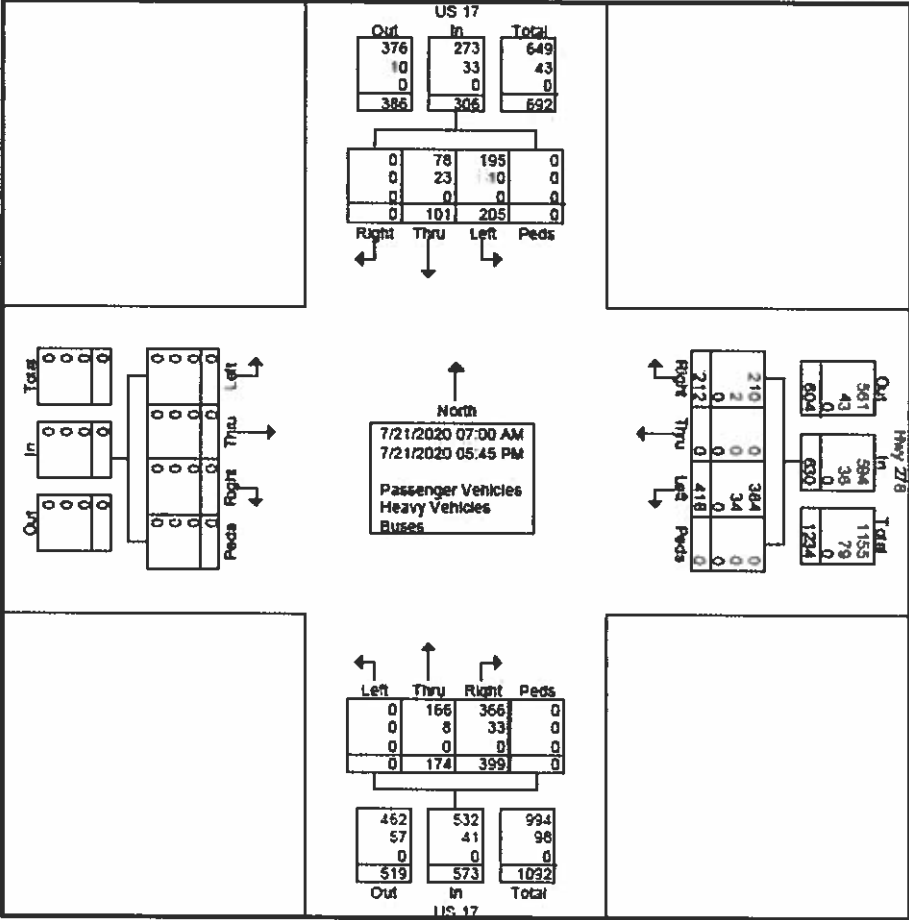


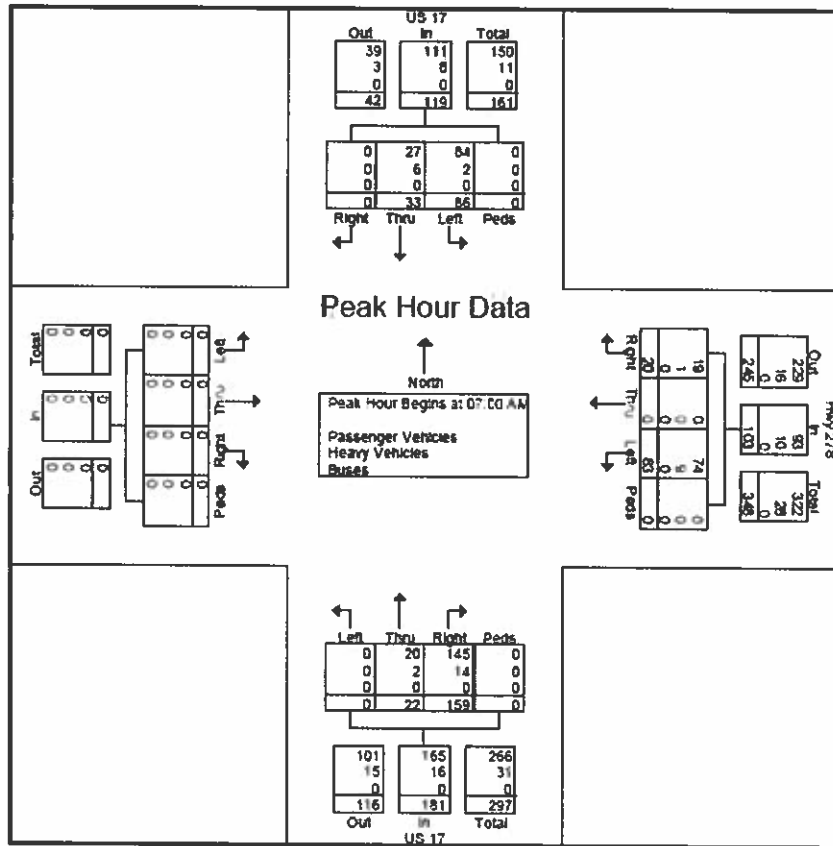
File Name : US 17 @ Hwy 278
 Site Code :
 Start Date : 7/21/2020
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

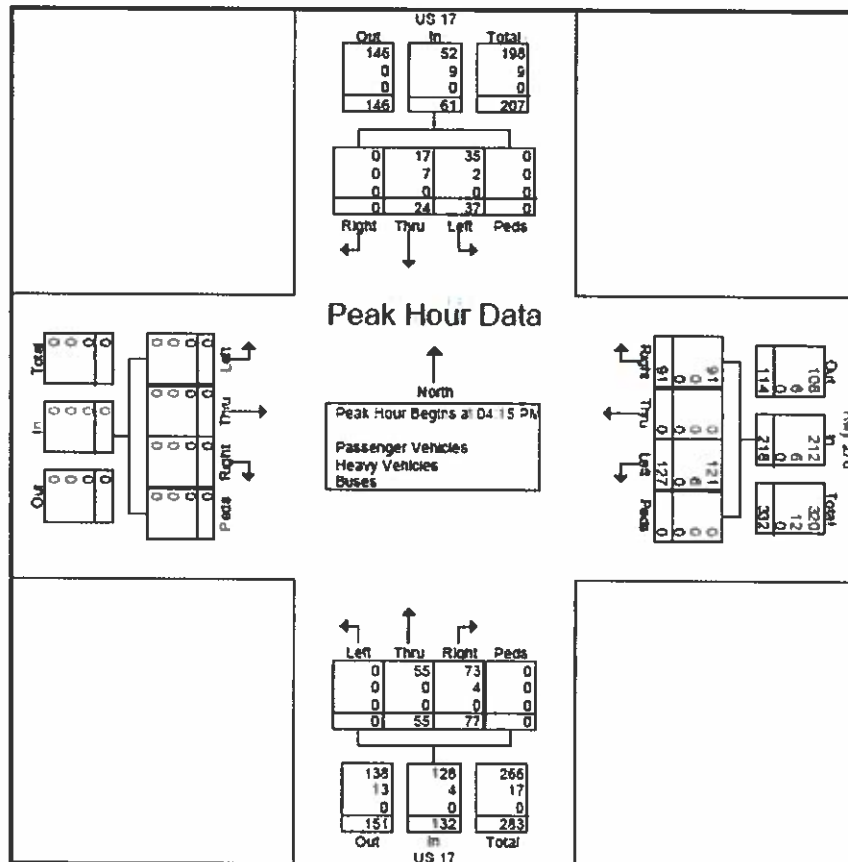
Start Time	US 17 From North				Hwy 278 From East				US 17 From South				From West				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00 AM	21	9	0	0	16	0	4	0	0	2	49	0	0	0	0	0	101
07:15 AM	21	5	0	0	20	0	9	0	0	7	42	0	0	0	0	0	104
07:30 AM	27	10	0	0	24	0	4	0	0	8	28	0	0	0	0	0	99
07:45 AM	17	9	0	0	23	0	3	0	0	7	40	0	0	0	0	0	99
Total	86	33	0	0	83	0	20	0	0	22	159	0	0	0	0	0	403
08:00 AM	17	9	0	0	26	0	5	0	0	5	19	0	0	0	0	0	81
08:15 AM	13	9	0	0	24	0	8	0	0	10	19	0	0	0	0	0	83
08:30 AM	16	7	0	0	20	0	6	0	0	9	21	0	0	0	0	0	79
08:45 AM	13	7	0	0	18	0	3	0	0	9	26	0	0	0	0	0	76
Total	59	32	0	0	88	0	22	0	0	33	85	0	0	0	0	0	319
04:00 PM	10	6	0	0	29	0	22	0	0	18	26	0	0	0	0	0	111
04:15 PM	5	8	0	0	26	0	18	0	0	15	18	0	0	0	0	0	90
04:30 PM	13	3	0	0	36	0	18	0	0	11	17	0	0	0	0	0	98
04:45 PM	6	7	0	0	33	0	26	0	0	10	20	0	0	0	0	0	102
Total	34	24	0	0	124	0	84	0	0	54	81	0	0	0	0	0	401
05:00 PM	13	6	0	0	32	0	20	0	0	19	22	0	0	0	0	0	121
05:15 PM	6	3	0	0	26	0	15	0	0	18	18	0	0	0	0	0	86
05:30 PM	1	2	0	0	30	0	21	0	0	18	16	0	0	0	0	0	88
05:45 PM	6	1	0	0	35	0	21	0	0	10	18	0	0	0	0	0	91
Total	26	12	0	0	123	0	86	0	0	65	74	0	0	0	0	0	386
Grand Total	205	101	0	0	418	0	212	0	0	174	399	0	0	0	0	0	1509
Approch %	67	33	0	0	66.3	0	33.7	0	0	30.4	69.6	0	0	0	0	0	
Total %	13.6	6.7	0	0	27.7	0	14	0	0	11.5	26.4	0	0	0	0	0	
Passenger Vehicles	195	78	0	0	384	0	210	0	0	166	366	0	0	0	0	0	1399
% Passenger Vehicles	95.1	77.2	0	0	91.9	0	99.1	0	0	95.4	91.7	0	0	0	0	0	92.7
Heavy Vehicles	10	23	0	0	34	0	2	0	0	8	33	0	0	0	0	0	110
% Heavy Vehicles	4.9	22.8	0	0	8.1	0	0.9	0	0	4.6	8.3	0	0	0	0	0	7.3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Start Time	US 17 From North				Hwy 278 From East				US 17 From South				From West				Int. Total				
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left		Thru	Right	Peds	App. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	21	9	0	0	30	18	0	4	0	20	0	2	49	0	51	0	0	0	0	0	101
07:15 AM	21	5	0	0	26	20	0	9	0	29	0	7	42	0	49	0	0	0	0	0	104
07:30 AM	27	10	0	0	37	24	0	4	0	28	0	6	28	0	34	0	0	0	0	0	99
07:45 AM	17	9	0	0	26	23	0	3	0	26	0	7	40	0	47	0	0	0	0	0	99
Total Volume	86	33	0	0	119	83	0	20	0	103	0	22	159	0	181	0	0	0	0	0	403
% App. Total	72.3	27.7	0	0		80.6	0	19.4	0		0	12.2	87.8	0		0	0	0	0	0	
PHF	796	825	000	000	904	865	000	556	000	888	000	786	811	000	897	000	000	000	000	000	989
Passenger Vehicles	84	27	0	0	111	74	0	18	0	92	0	20	140	0	160	0	0	0	0	0	300
% Passenger Vehicles																					
Heavy Vehicles	2	6	0	0	8	9	0	1	0	10	0	2	14	0	16	0	0	0	0	0	34
% Heavy Vehicles	2.3	18.2	0	0	6.7	10.8	0	5.0	0	9.7	0	9.1	8.8	0	8.8	0	0	0	0	0	8.4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Start Time	US 17 From North					Hwy 278 From East					US 17 From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	5	8	0	0	13	28	0	18	0	44	0	15	18	0	33	0	0	0	0	0	90
04:30 PM	13	3	0	0	16	36	0	18	0	54	0	11	17	0	28	0	0	0	0	0	98
04:45 PM	6	7	0	0	13	33	0	26	0	59	0	10	20	0	30	0	0	0	0	0	102
05:00 PM	13	6	0	0	19	32	0	29	0	61	0	19	22	0	41	0	0	0	0	0	121
Total Volume	37	24	0	0	61	127	0	91	0	218	0	55	77	0	132	0	0	0	0	0	411
% App. Total	60.7	39.3	0	0		58.3	0	41.7	0		0	41.7	58.3	0		0	0	0	0	0	
PHF	.712	.750	.000	.000	.803	.882	.000	.784	.000	.893	.000	.724	.875	.000	.805	.000	.000	.000	.000	.000	.849
Passenger Vehicles	28	17	0	0	45	121	0	81	0	202	0	56	73	0	129	0	0	0	0	0	330
% Passenger Vehicles																					
Heavy Vehicles	2	7	0	0	9	6	0	0	0	6	0	0	4	0	4	0	0	0	0	0	19
% Heavy Vehicles	5.4	29.2	0	0	14.8	4.7	0	0	0	2.8	0	0	5.2	0	3.0	0	0	0	0	0	4.6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

