	142.5	5.8	0.1	32.8	0.0	0.5	4.9	0.0	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	44.9	0.0	28.3	25.3	0.7	11.5	0.0	3.1	2.5	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.2	181.2	0.0	200.5	33.5	13.6	94.5	0.0	56.4	72.9	0.0	74.6
LnGrp LOS	F	F		F	C	B	F	A	E	E	A	E
Approach Vol, veh/h		1606			2948			431			133	
Approach Delay, s/veh		179.5			59.9			78.2			73.8	
Approach LOS		F			E			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	40.0	63.3		16.0	9.9	93.5		30.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	34.0	48.0		18.0	14.0	68.0		26.0				
Max Q Clear Time (g_c+I1), s	36.0	59.3		8.3	5.1	72.4		24.4				
Green Ext Time (p_c), s	0.0	0.0		0.2	0.0	0.0		0.3				

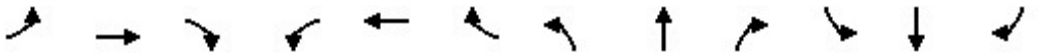
Intersection Summary		
HCM 6th Ctrl Delay		99.3
HCM 6th LOS		F

Notes

User approved pedestrian interval to be less than phase max green.

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1675	92	177	1032	32	192	7	443	78	14	17
Future Volume (veh/h)	6	1675	92	177	1032	32	192	7	443	78	14	17
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	1710	1670	1710	1710	1617	1710	1697	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	6	1782	0	188	1098	34	204	7	295	83	15	18
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	3	0	0	7	0	1	0	0	0	0	0
Cap, veh/h	12	2024		195	2457	807	396	8	317	153	148	178
Arrive On Green	0.01	0.44	0.00	0.12	0.56	0.56	0.07	0.22	0.22	0.05	0.21	0.21
Sat Flow, veh/h	1629	4559	1449	1629	4413	1449	1616	34	1421	1629	708	849
Grp Volume(v), veh/h	6	1782	0	188	1098	34	204	0	302	83	0	33
Grp Sat Flow(s),veh/h/ln	1629	1520	1449	1629	1471	1449	1616	0	1454	1629	0	1557
Q Serve(g_s), s	0.6	53.5	0.0	17.2	22.0	1.6	10.0	0.0	30.6	5.9	0.0	2.6
Cycle Q Clear(g_c), s	0.6	53.5	0.0	17.2	22.0	1.6	10.0	0.0	30.6	5.9	0.0	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.55
Lane Grp Cap(c), veh/h	12	2024		195	2457	807	396	0	324	153	0	326
V/C Ratio(X)	0.50	0.88		0.96	0.45	0.04	0.52	0.00	0.93	0.54	0.00	0.10
Avail Cap(c_a), veh/h	109	2024		195	2457	807	396	0	427	175	0	457
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	74.2	38.1	0.0	65.7	19.6	15.1	46.1	0.0	57.2	45.9	0.0	47.9
Incr Delay (d2), s/veh	28.7	5.9	0.0	53.3	0.6	0.1	1.2	0.0	23.3	2.9	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	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	27.6	0.0	15.0	11.6	1.0	3.8	0.0	19.0	4.6	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.9	44.0	0.0	118.9	20.2	15.2	47.2	0.0	80.5	48.9	0.0	48.0
LnGrp LOS	F	D		F	C	B	D	A	F	D	A	D
Approach Vol, veh/h		1788	A		1320			506			116	
Approach Delay, s/veh		44.2			34.1			67.1			48.6	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	72.6	16.0	37.4	7.1	89.5	14.0	39.4
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	18.0	54.0	10.0	44.0	10.0	62.0	10.0	44.0
Max Q Clear Time (g_c+I1), s	19.2	55.5	12.0	4.6	2.6	24.0	7.9	32.6
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	8.3	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	43.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

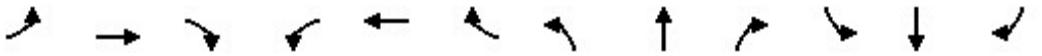
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1800	458	35	909	260	39
Future Volume (veh/h)	1800	458	35	909	260	39
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1900	1900	1796	1900	1900
Adj Flow Rate, veh/h	1895	482	37	957	274	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	0	7	0	0
Cap, veh/h	1997	1120	231	2441	454	208
Arrive On Green	0.57	0.57	0.07	0.72	0.13	0.13
Sat Flow, veh/h	3618	1610	1810	3503	3510	1610
Grp Volume(v), veh/h	1895	482	37	957	274	41
Grp Sat Flow(s),veh/h/ln	1763	1610	1810	1706	1755	1610
Q Serve(g_s), s	38.9	10.0	0.5	8.6	5.7	1.8
Cycle Q Clear(g_c), s	38.9	10.0	0.5	8.6	5.7	1.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1997	1120	231	2441	454	208
V/C Ratio(X)	0.95	0.43	0.16	0.39	0.60	0.20
Avail Cap(c_a), veh/h	2010	1126	337	2653	819	376
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	15.7	5.1	17.4	4.4	31.7	30.0
Incr Delay (d2), s/veh	10.5	0.3	0.3	0.1	1.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	19.8	6.7	0.6	3.1	4.2	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.2	5.4	17.7	4.5	33.0	30.5
LnGrp LOS	C	A	B	A	C	C
Approach Vol, veh/h	2377			994	315	
Approach Delay, s/veh	21.9			4.9	32.7	
Approach LOS	C			A	C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.5	49.7		16.0		61.2
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	10.0	44.0		18.0		60.0
Max Q Clear Time (g_c+I1), s	2.5	40.9		7.7		10.6
Green Ext Time (p_c), s	0.0	2.8		0.9		7.6

Intersection Summary	
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1191	251	357	1845	34	188	15	206	47	38	13
Future Volume (veh/h)	25	1191	251	357	1845	34	188	15	206	47	38	13
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	1710	1683	1710	1710	1683	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	26	1228	0	368	1902	35	194	15	68	48	39	13
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	2	0	0	2	0	0	0	0	0	0	0
Cap, veh/h	36	2145		369	3085	973	223	29	129	178	82	27
Arrive On Green	0.02	0.47	0.00	0.23	0.67	0.67	0.08	0.11	0.11	0.04	0.07	0.07
Sat Flow, veh/h	1629	4595	1449	1629	4595	1449	1629	269	1221	1629	1227	409
Grp Volume(v), veh/h	26	1228	0	368	1902	35	194	0	83	48	0	52
Grp Sat Flow(s),veh/h/ln	1629	1532	1449	1629	1532	1449	1629	0	1490	1629	0	1636
Q Serve(g_s), s	2.4	29.2	0.0	33.9	34.8	1.2	12.0	0.0	7.9	4.1	0.0	4.6
Cycle Q Clear(g_c), s	2.4	29.2	0.0	33.9	34.8	1.2	12.0	0.0	7.9	4.1	0.0	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.82	1.00		0.25
Lane Grp Cap(c), veh/h	36	2145		369	3085	973	223	0	158	178	0	109
V/C Ratio(X)	0.72	0.57		1.00	0.62	0.04	0.87	0.00	0.53	0.27	0.00	0.48
Avail Cap(c_a), veh/h	109	2145		369	3085	973	223	0	447	221	0	469
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.9	29.1	0.0	57.9	13.8	8.3	62.4	0.0	63.5	61.6	0.0	67.5
Incr Delay (d2), s/veh	23.8	1.1	0.0	46.0	0.9	0.1	29.0	0.0	2.7	0.8	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	10.6	0.0	18.1	10.8	0.4	3.8	0.0	3.1	1.7	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.7	30.2	0.0	103.9	14.8	8.4	91.3	0.0	66.2	62.4	0.0	70.7
LnGrp LOS	F	C		F	B	A	F	A	E	E	A	E
Approach Vol, veh/h		1254	A		2305			277			100	
Approach Delay, s/veh		31.6			28.9			83.8			66.7	
Approach LOS		C			C			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	40.0	76.0	18.0	16.0	9.3	106.7	12.1	21.9
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	34.0	37.0	12.0	43.0	10.0	61.0	10.0	45.0
Max Q Clear Time (g_c+I1), s	35.9	31.2	14.0	6.6	4.4	36.8	6.1	9.9
Green Ext Time (p_c), s	0.0	3.6	0.0	0.2	0.0	14.4	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	34.6
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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

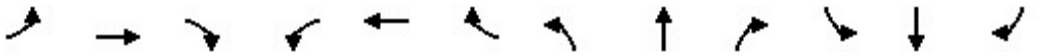
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1098	293	46	1747	574	47
Future Volume (veh/h)	1098	293	46	1747	574	47
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1870	1900	1900
Adj Flow Rate, veh/h	1181	315	49	1878	617	51
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	0	0	2	0	0
Cap, veh/h	1673	1102	319	2246	749	344
Arrive On Green	0.47	0.47	0.08	0.63	0.21	0.21
Sat Flow, veh/h	3647	1610	1810	3647	3510	1610
Grp Volume(v), veh/h	1181	315	49	1878	617	51
Grp Sat Flow(s),veh/h/ln	1777	1610	1810	1777	1755	1610
Q Serve(g_s), s	20.5	6.0	0.9	32.0	13.0	2.0
Cycle Q Clear(g_c), s	20.5	6.0	0.9	32.0	13.0	2.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1673	1102	319	2246	749	344
V/C Ratio(X)	0.71	0.29	0.15	0.84	0.82	0.15
Avail Cap(c_a), veh/h	1876	1194	400	2609	949	435
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	16.3	4.8	10.8	11.1	29.1	24.8
Incr Delay (d2), s/veh	1.1	0.1	0.2	2.2	4.8	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	6.8	2.9	0.3	9.4	5.5	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.4	5.0	11.0	13.4	33.9	25.0
LnGrp LOS	B	A	B	B	C	C
Approach Vol, veh/h	1496			1927	668	
Approach Delay, s/veh	14.7			13.3	33.2	
Approach LOS	B			B	C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.5	42.6		22.6		55.1
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	10.0	41.0		21.0		57.0
Max Q Clear Time (g_c+I1), s	2.9	22.5		15.0		34.0
Green Ext Time (p_c), s	0.0	8.6		1.5		15.1

Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	2145	119	226	1321	41	246	10	567	100	19	23
Future Volume (veh/h)	8	2145	119	226	1321	41	246	10	567	100	19	23
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	1710	1670	1710	1710	1617	1710	1697	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	9	2282	0	240	1405	44	262	11	475	106	20	24
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	3	0	0	7	0	1	0	0	0	0	0
Cap, veh/h	17	1754		174	2123	697	492	9	407	149	171	205
Arrive On Green	0.01	0.38	0.00	0.11	0.48	0.48	0.11	0.29	0.29	0.06	0.24	0.24
Sat Flow, veh/h	1629	4559	1449	1629	4413	1449	1616	33	1421	1629	708	849
Grp Volume(v), veh/h	9	2282	0	240	1405	44	262	0	486	106	0	44
Grp Sat Flow(s),veh/h/ln	1629	1520	1449	1629	1471	1449	1616	0	1454	1629	0	1557
Q Serve(g_s), s	0.8	57.7	0.0	16.0	36.4	2.4	16.0	0.0	43.0	7.3	0.0	3.3
Cycle Q Clear(g_c), s	0.8	57.7	0.0	16.0	36.4	2.4	16.0	0.0	43.0	7.3	0.0	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.55
Lane Grp Cap(c), veh/h	17	1754		174	2123	697	492	0	417	149	0	377
V/C Ratio(X)	0.53	1.30		1.38	0.66	0.06	0.53	0.00	1.17	0.71	0.00	0.12
Avail Cap(c_a), veh/h	109	1754		174	2123	697	492	0	417	157	0	384
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	73.9	46.1	0.0	67.0	29.6	20.8	37.2	0.0	53.5	43.3	0.0	44.4
Incr Delay (d2), s/veh	23.3	139.7	0.0	203.4	1.6	0.2	1.1	0.0	97.8	13.4	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	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	64.3	0.0	25.7	18.2	1.5	1.2	0.0	38.4	6.4	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.1	185.9	0.0	270.4	31.3	21.0	38.3	0.0	151.3	56.7	0.0	44.5
LnGrp LOS	F	F		F	C	C	D	A	F	E	A	D
Approach Vol, veh/h		2291	A		1689			748			150	
Approach Delay, s/veh		185.5			65.0			111.7			53.1	
Approach LOS		F			E			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	63.7	22.0	42.3	7.6	78.2	15.3	49.0
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	16.0	57.0	16.0	37.0	10.0	63.0	10.0	43.0
Max Q Clear Time (g_c+I1), s	18.0	59.7	18.0	5.3	2.8	38.4	9.3	45.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	10.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	128.4
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

