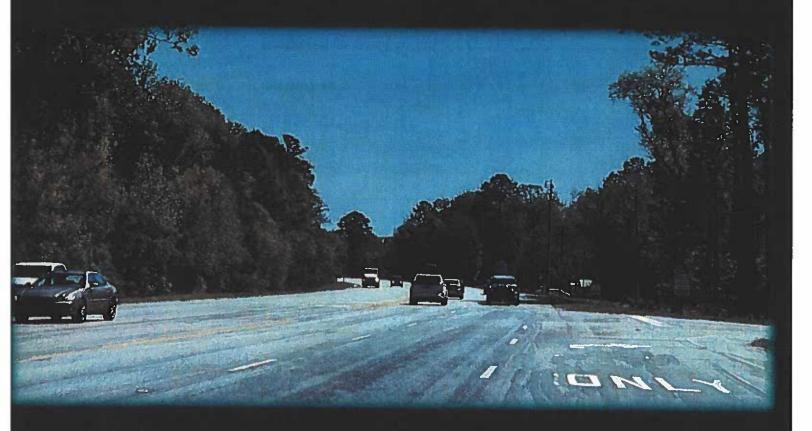
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Bailey Park

Traffic Impact Study

April 2022

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1. Executive Summary

The planned Bailey Park mixed-use development is to be located south of SC 170 (Okatie Highway) between Old Bailey Road West and Okatie Park Drive in Jasper County, South Carolina. The development is expected to be fully built out by 2027 and is planned to consist of 233 single family homes and 65,280 square feet of commercial development.

AECOM studied the traffic impacts of the Bailey Park development at full build-out and due to the heavy traffic volumes on SC 170, the minor street approaches at Bailey Road West and Site Driveway #1 are likely to experience moderate to significant delay for all left-turn vehicles in the year 2027. Please note AECOM used a conservative 4% annual growth rate to obtain 2027 traffic volumes.

In the Build 2027 scenario, the minor approach at Site Driveway #1 intersecting with SC 170 is expected to operate with a poor level of service and experience significant queuing. The following items were recommended for this scenario:

SC 170 at Site Driveway #1

- Construct a 150-foot eastbound right turn lane on SC 170 at Site Driveway #1.
- Construct a northbound left-turn lane along with 200-foot right-turn lane on Site Driveway #1 at SC 170.

While these recommendations may not fully mitigate congestion during peak hours, the following additional improvement should be considered:

• Install a sign at Site Driveway #1 that prohibits vehicle from turning left out of driveway during 7-9 AM and 4-6 PM. As a result of vehicles being restricted from turning left out of Site Driveway #1, the intersection of SC 170 at Bailey Road West should be monitored as future signalization may be warranted at a later time.

Old Bailey Road at Site Driveway #2

 Construct a single lane southbound approach on Site Driveway #2 at Old Bailey Road under stop control. No significant delay is expected at this driveway.

2. Introduction

The planned Bailey Park mixed-use development is to be located on SC 170 (Okatie Highway) between Old Bailey Road West and Okatie Park Drive in Jasper County, South Carolina as seen in **Figure 1**. The development is expected to be fully built out by 2027 and is planned to consist of 233 single family homes and 65,280 square feet of commercial development. The proposed site plan is shown in **Figure 2**. The intersections studied in this report are listed below:

- 1. SC 170 at Old Bailey Road West (S-18)
- 2. SC 170 at Old Bailey Road East (S-18)

This traffic study focuses on trip generation, distribution, traffic analyses, and provides recommendations for mitigating Level of Service (LOS) and queuing incurred by the proposed Bailey Park mixed-use development.

AECOM was tasked with studying traffic conditions near the proposed project during the weekday AM and PM peak hours for three (3) scenarios:

- 2022 Existing: An analysis of the existing conditions
- 2027 Background: An analysis of conditions in the year 2027 if the development is not constructed.
- 2027 Build: An analysis of conditions in the year 2027 if the development is constructed.

Based on these scenarios, the study is structured to focus on whether the proposed development will have a negative impact on traffic regarding LOS, delay, and queuing.



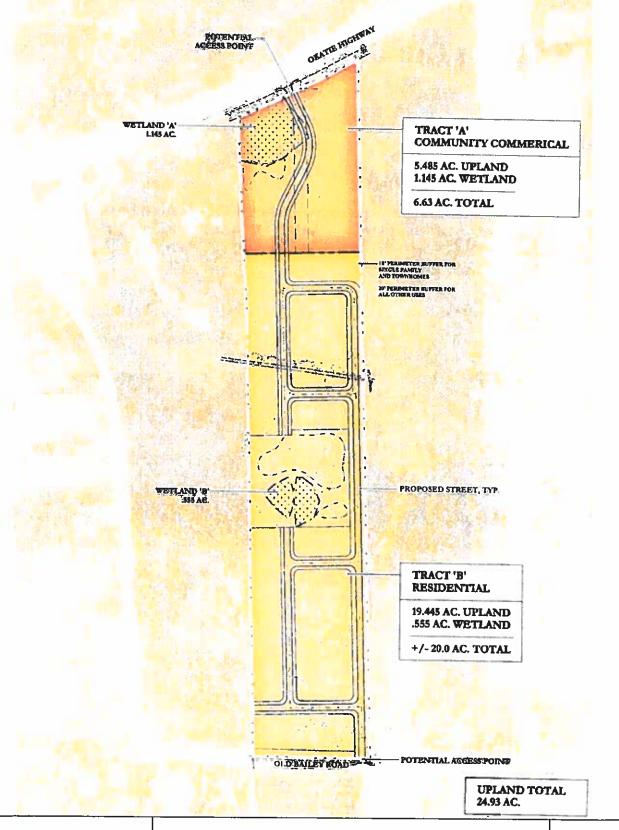
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FIGURE 1

VICINITY MAP

Bailey Park Traffic Impact Analysis - Jasper County, SC





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FIGURE 2

PROPOSED SITE PLAN

Bailey Park Traffic Impact Analysis - Jasper County, SC



3. Existing Conditions

Resources on the South Carolina Department of Transportation (SCDOT) website were referenced to determine the functional classification and Annual Average Daily Traffic (AADT) of the roadways studied in this report. This data assisted with determination of growth rates and other analysis factors.