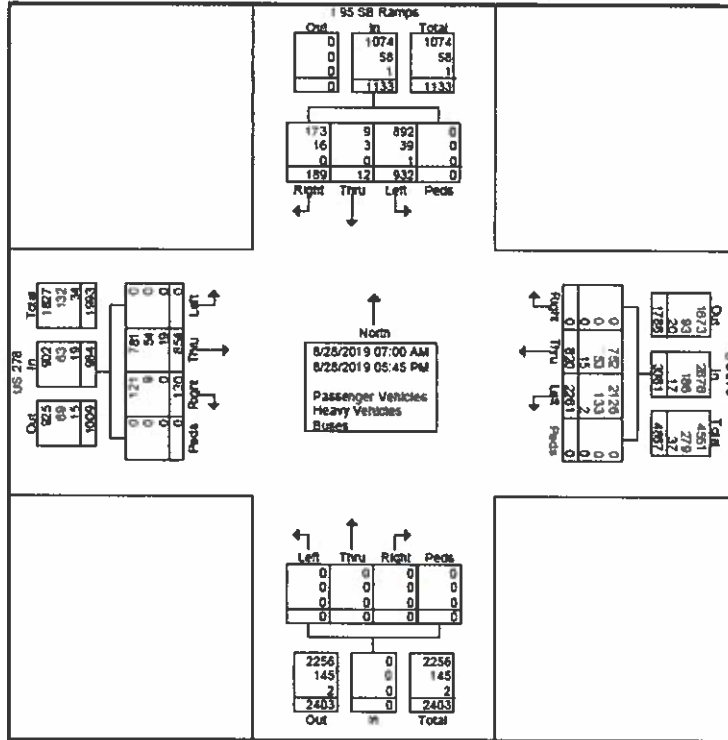


File Name : US 278 @ I 95 SB Ramps
 Site Code :
 Start Date : 8/28/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

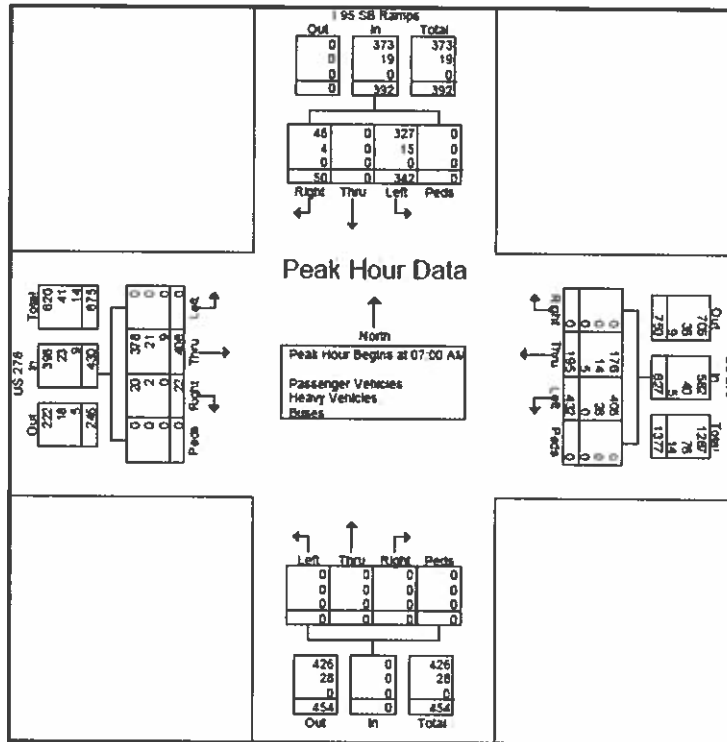
Start Time	I 95 SB Ramps From North				US 278 From East				From South				US 278 From West				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00 AM	78	0	17	0	92	45	0	0	0	0	0	0	0	121	8	0	361
07:15 AM	90	0	17	0	112	57	0	0	0	0	0	0	0	111	3	0	390
07:30 AM	99	0	8	0	114	65	0	0	0	0	0	0	0	92	2	0	380
07:45 AM	75	0	8	0	114	28	0	0	0	0	0	0	0	84	9	0	318
Total	342	0	50	0	432	195	0	0	0	0	0	0	0	408	22	0	1449
08:00 AM	68	1	12	0	95	33	0	0	0	0	0	0	0	61	9	0	279
08:15 AM	82	2	11	0	111	28	0	0	0	0	0	0	0	50	4	0	268
08:30 AM	54	0	15	0	108	29	0	0	0	0	0	0	0	51	3	0	260
08:45 AM	41	1	14	0	104	20	0	0	0	0	0	0	0	32	11	0	223
Total	225	4	52	0	418	110	0	0	0	0	0	0	0	194	27	0	1030
04:00 PM	43	2	11	0	146	52	0	0	0	0	0	0	0	33	7	0	294
04:15 PM	50	2	16	0	142	77	0	0	0	0	0	0	0	36	9	0	332
04:30 PM	45	1	9	0	168	63	0	0	0	0	0	0	0	28	11	0	325
04:45 PM	53	0	17	0	160	53	0	0	0	0	0	0	0	42	7	0	332
Total	191	5	53	0	616	245	0	0	0	0	0	0	0	139	34	0	1283
05:00 PM	38	2	9	0	220	80	0	0	0	0	0	0	0	26	13	0	368
05:15 PM	66	0	8	0	217	65	0	0	0	0	0	0	0	27	14	0	397
05:30 PM	42	1	10	0	191	68	0	0	0	0	0	0	0	31	13	0	356
05:45 PM	28	0	7	0	167	57	0	0	0	0	0	0	0	29	7	0	295
Total	174	3	34	0	795	270	0	0	0	0	0	0	0	113	47	0	1436
Grand Total	932	12	189	0	2261	820	0	0	0	0	0	0	0	854	130	0	5198
Approch %	82.3	1.1	16.7	0	73.4	26.6	0	0	0	0	0	0	0	86.8	13.2	0	
Total %	17.0	0.2	3.6	0	43.5	15.8	0	0	0	0	0	0	0	16.4	2.5	0	
Passenger Vehicles	892	9	173	0	2126	752	0	0	0	0	0	0	0	781	121	0	4854
% Passenger Vehicles	95.7	75	91.5	0	94	91.7	0	0	0	0	0	0	0	91.5	93.1	0	93.4
Heavy Vehicles	30	3	16	0	133	53	0	0	0	0	0	0	0	54	9	0	307
% Heavy Vehicles	4.2	25	8.5	0	5.9	6.5	0	0	0	0	0	0	0	6.3	6.9	0	5.9
Buses	1	0	0	0	2	15	0	0	0	0	0	0	0	19	0	0	37
% Buses	0.1	0	0	0	0.1	1.8	0	0	0	0	0	0	0	2.2	0	0	0.7

File Name : US 278 @ I 95 SB Ramps
 Site Code :
 Start Date : 8/28/2019
 Page No : 2



File Name : US 278 @ I 95 SB Ramps
 Site Code :
 Start Date : 8/28/2019
 Page No : 3

Start Time	I 95 SB Ramps From North				US 278 From East				From South				US 278 From West				PE Total				
	Left	Thru	Right	Peds	App. Lght	Left	Thru	Right	Peds	App. Lght	Left	Thru	Right	Peds	App. Lght	Left		Thru	Right	Peds	App. Lght
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	78	0	17	0	95	92	45	0	0	137	0	0	0	0	0	0	121	8	0	129	361
07:15 AM	90	0	17	0	107	112	57	0	0	169	0	0	0	0	0	0	111	3	0	114	390
07:30 AM	99	0	8	0	107	114	65	0	0	179	0	0	0	0	0	0	92	2	0	94	380
07:45 AM	75	0	9	0	83	114	28	0	0	142	0	0	0	0	0	0	84	9	0	93	318
Total Volume	342	0	50	0	302	432	195	0	0	627	0	0	0	0	0	0	408	22	0	430	1449
% App. Total	87.2	0	12.8	0		68.9	31.1	0	0		0	0	0	0	0	0	94.0	5.1	0		92.9
PHF	0.864	0.000	0.735	0.000	0.916	0.647	0.750	0.000	0.000	0.576	0.000	0.000	0.000	0.000	0.000	0.000	0.843	0.611	0.000	0.633	0.929
Passenger Vehicles	327	0	48	0	375	406	178	0	0	584	0	0	0	0	0	0	378	20	0	398	1353
% Passenger Vehicles																					
Heavy Vehicles	15	0	4	0	19	26	14	0	0	40	0	0	0	0	0	0	21	2	0	23	82
% Heavy Vehicles	4.4	0	8.0	0	4.8	6.0	7.2	0	0	6.4	0	0	0	0	0	0	5.1	9.1	0	5.3	5.7
Buses	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	14
% Buses	0	0	0	0	0	0	2.6	0	0	0.8	0	0	0	0	0	0	2.2	0	0	2.1	1.0



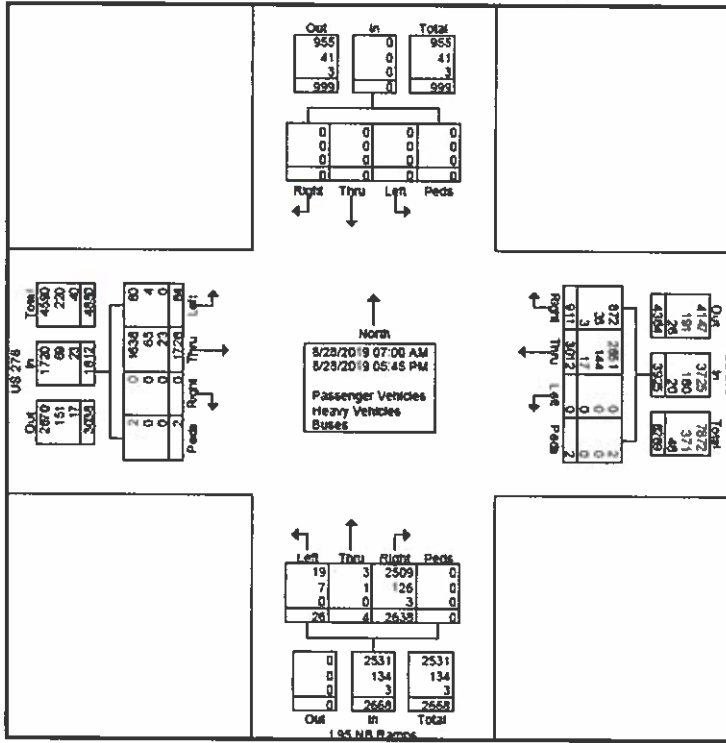
SHORT COUNTS

File Name : US 278 @ I 95 NB Ramps
 Site Code :
 Start Date : 8/28/2019
 Page No : 1

Groups Printed: Passenger Vehicles - Heavy Vehicles - Buses																	
Start Time	From North				US 278 From East				I 95 NB Ramps From South				US 278 From West				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00 AM	0	0	0	0	0	128	43	0	1	1	177	0	1	185	0	0	536
07:15 AM	0	0	0	0	0	148	50	0	2	0	226	0	3	223	0	0	652
07:30 AM	0	0	0	0	0	179	56	0	4	0	218	0	4	187	0	0	648
07:45 AM	0	0	0	0	0	140	30	0	5	0	229	0	5	190	0	0	569
Total	0	0	0	0	0	595	179	0	12	1	850	0	13	755	0	0	2405
08:00 AM	0	0	0	0	0	118	32	0	3	0	226	0	4	124	0	0	507
08:15 AM	0	0	0	0	0	133	38	0	1	0	187	0	3	105	0	0	467
08:30 AM	0	0	0	0	0	140	45	0	0	0	205	0	3	111	0	0	504
08:45 AM	0	0	0	0	0	116	43	0	0	0	158	0	1	78	0	0	394
Total	0	0	0	0	0	507	158	0	4	0	776	0	11	418	0	0	1872
04:00 PM	0	0	0	0	0	207	62	0	2	1	106	0	6	61	0	0	445
04:15 PM	0	0	0	0	0	210	69	0	0	0	142	0	11	80	0	0	512
04:30 PM	0	0	0	0	0	222	75	0	3	0	123	0	5	70	0	0	498
04:45 PM	0	0	0	0	0	215	60	0	1	1	147	0	13	89	0	1	527
Total	0	0	0	0	0	854	266	0	6	2	518	0	35	300	0	1	1682
05:00 PM	0	0	0	0	0	281	74	0	1	0	145	0	5	48	0	0	554
05:15 PM	0	0	0	0	0	285	78	2	1	1	129	0	9	86	0	1	590
05:30 PM	0	0	0	0	0	255	94	0	0	0	107	0	5	72	0	0	533
05:45 PM	0	0	0	0	0	235	64	0	2	0	113	0	6	49	0	0	469
Total	0	0	0	0	0	1056	308	2	4	1	494	0	25	255	0	1	2146
Grand Total	0	0	0	0	0	3012	911	2	26	4	2638	0	84	1726	0	2	8405
Approch %	0	0	0	0	0	76.7	23.2	0.1	1	0.1	98.9	0	4.6	95.3	0	0.1	
Total %	0	0	0	0	0	35.8	10.8	0	0.3	0	31.4	0	1	20.5	0	0	
Passenger Vehicles	0	0	0	0	0	2851	872	2	10	3	2509	0	80	1638	0	2	7976
% Passenger Vehicles	0	0	0	0	0	94.7	95.7	100	73.1	75	95.1	0	95.2	94.9	0	100	94.9
Heavy Vehicles	0	0	0	0	0	144	36	0	7	1	126	0	4	65	0	0	383
% Heavy Vehicles	0	0	0	0	0	4.8	4	0	26.9	25	4.8	0	4.8	3.8	0	0	4.6
Buses	0	0	0	0	0	17	3	0	0	0	3	0	0	23	0	0	46
% Buses	0	0	0	0	0	0.6	0.3	0	0	0	0.1	0	0	1.3	0	0	0.5