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

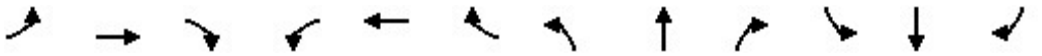
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2304	587	47	1165	334	52
Future Volume (veh/h)	2304	587	47	1165	334	52
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1900	1900	1796	1900	1900
Adj Flow Rate, veh/h	2425	618	49	1226	352	55
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	0	7	0	0
Cap, veh/h	2109	1148	227	2549	404	185
Arrive On Green	0.60	0.60	0.08	0.75	0.12	0.12
Sat Flow, veh/h	3618	1610	1810	3503	3510	1610
Grp Volume(v), veh/h	2425	618	49	1226	352	55
Grp Sat Flow(s),veh/h/ln	1763	1610	1810	1706	1755	1610
Q Serve(g_s), s	52.0	15.5	0.7	12.3	8.6	2.7
Cycle Q Clear(g_c), s	52.0	15.5	0.7	12.3	8.6	2.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2109	1148	227	2549	404	185
V/C Ratio(X)	1.15	0.54	0.22	0.48	0.87	0.30
Avail Cap(c_a), veh/h	2109	1148	291	2669	404	185
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	17.5	5.8	20.8	4.3	37.8	35.2
Incr Delay (d2), s/veh	73.5	0.5	0.5	0.1	18.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	51.8	9.9	1.1	4.4	8.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	91.0	6.3	21.2	4.5	56.2	36.1
LnGrp LOS	F	A	C	A	E	D
Approach Vol, veh/h	3043			1275	407	
Approach Delay, s/veh	73.8			5.1	53.5	
Approach LOS	E			A	D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.9	58.0		16.0		70.9
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	10.0	52.0		10.0		68.0
Max Q Clear Time (g_c+I1), s	2.7	54.0		10.6		14.3
Green Ext Time (p_c), s	0.0	0.0		0.0		11.2

Intersection Summary	
HCM 6th Ctrl Delay	53.5
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1525	322	456	2360	44	240	21	264	61	49	18
Future Volume (veh/h)	33	1525	322	456	2360	44	240	21	264	61	49	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1683	1710	1710	1683	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	34	1572	0	470	2433	45	247	22	86	63	51	19
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	2	0	0	2	0	0	0	0	0	0	0
Cap, veh/h	42	1624		478	2853	900	284	44	172	207	79	30
Arrive On Green	0.03	0.35	0.00	0.29	0.62	0.62	0.13	0.14	0.14	0.05	0.07	0.07
Sat Flow, veh/h	1629	4595	1449	1629	4595	1449	1629	305	1191	1629	1188	443
Grp Volume(v), veh/h	34	1572	0	470	2433	45	247	0	108	63	0	70
Grp Sat Flow(s),veh/h/ln	1629	1532	1449	1629	1532	1449	1629	0	1496	1629	0	1630
Q Serve(g_s), s	3.1	50.4	0.0	43.0	64.0	1.8	19.0	0.0	10.0	5.3	0.0	6.3
Cycle Q Clear(g_c), s	3.1	50.4	0.0	43.0	64.0	1.8	19.0	0.0	10.0	5.3	0.0	6.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.80	1.00		0.27
Lane Grp Cap(c), veh/h	42	1624		478	2853	900	284	0	216	207	0	109
V/C Ratio(X)	0.81	0.97		0.98	0.85	0.05	0.87	0.00	0.50	0.31	0.00	0.64
Avail Cap(c_a), veh/h	109	1624		478	2853	900	284	0	449	267	0	424
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.7	47.7	0.0	52.6	22.9	11.1	56.8	0.0	59.2	61.0	0.0	68.3
Incr Delay (d2), s/veh	28.7	15.9	0.0	36.9	3.5	0.1	23.7	0.0	1.8	0.8	0.0	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	21.0	0.0	22.0	22.0	0.6	10.4	0.0	3.8	2.3	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.4	63.6	0.0	89.5	26.4	11.2	80.5	0.0	61.0	61.8	0.0	74.5
LnGrp LOS	F	E		F	C	B	F	A	E	E	A	E
Approach Vol, veh/h		1606	A		2948			355			133	
Approach Delay, s/veh		64.4			36.2			74.6			68.5	
Approach LOS		E			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	50.0	59.0	25.0	16.0	9.9	99.1	13.4	27.6
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	44.0	24.0	19.0	39.0	10.0	58.0	13.0	45.0
Max Q Clear Time (g_c+I1), s	45.0	52.4	21.0	8.3	5.1	66.0	7.3	12.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	48.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

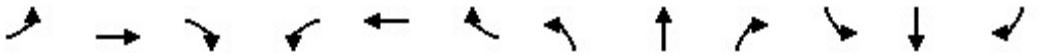
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1407	375	61	2235	736	61
Future Volume (veh/h)	1407	375	61	2235	736	61
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1870	1900	1900
Adj Flow Rate, veh/h	1513	403	66	2403	791	66
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	0	0	2	0	0
Cap, veh/h	1695	1144	264	2251	819	376
Arrive On Green	0.48	0.48	0.09	0.63	0.23	0.23
Sat Flow, veh/h	3647	1610	1810	3647	3510	1610
Grp Volume(v), veh/h	1513	403	66	2403	791	66
Grp Sat Flow(s),veh/h/ln	1777	1610	1810	1777	1755	1610
Q Serve(g_s), s	34.9	8.7	1.4	57.0	20.1	2.9
Cycle Q Clear(g_c), s	34.9	8.7	1.4	57.0	20.1	2.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1695	1144	264	2251	819	376
V/C Ratio(X)	0.89	0.35	0.25	1.07	0.97	0.18
Avail Cap(c_a), veh/h	1695	1144	302	2251	819	376
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	21.4	5.0	17.8	16.5	34.1	27.6
Incr Delay (d2), s/veh	6.5	0.2	0.5	40.1	23.3	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	13.5	4.9	0.6	29.7	10.6	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.9	5.2	18.3	56.6	57.5	27.8
LnGrp LOS	C	A	B	F	E	C
Approach Vol, veh/h	1916			2469	857	
Approach Delay, s/veh	23.2			55.5	55.2	
Approach LOS	C			E	E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.1	48.9		27.0		63.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	10.0	41.0		21.0		57.0
Max Q Clear Time (g_c+I1), s	3.4	36.9		22.1		59.0
Green Ext Time (p_c), s	0.1	3.3		0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	43.6
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1675	92	177	1032	32	192	7	443	78	14	17
Future Volume (veh/h)	6	1675	92	177	1032	32	192	7	443	78	14	17
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	1710	1670	1710	1710	1617	1710	1697	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	6	1782	0	188	1098	34	204	7	471	83	15	18
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	3	0	0	7	0	1	0	0	0	0	0
Cap, veh/h	12	2163		210	2631	864	345	310	792	280	120	144
Arrive On Green	0.01	0.47	0.00	0.13	0.60	0.60	0.07	0.18	0.18	0.06	0.17	0.17
Sat Flow, veh/h	1629	4559	1449	1629	4413	1449	1616	1710	2551	1629	708	849
Grp Volume(v), veh/h	6	1782	0	188	1098	34	204	7	471	83	0	33
Grp Sat Flow(s),veh/h/ln	1629	1520	1449	1629	1471	1449	1616	1710	1275	1629	0	1557
Q Serve(g_s), s	0.6	50.6	0.0	17.0	20.1	1.5	10.0	0.5	23.4	6.2	0.0	2.7
Cycle Q Clear(g_c), s	0.6	50.6	0.0	17.0	20.1	1.5	10.0	0.5	23.4	6.2	0.0	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	12	2163		210	2631	864	345	310	792	280	0	265
V/C Ratio(X)	0.50	0.82		0.89	0.42	0.04	0.59	0.02	0.59	0.30	0.00	0.12
Avail Cap(c_a), veh/h	109	2163		293	2631	864	345	513	1094	299	0	467
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	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	74.2	34.0	0.0	64.3	16.3	12.5	51.4	50.5	43.7	47.5	0.0	52.8
Incr Delay (d2), s/veh	28.7	3.7	0.0	21.7	0.5	0.1	2.7	0.0	0.7	0.6	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	25.7	0.0	12.8	10.5	0.9	4.7	0.4	11.8	4.7	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.9	37.7	0.0	86.1	16.8	12.6	54.0	50.5	44.4	48.1	0.0	53.0
LnGrp LOS	F	D		F	B	B	D	D	D	D	A	D
Approach Vol, veh/h		1788	A		1320			682			116	
Approach Delay, s/veh		38.0			26.5			47.4			49.5	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.4	77.2	16.0	31.5	7.1	95.4	14.3	33.2
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	27.0	44.0	10.0	45.0	10.0	61.0	10.0	45.0
Max Q Clear Time (g_c+I1), s	19.0	52.6	12.0	4.7	2.6	22.1	8.2	25.4
Green Ext Time (p_c), s	0.3	0.0	0.0	0.1	0.0	8.3	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	36.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

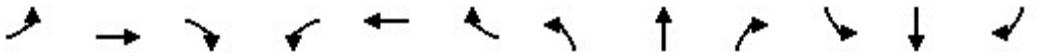
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1800	458	35	909	260	39
Future Volume (veh/h)	1800	458	35	909	260	39
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1900	1900	1796	1900	1900
Adj Flow Rate, veh/h	1895	482	37	957	274	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	0	7	0	0
Cap, veh/h	1997	1120	231	2441	454	208
Arrive On Green	0.57	0.57	0.07	0.72	0.13	0.13
Sat Flow, veh/h	3618	1610	1810	3503	3510	1610
Grp Volume(v), veh/h	1895	482	37	957	274	41
Grp Sat Flow(s),veh/h/ln	1763	1610	1810	1706	1755	1610
Q Serve(g_s), s	38.9	10.0	0.5	8.6	5.7	1.8
Cycle Q Clear(g_c), s	38.9	10.0	0.5	8.6	5.7	1.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1997	1120	231	2441	454	208
V/C Ratio(X)	0.95	0.43	0.16	0.39	0.60	0.20
Avail Cap(c_a), veh/h	2010	1126	337	2653	819	376
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	15.7	5.1	17.4	4.4	31.7	30.0
Incr Delay (d2), s/veh	10.5	0.3	0.3	0.1	1.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	19.8	6.7	0.6	3.1	4.2	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.2	5.4	17.7	4.5	33.0	30.5
LnGrp LOS	C	A	B	A	C	C
Approach Vol, veh/h	2377			994	315	
Approach Delay, s/veh	21.9			4.9	32.7	
Approach LOS	C			A	C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.5	49.7		16.0		61.2
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	10.0	44.0		18.0		60.0
Max Q Clear Time (g_c+I1), s	2.5	40.9		7.7		10.6
Green Ext Time (p_c), s	0.0	2.8		0.9		7.6