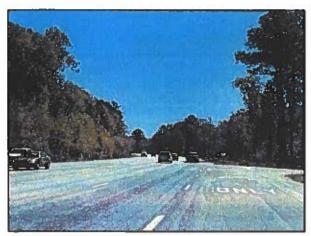
3.1 Roadway Characteristics

Okatie Highway (SC 170) is a 5-lane divided principal arterial with a speed limit of 55 miles per hour in the study area. According to the SCDOT traffic counts, the 2019 (Pre-Pandemic) average daily traffic consisted of 28,300 vehicles just east of the study area.

The existing lane configuration is shown in Figure 3.

3.2 Field Review

AECOM conducted a field visit on Monday, April 11, 2022 to record the existing roadway geometry and operations at the proposed study intersection.



Looking east towards proposed driveway location along SC 170



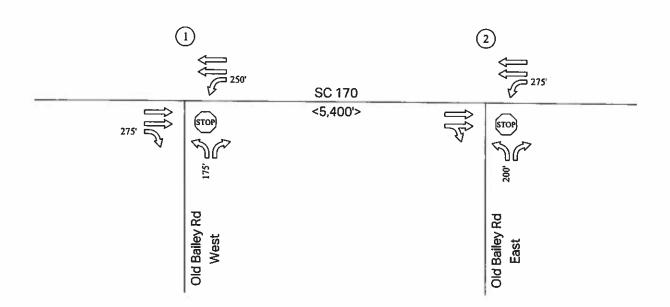
Looking east toward proposed driveway location along Old Bailey Road

3.3 Traffic Counts

Turning movement count data was collected by National Data and Surveying Services, Inc. at the study intersections on Thursday, April 7, 2022, from 7:00 - 9:00 AM and 4:00 - 6:00 PM. The peak hours were determined to be 7:00 - 8:00 AM and 4:00 - 5:00 PM.

An Average Daily Traffic (ADT) volume of 467 was collected over a 24-hour period on Thursday, April 7, 2022 along Old Bailey Road near the proposed Site Driveway #2.

The existing volumes are shown in **Figure 4.** Peak hour factors and truck percentages for the roadway are also reflected in the analysis. Traffic count data can be found in **Appendix A**.



LEGEND



Existing Laneage



Intersection Number



Distance Between Intersections

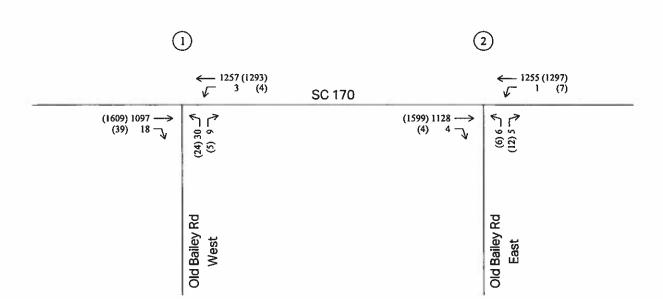


FIGURE 3

Existing 2022 Lane Configuration

Bailey Park Traffic Impact Analysis - Jasper County, SC





LEGEND



Volume Movement



Intersection Number



AM Peak Hour Traffic Volume (##) PM Peak Hour Traffic Volume



FIGURE 4

Existing 2022 AM / PM Peak Hour Volumes

Bailey Park Traffic Impact Analysis - Jasper County, SC



4. Background Growth

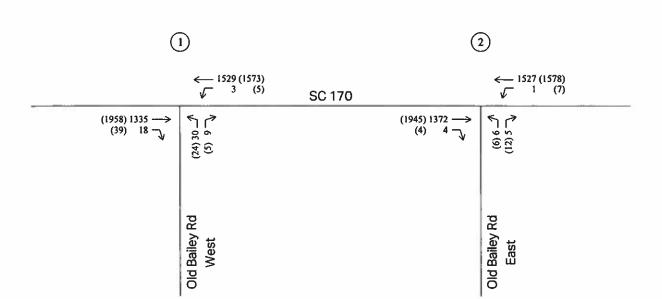
4.1 AADT Trends

Historic trend analysis of the data referenced from the SCDOT website shows growth rates in the study area at approximately 4 percent (4%) growth per year from 2014-2019. **Table 1** shows Annual Average Daily Traffic (AADT) Trends from 2014 to 2019.

Table 1 - AADT Trends

Road Name	Station	2014	2015	2016	2017	2018	2019	% Growth Rate
SC 170 from Jasper County Line to Beaufort County Line	184	23,100	22,200	22,900	23,600	25,500	28,300	4.14%

Background 2027 volumes are shown in Figure 5.



LEGEND



Volume Movement



Intersection Number



AM Peak Hour Traffic Volume

(##) PM Peak Hour Traffic Volume



FIGURE 5

Background 2027 AM / PM Peak Hour Volumes

Bailey Park Traffic Impact Analysis - Jasper County, SC



5. Trip Generation and Distribution

5.1 Trip Generation

AECOM used the Trip Generation Manual (Institute of Transportation Engineers, 10th Edition, 2017) to generate the site trips for the Bailey Park mixed-use development as shown in **Table 2**. The Trip Generation Handbook (Institute of Transportation Engineers, 3rd Edition, 2017) was referenced for determining whether to use the average rate or equation to generate projected traffic.

The development is planned to consist of 233 single family homes and 65,280 square feet of commercial development and is expected to be fully built out by 2027.

The Bailey Park mixed-use development is projected to generate 4,186 new daily trips (2,093 entering, 2,093 exiting) for a normal weekday. During the peak hours the proposed development is expected to generate 168 new trips (63 entering, 105 exiting) in the AM peak, and 374 new trips (199 entering, 175 exiting) during the PM peak.

Internal capture includes trips that start and end within the project site; therefore, trips do not affect external study intersections since they do not exit the development. According to the Trip Generation Handbook (Institute of Transportation Engineers, 2017) internal capture worksheets, approximately 2% of the AM and 25% of the PM peak hour site trips will be internally captured trips between the residential and retail land uses.

Pass-by includes trips already on the roadway network that are attracted by the retail development, enter and exit the development within the same peak hour. Based on proposed land uses, AECOM used 0% (AM peak) and 34% (PM peak) for the commercial development.