SHORT COUNTS

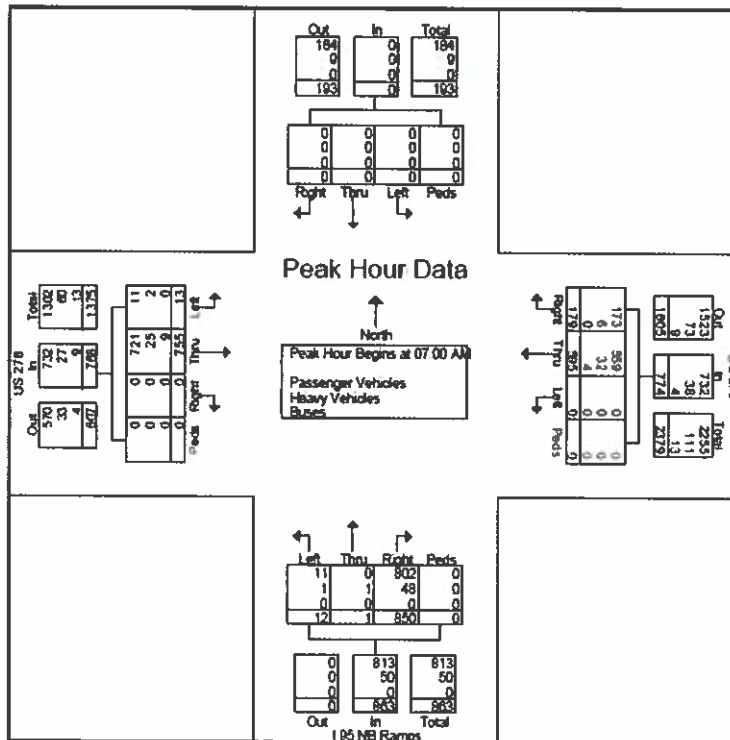
File Name : US 278 @ I 95 NB Ramps
 Site Code :
 Start Date : 8/28/2019
 Page No : 2



SHORT COUNTS

File Name : US 278 @ I 95 NB Ramps
 Site Code :
 Start Date : 8/28/2019
 Page No : 3

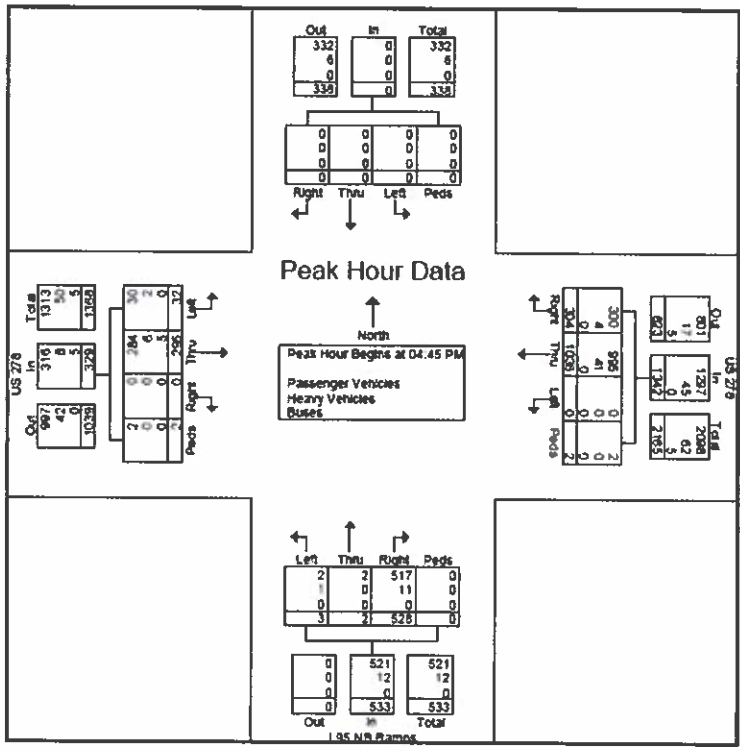
Start Time	From North					US 278 From East					I 95 NB Ramps From South					US 278 From West					Peds	App. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:00 AM																						
07:00 AM	0	0	0	0	0	0	128	43	0	171	1	1	177	0	179	1	185	0	0	186	538	
07:15 AM	0	0	0	0	0	0	148	50	0	198	2	0	226	0	228	3	223	0	0	226	652	
07:30 AM	0	0	0	0	0	0	179	56	0	235	4	0	218	0	222	4	187	0	0	191	648	
07:45 AM	0	0	0	0	0	0	140	30	0	170	5	0	229	0	234	5	190	0	0	195	569	
Total Volume	0	0	0	0	0	0	595	179	0	774	12	1	850	0	863	13	755	0	0	768	2405	
% App. Total	0	0	0	0	0	0	78.9	23.1	0	100	1.4	0.1	98.5	0	100	1.7	98.3	0	0	100		
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.831	0.799	0.000	0.823	0.000	0.250	0.828	0.000	0.922	0.650	0.840	0.000	0.000	0.850	0.222	
Passenger Vehicles	0	0	0	0	0	0	508	173	0	681	11	0	802	0	813	11	721	0	0	721	2317	
% Passenger Vehicles	0	0	0	0	0	0	32	6	0	38	1	1	48	0	50	2	25	0	0	27	115	
Heavy Vehicles	0	0	0	0	0	0	5.4	3.4	0	4.9	8.3	100	5.6	0	5.8	15.4	3.3	0	0	3.5	4.8	
Buses	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	9	0	0	9	13	
% Buses	0	0	0	0	0	0	0.7	0	0	0.5	0	0	0	0	0	0	1.2	0	0	1.2	0.5	



SHORT COUNTS

File Name : US 278 @ 195 NB Ramps
 Site Code :
 Start Date : 8/28/2019
 Page No : 4

Start Time	From North				US 278 From East					195 NB Ramps From South					US 278 From West					Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds		App. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	0	215	80	0	275	1	1	147	0	149	13	89	0	1	103	527
05:00 PM	0	0	0	0	0	0	281	74	0	355	1	0	145	0	146	5	48	0	0	53	554
05:15 PM	0	0	0	0	0	0	285	76	2	363	1	1	129	0	131	9	88	0	1	98	590
05:30 PM	0	0	0	0	0	0	255	94	0	349	0	0	107	0	107	5	72	0	0	77	533
Total Volume	0	0	0	0	0	0	1036	304	2	1342	3	2	528	0	533	32	205	0	2	329	2204
% App. Total	0	0	0	0	0	0	77.2	22.7	0.1	100	0.6	0.4	99.1	0	100	9.7	89.1	0	0.6	100	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.908	0.908	0.250	0.924	0.750	0.500	0.808	0.000	0.804	0.815	0.820	0.000	0.500	0.799	0.934
Passenger Vehicles	0	0	0	0	0	0	988	300	2	1290	2	2	517	0	521	31	204	0	2	314	2134
% Passenger Vehicles							95.4	98.7	100	94.6	66.7	66.7	97.7	0	97.7	96.9	96.6	0	100	96.4	96.4
Heavy Vehicles	0	0	0	0	0	0	41	4	0	45	1	0	11	0	12	2	6	0	0	8	65
% Heavy Vehicles							4.0	1.3	0	3.4	33.3	0	2.1	0	2.3	6.3	2.0	0	0	2.4	2.9
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
% Buses							0	0	0	0	0	0	0	0	0	0	1.7	0	0	1.5	0.2



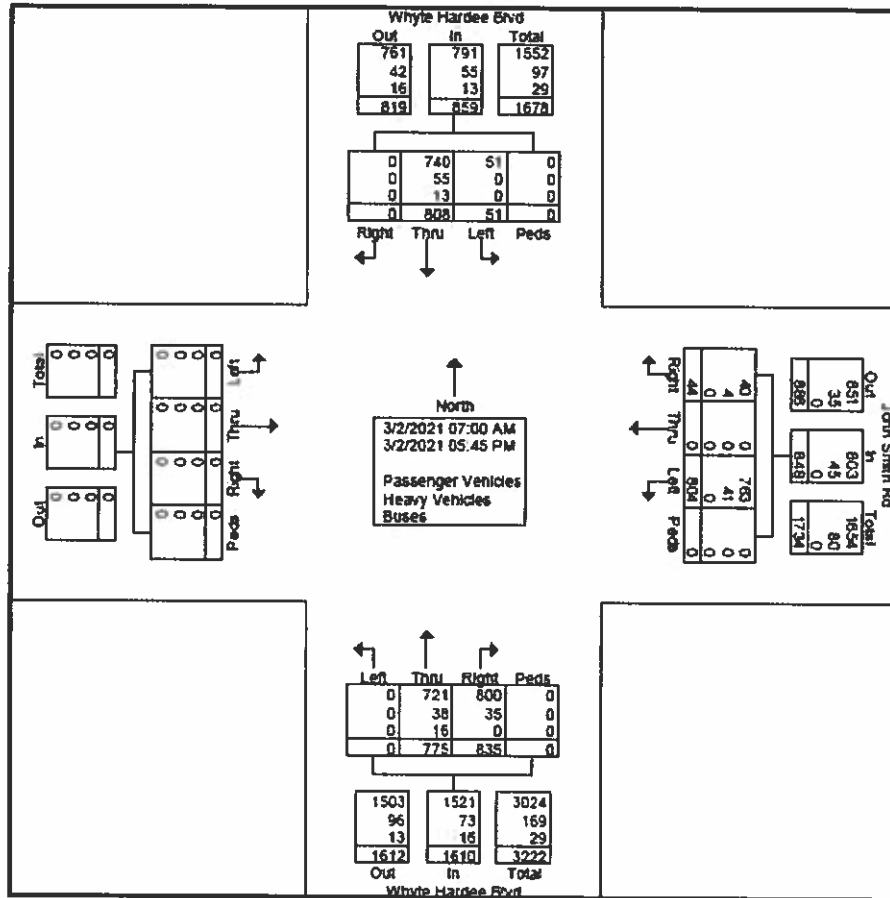
SHORT COUNTS

File Name : John Smith Rd @ Whyte Hardee Blvd
 Site Code :
 Start Date : 3/2/2021
 Page No : 1

Start Time	Whyte Hardee Blvd From North				John Smith Rd From East				Whyte Hardee Blvd From South				From West				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00 AM	5	44	0	0	27	0	1	0	0	89	75	0	0	0	0	0	241
07:15 AM	16	55	0	0	20	0	1	0	0	81	76	0	0	0	0	0	249
07:30 AM	7	59	0	0	48	0	16	0	0	75	83	0	0	0	0	0	288
07:45 AM	11	49	0	0	65	0	9	0	0	65	68	0	0	0	0	0	267
Total	39	207	0	0	160	0	27	0	0	310	302	0	0	0	0	0	1045
08:00 AM	3	37	0	0	42	0	3	0	0	43	45	0	0	0	0	0	173
08:15 AM	4	35	0	0	31	0	1	0	0	38	39	0	0	0	0	0	148
08:30 AM	1	22	0	0	26	0	4	0	0	35	57	0	0	0	0	0	145
08:45 AM	2	33	0	0	35	0	2	0	0	27	42	0	0	0	0	0	141
Total	10	127	0	0	134	0	10	0	0	143	183	0	0	0	0	0	607
04:00 PM	1	72	0	0	59	0	0	0	0	33	43	0	0	0	0	0	208
04:15 PM	0	51	0	0	66	0	0	0	0	34	40	0	0	0	0	0	191
04:30 PM	0	67	0	0	71	0	3	0	0	37	39	0	0	0	0	0	217
04:45 PM	1	53	0	0	67	0	0	0	0	44	50	0	0	0	0	0	215
Total	2	243	0	0	263	0	3	0	0	148	172	0	0	0	0	0	831
05:00 PM	0	64	0	0	59	0	1	0	0	55	59	0	0	0	0	0	238
05:15 PM	0	55	0	0	72	0	0	0	0	48	45	0	0	0	0	0	220
05:30 PM	0	59	0	0	66	0	0	0	0	34	36	0	0	0	0	0	195
05:45 PM	0	53	0	0	50	0	3	0	0	37	38	0	0	0	0	0	181
Total	0	231	0	0	247	0	4	0	0	174	178	0	0	0	0	0	834
Grand Total	51	808	0	0	804	0	44	0	0	775	835	0	0	0	0	0	3317
Apprch %	5.9	94.1	0	0	94.8	0	5.2	0	0	48.1	51.9	0	0	0	0	0	
Total %	1.5	24.4	0	0	24.2	0	1.3	0	0	23.4	25.2	0	0	0	0	0	
Passenger Vehicles	51	740	0	0	763	0	40	0	0	721	800	0	0	0	0	0	3115
% Passenger Vehicles	100	91.6	0	0	94.9	0	90.9	0	0	93	95.8	0	0	0	0	0	93.9
Heavy Vehicles	0	55	0	0	41	0	4	0	0	38	35	0	0	0	0	0	173
% Heavy Vehicles	0	6.8	0	0	5.1	0	9.1	0	0	4.9	4.2	0	0	0	0	0	5.2
Buses	0	13	0	0	0	0	0	0	0	16	0	0	0	0	0	0	29
% Buses	0	1.6	0	0	0	0	0	0	0	2.1	0	0	0	0	0	0	0.9