Intersection Summary	
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1191	251	357	1845	34	188	15	206	47	38	13
Future Volume (veh/h)	25	1191	251	357	1845	34	188	15	206	47	38	13
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	1710	1683	1710	1710	1683	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	26	1228	0	368	1902	35	194	15	119	48	39	13
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	2	0	0	2	0	0	0	0	0	0	0
Cap, veh/h	36	1967		389	2962	934	266	227	947	191	82	27
Arrive On Green	0.02	0.43	0.00	0.24	0.64	0.64	0.11	0.13	0.13	0.04	0.07	0.07
Sat Flow, veh/h	1629	4595	1449	1629	4595	1449	1629	1710	2551	1629	1227	409
Grp Volume(v), veh/h	26	1228	0	368	1902	35	194	15	119	48	0	52
Grp Sat Flow(s),veh/h/ln	1629	1532	1449	1629	1532	1449	1629	1710	1275	1629	0	1636
Q Serve(g_s), s	2.4	31.3	0.0	33.3	37.6	1.3	16.0	1.2	4.6	4.1	0.0	4.6
Cycle Q Clear(g_c), s	2.4	31.3	0.0	33.3	37.6	1.3	16.0	1.2	4.6	4.1	0.0	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	36	1967		389	2962	934	266	227	947	191	0	109
V/C Ratio(X)	0.72	0.62		0.95	0.64	0.04	0.73	0.07	0.13	0.25	0.00	0.48
Avail Cap(c_a), veh/h	109	1967		423	2962	934	266	456	1289	331	0	469
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	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.9	33.5	0.0	56.2	16.2	9.7	56.7	56.9	31.1	61.6	0.0	67.5
Incr Delay (d2), s/veh	23.8	1.5	0.0	29.4	1.1	0.1	9.7	0.1	0.1	0.7	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	11.6	0.0	16.3	12.0	0.4	7.4	0.5	1.4	1.7	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.7	35.0	0.0	85.6	17.2	9.8	66.4	57.1	31.2	62.2	0.0	70.7
LnGrp LOS	F	C		F	B	A	E	E	C	E	A	E
Approach Vol, veh/h		1254	A		2305			328			100	
Approach Delay, s/veh		36.3			28.0			53.2			66.6	
Approach LOS		D			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	41.8	70.2	22.0	16.0	9.3	102.7	12.1	25.9
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	39.0	28.0	16.0	43.0	10.0	57.0	19.0	40.0
Max Q Clear Time (g_c+I1), s	35.3	33.3	18.0	6.6	4.4	39.6	6.1	6.6
Green Ext Time (p_c), s	0.5	0.0	0.0	0.2	0.0	11.5	0.1	0.5

Intersection Summary	
HCM 6th Ctrl Delay	33.7
HCM 6th LOS	C

Notes

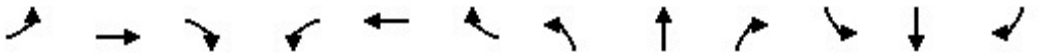
User approved pedestrian interval to be less than phase max green.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1098	293	46	1747	574	47
Future Volume (veh/h)	1098	293	46	1747	574	47
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	1900	1900	1870	1900	1900
Adj Flow Rate, veh/h	1181	315	49	1878	617	51
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	0	0	2	0	0
Cap, veh/h	1673	1102	319	2246	749	344
Arrive On Green	0.47	0.47	0.08	0.63	0.21	0.21
Sat Flow, veh/h	3647	1610	1810	3647	3510	1610
Grp Volume(v), veh/h	1181	315	49	1878	617	51
Grp Sat Flow(s),veh/h/ln	1777	1610	1810	1777	1755	1610
Q Serve(g_s), s	20.5	6.0	0.9	32.0	13.0	2.0
Cycle Q Clear(g_c), s	20.5	6.0	0.9	32.0	13.0	2.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1673	1102	319	2246	749	344
V/C Ratio(X)	0.71	0.29	0.15	0.84	0.82	0.15
Avail Cap(c_a), veh/h	1876	1194	400	2609	949	435
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	16.3	4.8	10.8	11.1	29.1	24.8
Incr Delay (d2), s/veh	1.1	0.1	0.2	2.2	4.8	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	6.8	2.9	0.3	9.4	5.5	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.4	5.0	11.0	13.4	33.9	25.0
LnGrp LOS	B	A	B	B	C	C
Approach Vol, veh/h	1496			1927	668	
Approach Delay, s/veh	14.7			13.3	33.2	
Approach LOS	B			B	C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.5	42.6		22.6		55.1
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	10.0	41.0		21.0		57.0
Max Q Clear Time (g_c+I1), s	2.9	22.5		15.0		34.0
Green Ext Time (p_c), s	0.0	8.6		1.5		15.1

Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	2145	119	226	1321	41	246	10	567	100	19	23
Future Volume (veh/h)	8	2145	119	226	1321	41	246	10	567	100	19	23
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	1710	1670	1710	1710	1617	1710	1697	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	9	2282	0	240	1405	44	262	11	497	106	20	24
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	3	0	0	7	0	1	0	0	0	0	0
Cap, veh/h	17	2284		239	2813	924	291	205	680	241	65	78
Arrive On Green	0.01	0.50	0.00	0.15	0.64	0.64	0.10	0.12	0.12	0.07	0.09	0.09
Sat Flow, veh/h	1629	4559	1449	1629	4413	1449	1616	1710	2551	1629	708	849
Grp Volume(v), veh/h	9	2282	0	240	1405	44	262	11	497	106	0	44
Grp Sat Flow(s),veh/h/ln	1629	1520	1449	1629	1471	1449	1616	1710	1275	1629	0	1557
Q Serve(g_s), s	0.8	75.0	0.0	22.0	25.4	1.7	15.0	0.9	18.0	8.7	0.0	4.0
Cycle Q Clear(g_c), s	0.8	75.0	0.0	22.0	25.4	1.7	15.0	0.9	18.0	8.7	0.0	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	17	2284		239	2813	924	291	205	680	241	0	144
V/C Ratio(X)	0.53	1.00		1.00	0.50	0.05	0.90	0.05	0.73	0.44	0.00	0.31
Avail Cap(c_a), veh/h	195	2284		239	2813	924	291	205	680	308	0	208
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	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	73.9	37.4	0.0	64.0	14.5	10.2	60.2	58.5	50.1	56.0	0.0	63.6
Incr Delay (d2), s/veh	23.3	18.6	0.0	59.5	0.6	0.1	28.8	0.1	4.0	1.3	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	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	39.2	0.0	18.7	12.4	1.0	9.4	0.7	13.6	6.7	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.1	56.0	0.0	123.5	15.1	10.3	89.0	58.6	54.1	57.3	0.0	64.8
LnGrp LOS	F	E		F	B	B	F	E	D	E	A	E
Approach Vol, veh/h		2291	A		1689			770			150	
Approach Delay, s/veh		56.1			30.4			66.0			59.5	
Approach LOS		E			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.0	81.2	21.0	19.8	7.6	101.6	16.8	24.0
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	22.0	69.0	15.0	20.0	18.0	73.0	17.0	18.0
Max Q Clear Time (g_c+I1), s	24.0	77.0	17.0	6.0	2.8	27.4	10.7	20.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	12.2	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	48.9
HCM 6th LOS	D

Notes

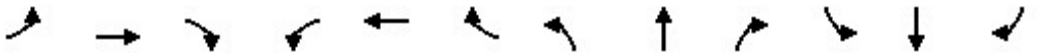
User approved pedestrian interval to be less than phase max green.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2304	587	47	1165	334	52
Future Volume (veh/h)	2304	587	47	1165	334	52
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	1900	1900	1796	1900	1900
Adj Flow Rate, veh/h	2425	618	49	1226	352	55
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	0	7	0	0
Cap, veh/h	2109	1148	227	2549	404	185
Arrive On Green	0.60	0.60	0.08	0.75	0.12	0.12
Sat Flow, veh/h	3618	1610	1810	3503	3510	1610
Grp Volume(v), veh/h	2425	618	49	1226	352	55
Grp Sat Flow(s),veh/h/ln	1763	1610	1810	1706	1755	1610
Q Serve(g_s), s	52.0	15.5	0.7	12.3	8.6	2.7
Cycle Q Clear(g_c), s	52.0	15.5	0.7	12.3	8.6	2.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2109	1148	227	2549	404	185
V/C Ratio(X)	1.15	0.54	0.22	0.48	0.87	0.30
Avail Cap(c_a), veh/h	2109	1148	291	2669	404	185
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	17.5	5.8	20.8	4.3	37.8	35.2
Incr Delay (d2), s/veh	73.5	0.5	0.5	0.1	18.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	51.8	9.9	1.1	4.4	8.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	91.0	6.3	21.2	4.5	56.2	36.1
LnGrp LOS	F	A	C	A	E	D
Approach Vol, veh/h	3043			1275	407	
Approach Delay, s/veh	73.8			5.1	53.5	
Approach LOS	E			A	D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.9	58.0		16.0		70.9
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	10.0	52.0		10.0		68.0
Max Q Clear Time (g_c+I1), s	2.7	54.0		10.6		14.3
Green Ext Time (p_c), s	0.0	0.0		0.0		11.2

Intersection Summary	
HCM 6th Ctrl Delay	53.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1525	322	456	2360	44	240	21	264	61	49	18
Future Volume (veh/h)	33	1525	322	456	2360	44	240	21	264	61	49	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1683	1710	1710	1683	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	34	1572	0	470	2433	45	247	22	272	63	51	19
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	2	0	0	2	0	0	0	0	0	0	0
Cap, veh/h	42	1624		478	2853	900	284	246	1115	195	79	30
Arrive On Green	0.03	0.35	0.00	0.29	0.62	0.62	0.13	0.14	0.14	0.05	0.07	0.07
Sat Flow, veh/h	1629	4595	1449	1629	4595	1449	1629	1710	2551	1629	1188	443
Grp Volume(v), veh/h	34	1572	0	470	2433	45	247	22	272	63	0	70
Grp Sat Flow(s),veh/h/ln	1629	1532	1449	1629	1532	1449	1629	1710	1275	1629	0	1630
Q Serve(g_s), s	3.1	50.4	0.0	43.0	64.0	1.8	19.0	1.7	10.1	5.3	0.0	6.3
Cycle Q Clear(g_c), s	3.1	50.4	0.0	43.0	64.0	1.8	19.0	1.7	10.1	5.3	0.0	6.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	42	1624		478	2853	900	284	246	1115	195	0	109
V/C Ratio(X)	0.81	0.97		0.98	0.85	0.05	0.87	0.09	0.24	0.32	0.00	0.64
Avail Cap(c_a), veh/h	109	1624		478	2853	900	284	246	1115	331	0	207
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	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.7	47.7	0.0	52.6	22.9	11.1	56.8	55.7	26.6	60.9	0.0	68.3
Incr Delay (d2), s/veh	28.7	15.9	0.0	36.9	3.5	0.1	23.7	0.2	0.1	1.0	0.0	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	21.0	0.0	22.0	22.0	0.6	10.4	0.7	3.0	2.3	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.4	63.6	0.0	89.5	26.4	11.2	80.5	55.8	26.7	61.9	0.0	74.5
LnGrp LOS	F	E		F	C	B	F	E	C	E	A	E
Approach Vol, veh/h		1606	A		2948			541			133	
Approach Delay, s/veh		64.4			36.2			52.4			68.5	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	50.0	59.0	25.0	16.0	9.9	99.1	13.4	27.6
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	44.0	44.0	19.0	19.0	10.0	78.0	20.0	18.0
Max Q Clear Time (g_c+I1), s	45.0	52.4	21.0	8.3	5.1	66.0	7.3	12.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	10.5	0.1	0.5

Intersection Summary	
HCM 6th Ctrl Delay	47.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