After internal capture and pass-by calculations, the proposed Bailey Park development is projected to generate 2,576 net new daily trips (1,288 entering, 1,288 exiting) for a normal weekday. During the peak hours the proposed development is expected to generate 164 net new trips (61 entering, 103 exiting) in the AM peak, and 213 net new trips (116 entering, 97 exiting) during the PM peak when constructed.

Detailed trip generation calculations are provided in Appendix B.

Table 2 - Trip Generation

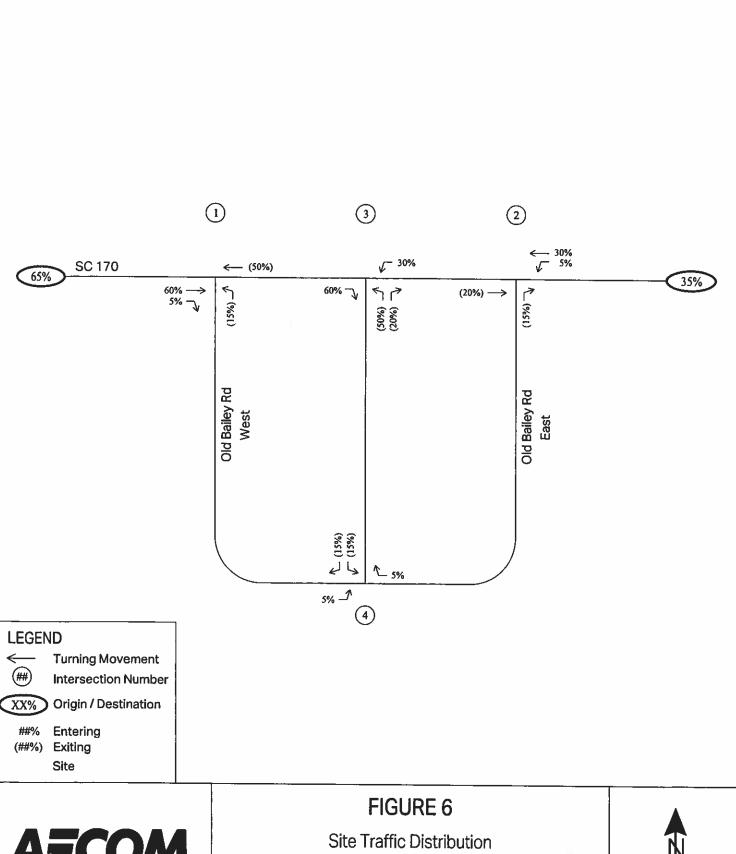
			la	<u> </u>	np Gen	eration				
Land Use	ITE		Daily		Al	Vi Peak Ho	our	Р	M Peak H	our
Туре	Code	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
65,280 SF Commercial	820	2,464	1,232	1,232	61	38	23	249	120	129
233 Townhomes	220	1,722	861	861	107	25	82	125	79	46
New Vehicle Trips	-	4,186	2,093	2,093	168	63	105	374	199	175
Internal Capture	•	3,266	1.633	1,633	164	61	103	282	153	129
Pass-By	•	690	345	345	0	0	0	69	37	32
Total External Site Trips	•	2,576	1,288	1,288	164	61	103	213	116	97

5.2 Trip Distribution

The planned development is to be accessed by a full access driveway along SC 170. Trip distributions for the Bailey Park mixed-use development were developed by analyzing existing traffic patterns at the study intersections. The distribution is described below:

- 65% to and from the west on SC 170
- 35% to and from the east on SC 170

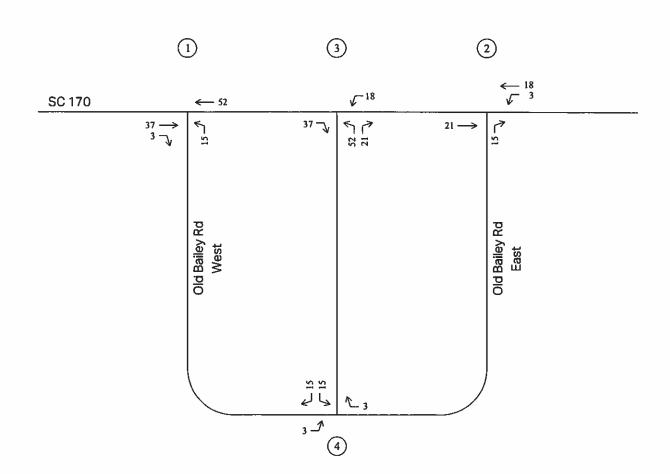
Site trip distribution and assignment are presented in Figure 6. The AM site trips using this distribution are shown in Figure 7. The PM site trips using this distribution are shown in Figure 8.



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Bailey Park Traffic Impact Analysis - Jasper County, SC





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##

Turning Movement

Intersection Number

AM Peak Hour Site Traffic Volume

Site

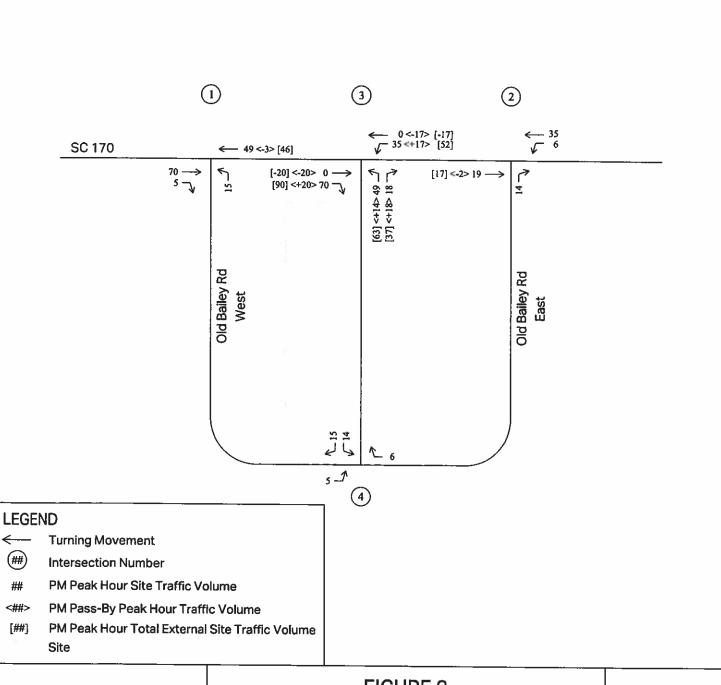


FIGURE 7

Site Traffic Volume AM

Bailey Park Traffic Impact Analysis - Jasper County, SC





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(##)