SHORT COUNTS

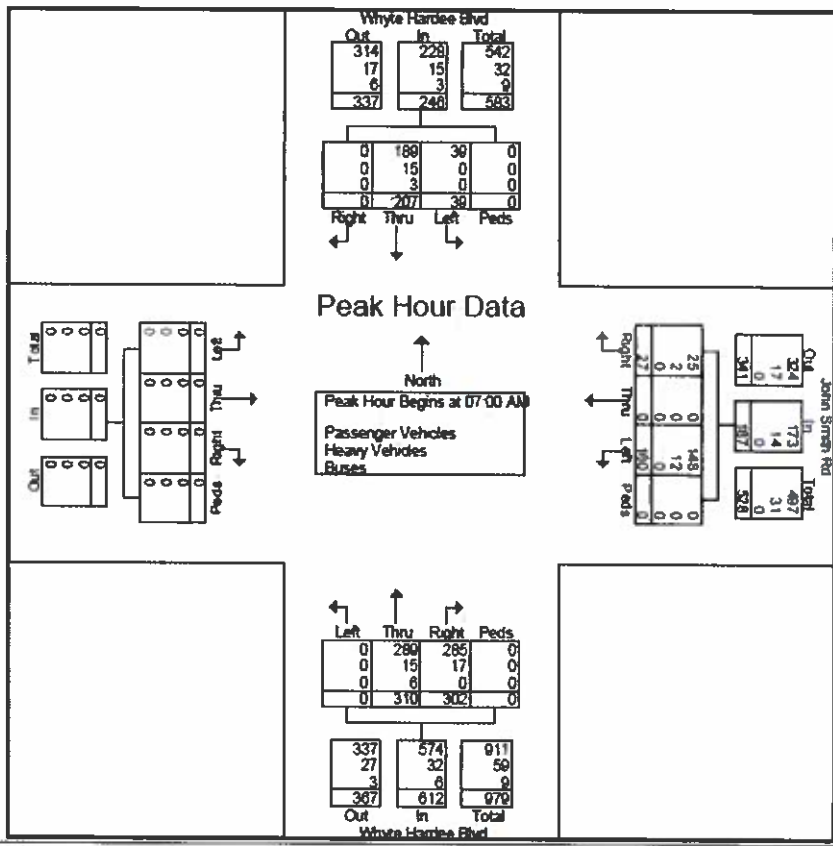
File Name : John Smith Rd @ Whyte Hardee Blvd
 Site Code :
 Start Date : 3/2/2021
 Page No : 2



SHORT COUNTS

File Name : John Smith Rd @ Whyte Hardee Blvd
 Site Code :
 Start Date : 3/2/2021
 Page No : 3

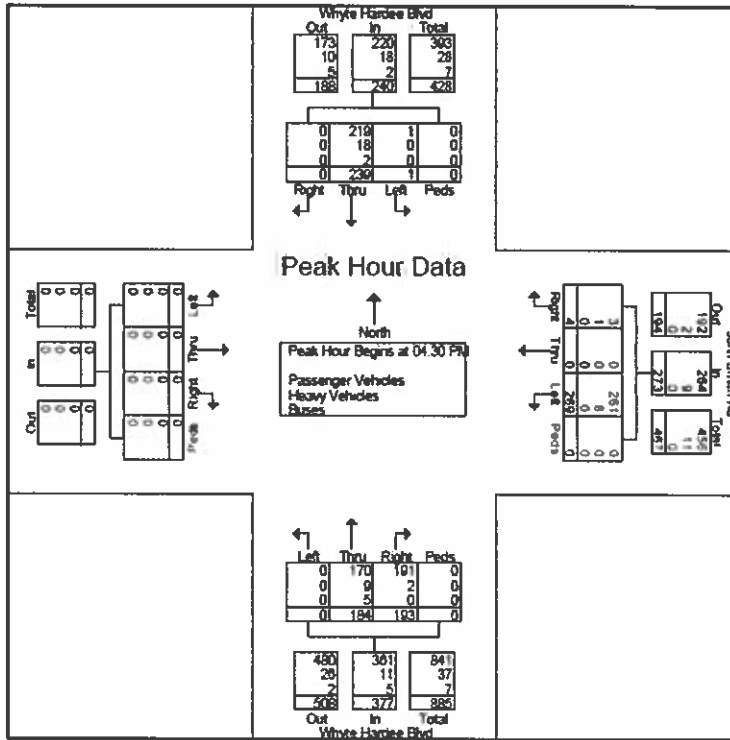
Start Time	Whyte Hardee Blvd From North					John Smith Rd From East					Whyte Hardee Blvd From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	5	44	0	0	49	27	0	1	0	28	0	89	75	0	164	0	0	0	0	0	241
07:15 AM	16	55	0	0	71	20	0	1	0	21	0	81	76	0	157	0	0	0	0	0	249
07:30 AM	7	59	0	0	66	48	0	16	0	64	0	75	83	0	158	0	0	0	0	0	288
07:45 AM	11	49	0	0	60	65	0	9	0	74	0	65	68	0	133	0	0	0	0	0	267
Total Volume	39	207	0	0	246	160	0	27	0	187	0	310	302	0	612	0	0	0	0	0	1045
% App. Total	15.9	84.1	0	0		85.8	0	14.4	0		0	50.7	49.3	0		0	0	0	0	0	
PHF	.609	.877	.000	.000	.666	.615	.000	.422	.000	.632	.000	.871	.910	.000	.933	.000	.000	.000	.000	.000	.907
Passenger Vehicles	38	188	0	0	226	148	0	26	0	174	0	288	286	0	574	0	0	0	0	0	574
% Passenger Vehicles	91.3	91.3	0	0	92.5	92.6	0	92.6	0	93.2	94.4	93.2	94.4	0	93.2	0	0	0	0	0	93.2
Heavy Vehicles	0	15	0	0	15	12	0	2	0	14	0	15	17	0	32	0	0	0	0	0	61
% Heavy Vehicles	0	7.2	0	0	6.1	7.5	0	7.4	0	7.5	0	4.8	5.6	0	5.2	0	0	0	0	0	5.8
Buses	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
% Buses	0	1.4	0	0	1.2	0	0	0	0	0	0	1.9	0	0	1.0	0	0	0	0	0	0.9



SHORT COUNTS

File Name : John Smith Rd @ Whyte Hardee Blvd
 Site Code :
 Start Date : 3/2/2021
 Page No : 4

Start Time	Whyte Hardee Blvd From North				John Smith Rd From East				Whyte Hardee Blvd From South				From West				PE Total				
	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left		Thru	Right	Peds	App Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	67	0	0	67	71	0	3	0	74	0	37	39	0	76	0	0	0	0	0	217
04:45 PM	1	53	0	0	54	67	0	0	0	67	0	44	50	0	94	0	0	0	0	0	215
05:00 PM	0	64	0	0	64	59	0	1	0	60	0	55	59	0	114	0	0	0	0	0	238
05:15 PM	0	55	0	0	55	72	0	0	0	72	0	48	45	0	93	0	0	0	0	0	220
Total Volume	1	239	0	0	240	269	0	4	0	273	0	184	193	0	377	0	0	0	0	0	890
% App. Total	0.4	99.0	0	0		98.5	0	1.5	0		0	48.8	51.2	0		0	0	0	0		
PHF	250	.892	.000	.000	.896	934	.000	.333	.000	.922	.000	836	818	.000	.827	.000	.000	.000	.000	.000	.935
Passenger Vehicles	1	218	0	0	220	267	0	3	0	270	0	178	191	0	369	0	0	0	0	0	848
% Passenger Vehicles		91.8				97.0		75.0				92.4	99.0								
Heavy Vehicles	0	18	0	0	18	8	0	1	0	9	0	9	2	0	11	0	0	0	0	0	38
% Heavy Vehicles	0	7.5	0	0	7.5	3.0	0	25.0	0	3.3	0	4.9	1.0	0	2.9	0	0	0	0	0	4.3
Buses	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
% Buses	0	0.8	0	0	0.8	0	0	0	0	0	0	2.7	0	0	1.3	0	0	0	0	0	0.8



INTERSECTION VOLUME DEVELOPMENT
95 Logistics Center
US 17 at US 278
AM PEAK HOUR (7:00 AM to 8:00 AM)

Description	US 17 Northbound			US 17 Southbound			Eastbound			US 278 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Raw 2020 AM Volumes	0	32	159	16	33	0	0	0	0	83	0	20
Grown Existing 2021 Traffic Count Volumes with 1.16 COVID Adjustment Factor Applied ¹	0	37	192	104	40	0	0	0	0	100	0	24
Pedestrians	0			0			0			0		
Heavy Vehicle %	8.8%			6.7%			0.0%			9.7%		
Peak Hour Factor	0.89			0.80			0.00			0.89		
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Growth Factor	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217
Approved Site Development Traffic	0	0	18	3	0	0	0	0	0	27	0	4
2026 Background Traffic	0	33	252	130	49	0	0	0	0	149	0	33
Trip Distribution												
New Trips IN					3%					77%		
New Trips OUT		3%	77%									
Pass By Distribution												
Pass By IN												
Pass By OUT												
New Trips	0	3	60	0	8	0	0	0	0	200	0	0
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	2	60	0	8	0	0	0	0	200	0	0
2026 Buildout Total	0	35	312	130	57	0	0	0	0	349	0	33

1. Traffic counts collected in July 2020 and adjusted by 1.16 COVID factor based on SCDOT guidance and 4% per year growth rate

PM PEAK HOUR (4:15 PM to 5:15 PM)

Description	US 17 Northbound			US 17 Southbound			Eastbound			US 278 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Raw 2020 PM Volumes	0	55	77	37	24	0	0	0	0	127	0	91
Grown Existing 2021 Traffic Count Volumes with 1.11 COVID Adjustment Factor Applied ¹	0	63	89	43	28	0	0	0	0	147	0	105
Pedestrians	0			0			0			0		
Heavy Vehicle %	3% (9.5%)			14.8%			0.0%			2.8% (4.7%)		
Peak Hour Factor	0.81			0.80			0.00			0.89		
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Growth Factor	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217
Approved Site Development Traffic	0	0	31	5	0	0	0	0	0	34	0	4
2026 Background Traffic	0	77	139	57	34	0	0	0	0	203	0	132
Trip Distribution												
New Trips IN					3%					77%		
New Trips OUT		3%	77%									
Pass By Distribution												
Pass By IN												
Pass By OUT												
New Trips	0	7	191	0	3	0	0	0	0	71	0	0
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	7	191	0	3	0	0	0	0	71	0	0
2026 Buildout Total	0	84	330	57	37	0	0	0	0	274	0	132

1. Traffic counts collected in July 2020 and adjusted by 1.11 COVID factor based on SCDOT guidance and 4% per year growth rate

01/12/2022 2:38

INTERSECTION VOLUME DEVELOPMENT
95 Logistics Center
US 278 at I-95 Southbound Ramp
AM PEAK HOUR (7:00 AM to 8:00 AM)