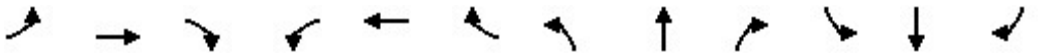
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1407	375	61	2235	736	61
Future Volume (veh/h)	1407	375	61	2235	736	61
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1870	1900	1900
Adj Flow Rate, veh/h	1513	403	66	2403	791	66
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	0	0	2	0	0
Cap, veh/h	1695	1144	264	2251	819	376
Arrive On Green	0.48	0.48	0.09	0.63	0.23	0.23
Sat Flow, veh/h	3647	1610	1810	3647	3510	1610
Grp Volume(v), veh/h	1513	403	66	2403	791	66
Grp Sat Flow(s),veh/h/ln	1777	1610	1810	1777	1755	1610
Q Serve(g_s), s	34.9	8.7	1.4	57.0	20.1	2.9
Cycle Q Clear(g_c), s	34.9	8.7	1.4	57.0	20.1	2.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1695	1144	264	2251	819	376
V/C Ratio(X)	0.89	0.35	0.25	1.07	0.97	0.18
Avail Cap(c_a), veh/h	1695	1144	302	2251	819	376
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	21.4	5.0	17.8	16.5	34.1	27.6
Incr Delay (d2), s/veh	6.5	0.2	0.5	40.1	23.3	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	13.5	4.9	0.6	29.7	10.6	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.9	5.2	18.3	56.6	57.5	27.8
LnGrp LOS	C	A	B	F	E	C
Approach Vol, veh/h	1916			2469	857	
Approach Delay, s/veh	23.2			55.5	55.2	
Approach LOS	C			E	E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.1	48.9		27.0		63.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	10.0	41.0		21.0		57.0
Max Q Clear Time (g_c+I1), s	3.4	36.9		22.1		59.0
Green Ext Time (p_c), s	0.1	3.3		0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	43.6
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1675	92	177	1032	32	192	7	443	78	14	17
Future Volume (veh/h)	6	1675	92	177	1032	32	192	7	443	78	14	17
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	1710	1670	1710	1710	1617	1710	1697	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	6	1782	0	188	1098	34	204	7	194	83	15	18
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	3	0	0	7	0	1	0	0	0	0	0
Cap, veh/h	12	2343		195	2765	908	221	8	663	108	47	56
Arrive On Green	0.01	0.51	0.00	0.12	0.63	0.63	0.14	0.14	0.14	0.07	0.07	0.07
Sat Flow, veh/h	1629	4559	1449	1629	4413	1449	1577	54	2551	1629	708	849
Grp Volume(v), veh/h	6	1782	0	188	1098	34	211	0	194	83	0	33
Grp Sat Flow(s),veh/h/ln	1629	1520	1449	1629	1471	1449	1631	0	1275	1629	0	1557
Q Serve(g_s), s	0.6	46.8	0.0	17.2	18.6	1.3	19.2	0.0	9.1	7.5	0.0	3.0
Cycle Q Clear(g_c), s	0.6	46.8	0.0	17.2	18.6	1.3	19.2	0.0	9.1	7.5	0.0	3.0
Prop In Lane	1.00		1.00	1.00		1.00	0.97		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	12	2343		195	2765	908	228	0	663	108	0	103
V/C Ratio(X)	0.50	0.76		0.96	0.40	0.04	0.92	0.00	0.29	0.77	0.00	0.32
Avail Cap(c_a), veh/h	109	2343		195	2765	908	228	0	663	402	0	384
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	74.2	29.1	0.0	65.7	13.9	10.7	63.7	0.0	44.5	68.9	0.0	66.8
Incr Delay (d2), s/veh	28.7	2.4	0.0	53.3	0.4	0.1	39.3	0.0	0.2	11.0	0.0	1.8
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(95%),veh/ln	0.6	23.5	0.0	15.0	9.7	0.8	15.6	0.0	5.2	6.3	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.9	31.5	0.0	118.9	14.4	10.8	103.0	0.0	44.7	79.9	0.0	68.6
LnGrp LOS	F	C		F	B	B	F	A	D	E	A	E
Approach Vol, veh/h		1788	A		1320			405			116	
Approach Delay, s/veh		31.7			29.2			75.1			76.7	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.0	83.1		15.9	7.1	100.0		27.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	18.0	50.0		37.0	10.0	58.0		21.0				
Max Q Clear Time (g_c+I1), s	19.2	48.8		9.5	2.6	20.6		21.2				
Green Ext Time (p_c), s	0.0	1.0		0.3	0.0	8.2		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		37.1	
HCM 6th LOS		D	

Notes

User approved pedestrian interval to be less than phase max green.

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

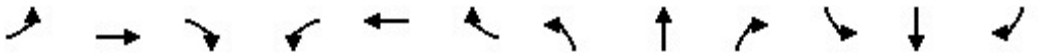
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1800	458	35	909	260	39
Future Volume (veh/h)	1800	458	35	909	260	39
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1900	1900	1796	1900	1900
Adj Flow Rate, veh/h	1895	482	37	957	274	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	0	7	0	0
Cap, veh/h	1997	1120	231	2441	454	208
Arrive On Green	0.57	0.57	0.07	0.72	0.13	0.13
Sat Flow, veh/h	3618	1610	1810	3503	3510	1610
Grp Volume(v), veh/h	1895	482	37	957	274	41
Grp Sat Flow(s),veh/h/ln	1763	1610	1810	1706	1755	1610
Q Serve(g_s), s	38.9	10.0	0.5	8.6	5.7	1.8
Cycle Q Clear(g_c), s	38.9	10.0	0.5	8.6	5.7	1.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1997	1120	231	2441	454	208
V/C Ratio(X)	0.95	0.43	0.16	0.39	0.60	0.20
Avail Cap(c_a), veh/h	2010	1126	337	2653	819	376
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	15.7	5.1	17.4	4.4	31.7	30.0
Incr Delay (d2), s/veh	10.5	0.3	0.3	0.1	1.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	19.8	6.7	0.6	3.1	4.2	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.2	5.4	17.7	4.5	33.0	30.5
LnGrp LOS	C	A	B	A	C	C
Approach Vol, veh/h	2377			994	315	
Approach Delay, s/veh	21.9			4.9	32.7	
Approach LOS	C			A	C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.5	49.7		16.0		61.2
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	10.0	44.0		18.0		60.0
Max Q Clear Time (g_c+I1), s	2.5	40.9		7.7		10.6
Green Ext Time (p_c), s	0.0	2.8		0.9		7.6

Intersection Summary	
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1191	251	357	1845	34	188	15	206	47	38	13
Future Volume (veh/h)	25	1191	251	357	1845	34	188	15	206	47	38	13
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	1710	1683	1710	1710	1683	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	26	1228	0	368	1902	35	194	15	130	48	39	13
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	2	0	0	2	0	0	0	0	0	0	0
Cap, veh/h	36	1847		369	2788	879	221	17	950	107	81	27
Arrive On Green	0.02	0.40	0.00	0.23	0.61	0.61	0.15	0.15	0.15	0.07	0.07	0.07
Sat Flow, veh/h	1629	4595	1449	1629	4595	1449	1517	117	2551	1629	1227	409
Grp Volume(v), veh/h	26	1228	0	368	1902	35	209	0	130	48	0	52
Grp Sat Flow(s),veh/h/ln	1629	1532	1449	1629	1532	1449	1634	0	1275	1629	0	1636
Q Serve(g_s), s	2.4	32.7	0.0	33.9	41.7	1.5	18.8	0.0	5.1	4.3	0.0	4.6
Cycle Q Clear(g_c), s	2.4	32.7	0.0	33.9	41.7	1.5	18.8	0.0	5.1	4.3	0.0	4.6
Prop In Lane	1.00		1.00	1.00		1.00	0.93		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	36	1847		369	2788	879	238	0	950	107	0	107
V/C Ratio(X)	0.72	0.66		1.00	0.68	0.04	0.88	0.00	0.14	0.45	0.00	0.48
Avail Cap(c_a), veh/h	109	1847		369	2788	879	414	0	1224	315	0	316
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.9	36.6	0.0	57.9	19.8	11.9	62.8	0.0	31.1	67.5	0.0	67.6
Incr Delay (d2), s/veh	23.8	1.9	0.0	46.0	1.4	0.1	10.2	0.0	0.1	2.9	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	12.3	0.0	18.1	13.8	0.5	8.4	0.0	1.6	1.9	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.7	38.5	0.0	103.9	21.2	12.0	73.0	0.0	31.2	70.4	0.0	71.0
LnGrp LOS	F	D		F	C	B	E	A	C	E	A	E
Approach Vol, veh/h		1254	A		2305			339			100	
Approach Delay, s/veh		39.7			34.2			57.0			70.7	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	40.0	66.3		15.8	9.3	97.0		27.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	34.0	25.0		29.0	10.0	49.0		38.0				
Max Q Clear Time (g_c+I1), s	35.9	34.7		6.6	4.4	43.7		20.8				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	4.4		1.1				

Intersection Summary		
HCM 6th Ctrl Delay		38.8
HCM 6th LOS		D

Notes

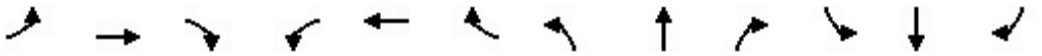
User approved pedestrian interval to be less than phase max green.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1098	293	46	1747	574	47
Future Volume (veh/h)	1098	293	46	1747	574	47
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	1900	1900	1870	1900	1900
Adj Flow Rate, veh/h	1181	315	49	1878	617	51
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	0	0	2	0	0
Cap, veh/h	1673	1102	319	2246	749	344
Arrive On Green	0.47	0.47	0.08	0.63	0.21	0.21
Sat Flow, veh/h	3647	1610	1810	3647	3510	1610
Grp Volume(v), veh/h	1181	315	49	1878	617	51
Grp Sat Flow(s),veh/h/ln	1777	1610	1810	1777	1755	1610
Q Serve(g_s), s	20.5	6.0	0.9	32.0	13.0	2.0
Cycle Q Clear(g_c), s	20.5	6.0	0.9	32.0	13.0	2.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1673	1102	319	2246	749	344
V/C Ratio(X)	0.71	0.29	0.15	0.84	0.82	0.15
Avail Cap(c_a), veh/h	1876	1194	400	2609	949	435
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	16.3	4.8	10.8	11.1	29.1	24.8
Incr Delay (d2), s/veh	1.1	0.1	0.2	2.2	4.8	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	6.8	2.9	0.3	9.4	5.5	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.4	5.0	11.0	13.4	33.9	25.0
LnGrp LOS	B	A	B	B	C	C
Approach Vol, veh/h	1496			1927	668	
Approach Delay, s/veh	14.7			13.3	33.2	
Approach LOS	B			B	C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.5	42.6		22.6		55.1
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	10.0	41.0		21.0		57.0
Max Q Clear Time (g_c+I1), s	2.9	22.5		15.0		34.0
Green Ext Time (p_c), s	0.0	8.6		1.5		15.1

Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	2145	119	226	1321	41	246	10	567	100	19	23
Future Volume (veh/h)	8	2145	119	226	1321	41	246	10	567	100	19	23
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	1710	1670	1710	1710	1617	1710	1697	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	9	2282	0	240	1405	44	262	11	603	106	20	24
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	3	0	0	7	0	1	0	0	0	0	0
Cap, veh/h	17	2134		217	2608	856	251	11	748	128	56	67
Arrive On Green	0.01	0.47	0.00	0.13	0.59	0.59	0.16	0.16	0.16	0.08	0.08	0.08
Sat Flow, veh/h	1629	4559	1449	1629	4413	1449	1566	66	2551	1629	708	849
Grp Volume(v), veh/h	9	2282	0	240	1405	44	273	0	603	106	0	44
Grp Sat Flow(s),veh/h/ln	1629	1520	1449	1629	1471	1449	1632	0	1275	1629	0	1557
Q Serve(g_s), s	0.8	70.2	0.0	20.0	28.7	1.9	24.0	0.0	24.0	9.6	0.0	4.0
Cycle Q Clear(g_c), s	0.8	70.2	0.0	20.0	28.7	1.9	24.0	0.0	24.0	9.6	0.0	4.0
Prop In Lane	1.00		1.00	1.00		1.00	0.96		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	17	2134		217	2608	856	261	0	748	128	0	123
V/C Ratio(X)	0.53	1.07		1.11	0.54	0.05	1.05	0.00	0.81	0.83	0.00	0.36
Avail Cap(c_a), veh/h	109	2134		217	2608	856	261	0	748	195	0	187
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	73.9	39.9	0.0	65.0	18.4	12.9	63.0	0.0	49.0	68.1	0.0	65.5
Incr Delay (d2), s/veh	23.3	41.2	0.0	92.1	0.8	0.1	68.2	0.0	6.5	15.8	0.0	1.8
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(95%),veh/ln	0.8	44.7	0.0	20.5	14.1	1.1	21.5	0.0	16.3	8.1	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.1	81.1	0.0	157.1	19.2	13.1	131.2	0.0	55.5	83.9	0.0	67.3
LnGrp LOS	F	F		F	B	B	F	A	E	F	A	E
Approach Vol, veh/h		2291	A		1689			876			150	
Approach Delay, s/veh		81.1			38.7			79.1			79.0	
Approach LOS		F			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.0	76.2		17.8	7.6	94.6		30.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	64.0		18.0	10.0	74.0		24.0				
Max Q Clear Time (g_c+I1), s	22.0	72.2		11.6	2.8	30.7		26.0				
Green Ext Time (p_c), s	0.0	0.0		0.2	0.0	12.1		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		66.4
HCM 6th LOS		E

Notes

User approved pedestrian interval to be less than phase max green.