##

<##> [##]

FIGURE 8

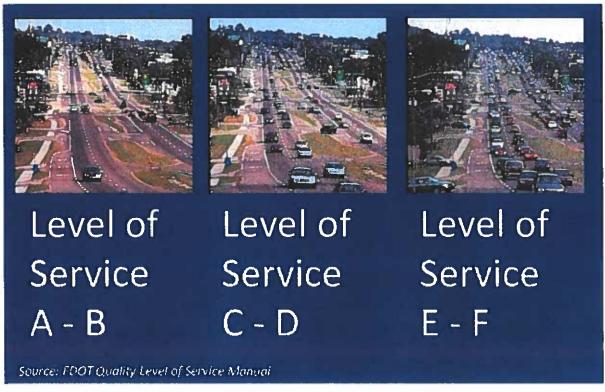
Site Traffic Volume PM

Bailey Park Traffic Impact Analysis - Jasper County, SC



6. Capacity Analysis

The traffic carrying ability of a roadway is described by levels of service (LOS) that range from LOS A to LOS F. LOS A represents unrestricted maneuverability and operating speeds. LOS B represents reduced maneuverability and operating speeds. LOS C represents restricted maneuverability and operating speeds closer to the speed limit. LOS D represents severely restricted maneuverability and unstable, low operating speeds. LOS E represents operating conditions at or near the capacity level. LOS F represents breakdown conditions characterized by stop and go travel. A visual representation of each LOS is shown below.



The Highway Capacity Manual (HCM) 6 defines LOS at an unsignalized intersection by average control delay per vehicle, which includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Several factors affect the controlled delay for unsignalized intersections, such as availability and distribution of gaps in the conflicting traffic stream, critical gaps, and follow-up time for a vehicle in the queue. The Highway Capacity Manual explains that drivers perceive that a signalized intersection is designed to carry higher traffic volumes and therefore expect to experience greater delays at signalized intersections. Unsignalized intersections are assigned a LOS for each minor movement. Typically, LOS D is considered the minimum acceptable level of service at an urban intersection. Table 3 presents LOS thresholds for unsignalized intersections.

Table 3 – LOS Thresholds for Unsignalized Intersections

Level of Service	Average Control Delay (sec/veh)
A	< 10.0
B	> 10.0 and < 15.0
C	> 15.0 and < 25.0
D	> 25.0 and < 35.0
E	> 35.0 and < 50.0
F	> 50.0

AECOM performed an analysis using Synchro 11 (Build 0, Rev 8) for the study intersections. AECOM analyzed each scenario for the AM and PM peak hours.

AECOM determined the required laneage to satisfy the LOS requirement as well as the appropriate storage lengths to accommodate 95th percentile queuing. According to Highway Capacity Manual (HCM) 6, an acceptable Level-of-Service (LOS) is "D" or better with "A" having the shortest delays and "F" having the longest delays. Sim Traffic was used to report 95th percentile queuing.

Appendix C provides the volume calculation spreadsheets used to develop all capacity analysis scenarios.

6.1 Existing 2022

AECOM analyzed the Existing 2022 traffic conditions during the AM and PM peak hours at the study intersections. Figure 9 shows the Existing 2022 AM and PM peak hour volumes and LOS.

Table 4 presents a summary of the LOS, delay, and volume to capacity ratios for the Existing 2022 conditions.

Table 4 – Existing 2022 Summary of LOS and Delay

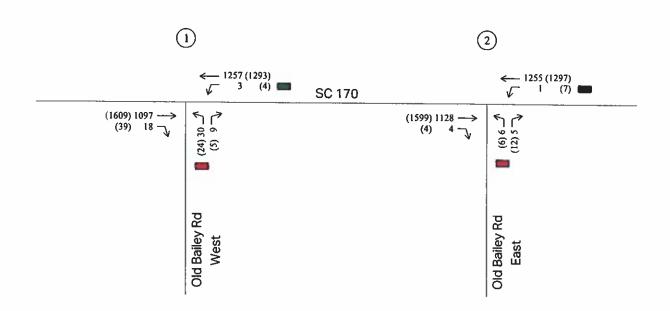
	Table 4 - Existing 2022 Summary of EOS and Delay							
ID#	O# Intersection App		Lev	M 6 el of e (LOS)	De	ntrol lay /veh)	Volun Capacit (V/	y Ratio
			AM	PM	AM	PM	AM	PM
		EBR	Α	Α	0.0	0.0	-	-
1	SC 170 at	WBL	С	В	16.3	14.9	0.010	0.012
'	Old Bailey Road West (Unsignalized)	NBL	D	E	26.5	48.0	0.228	0.306
		NBR	В	С	13.6	16.9	0.034	0.025
		EB	Α	Α	0.0	0.0	-	-
2	SC 170 at	WBL.	В	C	12.6	16.8	0.002	0.025
-	Old Bailey Road East (Unsignalized)	NBL	D	Е	25.0	37.5	0.068	0.078
		NBR	В	С	13.1	18.4	0.024	0.065

The 95th percentile queues for the Existing 2022 scenario are shown in **Table 5**.

Table 5 - Existing 2022 Summary of 95th Percentile Queues

ID#	Intersection	Approach	Storage Length	95th Percentile Queue (ft)		
			(ft)	AM	PM	
	SC 170 at	EBR	275	0	0	
		WBL	250	21	22	
1 '	Old Bailey Road West (Unsignalized)	NBL	175	72	93	
	, , ,	NBR	-	42	24	
	SC 170 at	WBL	275	8	19	
2	Old Bailey Road East	NBL	200	32	22	
	(Unsignalized)	NBR	-	26	41	

Synchro 11 and Sim Traffic outputs from the Existing 2022 analysis are provided in Appendix D.



LEGEND



- Volume Movement



Intersection Number

AM Peak Hour Traffic Volume (##) PM Peak Hour Traffic Volume Site

Unsignalized LOS (Critical Peak Hour)

LOS E/F

LOS D

LOS A/B/C



FIGURE 9

Existing 2022 AM / PM Peak Hour Volumes & LOS

Bailey Park Traffic Impact Analysis - Jasper County, SC



6.2 Background 2027

AECOM analyzed the Background 2027 traffic conditions during the AM and PM peak hours at each study intersection. As previously mentioned, this is an analysis of conditions in the year 2027 if the project is not constructed.