Description	Northbound			I-95 Southbound Ramp Southbound			US 278 Eastbound			US 278 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Raw 2019 AM Volumes	0	0	0	342	0	50	0	408	22	432	195	0
Grown Existing 2021 AM Volumes	0	0	0	370	0	54	0	441	24	467	211	0
Pedestrians	0			0			0			0		
Heavy Vehicle %	0.0%			4.8%			7.4% (8.3%)			7.2%		
Peak Hour Factor	0.00			0.92			0.83			0.88		
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Growth Factor	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217
Approved Site Development Traffic	0	0	0	28	0	0	0	21	0	41	31	0
2026 Background Traffic	0	0	0	478	0	66	0	558	29	609	288	0
Trip Distribution												
New Trips IN										20%		
New Trips OUT							47%			30%		
Pass By Distribution												
Pass By IN												
Pass By OUT												
New Trips	0	0	0	0	0	52	0	37	23	0	148	0
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	52	0	37	23	0	148	0
2026 Buildout Total	0	0	0	478	0	118	0	595	52	609	436	0

PM PEAK HOUR (4:45 PM to 5:45 PM)

Description	Northbound			I-95 Southbound Ramp Southbound			US 278 Eastbound			US 278 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Raw 2019 PM Volumes	0	0	0	199	3	44	0	126	47	788	266	0
Grown Existing 2021 PM Volumes	0	0	0	215	3	48	0	136	51	853	288	0
Pedestrians	0			0			0			0		
Heavy Vehicle %	0.0%			3.7%			6.4% (10.9%)			5.0%		
Peak Hour Factor	0.00			0.83			0.88			0.88		
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Growth Factor	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217
Approved Site Development Traffic	0	0	0	48	0	0	0	36	0	38	28	0
2026 Background Traffic	0	0	0	310	4	58	0	201	62	1,076	378	0
Trip Distribution												
New Trips IN										20%		
New Trips OUT							47%			30%		
Pass By Distribution												
Pass By IN												
Pass By OUT												
New Trips	0	0	0	0	0	18	0	117	74	0	53	0
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	18	0	117	74	0	53	0
2026 Buildout Total	0	0	0	310	4	76	0	318	136	1,076	431	0

INTERSECTION VOLUME DEVELOPMENT

95 Logistics Center

US 278 at I-95 Northbound Ramp

AM PEAK HOUR (7:00 AM to 8:00 AM)

Description	I-95 Northbound Ramp Northbound			- Southbound			US 278 Eastbound			US 278 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Raw 2019 AM Volumes	12	1	850	0	0	0	13	755	0	0	595	179
Grown Existing 2021 AM Volumes	13	1	920	0	0	0	14	817	0	0	644	194
Pedestrians	0			0			0			0		
Heavy Vehicle %	5.8%			0.0%			4.7%			5.4%		
Peak Hour Factor	0.92			0.00			0.85			0.82		
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Growth Factor	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217
Approved Site Development Traffic	0	0	28	0	0	0	0	49	0	0	72	41
2026 Background Traffic	16	1	1,147	0	0	0	17	1,043	0	0	856	277
Trip Distribution												
New Trips IN	30%										27%	
New Trips OUT							20%	27%				
Pass By Distribution												
Pass By IN												
Pass By OUT												
New Trips	78	0	0	0	0	0	16	21	0	0	70	0
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	78	0	0	0	0	0	16	21	0	0	70	0
2026 Buildout Total	94	1	1,147	0	0	0	33	1,064	0	0	926	277

PM PEAK HOUR (4:45 PM to 5:45 PM)

Description	I-95 Northbound Ramp Northbound			- Southbound			US 278 Eastbound			US 278 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Raw 2019 PM Volumes	3	2	528	0	0	0	32	295	0	0	1036	304
Grown Existing 2021 PM Volumes	3	2	571	0	0	0	35	319	0	0	1,121	329
Pedestrians	0			0			2			2		
Heavy Vehicle %	2.3%			0.0%			3.9%			3.4%		
Peak Hour Factor	0.89			0.00			0.80			0.92		
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Growth Factor	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217
Approved Site Development Traffic	0	0	48	0	0	0	0	84	0	0	66	37
2026 Background Traffic	4	2	743	0	0	0	43	472	0	0	1,430	437
Trip Distribution												
New Trips IN	30%										27%	
New Trips OUT							20%	27%				
Pass By Distribution												
Pass By IN												
Pass By OUT												
New Trips	28	0	0	0	0	0	50	67	0	0	25	0
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	28	0	0	0	0	0	50	67	0	0	25	0
2026 Buildout Total	32	2	743	0	0	0	93	539	0	0	1,455	437

\\fs110101\share\project\files\000001_21 at hampshire industrial park\paper\amend\update\hampshire industrial park.dwg/278(2)-03.dwg

8/11/2022 2:48

INTERSECTION VOLUME DEVELOPMENT
95 Logistics Center
US 17 at John Smith Road
AM PEAK HOUR (7:00 AM to 8:00 AM)

Description	US 17 Northbound			US 17 Southbound			Eastbound			John Smith Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Raw March 2021 Traffic Count Volumes	0	310	302	39	207	0	0	0	0	160	0	27
Existing 2021 Traffic Count Volumes with 1.15 COVID Adjustment Factor Applied ¹	0	357	347	45	238	0	0	0	0	184	0	31
Pedestrians	0			0			0			0		
Heavy Vehicle %	6.2% (7.8%)			7.3%			0.0%			7.5%		
Peak Hour Factor	0.93			0.87			0.00			0.63		
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Growth Factor	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217
Approved Site Development Traffic	0	15	0	4	23	0	0	0	0	0	0	3
2026 Background Traffic	0	449	422	59	313	0	0	0	0	224	0	41
Trip Distribution												
New Trips IN		20%										
New Trips OUT				20%								
Pass By Distribution												
Pass By IN												
Pass By OUT												
New Trips	0	51	0	0	16	0	0	0	0	0	0	0
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	51	0	0	16	0	0	0	0	0	0	0
2026 Buildout Total	0	500	422	59	329	0	0	0	0	224	0	41

¹ Traffic counts collected in March 2021 and adjusted by 1.15 COVID factor based on SCDOT guidance

PM PEAK HOUR (4:30 PM to 5:30 PM)

Description	US 17 Northbound			US 17 Southbound			Eastbound			John Smith Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Raw March 2021 Traffic Count Volumes	0	184	193	1	239	0	0	0	0	269	0	4
Existing 2021 Traffic Count Volumes with 1.02 COVID Adjustment Factor Applied ¹	0	188	197	1	244	0	0	0	0	274	0	4
Pedestrians	0			0			0			0		
Heavy Vehicle %	4.2% (5.6%)			8.3%			0.0%			3.3%		
Peak Hour Factor	0.83			0.90			0.00			0.92		
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Growth Factor	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217
Approved Site Development Traffic	0	26	0	3	21	0	0	0	0	0	0	5
2026 Background Traffic	0	255	240	4	318	0	0	0	0	333	0	10
Trip Distribution												
New Trips IN		20%										
New Trips OUT				20%								
Pass By Distribution												
Pass By IN												
Pass By OUT												
New Trips	0	18	0	0	50	0	0	0	0	0	0	0
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	18	0	0	50	0	0	0	0	0	0	0
2026 Buildout Total	0	273	240	4	368	0	0	0	0	333	0	10

¹ Traffic counts collected in March 2021 and adjusted by 1.02 COVID factor based on SCDOT guidance

4-11-2022 2:30

INTERSECTION VOLUME DEVELOPMENT

95 Logistics Center
US 17 at Site Driveway #1
AM PEAK HOUR (7:00 AM to 8:00 AM)

Description	US 17 Northbound			US 17 Southbound			- Eastbound			Site Driveway #1 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Raw 2020 AM Volumes	0	181	0	0	116	0	0	0	0	0	0	0
Grown Existing 2021 Traffic Count Volumes with 1.16 COVID Adjustment Factor Applied ¹	0	218	0	0	140	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Heavy Vehicle %	8.8%			12.9%			0.0%			20.0%		
Peak Hour Factor	0.89			0.83			0.00			0.90		
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Growth Factor	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217
Approved Site Development Traffic	0	18	0	0	27	0	0	0	0	0	0	0
2026 Background Traffic	0	283	0	0	197	0	0	0	0	0	0	0
Trip Distribution												
New Trips IN			10%	40%	40%							
New Trips OUT		40%								10%		40%
Pass By Distribution												
Pass By IN												
Pass By OUT												
New Trips	0	31	26	104	104	0	0	0	0	8	0	31
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	31	26	104	104	0	0	0	0	8	0	31
2026 Buildout Total	0	314	26	104	301	0	0	0	0	8	0	31

¹ Traffic counts collected in July 2020 and adjusted by 1.16 COVID factor based on SCDOT guidance and 4% per year growth rate

PM PEAK HOUR (4:15 PM to 5:15 PM)

Description	US 17 Northbound			US 17 Southbound			- Eastbound			Site Driveway #1 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Raw 2020 PM Volumes	0	133	0	0	151	0	0	0	0	0	0	0
Grown Existing 2021 Traffic Count Volumes with 1.11 COVID Adjustment Factor Applied ¹	0	152	0	0	174	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Heavy Vehicle %	3.0%			8.6%			0.0%			20.0%		
Peak Hour Factor	0.80			0.94			0.00			0.90		
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Growth Factor	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217
Approved Site Development Traffic	0	31	0	0	24	0	0	0	0	0	0	0
2026 Background Traffic	0	216	0	0	236	0	0	0	0	0	0	0
Trip Distribution												
New Trips IN			10%	40%	40%							
New Trips OUT		40%								10%		40%
Pass By Distribution												
Pass By IN												
Pass By OUT												
New Trips	0	99	9	37	37	0	0	0	0	25	0	99
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	99	9	37	37	0	0	0	0	25	0	99
2026 Buildout Total	0	315	9	37	273	0	0	0	0	25	0	99

¹ Traffic counts collected in July 2020 and adjusted by 1.11 COVID factor based on SCDOT guidance and 4% per year growth rate

1/11/2022 2:38

INTERSECTION VOLUME DEVELOPMENT
95 Logistics Center
US 17 at Site Driveway #2
AM PEAK HOUR (7:00 AM to 8:00 AM)

Description	US 17 Northbound			US 17 Southbound			- Eastbound			Site Driveway #2 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Raw 2020 AM Volumes	0	181	0	0	116	0	0	0	0	0	0	0
Grown Existing 2031 Traffic Count Volumes with 1.16 COVID Adjustment Factor Applied ¹	0	218	0	0	140	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Heavy Vehicle %	8.8%			12.9%			0.0%			20.0%		
Peak Hour Factor	0.89			0.85			0.00			0.90		
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Growth Factor	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217
Approved Site Development Traffic	0	18	0	0	27	0	0	0	0	0	0	0
2026 Background Traffic	0	283	0	0	197	0	0	0	0	0	0	0
Trip Distribution												
New Trips IN		10%	10%	40%								
New Trips OUT					10%					10%		40%
Pass By Distribution												
Pass By IN												
Pass By OUT												
New Trips	0	26	25	104	8	0	0	0	0	8	0	31
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	26	25	104	8	0	0	0	0	8	0	31
2026 Buildout Total	0	309	25	104	205	0	0	0	0	8	0	31

¹ Traffic counts collected in July 2020 and adjusted by 1.16 COVID factor based on SCDOT guidance and 4% per year growth rate

PM PEAK HOUR (4:15 PM to 5:15 PM)













Description	US 17 Northbound			US 17 Southbound			- Eastbound			Site Driveway #2 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Raw 2020 PM Volumes	0	132	0	0	151	0	0	0	0	0	0	0
Grown Existing 2031 Traffic Count Volumes with 1.11 COVID Adjustment Factor Applied ¹	0	152	0	0	174	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Heavy Vehicle %	3.6%			8.6%			0.0%			20.0%		
Peak Hour Factor	0.80			0.94			0.00			0.90		
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Growth Factor	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217
Approved Site Development Traffic	0	31	0	0	24	0	0	0	0	0	0	0
2026 Background Traffic	0	216	0	0	236	0	0	0	0	0	0	0
Trip Distribution												
New Trips IN		10%	10%	40%								
New Trips OUT					10%					10%		40%
Pass By Distribution												
Pass By IN												
Pass By OUT												
New Trips	0	9	9	37	25	0	0	0	0	25	0	99
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	9	9	37	25	0	0	0	0	25	0	99
2026 Buildout Total	0	225	9	37	261	0	0	0	0	25	0	99

¹ Traffic counts collected in July 2020 and adjusted by 1.11 COVID factor based on SCDOT guidance and 4% per year growth rate

Intersection						
Int Delay, s/veh	7.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↖	↘	↑
Traffic Vol, veh/h	100	24	27	192	104	40
Future Vol, veh/h	100	24	27	192	104	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	0	-	125	160	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	80	80
Heavy Vehicles, %	10	10	9	9	7	7
Mvmt Flow	112	27	30	216	130	50
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	340	30	0	-	30	0
Stage 1	30	-	-	-	-	-
Stage 2	310	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.17	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.263	-
Pot Cap-1 Maneuver	640	1022	-	0	1551	-
Stage 1	972	-	-	0	-	-
Stage 2	726	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	586	1022	-	-	1551	-
Mov Cap-2 Maneuver	586	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	665	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	11.8	0	5.4			
HCM LOS	B					
Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBL	SBT		
Capacity (veh/h)	-	586	1022	1551	-	
HCM Lane V/C Ratio	-	0.192	0.026	0.064	-	
HCM Control Delay (s)	-	12.6	8.6	7.5	-	
HCM Lane LOS	-	B	A	A	-	
HCM 95th %ile Q(veh)	-	0.7	0.1	0.3	-	