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

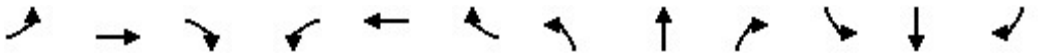
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2304	587	47	1165	334	52
Future Volume (veh/h)	2304	587	47	1165	334	52
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1900	1900	1796	1900	1900
Adj Flow Rate, veh/h	2425	618	49	1226	352	55
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	0	7	0	0
Cap, veh/h	2109	1148	227	2549	404	185
Arrive On Green	0.60	0.60	0.08	0.75	0.12	0.12
Sat Flow, veh/h	3618	1610	1810	3503	3510	1610
Grp Volume(v), veh/h	2425	618	49	1226	352	55
Grp Sat Flow(s),veh/h/ln	1763	1610	1810	1706	1755	1610
Q Serve(g_s), s	52.0	15.5	0.7	12.3	8.6	2.7
Cycle Q Clear(g_c), s	52.0	15.5	0.7	12.3	8.6	2.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2109	1148	227	2549	404	185
V/C Ratio(X)	1.15	0.54	0.22	0.48	0.87	0.30
Avail Cap(c_a), veh/h	2109	1148	291	2669	404	185
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	17.5	5.8	20.8	4.3	37.8	35.2
Incr Delay (d2), s/veh	73.5	0.5	0.5	0.1	18.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	51.8	9.9	1.1	4.4	8.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	91.0	6.3	21.2	4.5	56.2	36.1
LnGrp LOS	F	A	C	A	E	D
Approach Vol, veh/h	3043			1275	407	
Approach Delay, s/veh	73.8			5.1	53.5	
Approach LOS	E			A	D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.9	58.0		16.0		70.9
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	10.0	52.0		10.0		68.0
Max Q Clear Time (g_c+I1), s	2.7	54.0		10.6		14.3
Green Ext Time (p_c), s	0.0	0.0		0.0		11.2

Intersection Summary	
HCM 6th Ctrl Delay	53.5
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1525	322	456	2360	44	240	21	264	61	49	18
Future Volume (veh/h)	33	1525	322	456	2360	44	240	21	264	61	49	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1683	1710	1710	1683	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	34	1572	0	470	2433	45	247	22	272	63	51	19
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	2	0	0	2	0	0	0	0	0	0	0
Cap, veh/h	42	1564		423	2639	832	260	23	1105	108	79	29
Arrive On Green	0.03	0.34	0.00	0.26	0.57	0.57	0.17	0.17	0.17	0.07	0.07	0.07
Sat Flow, veh/h	1629	4595	1449	1629	4595	1449	1501	134	2551	1629	1188	443
Grp Volume(v), veh/h	34	1572	0	470	2433	45	269	0	272	63	0	70
Grp Sat Flow(s),veh/h/ln	1629	1532	1449	1629	1532	1449	1635	0	1275	1629	0	1630
Q Serve(g_s), s	3.1	51.0	0.0	39.0	71.8	2.0	24.4	0.0	10.1	5.6	0.0	6.3
Cycle Q Clear(g_c), s	3.1	51.0	0.0	39.0	71.8	2.0	24.4	0.0	10.1	5.6	0.0	6.3
Prop In Lane	1.00		1.00	1.00		1.00	0.92		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	42	1564		423	2639	832	283	0	1105	108	0	108
V/C Ratio(X)	0.80	1.01		1.11	0.92	0.05	0.95	0.00	0.25	0.58	0.00	0.65
Avail Cap(c_a), veh/h	152	1564		423	2639	832	283	0	1105	152	0	152
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.7	49.5	0.0	55.5	28.9	14.0	61.3	0.0	27.0	68.0	0.0	68.3
Incr Delay (d2), s/veh	28.5	24.1	0.0	77.1	6.8	0.1	39.8	0.0	0.1	4.9	0.0	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	22.4	0.0	24.7	26.1	0.7	13.1	0.0	3.1	2.5	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.2	73.5	0.0	132.6	35.6	14.2	101.2	0.0	27.1	72.9	0.0	74.6
LnGrp LOS	F	F		F	D	B	F	A	C	E	A	E
Approach Vol, veh/h		1606	A		2948			541			133	
Approach Delay, s/veh		74.1			50.8			63.9			73.8	
Approach LOS		E			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	45.0	57.0		16.0	9.9	92.1		32.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	39.0	47.0		14.0	14.0	72.0		26.0				
Max Q Clear Time (g_c+I1), s	41.0	53.0		8.3	5.1	73.8		26.4				
Green Ext Time (p_c), s	0.0	0.0		0.2	0.0	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	59.9	
HCM 6th LOS	E	

Notes

User approved pedestrian interval to be less than phase max green.

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

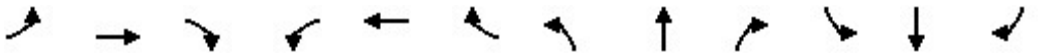
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1407	375	61	2235	736	61
Future Volume (veh/h)	1407	375	61	2235	736	61
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1870	1900	1900
Adj Flow Rate, veh/h	1513	403	66	2403	791	66
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	0	0	2	0	0
Cap, veh/h	1695	1144	264	2251	819	376
Arrive On Green	0.48	0.48	0.09	0.63	0.23	0.23
Sat Flow, veh/h	3647	1610	1810	3647	3510	1610
Grp Volume(v), veh/h	1513	403	66	2403	791	66
Grp Sat Flow(s),veh/h/ln	1777	1610	1810	1777	1755	1610
Q Serve(g_s), s	34.9	8.7	1.4	57.0	20.1	2.9
Cycle Q Clear(g_c), s	34.9	8.7	1.4	57.0	20.1	2.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1695	1144	264	2251	819	376
V/C Ratio(X)	0.89	0.35	0.25	1.07	0.97	0.18
Avail Cap(c_a), veh/h	1695	1144	302	2251	819	376
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	21.4	5.0	17.8	16.5	34.1	27.6
Incr Delay (d2), s/veh	6.5	0.2	0.5	40.1	23.3	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	13.5	4.9	0.6	29.7	10.6	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.9	5.2	18.3	56.6	57.5	27.8
LnGrp LOS	C	A	B	F	E	C
Approach Vol, veh/h	1916			2469	857	
Approach Delay, s/veh	23.2			55.5	55.2	
Approach LOS	C			E	E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.1	48.9		27.0		63.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	10.0	41.0		21.0		57.0
Max Q Clear Time (g_c+I1), s	3.4	36.9		22.1		59.0
Green Ext Time (p_c), s	0.1	3.3		0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	43.6
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1675	92	177	1032	32	192	7	443	78	14	17
Future Volume (veh/h)	6	1675	92	177	1032	32	192	7	443	78	14	17
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	1710	1670	1710	1710	1617	1710	1697	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	6	1782	0	188	1098	34	204	0	274	83	15	18
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	3	0	0	7	0	1	0	0	0	0	0
Cap, veh/h	12	2300		208	2758	906	229	0	410	108	47	56
Arrive On Green	0.01	0.50	0.00	0.13	0.62	0.62	0.14	0.00	0.14	0.07	0.07	0.07
Sat Flow, veh/h	1629	4559	1449	1629	4413	1449	1616	0	2898	1629	708	849
Grp Volume(v), veh/h	6	1782	0	188	1098	34	204	0	274	83	0	33
Grp Sat Flow(s),veh/h/ln	1629	1520	1449	1629	1471	1449	1616	0	1449	1629	0	1557
Q Serve(g_s), s	0.6	47.7	0.0	17.1	18.6	1.4	18.6	0.0	13.4	7.5	0.0	3.0
Cycle Q Clear(g_c), s	0.6	47.7	0.0	17.1	18.6	1.4	18.6	0.0	13.4	7.5	0.0	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	12	2300		208	2758	906	229	0	410	108	0	103
V/C Ratio(X)	0.50	0.77		0.90	0.40	0.04	0.89	0.00	0.67	0.77	0.00	0.32
Avail Cap(c_a), veh/h	109	2300		228	2758	906	259	0	464	271	0	260
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	74.2	30.2	0.0	64.5	14.0	10.8	63.3	0.0	61.0	68.9	0.0	66.8
Incr Delay (d2), s/veh	28.7	2.6	0.0	33.2	0.4	0.1	27.7	0.0	3.1	11.0	0.0	1.8
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(95%),veh/ln	0.6	24.0	0.0	13.7	9.7	0.8	14.3	0.0	8.7	6.3	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.9	32.9	0.0	97.7	14.5	10.9	90.9	0.0	64.1	79.9	0.0	68.6
LnGrp LOS	F	C		F	B	B	F	A	E	E	A	E
Approach Vol, veh/h		1788	A		1320			478			116	
Approach Delay, s/veh		33.1			26.2			75.6			76.7	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.2	81.7		15.9	7.1	99.7		27.2				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	21.0	56.0		25.0	10.0	67.0		24.0				
Max Q Clear Time (g_c+I1), s	19.1	49.7		9.5	2.6	20.6		20.6				
Green Ext Time (p_c), s	0.1	5.0		0.3	0.0	8.5		0.6				

Intersection Summary		
HCM 6th Ctrl Delay	37.5	
HCM 6th LOS	D	

Notes

User approved pedestrian interval to be less than phase max green.

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.

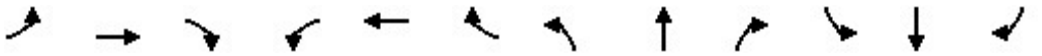
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1800	458	35	909	260	39
Future Volume (veh/h)	1800	458	35	909	260	39
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1900	1900	1796	1900	1900
Adj Flow Rate, veh/h	1895	482	37	957	274	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	0	7	0	0
Cap, veh/h	1997	1120	231	2441	454	208
Arrive On Green	0.57	0.57	0.07	0.72	0.13	0.13
Sat Flow, veh/h	3618	1610	1810	3503	3510	1610
Grp Volume(v), veh/h	1895	482	37	957	274	41
Grp Sat Flow(s),veh/h/ln	1763	1610	1810	1706	1755	1610
Q Serve(g_s), s	38.9	10.0	0.5	8.6	5.7	1.8
Cycle Q Clear(g_c), s	38.9	10.0	0.5	8.6	5.7	1.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1997	1120	231	2441	454	208
V/C Ratio(X)	0.95	0.43	0.16	0.39	0.60	0.20
Avail Cap(c_a), veh/h	2010	1126	337	2653	819	376
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	15.7	5.1	17.4	4.4	31.7	30.0
Incr Delay (d2), s/veh	10.5	0.3	0.3	0.1	1.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	19.8	6.7	0.6	3.1	4.2	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.2	5.4	17.7	4.5	33.0	30.5
LnGrp LOS	C	A	B	A	C	C
Approach Vol, veh/h	2377			994	315	
Approach Delay, s/veh	21.9			4.9	32.7	
Approach LOS	C			A	C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.5	49.7		16.0		61.2
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	10.0	44.0		18.0		60.0
Max Q Clear Time (g_c+I1), s	2.5	40.9		7.7		10.6
Green Ext Time (p_c), s	0.0	2.8		0.9		7.6