Table 6 presents a summary of the LOS, delay, and volume to capacity ratios for the Background 2027 conditions. As indicated in the table below, the northbound left turns experience a high level of delay due to the high east-west traffic volume on SC 170 and the 4% annual growth.

Table 6 - Background 2027 Summary of LOS and Delay

	Table 6 - Background 2027 Summary of LOS and Delay							
ID#	Intersection	Approach	Lev	M 6 el of e (LOS)	De	itrol lay /veh)	Volum Capacit (V/	y Ratio
			AM	PM	AM	PM	AM	PM
		EBR	А	Α	0.0	0.0	-	-
1	SC 170 at	WBL	С	С	20.2	18.9	0.014	0.021
'	Old Bailey Road West (Unsignalized)	NBL	D	F	33.5	77.4	0.210	0.356
	(======================================	NBR	С	С	15.4	20.8	0.028	0.024
		EB	Α	Α	0.0	0.0	-	-
2	SC 170 at	WBL	В	С	14.8	22.0	0.003	0.035
	2 Old Bailey Road East (Unsignalized)	NBL	D	F	32.0	56.9	0.048	0.088
		NBR	В	С	14.7	22.9	0.015	0.062

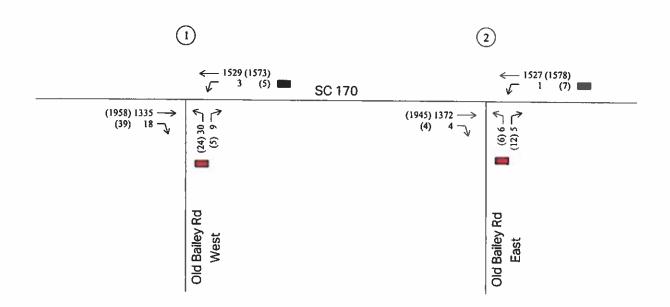
Figure 10 shows the Background 2027 AM and PM peak hour volumes and LOS.

The 95th percentile queues for the Build 2027 scenario are shown in Table 7.

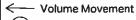
Table 7 - Background 2027 Summary of 95th Percentile Queues

ID#	Intersection	Approach	Storage Length	95th Percentile Queue (ft)		
			(ft)	AM	PM	
	EBR	275	0	0		
4	SC 170 at	WBL	250	16	12	
	Old Bailey Road West (Unsignalized)	NBL	175	75	314	
		NBR	-	36	373	
	SC 170 at	WBL	275	0	17	
2	Old Bailey Road East	NBL	200	29	17	
	(Unsignalized)	NBR	-	25	40	

Synchro 11 and Sim Traffic outputs from the Background 2027 analysis are provided in **Appendix** E.



LEGEND



Site

(##) Intersection Number

AM Peak Hour Traffic Volume (##) PM Peak Hour Traffic Volume Unsignalized LOS (Critical Peak Hour)

LOS E/F COS D

LOS A/B/C



FIGURE 10

Background 2027 AM / PM Peak Hour Volumes & LOS

Bailey Park Traffic Impact Analysis - Jasper County, SC



6.3 Build 2027

AECOM analyzed the Build 2027 traffic conditions during the AM and PM peak hours at the study intersection. This is an analysis of conditions in the year 2027 if the development is constructed.

Based on SCDOT turn lane warrants, a westbound left and eastbound right turn lane are both warranted at Site Driveway #1. The right turn lane warrant for the eastbound approach can be found in **Appendix F**. A left turn lane is recommended on all divided highways able to accommodate them according to the SCDOT ARMS Manual.

In the Build 2027 scenario, the minor approach at Site Driveway #1 intersecting with SC 170 is expected to operate with a poor level of service and experience significant queuing. The following items were recommended for this scenario:

SC 170 at Site Driveway #1

- Construct a 150-foot eastbound right turn lane on SC 170 at Site Driveway #1.
- Construct a northbound left-turn lane along with 200-foot right-turn lane on Site Driveway #1 at SC 170

While these recommendations may not fully mitigate congestion during peak hours, the following additional improvement should be considered:

 Install a sign at Site Driveway #1 that prohibits vehicle from turning left out of driveway during 7-9 AM and 4-6 PM. As a result of vehicles being restricted from turning left out of Site Driveway #1, the intersection of SC 170 at Bailey Road West should be monitored as future signalization may be warranted at a later time.

Old Bailey Road at Site Driveway #2

 Construct a single lane southbound approach on Site Driveway #2 at Old Bailey Road under stop control. No significant delay is expected at this driveway.

Table 8 presents a summary of the LOS, delay, and volume to capacity ratios for the Build 2027 conditions.

Table 8 - Build 2027 Summary of LOS and Delay

_	Table 9 Dalla 2027 Gallillary of 200 and Delay							
ID#	Intersection	Approach	Level of	M 6 Service DS)	De	ntrol lay /veh)	Volume to Capacity Ratio (V/C)	
			AM	PM	AM	PM	AM	PM
		EBR	Α	Α	0.0	0.0	-	-
1 1	SC 170 at Old Bailey Road West	WBL	С	C	22.3	21.6	0.016	0.025
] ']	(Unsignalized)	NBL	E	F	43.9	160.3	0.355	0.734
	(01.5.g.1.0.1200)	NBR	С	C	16.3	23.3	0.030	0.028
		EB	Α	Α	0.0	0.0	-	-
2	SC 170 at Old Bailey Road East	WBL	С	C	16.1	24.2	0.014	0.072
	(Unsignalized)	NBL	Ш	F	36.2	63.6	0.055	0.098
		NBR	С	D	16.2	26.0	0.064	0.144
	SC 170 at	WBL	В	D	13.8	26.7	0.047	0.259
3	Site Driveway #1	NBL	E	F	44.9	235.1	0.396	1.061
	(Unsignalized)	NBR	С	D	15.9	25.8	0.066	0.192
4	Old Bailey Road at Site Driveway #2	EB	Α	Α	7.2	7.3	0.002	0.003
	(Unsignalized)	SB Approach	Α	Α	8.7	8.7	0.033	0.032

Figure 11 shows the proposed Build 2027 proposed laneage and **Figure 12** shows the Build 2027 AM and PM peak hour volumes and LOS. As indicated in the tables, the northbound approaches at intersections #1 (Old Bailey Road West) and #3 (Site Driveway #1) with SC 170 are expected experience significant delay and queuing. It should be noted that the volume to capacity ratio is less than 1.0 at the Old Bailey Road West intersection and not likely to warrant a traffic signal.