HCM 6th Signalized Intersection Summary
 5: I-95 SB On-Ramp/I-95 SB Off-Ramp & US 278

Existing AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SEL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	441	24	467	211	0	0	0	0	370	0	54
Future Volume (veh/h)	0	441	24	467	211	0	0	0	0	370	0	54
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/hln	0	1796	1796	1796	1796	0				1826	1826	1826
Adj Flow Rate, veh/h	0	531	0	531	240	0				402	0	0
Peak Hour Factor	0.83	0.83	0.83	0.88	0.88	0.88				0.92	0.92	0.92
Percent Heavy Veh, %	0	7	7	7	7	0				5	5	5
Cap, veh/h	0	797		659	2127	0				574	0	
Arrive On Green	0.00	0.23	0.00	0.27	0.62	0.00				0.17	0.00	0.00
Sat Flow, veh/h	0	3503	1522	1711	3503	0				3478	0	1547
Grp Volume(v), veh/h	0	531	0	531	240	0				402	0	0
Grp Sat Flow(s), veh/hln	0	1706	1522	1711	1706	0				1739	0	1547
Q Serve(g_s), s	0.0	9.1	0.0	13.3	1.8	0.0				7.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	9.1	0.0	13.3	1.8	0.0				7.0	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	797		659	2127	0				574	0	
V/C Ratio(X)	0.00	0.67		0.81	0.11	0.00				0.70	0.00	
Avail Cap(c_a), veh/h	0	1827		1483	4801	0				1407	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	22.4	0.0	11.7	4.9	0.0				25.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	2.9	0.0	0.0				1.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	0.0	3.3	0.0	4.1	0.4	0.0				2.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	23.5	0.0	14.6	4.9	0.0				27.2	0.0	0.0
LnGrp LOS	A	C		B	A	A				C	A	
Approach Vol, veh/h		531	A		771						402	A
Approach Delay, s/veh		23.5			11.6						27.2	
Approach LOS		C			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	25.1	21.6		17.6		46.7						
Change Period (Y+Rc), s	7.4	6.6		7.0		6.6						
Max Green Setting (Gmax), s	48.6	34.4		26.0		90.4						
Max Q Clear Time (g_c+I), s	15.3	11.1		9.0		3.8						
Green Ext Time (p_c), s	2.3	3.9		1.6		1.9						

Intersection Summary	
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Notes
 User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC

8: I-95 NB Off-Ramp/I-95 NB On-Ramp & US 278

Existing AM

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗		↖	↗			
Traffic Vol, veh/h	14	817	0	0	644	194	13	1	920	0	0	0
Future Vol, veh/h	14	817	0	0	644	194	13	1	920	0	0	0
Conflicting Peds #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	Free	-	-	None
Storage Length	245	-	-	-	-	280	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	82	82	82	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5	6	6	6	2	2	2
Mvmt Flow	16	961	0	0	785	237	14	1	1000	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	785	0	0
Stage 1	-	-	993
Stage 2	-	-	393
Critical Hdwy	4.2	-	6.92
Critical Hdwy Stg 1	-	-	5.92
Critical Hdwy Stg 2	-	-	5.92
Follow-up Hdwy	2.25	-	3.56
Pot Cap-1 Maneuver	810	0	129
Stage 1	-	0	310
Stage 2	-	0	640
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	810	-	126
Mov Cap-2 Maneuver	-	-	235
Stage 1	-	-	304
Stage 2	-	-	640

Approach	EB	WB	NB
HCM Control Delay, s	0.2	0	21.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	235	-	810	-	-	-
HCM Lane V/C Ratio	0.065	-	0.02	-	-	-
HCM Control Delay (s)	21.4	0	9.5	-	-	-
HCM Lane LOS	C	A	A	-	-	-
HCM 95th %ile Q(veh)	0.2	-	0.1	-	-	-

HCM 6th TWSC
18. US 17 & John Smith Road

Existing AM

Intersection						
Int Delay, s/veh	28.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↘	↗	↘	↗
Traffic Vol, veh/h	184	31	357	347	45	238
Future Vol, veh/h	184	31	357	347	45	238
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	63	63	93	93	87	87
Heavy Vehicles, %	8	8	6	6	7	7
Mvmt Flow	292	49	384	373	52	274
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	949	571	0	0	757	0
Stage 1	571	-	-	-	-	-
Stage 2	378	-	-	-	-	-
Critical Hdwy	6.48	6.28	-	-	4.17	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	-	-	2.263	-
Pot Cap-1 Maneuver	~282	509	-	-	832	-
Stage 1	554	-	-	-	-	-
Stage 2	680	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	~261	509	-	-	832	-
Mov Cap-2 Maneuver	~261	-	-	-	-	-
Stage 1	554	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	115.8	0	1.5			
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	261	509	832	-
HCM Lane V/C Ratio	-	-	1.119	0.097	0.062	-
HCM Control Delay (s)	-	-	133.1	12.8	9.6	0
HCM Lane LOS	-	-	F	B	A	A
HCM 95th %tile Q(veh)	-	-	12.6	0.3	0.2	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	7.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗
Traffic Vol, veh/h	147	105	63	89	43	28
Future Vol, veh/h	147	105	63	89	43	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	0	-	125	160	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	81	81	80	80
Heavy Vehicles, %	3	3	3	3	15	15
Mvmt Flow	165	118	78	110	54	35
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	221	78	0	-	78	0
Stage 1	78	-	-	-	-	-
Stage 2	143	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.25	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.335	-
Pot Cap-1 Maneuver	765	980	-	0	1442	-
Stage 1	943	-	-	0	-	-
Stage 2	882	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	737	980	-	-	1442	-
Mov Cap-2 Maneuver	737	-	-	-	-	-
Stage 1	943	-	-	-	-	-
Stage 2	849	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.4	0	4.6			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	WBL1	WBL2	SBL	SBT	
Capacity (veh/h)	-	737	980	1442	-	
HCM Lane V/C Ratio	-	0.224	0.12	0.037	-	
HCM Control Delay (s)	-	11.3	9.2	7.6	-	
HCM Lane LOS	-	B	A	A	-	
HCM 95th %ile Q(veh)	-	0.9	0.4	0.1	-	

HCM 6th Signalized Intersection Summary
 5: I-95 SB On-Ramp/I-95 SB Off-Ramp & US 278

Existing PM

	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑↑					↘	↖	↗
Traffic Volume (veh/h)	0	136	51	853	288	0	0	0	0	215	3	48
Future Volume (veh/h)	0	136	51	853	288	0	0	0	0	215	3	48
Initial Q (Qb) veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1811	1811	1826	1826	0				1841	1841	1841
Adj Flow Rate, veh/h	0	155	0	969	327	0				262	0	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.83	0.83	0.83
Percent Heavy Veh, %	0	6	6	5	5	0				4	4	4
Cap, veh/h	0	533		1072	2516	0				471	0	0
Arrive On Green	0.00	0.15	0.00	0.49	0.73	0.00				0.13	0.00	0.00
Sat Flow, veh/h	0	3532	1535	1739	3561	0				3506	0	1560
Grp Volume(v), veh/h	0	155	0	969	327	0				262	0	0
Grp Sat Flow(s), veh/h/ln	0	1721	1535	1739	1735	0				1753	0	1560
Q Serve(g_s), s	0.0	3.9	0.0	40.3	2.8	0.0				6.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	3.9	0.0	40.3	2.8	0.0				6.8	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	533		1072	2516	0				471	0	0
V/C Ratio(X)	0.00	0.29		0.90	0.13	0.00				0.56	0.00	0.00
Avail Cap(c_a), veh/h	0	618		1444	3346	0				471	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	36.2	0.0	12.6	4.0	0.0				39.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	7.0	0.0	0.0				4.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back Of Q(50%), veh/ln	0.0	1.6	0.0	13.7	0.7	0.0				3.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	36.6	0.0	19.6	4.1	0.0				43.9	0.0	0.0
LnGrp LOS	A	D		B	A	A				D	A	
Approach Vol, veh/h		155	A		1296						262	A
Approach Delay, s/veh		36.6			15.7						43.9	
Approach LOS		D			B						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	55.2	21.6		20.0		76.8						
Change Period (Y+Rc), s	7.4	6.6		7.0		6.6						
Max Green Setting (Gmax), s	68.6	17.4		13.0		93.4						
Max Q Clear Time (g_c+I), s	42.3	5.9		8.8		4.8						
Green Ext Time (p_c), s	5.6	0.6		0.4		2.6						
Intersection Summary												
HCM 6th Ctrl Delay			21.9									
HCM 6th LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th TWSC

8: I-95 NB Off-Ramp/I-95 NB On-Ramp & US 278

Existing PM

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑			↑↑	↗		↖	↗			
Traffic Vol, veh/h	35	319	0	0	1121	329	3	2	571	0	0	0
Future Vol, veh/h	35	319	0	0	1121	329	3	2	571	0	0	0
Conflicting Peds, #/hr	2	0	2	2	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	Free	-	-	None
Storage Length	245					280			0			
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	92	92	92	89	89	89	92	92	92
Heavy Vehicles, %	4	4	4	3	3	3	2	2	2	2	2	2
Mvmt Flow	44	399	0	0	1218	358	3	2	642	0	0	0
Major/Minor	Major1	Major2				Minor1						
Conflicting Flow All	1220	0	-	-	-	0	1096	1707	-	-	-	-
Stage 1	-	-	-	-	-	-	487	487	-	-	-	-
Stage 2	-	-	-	-	-	-	609	1220	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	-	6.84	6.54	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	-	3.52	4.02	-	-	-	-
Pot Cap-1 Maneuver	556	-	0	0	-	-	206	90	0	-	-	-
Stage 1	-	-	0	0	-	-	583	549	0	-	-	-
Stage 2	-	-	0	0	-	-	505	251	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	556	-	-	-	-	-	192	0	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	313	0	-	-	-	-
Stage 1	-	-	-	-	-	-	537	0	-	-	-	-
Stage 2	-	-	-	-	-	-	505	0	-	-	-	-
Approach	EB	WB				NB						
HCM Control Delay, s	1.2	0				16.7						
HCM LOS	C											
Minor Lane/Major Mvmt	NBL1	TNBL1	NBL2	EBL	EBT	WBT	WBR					
Capacity (veh/h)	313	-	556	-	-	-	-					
HCM Lane V/C Ratio	0.018	-	0.079	-	-	-	-					
HCM Control Delay (s)	16.7	0	12	-	-	-	-					
HCM Lane LOS	C	A	B	-	-	-	-					
HCM 95th %ile Q (veh)	0.1	-	0.3	-	-	-	-					

HCM 6th TWSC
18: US 17 & John Smith Road













Existing PM

Intersection						
Int Delay, s/veh	7.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↖			↘
Traffic Vol, veh/h	274	4	188	197	1	244
Future Vol, veh/h	274	4	188	197	1	244
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	83	83	90	90
Heavy Vehicles, %	3	3	4	4	8	8
Mvmt Flow	298	4	227	237	1	271
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	619	346	0	0	464	0
Stage 1	346	-	-	-	-	-
Stage 2	273	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.18	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.272	-
Pot Cap-1 Maneuver	451	695	-	-	1066	-
Stage 1	714	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	451	695	-	-	1066	-
Mov Cap-2 Maneuver	451	-	-	-	-	-
Stage 1	714	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	27	0	0			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	451	695	1066	-
HCM Lane V/C Ratio	-	-	0.66	0.006	0.001	-
HCM Control Delay (s)	-	-	27.2	10.2	8.4	0
HCM Lane LOS	-	-	D	B	A	A
HCM 95th %tile Q(veh)	-	-	4.7	0	0	-

Intersection						
Int Delay, s/veh	8.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↘	↑	↗	↘	↑
Traffic Vol, veh/h	149	33	33	252	130	49
Future Vol, veh/h	149	33	33	252	130	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	0	-	125	160	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	80	80
Heavy Vehicles, %	10	10	9	9	7	7
Mvmt Flow	167	37	37	283	163	61
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	424	37	0	-	37	0
Stage 1	37	-	-	-	-	-
Stage 2	387	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.17	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.263	-
Pot Cap-1 Maneuver	572	1013	-	0	1542	-
Stage 1	965	-	-	0	-	-
Stage 2	669	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	511	1013	-	-	1542	-
Mov Cap-2 Maneuver	511	-	-	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	598	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	14.2	0	5.5			
HCM LOS	B					
Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBL	SBT		
Capacity (veh/h)	-	511	1013	1542	-	
HCM Lane V/C Ratio	-	0.328	0.037	0.105	-	
HCM Control Delay (s)	-	15.4	8.7	7.6	-	
HCM Lane LOS	-	C	A	A	-	
HCM 95th %ile Q(veh)	-	1.4	0.1	0.4	-	