Intersection Summary	
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1191	251	357	1845	34	188	15	206	47	38	13
Future Volume (veh/h)	25	1191	251	357	1845	34	188	15	206	47	38	13
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	1710	1683	1710	1710	1683	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	26	1228	0	368	1902	35	194	0	129	48	39	13
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	2	0	0	2	0	0	0	0	0	0	0
Cap, veh/h	36	1868		380	2839	895	219	0	390	107	81	27
Arrive On Green	0.02	0.41	0.00	0.23	0.62	0.62	0.13	0.00	0.13	0.07	0.07	0.07
Sat Flow, veh/h	1629	4595	1449	1629	4595	1449	1629	0	2898	1629	1227	409
Grp Volume(v), veh/h	26	1228	0	368	1902	35	194	0	129	48	0	52
Grp Sat Flow(s),veh/h/ln	1629	1532	1449	1629	1532	1449	1629	0	1449	1629	0	1636
Q Serve(g_s), s	2.4	32.5	0.0	33.6	40.5	1.4	17.6	0.0	6.0	4.3	0.0	4.6
Cycle Q Clear(g_c), s	2.4	32.5	0.0	33.6	40.5	1.4	17.6	0.0	6.0	4.3	0.0	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	36	1868		380	2839	895	219	0	390	107	0	107
V/C Ratio(X)	0.72	0.66		0.97	0.67	0.04	0.89	0.00	0.33	0.45	0.00	0.48
Avail Cap(c_a), veh/h	109	1868		380	2839	895	282	0	502	271	0	273
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.9	36.0	0.0	57.0	18.7	11.2	63.8	0.0	58.8	67.5	0.0	67.6
Incr Delay (d2), s/veh	23.8	1.8	0.0	37.8	1.3	0.1	22.6	0.0	0.5	2.9	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	12.2	0.0	17.3	13.2	0.4	8.5	0.0	2.2	1.9	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.7	37.9	0.0	94.7	20.0	11.3	86.4	0.0	59.3	70.4	0.0	71.0
LnGrp LOS	F	D		F	B	B	F	A	E	E	A	E
Approach Vol, veh/h		1254	A		2305			323			100	
Approach Delay, s/veh		39.1			31.8			75.6			70.7	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	41.0	67.0		15.8	9.3	98.7		26.2				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	35.0	40.0		25.0	10.0	65.0		26.0				
Max Q Clear Time (g_c+I1), s	35.6	34.5		6.6	4.4	42.5		19.6				
Green Ext Time (p_c), s	0.0	3.4		0.2	0.0	13.7		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			38.6									
HCM 6th LOS			D									

Notes

User approved pedestrian interval to be less than phase max green.

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.

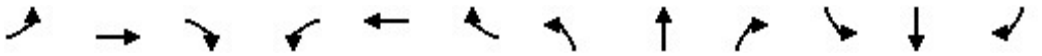
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1098	293	46	1747	574	47
Future Volume (veh/h)	1098	293	46	1747	574	47
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1870	1900	1900
Adj Flow Rate, veh/h	1181	315	49	1878	617	51
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	0	0	2	0	0
Cap, veh/h	1673	1102	319	2246	749	344
Arrive On Green	0.47	0.47	0.08	0.63	0.21	0.21
Sat Flow, veh/h	3647	1610	1810	3647	3510	1610
Grp Volume(v), veh/h	1181	315	49	1878	617	51
Grp Sat Flow(s),veh/h/ln	1777	1610	1810	1777	1755	1610
Q Serve(g_s), s	20.5	6.0	0.9	32.0	13.0	2.0
Cycle Q Clear(g_c), s	20.5	6.0	0.9	32.0	13.0	2.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1673	1102	319	2246	749	344
V/C Ratio(X)	0.71	0.29	0.15	0.84	0.82	0.15
Avail Cap(c_a), veh/h	1876	1194	400	2609	949	435
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	16.3	4.8	10.8	11.1	29.1	24.8
Incr Delay (d2), s/veh	1.1	0.1	0.2	2.2	4.8	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	6.8	2.9	0.3	9.4	5.5	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.4	5.0	11.0	13.4	33.9	25.0
LnGrp LOS	B	A	B	B	C	C
Approach Vol, veh/h	1496			1927	668	
Approach Delay, s/veh	14.7			13.3	33.2	
Approach LOS	B			B	C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.5	42.6		22.6		55.1
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	10.0	41.0		21.0		57.0
Max Q Clear Time (g_c+I1), s	2.9	22.5		15.0		34.0
Green Ext Time (p_c), s	0.0	8.6		1.5		15.1

Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	2145	119	226	1321	41	246	10	567	100	19	23
Future Volume (veh/h)	8	2145	119	226	1321	41	246	10	567	100	19	23
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	1710	1670	1710	1710	1617	1710	1697	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	9	2282	0	240	1405	44	262	0	419	106	20	24
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	3	0	0	7	0	1	0	0	0	0	0
Cap, veh/h	17	2063		217	2539	834	283	0	508	129	56	67
Arrive On Green	0.01	0.45	0.00	0.13	0.58	0.58	0.18	0.00	0.18	0.08	0.08	0.08
Sat Flow, veh/h	1629	4559	1449	1629	4413	1449	1616	0	2898	1629	708	849
Grp Volume(v), veh/h	9	2282	0	240	1405	44	262	0	419	106	0	44
Grp Sat Flow(s),veh/h/ln	1629	1520	1449	1629	1471	1449	1616	0	1449	1629	0	1557
Q Serve(g_s), s	0.8	67.9	0.0	20.0	29.7	2.0	23.9	0.0	20.9	9.6	0.0	4.0
Cycle Q Clear(g_c), s	0.8	67.9	0.0	20.0	29.7	2.0	23.9	0.0	20.9	9.6	0.0	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	17	2063		217	2539	834	283	0	508	129	0	123
V/C Ratio(X)	0.53	1.11		1.11	0.55	0.05	0.93	0.00	0.82	0.82	0.00	0.36
Avail Cap(c_a), veh/h	119	2063		217	2539	834	291	0	522	217	0	208
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	73.9	41.1	0.0	65.0	19.8	13.9	60.9	0.0	59.6	68.1	0.0	65.5
Incr Delay (d2), s/veh	23.3	55.6	0.0	92.1	0.9	0.1	33.3	0.0	10.2	12.3	0.0	1.8
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(95%),veh/ln	0.8	48.0	0.0	20.5	14.7	1.2	18.0	0.0	13.0	8.0	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.1	96.7	0.0	157.1	20.7	14.1	94.2	0.0	69.9	80.3	0.0	67.2
LnGrp LOS	F	F		F	C	B	F	A	E	F	A	E
Approach Vol, veh/h		2291	A		1689			681			150	
Approach Delay, s/veh		96.7			39.9			79.2			76.5	
Approach LOS		F			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.0	73.9		17.8	7.6	92.3		32.3				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	59.0		20.0	11.0	68.0		27.0				
Max Q Clear Time (g_c+I1), s	22.0	69.9		11.6	2.8	31.7		25.9				
Green Ext Time (p_c), s	0.0	0.0		0.2	0.0	11.6		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		73.7
HCM 6th LOS		E

Notes

User approved pedestrian interval to be less than phase max green.

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.

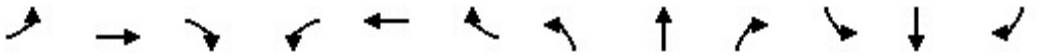
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2304	587	47	1165	334	52
Future Volume (veh/h)	2304	587	47	1165	334	52
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1900	1900	1796	1900	1900
Adj Flow Rate, veh/h	2425	618	49	1226	352	55
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	0	7	0	0
Cap, veh/h	2109	1148	227	2549	404	185
Arrive On Green	0.60	0.60	0.08	0.75	0.12	0.12
Sat Flow, veh/h	3618	1610	1810	3503	3510	1610
Grp Volume(v), veh/h	2425	618	49	1226	352	55
Grp Sat Flow(s),veh/h/ln	1763	1610	1810	1706	1755	1610
Q Serve(g_s), s	52.0	15.5	0.7	12.3	8.6	2.7
Cycle Q Clear(g_c), s	52.0	15.5	0.7	12.3	8.6	2.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2109	1148	227	2549	404	185
V/C Ratio(X)	1.15	0.54	0.22	0.48	0.87	0.30
Avail Cap(c_a), veh/h	2109	1148	291	2669	404	185
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	17.5	5.8	20.8	4.3	37.8	35.2
Incr Delay (d2), s/veh	73.5	0.5	0.5	0.1	18.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	51.8	9.9	1.1	4.4	8.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	91.0	6.3	21.2	4.5	56.2	36.1
LnGrp LOS	F	A	C	A	E	D
Approach Vol, veh/h	3043			1275	407	
Approach Delay, s/veh	73.8			5.1	53.5	
Approach LOS	E			A	D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.9	58.0		16.0		70.9
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	10.0	52.0		10.0		68.0
Max Q Clear Time (g_c+I1), s	2.7	54.0		10.6		14.3
Green Ext Time (p_c), s	0.0	0.0		0.0		11.2

Intersection Summary	
HCM 6th Ctrl Delay	53.5
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1525	322	456	2360	44	240	21	264	61	49	18
Future Volume (veh/h)	33	1525	322	456	2360	44	240	21	264	61	49	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1683	1710	1710	1683	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	34	1572	0	470	2433	45	247	0	184	63	51	19
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	2	0	0	2	0	0	0	0	0	0	0
Cap, veh/h	42	1542		445	2679	845	268	0	477	108	79	29
Arrive On Green	0.03	0.34	0.00	0.27	0.58	0.58	0.16	0.00	0.16	0.07	0.07	0.07
Sat Flow, veh/h	1629	4595	1449	1629	4595	1449	1629	0	2898	1629	1188	443
Grp Volume(v), veh/h	34	1572	0	470	2433	45	247	0	184	63	0	70
Grp Sat Flow(s),veh/h/ln	1629	1532	1449	1629	1532	1449	1629	0	1449	1629	0	1630
Q Serve(g_s), s	3.1	50.3	0.0	41.0	70.4	2.0	22.4	0.0	8.5	5.6	0.0	6.3
Cycle Q Clear(g_c), s	3.1	50.3	0.0	41.0	70.4	2.0	22.4	0.0	8.5	5.6	0.0	6.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	42	1542		445	2679	845	268	0	477	108	0	108
V/C Ratio(X)	0.80	1.02		1.06	0.91	0.05	0.92	0.00	0.39	0.58	0.00	0.65
Avail Cap(c_a), veh/h	152	1542		445	2679	845	282	0	502	195	0	196
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.7	49.8	0.0	54.5	27.7	13.5	61.7	0.0	55.9	68.0	0.0	68.3
Incr Delay (d2), s/veh	28.5	27.8	0.0	58.2	5.8	0.1	32.8	0.0	0.5	4.9	0.0	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	22.7	0.0	23.6	25.3	0.7	11.5	0.0	3.1	2.5	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.2	77.7	0.0	112.7	33.5	13.6	94.5	0.0	56.4	72.9	0.0	74.6
LnGrp LOS	F	F		F	C	B	F	A	E	E	A	E
Approach Vol, veh/h		1606	A		2948			431			133	
Approach Delay, s/veh		78.2			45.8			78.2			73.8	
Approach LOS		E			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	47.0	56.3		16.0	9.9	93.5		30.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	41.0	41.0		18.0	14.0	68.0		26.0				
Max Q Clear Time (g_c+I1), s	43.0	52.3		8.3	5.1	72.4		24.4				
Green Ext Time (p_c), s	0.0	0.0		0.2	0.0	0.0		0.3				