The 95th percentile queues for the Build 2027 scenario are shown in **Table 9**.

Table 9 - Build 2027 Summary of 95th Percentile Queues

ID#	Intersection	Approach	Storage Length	95th Percentile Queue (ft)		
			(ft)	AM	PM	
		EBR	275	0	0	
1	SC 170 at Old Bailey Road West	WBL	250	22	18	
'	(Unsignalized)	NBL	175	96	324	
		NBR	-	30	611	
	SC 170 at	WBL	275	17	32	
2	Old Bailey Road West	NBL	200	32	40	
	(Unsignalized)	NBR	-	41	66	
	SC 170 at	WBL	150	29	67	
3	Site Driveway #1	NBL	-	104	757	
	(Unsignalized)	NBR	-	33	45	
4	Old Bailey Road at Site Driveway #2	EBL	-	0	0	
	(Unsignalized)	SB Approach	-	43	42	

Synchro 11 and Sim Traffic outputs from the Build 2027 analysis are provided in Appendix G

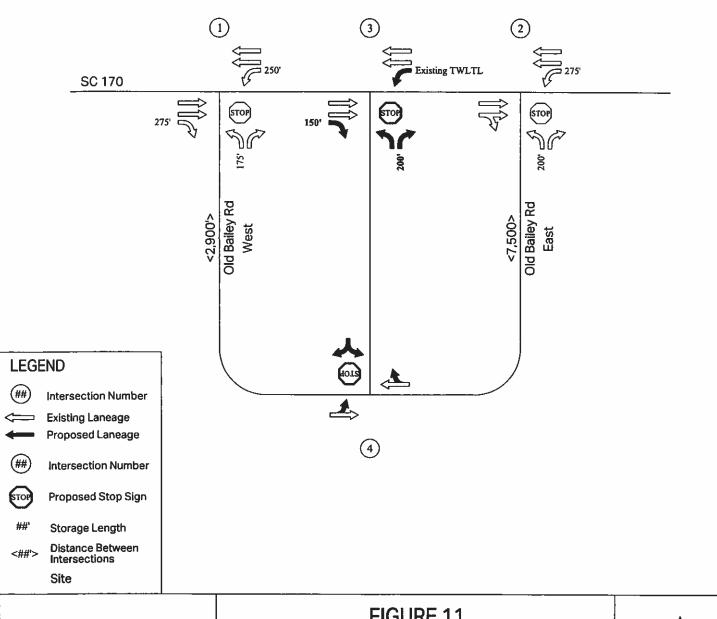


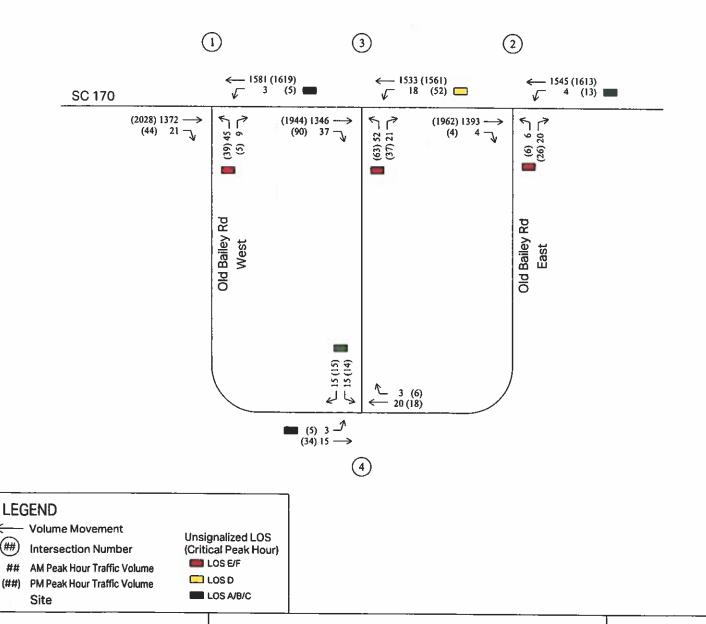


FIGURE 11

Build 2027 Lane Configuration

Bailey Park Traffic Impact Analysis - Jasper County, SC





A = CO A A

FIGURE 12

Build 2027 AM / PM Peak Hour Volumes & LOS

Bailey Park
Traffic Impact Analysis - Jasper County, SC



7. Conclusions and Recommendations

AECOM analyzed multiple scenarios for the Bailey Park development. A summary of the LOS and delay for each scenario is summarized in **Table 10**.

Table 10 - Scenario Summary of LOS and Delay

	_	Table TO - 5	ochano o	ulminal y	JI LOO all	a Delay		
				Level	of Service	and Dela	y (sec)	
ID#	Intersection	Approach	2022 E	xisting	2027 Bac	kground	2027	Build
			AM	PM	AM	РМ	AM	PM
1	SC 170 at Old Bailey Road West	NB Left	D (26.5)	E (48.0)	D (33.5)	F (77.4)	E (43.9)	F (160.3)
2	SC 170 at Old Bailey Road East	NB Left	D (25.0)	E (37.5)	D (32.0)	F (56.9)	E (36.2)	F (63.6)
3	SC 170 at Site Driveway #1	NB Left	-	_	-	-	E* (44.9)	F* (235.1)
4	Old Bailey Road at Site Driveway #2	SB Approach	-		-	-	A (8.8)	A (8.9)

*Installing sign prohibiting no left-turn existing Site Driveway #1 during the AM and PM peak hours is expected to improve LOS to D in the AM peak hour and LOS C during the PM peak hour.

The summary table above indicates that in the Existing, Background, and Build scenarios the study intersections along SC 170 operate at unacceptable LOS on the minor approaches. The Site Driveway #1 approach should be expected to experience long queues during the peak hours. It is likely that traffic from the development will choose the less congested route such as using the Old Bailey Road back driveway which eventually intersect with SC 170.