HCM 6th Signalized Intersection Summary
 5: I-95 SB On-Ramp/I-95 SB Off-Ramp & US 278

2026 No Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑↑					↖	↗	↗
Traffic Volume (veh/h)	0	558	29	609	288	0	0	0	0	478	0	66
Future Volume (veh/h)	0	558	29	609	288	0	0	0	0	478	0	66
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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/in	0	1796	1796	1796	1796	0				1826	1826	1826
Adj Flow Rate, veh/h	0	672	0	692	327	0				520	0	0
Peak Hour Factor	0.83	0.83	0.83	0.88	0.88	0.88				0.92	0.92	0.92
Percent Heavy Veh, %	0	7	7	7	7	0				5	5	5
Cap, veh/h	0	825		741	2332	0				618	0	
Arrive On Green	0.00	0.24	0.00	0.37	0.68	0.00				0.18	0.00	0.00
Sat Flow, veh/h	0	3503	1522	1711	3503	0				3478	0	1547
Grp Volume(v), veh/h	0	672	0	692	327	0				520	0	0
Grp Sat Flow(s), veh/h/in	0	1706	1522	1711	1706	0				1739	0	1547
Q Serve(g_s), s	0.0	18.2	0.0	31.1	3.3	0.0				14.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	18.2	0.0	31.1	3.3	0.0				14.2	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	825		741	2332	0				618	0	
V/C Ratio(X)	0.00	0.81		0.93	0.14	0.00				0.84	0.00	
Avail Cap(c_a), veh/h	0	1060		929	2943	0				782	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	35.0	0.0	20.8	5.4	0.0				38.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.2	0.0	14.4	0.0	0.0				7.1	0.0	0.0
Initial Q Delay(d0), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%), veh/in	0.0	7.6	0.0	13.6	0.9	0.0				6.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	39.2	0.0	35.2	5.5	0.0				46.0	0.0	0.0
LnGrp LOS	A	D		D	A	A				D	A	
Approach Vol, veh/h		672	A		1019						520	A
Approach Delay, s/veh		39.2			25.6						46.0	
Approach LOS		D			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	43.2	30.2		24.4		73.5						
Change Period (Y+Rc), s	7.4	6.6		7.0		6.6						
Max Green Setting (Gmax), s	46.6	30.4		22.0		84.4						
Max Q Clear Time (g_c+I1), s	33.1	20.2		16.2		5.3						
Green Ext Time (p_c), s	2.7	3.5		1.2		2.6						
Intersection Summary												
HCM 6th Ctrl Delay				34.6								
HCM 6th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th TWSC

8: I-95 NB Off-Ramp/I-95 NB On-Ramp & US 278

2026 No Build AM

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↘		↑	↘			
Traffic Vol, veh/h	17	1043	0	0	856	277	16	1	1147	0	0	0
Future Vol, veh/h	17	1043	0	0	856	277	16	1	1147	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	Free	-	-	None
Storage Length	245	-	-	-	-	280	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16365	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	82	82	82	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5	6	6	6	2	2	2
Mvmt Flow	20	1227	0	0	1044	338	17	1	1247	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	1044	0	-	-	-	-	0	1789	2311	-	-	-
Stage 1	-	-	-	-	-	-	-	1267	1267	-	-	-
Stage 2	-	-	-	-	-	-	-	522	1044	-	-	-
Critical Hdwy	4.2	-	-	-	-	-	-	6.92	6.62	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.92	5.62	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.92	5.62	-	-	-
Follow-up Hdwy	2.25	-	-	-	-	-	-	3.56	4.06	-	-	-
Pot Cap-1 Maneuver	644	-	0	0	-	-	-	69	36	0	-	-
Stage 1	-	-	0	0	-	-	-	221	231	0	-	-
Stage 2	-	-	0	0	-	-	-	549	296	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	644	-	-	-	-	-	-	67	0	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	163	0	-	-	-
Stage 1	-	-	-	-	-	-	-	214	0	-	-	-
Stage 2	-	-	-	-	-	-	-	549	0	-	-	-
Approach	EB			WB			NB					
HCM Control Delay, s	0.2			0			29.9					
HCM LOS	D			A			B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR						
Capacity (veh/h)	163	-	644	-	-	-						
HCM Lane V/C Ratio	0.113	-	0.031	-	-	-						
HCM Control Delay (s)	29.9	0	10.8	-	-	-						
HCM Lane LOS	D	A	B	-	-	-						
HCM 95th %ile Q(veh)	0.4	-	0.1	-	-	-						

Intersection						
Int Delay, s/veh	108.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↷	↶	↷	↶	↷
Traffic Vol, veh/h	224	41	449	422	59	313
Future Vol, veh/h	224	41	449	422	59	313
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	63	63	93	93	87	87
Heavy Vehicles, %	8	8	6	6	7	7
Mvmt Flow	356	65	483	454	68	360

Major/Minor	Minor1	Major1	Major2	Major3	Major4
Conflicting Flow All	1206	710	0	0	937
Stage 1	710	-	-	-	-
Stage 2	496	-	-	-	-
Critical Hdwy	6.48	6.28	-	-	4.17
Critical Hdwy Stg 1	5.48	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-
Follow-up Hdwy	3.572	3.372	-	-	2.263
Pot Cap-1 Maneuver	~197	424	-	-	711
Stage 1	476	-	-	-	-
Stage 2	600	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	~173	424	-	-	711
Mov Cap-2 Maneuver	~173	-	-	-	-
Stage 1	476	-	-	-	-
Stage 2	528	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	457.3	0	1.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	173	424	711
HCM Lane V/C Ratio	-	-	2.055	0.153	0.095
HCM Control Delay (s)	-	-	\$ 538.2	15	10.6
HCM Lane LOS	-	-	F	C	B
HCM 95th %ile Q(veh)	-	-	27.6	0.5	0.3

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

Intersection						
Int Delay, s/veh	8.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↖	↗	↘	↖
Traffic Vol, veh/h	203	132	77	139	57	34
Future Vol, veh/h	203	132	77	139	57	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	0	-	125	160	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	81	81	80	80
Heavy Vehicles, %	3	3	3	3	15	15
Mvmt Flow	228	148	95	172	71	43
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	280	95	0	-	95	0
Stage 1	95	-	-	-	-	-
Stage 2	185	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.25	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.335	-
Pot Cap-1 Maneuver	708	959	-	0	1421	-
Stage 1	926	-	-	0	-	-
Stage 2	844	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	673	959	-	-	1421	-
Mov Cap-2 Maneuver	673	-	-	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	802	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.6	0		4.8		
HCM LOS	B					
Minor Lane/Major Mvmt	NBTWBLn1TWBLn2		SBL	SBT		
Capacity (veh/h)	- 673 959		1421	-		
HCM Lane V/C Ratio	- 0.339 0.155		0.05	-		
HCM Control Delay (s)	- 13.1 9.4		7.7	-		
HCM Lane LOS	- B A		A	-		
HCM 95th %tile Q(veh)	- 1.5 0.5		0.2	-		

HCM 6th Signalized Intersection Summary

5: I-95 SB On-Ramp/I-95 SB Off-Ramp & US 278

2026 No Build PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	201	62	1076	378	0	0	0	0	310	4	58
Future Volume (veh/h)	0	201	62	1076	378	0	0	0	0	310	4	58
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00		1.00	1.00		1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1811	1811	1826	1826	0				1841	1841	1841
Adj Flow Rate, veh/h	0	228	0	1223	430	0				377	0	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.83	0.83	0.83
Percent Heavy Veh, %	0	6	6	5	5	0				4	4	4
Cap, veh/h	0	372		1189	2728	0				405	0	
Arrive On Green	0.00	0.11	0.00	0.62	0.79	0.00				0.12	0.00	0.00
Sat Flow, veh/h	0	3532	1535	1739	3561	0				3506	0	1560
Grp Volume(v), veh/h	0	228	0	1223	430	0				377	0	0
Grp Sat Flow(s), veh/h/ln	0	1721	1535	1739	1735	0				1753	0	1560
Q Serve(g_s), s	0.0	8.8	0.0	86.6	4.2	0.0				14.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	8.8	0.0	86.6	4.2	0.0				14.8	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	372		1189	2728	0				405	0	
V/C Ratio(X)	0.00	0.61		1.03	0.16	0.00				0.93	0.00	
Avail Cap(c_a), veh/h	0	407		1189	2763	0				405	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	59.0	0.0	19.1	3.6	0.0				60.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.6	0.0	33.7	0.0	0.0				30.4	0.0	0.0
Initial Q Delay (d3) s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	0.0	3.9	0.0	39.7	1.2	0.0				8.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	61.6	0.0	52.8	3.6	0.0				91.2	0.0	0.0
LnGrp LOS	A	E		F	A	A				F	A	
Approach Vol, veh/h		228	A		1653						377	A
Approach Delay, s/veh		61.6			40.0						91.2	
Approach LOS		E			D						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	94.0	21.6		23.0		115.6						
Change Period (Y+Rc), s	7.4	6.6		7.0		6.6						
Max Green Setting (Gmax), s	86.6	16.4		16.0		110.4						
Max Q Clear Time (g_c+I1), s	86.6	10.8		16.8		6.2						
Green Ext Time (p_c), s	0.0	0.6		0.0		3.5						
Intersection Summary												
HCM 6th Ctrl Delay				50.7								
HCM 6th LOS				D								

Notes

User approved volume balancing among the lanes for turning movement.

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

HCM 6th TWSC

8: I-95 NB Off-Ramp/I-95 NB On-Ramp & US 278

2026 No Build PM

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↘		↑	↘			
Traffic Vol, veh/h	43	472	0	0	1430	437	4	2	743	0	0	0
Future Vol, veh/h	43	472	0	0	1430	437	4	2	743	0	0	0
Conflicting Peds, #/hr	2	0	2	2	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	Free	-	-	None
Storage Length	245	-	-	-	-	280	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	92	92	92	89	89	89	92	92	92
Heavy Vehicles, %	4	4	4	3	3	3	2	2	2	2	2	2
Mvmt Flow	54	590	0	0	1554	475	4	2	835	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	1556	0	-	-	-	-	0	1475	2254	-	-	-
Stage 1	-	-	-	-	-	-	-	698	698	-	-	-
Stage 2	-	-	-	-	-	-	-	777	1556	-	-	-
Critical Hdwy	4.18	-	-	-	-	-	-	6.84	6.54	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.84	5.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.84	5.54	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	-	-	3.52	4.02	-	-	-
Pot Cap-1 Maneuver	412	-	0	0	-	-	-	117	41	0	-	-
Stage 1	-	-	0	0	-	-	-	455	440	0	-	-
Stage 2	-	-	0	0	-	-	-	414	172	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	412	-	-	-	-	-	-	102	0	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	218	0	-	-	-
Stage 1	-	-	-	-	-	-	-	395	0	-	-	-
Stage 2	-	-	-	-	-	-	-	414	0	-	-	-
Approach	EB			WB			NB					
HCM Control Delay, s	1.3			0			22					
HCM LOS							C					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR						
Capacity (veh/h)	218	-	412	-	-	-						
HCM Lane V/C Ratio	0.031	-	0.13	-	-	-						
HCM Control Delay (s)	22	0	15	-	-	-						
HCM Lane LOS	C	A	C	-	-	-						
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-	-						