Intersection Summary		
HCM 6th Ctrl Delay	59.4	
HCM 6th LOS	E	

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

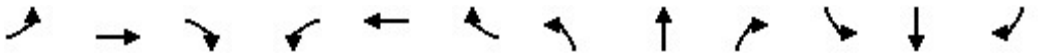
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1407	375	61	2235	736	61
Future Volume (veh/h)	1407	375	61	2235	736	61
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	1900	1900	1870	1900	1900
Adj Flow Rate, veh/h	1513	403	66	2403	791	66
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	0	0	2	0	0
Cap, veh/h	1695	1144	264	2251	819	376
Arrive On Green	0.48	0.48	0.09	0.63	0.23	0.23
Sat Flow, veh/h	3647	1610	1810	3647	3510	1610
Grp Volume(v), veh/h	1513	403	66	2403	791	66
Grp Sat Flow(s),veh/h/ln	1777	1610	1810	1777	1755	1610
Q Serve(g_s), s	34.9	8.7	1.4	57.0	20.1	2.9
Cycle Q Clear(g_c), s	34.9	8.7	1.4	57.0	20.1	2.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1695	1144	264	2251	819	376
V/C Ratio(X)	0.89	0.35	0.25	1.07	0.97	0.18
Avail Cap(c_a), veh/h	1695	1144	302	2251	819	376
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	21.4	5.0	17.8	16.5	34.1	27.6
Incr Delay (d2), s/veh	6.5	0.2	0.5	40.1	23.3	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	13.5	4.9	0.6	29.7	10.6	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.9	5.2	18.3	56.6	57.5	27.8
LnGrp LOS	C	A	B	F	E	C
Approach Vol, veh/h	1916			2469	857	
Approach Delay, s/veh	23.2			55.5	55.2	
Approach LOS	C			E	E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.1	48.9		27.0		63.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	10.0	41.0		21.0		57.0
Max Q Clear Time (g_c+I1), s	3.4	36.9		22.1		59.0
Green Ext Time (p_c), s	0.1	3.3		0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	43.6
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1675	92	177	1032	32	192	7	443	78	14	17
Future Volume (veh/h)	6	1675	92	177	1032	32	192	7	443	78	14	17
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	1710	1670	1710	1710	1617	1710	1697	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	6	1782	0	188	1098	34	204	7	194	83	15	18
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	3	0	0	7	0	1	0	0	0	0	0
Cap, veh/h	12	2282		210	2744	901	228	8	396	108	47	56
Arrive On Green	0.01	0.50	0.00	0.13	0.62	0.62	0.14	0.14	0.14	0.07	0.07	0.07
Sat Flow, veh/h	1629	4559	1449	1629	4413	1449	1577	54	1449	1629	708	849
Grp Volume(v), veh/h	6	1782	0	188	1098	34	211	0	194	83	0	33
Grp Sat Flow(s),veh/h/ln	1629	1520	1449	1629	1471	1449	1631	0	1449	1629	0	1557
Q Serve(g_s), s	0.6	48.1	0.0	17.1	18.8	1.4	19.1	0.0	16.8	7.5	0.0	3.0
Cycle Q Clear(g_c), s	0.6	48.1	0.0	17.1	18.8	1.4	19.1	0.0	16.8	7.5	0.0	3.0
Prop In Lane	1.00		1.00	1.00		1.00	0.97		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	12	2282		210	2744	901	236	0	396	108	0	103
V/C Ratio(X)	0.50	0.78		0.90	0.40	0.04	0.89	0.00	0.49	0.77	0.00	0.32
Avail Cap(c_a), veh/h	109	2282		271	2744	901	283	0	438	347	0	332
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	74.2	30.7	0.0	64.4	14.3	11.0	63.0	0.0	45.7	68.9	0.0	66.8
Incr Delay (d2), s/veh	28.7	2.7	0.0	25.1	0.4	0.1	25.3	0.0	0.9	11.0	0.0	1.8
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(95%),veh/ln	0.6	24.3	0.0	13.1	9.8	0.8	14.5	0.0	10.1	6.3	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.9	33.5	0.0	89.4	14.7	11.1	88.3	0.0	46.7	79.9	0.0	68.6
LnGrp LOS	F	C		F	B	B	F	A	D	E	A	E
Approach Vol, veh/h		1788			1320			405			116	
Approach Delay, s/veh		33.7			25.3			68.4			76.7	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.3	81.1		15.9	7.1	99.3		27.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	25.0	43.0		32.0	10.0	58.0		26.0				
Max Q Clear Time (g_c+I1), s	19.1	50.1		9.5	2.6	20.8		21.1				
Green Ext Time (p_c), s	0.3	0.0		0.3	0.0	8.2		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			35.9									
HCM 6th LOS			D									

Notes

User approved pedestrian interval to be less than phase max green.

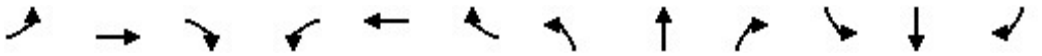
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1800	458	35	909	260	39
Future Volume (veh/h)	1800	458	35	909	260	39
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	1900	1900	1796	1900	1900
Adj Flow Rate, veh/h	1895	482	37	957	274	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	0	7	0	0
Cap, veh/h	1997	1120	231	2441	454	208
Arrive On Green	0.57	0.57	0.07	0.72	0.13	0.13
Sat Flow, veh/h	3618	1610	1810	3503	3510	1610
Grp Volume(v), veh/h	1895	482	37	957	274	41
Grp Sat Flow(s),veh/h/ln	1763	1610	1810	1706	1755	1610
Q Serve(g_s), s	38.9	10.0	0.5	8.6	5.7	1.8
Cycle Q Clear(g_c), s	38.9	10.0	0.5	8.6	5.7	1.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1997	1120	231	2441	454	208
V/C Ratio(X)	0.95	0.43	0.16	0.39	0.60	0.20
Avail Cap(c_a), veh/h	2010	1126	337	2653	819	376
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	15.7	5.1	17.4	4.4	31.7	30.0
Incr Delay (d2), s/veh	10.5	0.3	0.3	0.1	1.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	19.8	6.7	0.6	3.1	4.2	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.2	5.4	17.7	4.5	33.0	30.5
LnGrp LOS	C	A	B	A	C	C
Approach Vol, veh/h	2377			994	315	
Approach Delay, s/veh	21.9			4.9	32.7	
Approach LOS	C			A	C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.5	49.7		16.0		61.2
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	10.0	44.0		18.0		60.0
Max Q Clear Time (g_c+I1), s	2.5	40.9		7.7		10.6
Green Ext Time (p_c), s	0.0	2.8		0.9		7.6

Intersection Summary	
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1191	251	357	1845	34	188	15	206	47	38	13
Future Volume (veh/h)	25	1191	251	357	1845	34	188	15	206	47	38	13
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	1710	1683	1710	1710	1683	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	26	1228	0	368	1902	35	194	15	130	48	39	13
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	2	0	0	2	0	0	0	0	0	0	0
Cap, veh/h	36	1803		386	2789	880	220	17	554	107	81	27
Arrive On Green	0.02	0.39	0.00	0.24	0.61	0.61	0.15	0.15	0.15	0.07	0.07	0.07
Sat Flow, veh/h	1629	4595	1449	1629	4595	1449	1517	117	1449	1629	1227	409
Grp Volume(v), veh/h	26	1228	0	368	1902	35	209	0	130	48	0	52
Grp Sat Flow(s),veh/h/ln	1629	1532	1449	1629	1532	1449	1634	0	1449	1629	0	1636
Q Serve(g_s), s	2.4	33.2	0.0	33.4	41.6	1.5	18.8	0.0	9.1	4.3	0.0	4.6
Cycle Q Clear(g_c), s	2.4	33.2	0.0	33.4	41.6	1.5	18.8	0.0	9.1	4.3	0.0	4.6
Prop In Lane	1.00		1.00	1.00		1.00	0.93		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	36	1803		386	2789	880	237	0	554	107	0	107
V/C Ratio(X)	0.72	0.68		0.95	0.68	0.04	0.88	0.00	0.23	0.45	0.00	0.48
Avail Cap(c_a), veh/h	109	1803		391	2789	880	414	0	710	261	0	262
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.9	37.8	0.0	56.4	19.8	11.9	62.8	0.0	31.5	67.5	0.0	67.6
Incr Delay (d2), s/veh	23.8	2.1	0.0	33.7	1.4	0.1	10.4	0.0	0.2	2.9	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	12.5	0.0	16.8	13.7	0.5	8.4	0.0	3.2	1.9	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.7	39.9	0.0	90.1	21.1	12.0	73.2	0.0	31.7	70.4	0.0	71.0
LnGrp LOS	F	D		F	C	B	E	A	C	E	A	E
Approach Vol, veh/h		1254			2305			339			100	
Approach Delay, s/veh		41.1			32.0			57.3			70.7	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	41.5	64.8		15.8	9.3	97.0		27.8				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	36.0	28.0		24.0	10.0	54.0		38.0				
Max Q Clear Time (g_c+I1), s	35.4	35.2		6.6	4.4	43.6		20.8				
Green Ext Time (p_c), s	0.1	0.0		0.2	0.0	7.8		1.0				

Intersection Summary		
HCM 6th Ctrl Delay		38.0
HCM 6th LOS		D

Notes

User approved pedestrian interval to be less than phase max green.

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

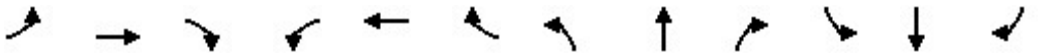
HCM 6th Signalized Intersection Summary
2: Amelia Island Pkwy & SR 200

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1098	293	46	1747	574	47
Future Volume (veh/h)	1098	293	46	1747	574	47
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	1900	1900	1870	1900	1900
Adj Flow Rate, veh/h	1181	315	49	1878	617	51
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	0	0	2	0	0
Cap, veh/h	1673	1102	319	2246	749	344
Arrive On Green	0.47	0.47	0.08	0.63	0.21	0.21
Sat Flow, veh/h	3647	1610	1810	3647	3510	1610
Grp Volume(v), veh/h	1181	315	49	1878	617	51
Grp Sat Flow(s),veh/h/ln	1777	1610	1810	1777	1755	1610
Q Serve(g_s), s	20.5	6.0	0.9	32.0	13.0	2.0
Cycle Q Clear(g_c), s	20.5	6.0	0.9	32.0	13.0	2.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1673	1102	319	2246	749	344
V/C Ratio(X)	0.71	0.29	0.15	0.84	0.82	0.15
Avail Cap(c_a), veh/h	1876	1194	400	2609	949	435
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	16.3	4.8	10.8	11.1	29.1	24.8
Incr Delay (d2), s/veh	1.1	0.1	0.2	2.2	4.8	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	6.8	2.9	0.3	9.4	5.5	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.4	5.0	11.0	13.4	33.9	25.0
LnGrp LOS	B	A	B	B	C	C
Approach Vol, veh/h	1496			1927	668	
Approach Delay, s/veh	14.7			13.3	33.2	
Approach LOS	B			B	C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.5	42.6		22.6		55.1
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	10.0	41.0		21.0		57.0
Max Q Clear Time (g_c+I1), s	2.9	22.5		15.0		34.0
Green Ext Time (p_c), s	0.0	8.6		1.5		15.1

Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	2145	119	226	1321	41	246	10	567	100	19	23
Future Volume (veh/h)	8	2145	119	226	1321	41	246	10	567	100	19	23
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	1710	1670	1710	1710	1617	1710	1697	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	9	2282	0	240	1405	44	262	11	603	106	20	24
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	3	0	0	7	0	1	0	0	0	0	0
Cap, veh/h	17	2103		228	2608	856	251	11	435	128	56	67
Arrive On Green	0.01	0.46	0.00	0.14	0.59	0.59	0.16	0.16	0.16	0.08	0.08	0.08
Sat Flow, veh/h	1629	4559	1449	1629	4413	1449	1566	66	1449	1629	708	849
Grp Volume(v), veh/h	9	2282	0	240	1405	44	273	0	603	106	0	44
Grp Sat Flow(s),veh/h/ln	1629	1520	1449	1629	1471	1449	1632	0	1449	1629	0	1557
Q Serve(g_s), s	0.8	69.2	0.0	21.0	28.7	1.9	24.0	0.0	24.0	9.6	0.0	4.0
Cycle Q Clear(g_c), s	0.8	69.2	0.0	21.0	28.7	1.9	24.0	0.0	24.0	9.6	0.0	4.0
Prop In Lane	1.00		1.00	1.00		1.00	0.96		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	17	2103		228	2608	856	261	0	435	128	0	123
V/C Ratio(X)	0.53	1.09		1.05	0.54	0.05	1.05	0.00	1.39	0.83	0.00	0.36
Avail Cap(c_a), veh/h	109	2103		228	2608	856	261	0	435	195	0	187
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	73.9	40.4	0.0	64.5	18.4	12.9	63.0	0.0	52.5	68.1	0.0	65.5
Incr Delay (d2), s/veh	23.3	47.1	0.0	74.1	0.8	0.1	68.2	0.0	187.9	15.8	0.0	1.8
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(95%),veh/ln	0.8	46.1	0.0	19.5	14.1	1.1	21.5	0.0	56.5	8.1	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.1	87.5	0.0	138.6	19.2	13.1	131.2	0.0	240.4	83.9	0.0	67.3
LnGrp LOS	F	F		F	B	B	F	A	F	F	A	E
Approach Vol, veh/h		2291			1689			876			150	
Approach Delay, s/veh		87.6			36.0			206.4			79.0	
Approach LOS		F			D			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.0	75.2		17.8	7.6	94.6		30.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	21.0	63.0		18.0	10.0	74.0		24.0				
Max Q Clear Time (g_c+I1), s	23.0	71.2		11.6	2.8	30.7		26.0				
Green Ext Time (p_c), s	0.0	0.0		0.2	0.0	12.1		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		90.7
HCM 6th LOS		F

Notes

User approved pedestrian interval to be less than phase max green.