A future consideration to improve queuing and delay at Site Driveway #1 would be to allow exiting vehicles to a northbound right only and to not allow northbound left turns. This access configuration could be achieved with restriping and signage. Northbound left turning vehicles would then have the option to access SC 170 via both of its intersections with Old Bailey Road through the back access Site Driveway #2.

As access is restricted along all northbound site driveways along SC 170 in general study area, warrants are likely to be met for a traffic signal at Old Bailey Road West. Traffic from the Bailey Park development and other sites along Old Bailey Road would likely opt to use the signal to turn left onto SC 170 to avoid long queues and delay at unsignalized intersections.

The growth rate used in this study was 4%. This is a conservative growth rate and does result in significant growth in background traffic. This is not an unreasonable growth rate to use based on historic traffic counts but if growth does not continue at this rate, traffic congestion may not be to the level indicated in this report.

As development increases along SC 170, a corridor study may be necessary to determine a long-term solution to alleviate congestion and safety. These solutions may include raised median barriers along SC 170 combined with dedicated U-turn sites which would help encourage the right-out only movement from Site Driveway #1.

Appendix A – Traffic Count Data

											Printed	- Cars,	PU, Va												
I		SR 5-1		d Balley	/Rd W			SR 5-		d Baile	ROW			8.6	170/OH		wy			\$	R 170/Ok		у		
				bound						bound					Eastbo						Westb				
Start Time	Left	Thru	Rgt			Ace Total		Thru			Peds (a	po Total		Thru	Rgt		Peds /		Left	T₃wu	Rgt	Uturn	Peds	App Total	Int Total
7 00 AM	7	0	- 1	0	0	В	. 0	0	0	0	Q	i o	0	258	7	0	0	265	- 1	349	Û	0	0	350	623
7 15 AM	10	0	6	0	0	18	. 0	0	0	0	0	0	0	287	6	0	0	293	0	332	0	0	0	332	641
7.30 AM	7	- 0	2	0	0	9	0	0	0	0	0	Q.	0	294	3	0	0	297	- 1	321	0	0	0	322	628
7.45 AM	- 6	0	- 0	0	0	6	0	0	0	.0	. 0	0	0	258	2	0	0	260	1	255	. 0	0	0	256	522
Total	30	0	9		0	39	0	0	0	0	0	0	0	1097	16	0	Ō	1115	3	1257	0	0	0	1260	2414
MA 00 8	4	0	0	0	0	4	0	0	0	0	0	0	0	256	3	0	0	259	. 1	241	0	0	0	242	505
8 15 AM	8	0	0	0	0	8	0	Ð	0	0	0	0	0	219	- 1	0	0	220	1	269	0	0	0	270	498
8.30 AM	3	0	0	0	0	3	0	0	0	0	0	0	0	218	4	0	0	222	0	261	0	0	0	281	506
8:45 AM	0	0	. 0	0	0	0	. 0	0	0	0	0	0	0	225	5	Û	0	230	3	249	0	0	0	252	482
Total	15	0	0	0	0	15	0	0	0	0	0	0	0	918	13	0	0	931	5	1040	0	0	0	1045	1991
4 00 PM	В	0	3	0	0	11	0	0	0	. 0	0	이	0	409	11	0	0	420	1	369	0	0	0	370	801
4 15 PM	2	0	- 1	0	0	3	0	0	0	. 0		9	0	422	- 11	-0	0	433	3	326	0	0	0	329	765
4.30 PM	8	0	1	0	0	9	- 0	0	0	0	. 0	0	0	391	9	0	0	400	. 0	321	0	0	0	321	730
4 45 PM	- 6	. 0	0	0	0	- 6	0	0	0		0	0	0	367	- 8	0	0	395	0		Û	0	0	277	678
Total	24	0	5	0	0	29	- 0	0	0	. 0	0	0	0	1609	39	0	0	1648	4		0	0	0	1297	2974
5 00 PM	3	0	1	0	0	4	0	0	9	. 0	0	0	0	327		0	0	335	- 1	251	0	0	0	252	591
5 15 PM	5	0	. 1	. 0	0	6	0	0	0			0	0	298	- 11	0	0	309	0	216	0	0	0	216	531
5 30 PM		0	0	9	0	1	0	U	0			0	0	247	0	0	0	253	- 1	200	0	0	0	201	455
5 45 PM	9	0		0	0	2	0	0	0	, O	0	0	0	185	- 6	0		191	1	155	0	0	0	156	349
Total	9	U	4		0	13	0	0	0		0	이	0	1057	31	0	0	1088]	3	822	0	0	0	825	1926
Grand Total	78	0	18		0	96	0	0	0	0	0	ol	0	4681	101	0	0	4782	15	4412	0	0	0	4427	9305
Approh %	813	0.0	18.8	0.0	0.0	1	0.0	0.0	0.0	0.0	0.0		0.0	97 9	21	0.0	0.0	- 1	03	99.7	0.0	0.0	0.0	- 1	
Total %	0.8	0.0	0.2	0.0	0.0	10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50 3	1.1	0.0	0.0	51.4	02	47.4	0.0	0.0	0.0	476	
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% Cars, PU, Vara	98.2	0.0	94 4	0.0		95 8	0.0	0.0	0.0	0.0		00	0.0	95.3	96.0	0.0		953	80.0	96 1	0.0	0.0		98.0	95 6
Heavy trucks	3	0	1	0		4	0	0	0	0		O,	0	221	4	Û		225	3	173	0	0		176	405
MHeavy trucks	3.8	0.0	56	0.0		42	0.0	0.0	0.0	60		0.0	0.0	4.7	4.0	0.0		4.7	20 0	39	0.0	0.0		40	4.4