Intersection						
Int Delay, s/veh	26.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↑	↓	↔	↔
Traffic Vol, veh/h	333	10	255	240	4	318
Future Vol, veh/h	333	10	255	240	4	318
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	83	83	90	90
Heavy Vehicles, %	3	3	4	4	8	8
Mvmt Flow	362	11	307	289	4	353
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	813	452	0	0	596	0
Stage 1	452	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.18	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.272	-
Pot Cap-1 Maneuver	~347	605	-	-	952	-
Stage 1	639	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	~345	605	-	-	952	-
Mov Cap-2 Maneuver	~345	-	-	-	-	-
Stage 1	639	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	95	0	0.1			
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	345	605	952	-
HCM Lane V/C Ratio	-	-	1.049	0.018	0.005	-
HCM Control Delay (s)	-	-	97.5	11.1	8.8	0
HCM Lane LOS	-	-	F	B	A	A
HCM 95th %ile Q(veh)	-	-	12.8	0.1	0	-
Notes						
-: Volume exceeds capacity S: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	108.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↖	↖			↖
Traffic Vol, veh/h	224	41	449	422	59	313
Future Vol, veh/h	224	41	449	422	59	313
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	63	63	93	93	87	87
Heavy Vehicles, %	8	8	6	6	7	7
Mvmt Flow	356	65	483	454	68	360
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1206	710	0	0	937	0
Stage 1	710	-	-	-	-	-
Stage 2	496	-	-	-	-	-
Critical Hdwy	6.48	6.28	-	-	4.17	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	-	-	2.263	-
Pot Cap-1 Maneuver	~197	424	-	-	711	-
Stage 1	476	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	~173	424	-	-	711	-
Mov Cap-2 Maneuver	~173	-	-	-	-	-
Stage 1	476	-	-	-	-	-
Stage 2	528	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	457.3	0	1.7			
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	173	424	711	-
HCM Lane V/C Ratio	-	-	2.055	0.153	0.095	-
HCM Control Delay (s)	-	-	538.2	15	10.6	0
HCM Lane LOS	-	-	F	C	B	A
HCM 95th %ile Q(veh)	-	-	27.6	0.5	0.3	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	8.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↕	↕	↔	↔
Traffic Vol, veh/h	203	132	77	139	57	34
Future Vol, veh/h	203	132	77	139	57	34
Conflicting Peds. #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	0	-	125	160	-
Veh in Median Storage #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	81	81	80	80
Heavy Vehicles, %	3	3	3	3	15	15
Mvmt Flow	228	148	95	172	71	43
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	280	95	0	-	95	0
Stage 1	95	-	-	-	-	-
Stage 2	185	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.25	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.335	-
Pot Cap-1 Maneuver	708	959	-	0	1421	-
Stage 1	926	-	-	0	-	-
Stage 2	844	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	673	959	-	-	1421	-
Mov Cap-2 Maneuver	673	-	-	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	802	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	11.6	0	4.8			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	673	959	1421	-	
HCM Lane V/C Ratio	-	0.339	0.155	0.05	-	
HCM Control Delay (s)	-	13.1	9.4	7.7	-	
HCM Lane LOS	-	B	A	A	-	
HCM 95th %tile Q(veh)	-	1.5	0.5	0.2	-	

HCM 6th Signalized Intersection Summary

5: I-95 SB On-Ramp/I-95 SB Off-Ramp & US 278

2026 No Build PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	201	62	1076	378	0	0	0	0	310	4	58
Future Volume (veh/h)	0	201	62	1076	378	0	0	0	0	310	4	58
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/hln	0	1811	1811	1826	1826	0				1841	1841	1841
Adj Flow Rate, veh/h	0	228	0	1223	430	0				377	0	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.83	0.83	0.83
Percent Heavy Veh. %	0	6	6	5	5	0				4	4	4
Cap, veh/h	0	372		1189	2728	0				405	0	
Arrive On Green	0.00	0.11	0.00	0.62	0.79	0.00				0.72	0.00	0.00
Sat Flow, veh/h	0	3532	1535	1739	3561	0				3506	0	1560
Grp Volume(v), veh/h	0	228	0	1223	430	0				377	0	0
Grp Sat Flow(s), veh/hln	0	1721	1535	1739	1735	0				1753	0	1560
Q Serve(g_s), s	0.0	8.8	0.0	86.6	4.2	0.0				14.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	8.8	0.0	86.6	4.2	0.0				14.8	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	372		1189	2728	0				405	0	
V/C Ratio(X)	0.00	0.61		1.03	0.16	0.00				0.93	0.00	
Avail Cap(c_a), veh/h	0	407		1189	2763	0				405	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	59.0	0.0	19.1	3.6	0.0				60.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.6	0.0	33.7	0.0	0.0				30.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%) veh/ln	0.0	3.9	0.0	39.7	1.2	0.0				8.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	61.6	0.0	52.8	3.6	0.0				91.2	0.0	0.0
LnGrp LOS	A	E		F	A	A				F	A	
Approach Vol, veh/h		228	A		1653						377	A
Approach Delay, s/veh		61.6			40.0						91.2	
Approach LOS		E			D						F	
Timer - Assigned Phs	1	2		4	6							
Phs Duration (G+Y+Rc), s	94.0	21.6		23.0	115.6							
Change Period (Y+Rc), s	7.4	6.6		7.0	6.6							
Max Green Setting (Gmax), s	86.6	16.4		16.0	110.4							
Max Q Clear Time (g_c+1), s	88.6	10.8		16.8	6.2							
Green Ext Time (p_c), s	0.0	0.6		0.0	3.5							
Intersection Summary												
HCM 6th Crf Delay				50.7								
HCM 6th LOS				D								
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th TWSC

8: I-95 NB Off-Ramp/I-95 NB On-Ramp & US 278

2026 No Build PM

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑			↑↑	↖		↖	↖			
Traffic Vol, veh/h	43	472	0	0	1430	437	4	2	743	0	0	0
Future Vol, veh/h	43	472	0	0	1430	437	4	2	743	0	0	0
Conflicting Peds, #/hr	2	0	2	2	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	Free	-	-	None
Storage Length	245					280			0			
Veh in Median Storage, #	-	0			0			0		-	16965	
Grade, %	-	0			0			0		-	0	
Peak Hour Factor	80	80	80	92	92	92	89	89	89	92	92	92
Heavy Vehicles, %	4	4	4	3	3	3	2	2	2	2	2	2
Mvmt Flow	54	590	0	0	1554	475	4	2	835	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	1556	0	-	-	-	-	0	1475	2254	-	-	-
Stage 1	-	-	-	-	-	-	-	698	698	-	-	-
Stage 2	-	-	-	-	-	-	-	777	1556	-	-	-
Critical Hdwy	4.18	-	-	-	-	-	-	6.84	6.54	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.84	5.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.84	5.54	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	-	-	3.52	4.02	-	-	-
Pot Cap-1 Maneuver	412	-	0	0	-	-	-	117	41	0	-	-
Stage 1	-	-	0	0	-	-	-	455	440	0	-	-
Stage 2	-	-	0	0	-	-	-	414	172	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	412	-	-	-	-	-	-	102	0	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	218	0	-	-	-
Stage 1	-	-	-	-	-	-	-	395	0	-	-	-
Stage 2	-	-	-	-	-	-	-	414	0	-	-	-
Approach	EB			WB			NB					
HCM Control Delay, s	1.3			0			22					
HCM LOS							C					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR						
Capacity (veh/h)	218	-	412	-	-	-						
HCM Lane V/C Ratio	0.031	-	0.13	-	-	-						
HCM Control Delay (s)	22	0	15	-	-	-						
HCM Lane LOS	C	A	C	-	-	-						
HCM 95th %tile Q (veh)	0.1	-	0.4	-	-	-						

Intersection

Int Delay, s/veh	26.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↖	↗	↘	↖
Traffic Vol, veh/h	333	10	255	240	4	318
Future Vol, veh/h	333	10	255	240	4	318
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	83	83	90	90
Heavy Vehicles, %	3	3	4	4	8	8
Mvmt Flow	362	11	307	289	4	353

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	813	452	0	0	596
Stage 1	452	-	-	-	-
Stage 2	361	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.18
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.272
Pot Cap-1 Maneuver	~347	605	-	-	952
Stage 1	639	-	-	-	-
Stage 2	703	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	~345	605	-	-	952
Mov Cap-2 Maneuver	~345	-	-	-	-
Stage 1	639	-	-	-	-
Stage 2	699	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	95	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	345	605	952
HCM Lane V/C Ratio	-	-	1.049	0.018	0.005
HCM Control Delay (s)	-	-	97.5	11.1	8.8
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	12.8	0.1	0

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

Intersection						
Int Delay, s/veh	21.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↕	↕	↘	↗
Traffic Vol, veh/h	349	33	35	312	130	57
Future Vol, veh/h	349	33	35	312	130	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	0	-	125	160	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	80	80
Heavy Vehicles, %	16	10	10	11	7	9
Mvmt Flow	392	37	39	351	163	71
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	436	39	0	-	39	0
Stage 1	39	-	-	-	-	-
Stage 2	397	-	-	-	-	-
Critical Hdwy	6.56	6.3	-	-	4.17	-
Critical Hdwy Stg 1	5.56	-	-	-	-	-
Critical Hdwy Stg 2	5.56	-	-	-	-	-
Follow-up Hdwy	3.644	3.39	-	-	2.263	-
Pot Cap-1 Maneuver	552	1010	-	0	1539	-
Stage 1	949	-	-	0	-	-
Stage 2	650	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	493	1010	-	-	1539	-
Mov Cap-2 Maneuver	493	-	-	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	32.8	0	5.3			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	493	1010	1539	-	
HCM Lane V/C Ratio	-	0.795	0.037	0.106	-	
HCM Control Delay (s)	-	35.1	8.7	7.6	-	
HCM Lane LOS	-	E	A	A	-	
HCM 95th %tile Q(veh)	-	7.4	0.1	0.4	-	

HCM 6th Signalized Intersection Summary
 5: I-95 SB On-Ramp/I-95 SB Off-Ramp & US 278

Build AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↓	↓	↓
Traffic Volume (veh/h)	0	595	52	609	436	0	0	0	0	478	0	118
Future Volume (veh/h)	0	595	52	609	436	0	0	0	0	478	0	118
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/in	0	1781	1707	1796	1737	0				1826	1826	1722
Adj Flow Rate, veh/h	0	717	0	692	495	0				520	0	0
Peak Hour Factor	0.83	0.83	0.83	0.88	0.88	0.88				0.92	0.92	0.92
Percent Heavy Veh, %	0	8	13	7	11	0				5	5	12
Cap, veh/h	0	849		737	2284	0				610	0	
Arrive On Green	0.00	0.25	0.00	0.37	0.69	0.00				0.18	0.00	0.00
Sat Flow, veh/h	0	3474	1447	1711	3387	0				3478	0	1459
Grp Volume(v), veh/h	0	717	0	692	495	0				520	0	0
Grp Sat Flow(s), veh/h/in	0	1692	1447	1711	1650	0				1739	0	1459
Q Serve(g_s), s	0.0	20.7	0.0	33.4	5.6	0.0				14.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	20.7	0.0	33.4	5.6	0.0				14.9	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	849		737	2284	0				610	0	
V/C Ratio(X)	0.00	0.84		0.94	0.22	0.00				0.85	0.00	
Avail Cap(c_a), veh/h	0	1003		882	2714	0				746	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	36.5	0.0	22.7	5.7	0.0				41.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	6.1	0.0	16.2	0.1	0.0				8.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%) veh/in	0.0	8.8	0.0	15.0	1.5	0.0				6.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	42.7	0.0	38.9	5.8	0.0				49.4	0.0	0.0
LnGrp LOS	A	D		D	A	A				D	A	
Approach Vol, veh/h		717	A		1187						520	A
Approach Delay, s/veh		42.7			25.1						49.4	
Approach LOS		D			C						D	
Timer - Assigned Phs	1	2		4	6							
Phs Duration (G+Y+Rc), s	45.3	32.3		25.0	77.6							
Change Period (Y+Rc), s	7.4	6.6		7.0	6.6							
Max Green Setting (Gmax), s	46.6	30.4		22.0	84.4							
Max Q Clear Time (g_c+1), s	35.4	22.7		16.9	7.6							
Green Ext Time (p_c), s	2.5	3.1		1.1	4.1							

Intersection Summary

HCM 6th Ctrl Delay 35.5
 HCM 6th LOS D

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
 8: I-95 NB Off-Ramp/I-95 NB On-Ramp & US 278

Build AM

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑			↑↑	↑		↑	↑			
Traffic Vol, veh/h	33	1064	0	0	926	277	94	1	1147	0	0	0
Future Vol, veh/h	33	1064	0	0	926	277	94	1	1147	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	Free	-	-	None
Storage Length	245					280			0			
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	82	82	82	92	92	92	92	92	92
Heavy Vehicles, %	12	5	5	5	6	5	18	6	6	2	2	2
Mvmt Flow	39	1252	0	0	1129	338	102	1	1247	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	1129	0	-	-	-	0	1895	2459	-	-	-	-
Stage 1	-	-	-	-	-	-	1330	1330	-	-	-	-
Stage 2	-	-	-	-	-	-	565	1129	-	-	-	-
Critical Hdwy	4.34	-	-	-	-	-	7.16	6.62	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.62	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.62	-	-	-	-
Follow-up Hdwy	2.32	-	-	-	-	-	3.68	4.06	-	-	-	-
Pot Cap-1 Maneuver	560	-	0	0	-	-	~51	29	0	-	-	-
Stage 1	-	-	0	0	-	-	184	215	0	-	-	-
Stage 2	-	-	0	0	-	-	490	269	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	560	-	-	-	-	-	~47	0	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	130	0	-	-	-	-
Stage 1	-	-	-	-	-	-	171	0	-	-	-	-
Stage 2	-	-	-	-	-	-	490	0	-	-	-	-
Approach	EB			WB			NB					
HCM Control Delay, s	0.4			0			96.1					
HCM LOS							F					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR						
Capacity (veh/h)	130	-	560	-	-	-						
HCM Lane V/C Ratio	0.794	-	0.069	-	-	-						
HCM Control Delay (s)	96.1	0	11.9	-	-	-						
HCM Lane LOS	F	A	B	-	-	-						
HCM 95th %ile Q(veh)	48	-	0.2	-	-	-						
Notes												
-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												