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

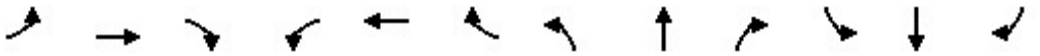
HCM 6th Signalized Intersection Summary
2: Amelia Island Pkwy & SR 200

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2304	587	47	1165	334	52
Future Volume (veh/h)	2304	587	47	1165	334	52
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	1900	1900	1796	1900	1900
Adj Flow Rate, veh/h	2425	618	49	1226	352	55
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	0	7	0	0
Cap, veh/h	2109	1148	227	2549	404	185
Arrive On Green	0.60	0.60	0.08	0.75	0.12	0.12
Sat Flow, veh/h	3618	1610	1810	3503	3510	1610
Grp Volume(v), veh/h	2425	618	49	1226	352	55
Grp Sat Flow(s),veh/h/ln	1763	1610	1810	1706	1755	1610
Q Serve(g_s), s	52.0	15.5	0.7	12.3	8.6	2.7
Cycle Q Clear(g_c), s	52.0	15.5	0.7	12.3	8.6	2.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2109	1148	227	2549	404	185
V/C Ratio(X)	1.15	0.54	0.22	0.48	0.87	0.30
Avail Cap(c_a), veh/h	2109	1148	291	2669	404	185
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	17.5	5.8	20.8	4.3	37.8	35.2
Incr Delay (d2), s/veh	73.5	0.5	0.5	0.1	18.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	51.8	9.9	1.1	4.4	8.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	91.0	6.3	21.2	4.5	56.2	36.1
LnGrp LOS	F	A	C	A	E	D
Approach Vol, veh/h	3043			1275	407	
Approach Delay, s/veh	73.8			5.1	53.5	
Approach LOS	E			A	D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.9	58.0		16.0		70.9
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	10.0	52.0		10.0		68.0
Max Q Clear Time (g_c+I1), s	2.7	54.0		10.6		14.3
Green Ext Time (p_c), s	0.0	0.0		0.0		11.2

Intersection Summary	
HCM 6th Ctrl Delay	53.5
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
1: Old Nassauville Rd/O Neil Scott Rd & SR 200



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1525	322	456	2360	44	240	21	264	61	49	18
Future Volume (veh/h)	33	1525	322	456	2360	44	240	21	264	61	49	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1683	1710	1710	1683	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	34	1572	0	470	2433	45	247	22	272	63	51	19
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	2	0	0	2	0	0	0	0	0	0	0
Cap, veh/h	42	1533		434	2639	832	260	23	638	108	79	29
Arrive On Green	0.03	0.33	0.00	0.27	0.57	0.57	0.17	0.17	0.17	0.07	0.07	0.07
Sat Flow, veh/h	1629	4595	1449	1629	4595	1449	1501	134	1449	1629	1188	443
Grp Volume(v), veh/h	34	1572	0	470	2433	45	269	0	272	63	0	70
Grp Sat Flow(s),veh/h/ln	1629	1532	1449	1629	1532	1449	1635	0	1449	1629	0	1630
Q Serve(g_s), s	3.1	50.0	0.0	40.0	71.8	2.0	24.4	0.0	19.4	5.6	0.0	6.3
Cycle Q Clear(g_c), s	3.1	50.0	0.0	40.0	71.8	2.0	24.4	0.0	19.4	5.6	0.0	6.3
Prop In Lane	1.00		1.00	1.00		1.00	0.92		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	42	1533		434	2639	832	283	0	638	108	0	108
V/C Ratio(X)	0.80	1.03		1.08	0.92	0.05	0.95	0.00	0.43	0.58	0.00	0.65
Avail Cap(c_a), veh/h	152	1533		434	2639	832	283	0	638	152	0	152
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.7	50.0	0.0	55.0	28.9	14.0	61.3	0.0	29.0	68.0	0.0	68.3
Incr Delay (d2), s/veh	28.5	29.7	0.0	67.1	6.8	0.1	39.8	0.0	0.5	4.9	0.0	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	22.8	0.0	24.1	26.1	0.7	13.1	0.0	6.7	2.5	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.2	79.7	0.0	122.1	35.6	14.2	101.2	0.0	29.4	72.9	0.0	74.6
LnGrp LOS	F	F		F	D	B	F	A	C	E	A	E
Approach Vol, veh/h		1606			2948			541			133	
Approach Delay, s/veh		80.1			49.1			65.1			73.8	
Approach LOS		F			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	46.0	56.0		16.0	9.9	92.1		32.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	40.0	46.0		14.0	14.0	72.0		26.0				
Max Q Clear Time (g_c+I1), s	42.0	52.0		8.3	5.1	73.8		26.4				
Green Ext Time (p_c), s	0.0	0.0		0.2	0.0	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	60.9	
HCM 6th LOS	E	

Notes

User approved pedestrian interval to be less than phase max green.

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

HCM 6th Signalized Intersection Summary
2: Amelia Island Pkwy & SR 200

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1407	375	61	2235	736	61
Future Volume (veh/h)	1407	375	61	2235	736	61
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	1900	1900	1870	1900	1900
Adj Flow Rate, veh/h	1513	403	66	2403	791	66
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	0	0	2	0	0
Cap, veh/h	1695	1144	264	2251	819	376
Arrive On Green	0.48	0.48	0.09	0.63	0.23	0.23
Sat Flow, veh/h	3647	1610	1810	3647	3510	1610
Grp Volume(v), veh/h	1513	403	66	2403	791	66
Grp Sat Flow(s),veh/h/ln	1777	1610	1810	1777	1755	1610
Q Serve(g_s), s	34.9	8.7	1.4	57.0	20.1	2.9
Cycle Q Clear(g_c), s	34.9	8.7	1.4	57.0	20.1	2.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1695	1144	264	2251	819	376
V/C Ratio(X)	0.89	0.35	0.25	1.07	0.97	0.18
Avail Cap(c_a), veh/h	1695	1144	302	2251	819	376
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	21.4	5.0	17.8	16.5	34.1	27.6
Incr Delay (d2), s/veh	6.5	0.2	0.5	40.1	23.3	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	13.5	4.9	0.6	29.7	10.6	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.9	5.2	18.3	56.6	57.5	27.8
LnGrp LOS	C	A	B	F	E	C
Approach Vol, veh/h	1916			2469	857	
Approach Delay, s/veh	23.2			55.5	55.2	
Approach LOS	C			E	E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.1	48.9		27.0		63.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	10.0	41.0		21.0		57.0
Max Q Clear Time (g_c+I1), s	3.4	36.9		22.1		59.0
Green Ext Time (p_c), s	0.1	3.3		0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	43.6
HCM 6th LOS	D

SR 200/CR 107 Roadway Improvements Study

From West of CR 107 to Amelia Island Parkway

Nassau County, Florida

Technical Addendum

SUMMARY

After discussions with Nassau County, three additional build options were analyzed. These build options are variants of Alternative 2, Build Options 2-4 and have the same northbound CR 107/ Old Nassauville Road lane configurations. However, these build options include the addition of dual westbound left turn lanes from SR 200 onto CR 107/ Old Nassauville Road. For the purposes of this analysis, these options are listed as Alternative 2, Build Option 2b, 3b, and 4b. All of these build options assume that SR 200 would be widened to include three eastbound through lanes with a dedicated eastbound right turn lane at the intersection. A peak hour operations analysis for year 2022 and a design year of 2050 was performed for each of these build options. The summary results of the analyses for Alternative 2, Build Options 2b, 3b, and 4b are summarized in Table 1. More detailed analysis is shown in the following pages.

Table 1 Existing and Future Build Intersection Performance

Build Option	Year	AM		PM	
Existing Conditions	2022	91.5	(F)	41.0	(D)
	2050	209.3	(F)	80.5	(F)
Alternative 2, Build Option 2b	2022	32.9	(C)	32.5	(C)
	2050	52.2	(D)	43.3	(D)
Alternative 2, Build Option 3b	2022	31.4	(C)	32.4	(C)
	2050	57.4	(E)	44.6	(D)
Alternative 2, Build Option 4b	2022	33.2	(C)	29.1	(C)
	2050	40.6	(D)	38.9	(D)

Alternative 2, Build Option 2b

Alternative 2, Build Option 2b consists of the following configuration:

- Two WBL Turn Lanes
- One NBL Lane
- Shared NB Through/Right Lane
- One NBR Lane
- NB and SB Split Phasing
- Optimized Timings

Table 2 Alternative 2, Build Option 2b Intersection Performance

Alt. 2, Build Option 2b	Intersection	Year	AM										PM									
			EB		WB		NB		SB		Overall		EB		WB		NB		SB		Overall	
	SR 200 at CR 107	2022	26.0	(C)	22.9	(C)	75.6	(E)	76.7	(E)	32.9	(C)	27.5	(C)	27.6	(C)	75.6	(E)	70.7	(E)	32.5	(C)
		2050	60.1	(E)	28.4	(C)	79.2	(E)	76.3	(E)	52.2	(D)	40.3	(D)	38.5	(D)	78.2	(E)	73.8	(E)	43.3	(D)

Alternative 2, Build Option 3b

Alternative 2, Build Option 3b consists of the following configuration:

- Two WBL Turn Lanes
- Two NBR Lanes
- Shared NB Left/Through Lane
- NB Right-Turn Overlap
- NB and SB Split Phasing
- Optimized Timings

Table 3 Alternative 2, Build Option 3b Intersection Performance

Alt. 2, Build Option 3	Intersection	Year	AM										PM									
			EB		WB		NB		SB		Overall		EB		WB		NB		SB		Overall	
	SR 200 at CR 107	2022	26.5	(C)	23.3	(C)	66.9	(E)	76.7	(E)	31.4	(C)	28.7	(C)	28.7	(C)	60.4	(E)	70.7	(E)	32.4	(C)
		2050	73.5	(E)	30.0	(C)	65.1	(E)	76.5	(E)	57.4	(E)	41.7	(D)	40.4	(D)	68.6	(E)	73.8	(E)	44.6	(D)

Alternative 2, Build Option 4b

Alternative 2, Build Option 4b consists of the following configuration:

- Two WBL Turn Lanes
- Two NBR Lanes
- One NBL and One NBT Lane
- NB Right-Turn Overlap
- Optimized Timings

Table 4 Alternative 2, Build Option 4b Intersection Performance

Alt. 2, Build Option 4b	Intersection	Year	AM										PM									
			EB		WB		NB		SB		Overall		EB		WB		NB		SB		Overall	
	SR 200 at CR 107	2022	31.0	(C)	25.5	(C)	51.2	(D)	48.3	(D)	33.2	(C)	25.5	(C)	25.8	(C)	55.0	(D)	66.6	(E)	29.1	(C)
		2050	43.0	(D)	25.3	(C)	63.1	(E)	60.4	(E)	40.6	(D)	38.3	(D)	36.0	(D)	49.3	(D)	68.5	(E)	38.9	(D)

APPENDIX T1 – SYNCHRO ANALYSIS SUMMARY