Project ID: 22-150013-001

Location: t City: I	SR S-7- Ridgela	18/Old nd				J/Okatie	Hwy	P	EAK	НС	URS								Thursd 4/7/202		
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7 15 AM	10	- 0	6	0	16	Û	0	0	0	. 0	. 0	287	6	Đ	293	0	332	0	0	332	641
7.30 AM	7	0	2	0	9	0	0	0	0	. 0	0	294	3	-0	297	1	321	0	0	322	628
7 45 AM	6	. 0	Ů.	0	- 6	0	0	0	0	0	0	258	2	Ò	260	1	255	0	0	256	522
Total Volume	30	0	9	0	39	Ð		0	-0	. 0	0	1097	18	0	1115	3	1257	0	0	1260	2414
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4 30 PM 4 45 PM Total Volume % App Total PHF	8 6 24 82 8	0 0	0 5 17 2	0	6 29 100 0 659	0 0 0	0 0 00	0 0 0	0 0 0	0	0 0 0	391 387 1609 97 6	9 8 39 24	0 0 0	400 395 1648 100 0 952	0 0 4 03	321 277 1293 99 7	0 0	0 0 0 0	321 277 1297 100 0 876	730 678 2974
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Project ID: 2																									
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Cars, PU, Vans	5	0	5	0	10	0	0	0	0	0	0	1056	4	- 1	1061	- 0	1199	0		1199	2270
% Cars, PU, Vans	83.3		100 0	0.0	909	0.0	0.0	0.0	0.0	00	0.0	936	100 0	100 0	938	0.0	95 5	0.0	00	95 5	94.6
Heavy trucks	1	0	0	0	- 1	0	Q.	0	0	0,	- 0	72	D	0	72	1	56	0	0	57	130
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4 00 PM 4 15 PM 4 30 PM 4 45 PM Total Volume % App Total	1 2 3 0 6 33 3	0 0 0 0 0	M - 06 04 Begins a 3 5 2 2 12 66 7	0 PM 0 0 0 0 0 0 0	PM 4 7 5 2 18 100	0 0 0	0 0 0	0 0 0	0 0 0 0	0 0	0 0 0	402 429 391 377 1599	2 0 1 1 4	0 0 0	404 429 392 378 1603 100 0 934	0 1 4 2 7 05	361 332 316 288 1297 99 5	0 0 0 0 0	0 0 0 0 0	361 333 320 290 1304 100 0 903	769 769 717 670 2925
4 00 PM 4 15 PM 4 30 PM 4 45 PM Total Volume % App Total PHF Care, PU, Vans % Care, PU, Vans	1 2 3 0 6 33 3	0 0 0 0 0	M - 06 04 Begins a 3 5 2 2 2 12 66 7	0 PM 0 04 00 0 0 0 0	PM 4 7 5 2 18 100 0 643	0 0 0	0 0 0	0 0 0	0 0 0	0 0	0 0 0	402 429 391 377 1599 99.8	2 0 1 1 4 02	0 0 0	404 429 392 378 1603 100 0 934	0 1 4 2 7 05	361 332 316 288 1297 99 5	0 0 0 0 0	0 0 0 0 0	361 333 320 290 1304 100 0 903 1279	769 769 717 670 2925 0 951 2860
4 00 PM 4 15 PM 4 30 PM 4 45 PM Total Volume % App Total PHF Cars, PU, Vans	1 2 3 9 6 33 3 5 100 0 0	0 0 0 0 0 0 0	M - 06 04 Begins a 3 5 2 2 12 66 7	0 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	PM 4 7 5 2 18 100 0 643 17	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0	0 0 0	402 429 391 377 1599 998	2 0 1 1 4 02	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	404 429 392 378 1603 100 0 934 1564 97 6	0 1 4 2 7 05	361 332 316 288 1297 99 5	0 0 0 0 0	0 0 0 0 0	361 333 320 290 1304 100 0 903 1279 98 1	769 769 717 670 2925 0 951 2860 97 8
4 00 PM 4 15 PM 4 30 PM 4 45 PM Total Volume % App Total PHF Care, PU, Vans	1 2 3 0 6 33 3 5 100 0	0 0 0 0 0 0	M - 06 00 Begins at 5 2 2 12 66 7	0 PM 0 0 0 0 0 0 0 0 0	PM 4 7 5 2 18 100 0 643 17 94 4	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	402 429 391 377 1599 99.8	2 0 1 1 4 02	0 0 0	404 429 392 378 1603 100 0 934	0 1 4 2 7 05	361 332 316 288 1297 99 5	0 0 0 0 0	0 0 0 0 0	361 333 320 290 1304 100 0 903 1279	769 769 717 670 2925 0 951 2860

Prepared by NOS/ATO

VOLUME

SR S-7-18 W/O Old Baileys Cir

Day: Thursday Date: 4/7/2022

Pk Hr Factor

City: Ridgeland Project #: SC22_150014_001

0.750

0.654

0.722

	DAILY TOTALS		NB	SB	EB	WB				Total
	DAILT TOTALS	10.00	0	0	252	215				467
AM Period	NB SB	EB	WB	TOTAL	PM Period	NB	SB EB	W	В	TOTAL
00:00		1	0	1	12:00		7	5		12
00:15		0	0	0	12:15		8	2		10
00:30		0	0	0	12:30		5	4		9
00:45		0 1	0	0 1	12:45		4	24 4	15	8 39
01:00		0	0	0	13:00		5	5		10
01:15		1	0	1	13:15		4	6		10
01:30		0	0	0	13:30		5	4		9
01:45		0 1	0	0 1	13:45		2	16 4	19	6 3
02:00		1	1	2	14:00		1	7		8
02:15		0	1	1	14:15		1	4		5
02:30		0	0	0	14:30		2	- 4		6
02:45 03:00		0 1	0 2	0 3	14:45		3	7 1	16	4 2
03:00		0	0	0	15:00 15:15		4	4		8
03:30		0	Ö	0	15:30		4 8	0		4
03:45		0	Ö	o	15:45		4	20 5	- 11	10 9 3
04:00		0	0	o o	16:00		10	6	11	9 3
04:15		ŏ	1	1	16:15		5	3		8
04:30		ŏ	Ô	Ô	16:30		6	4		10
04:45		ŏ	0 1	0 1	16:45		13	34 5	18	18 5
05:00		0	3	3	17:00		5	3	10	8
05:15		Ó	0	0	17:15		8	6		14
05:30		1	1	2	17:30		6	2		8
05:45		2 3	3 7	5 10	17:45		4	23 5	16	9 3
06:00		0	3	3	18:00		5	3		8
06:15		1	7	8	18:15		7	2		9
06:30		3	5	8	18:30		6	1		7
06:45	Market Market Annual Control	2 6	4 19	6 25	18:45		6	24 5	11	11 3
07:00		2	7	9	19:00		4	2		6
07:15		3	4	7	19:15		6	2		8
07:30		6	4	10	19:30		6	2		8
07:45		4 15	5 20	9 35	19:45		1	17 2	8	3 2
08:00		1	6	7	20:00 20:15		7	0		7
08:15 08:30		0 2	5	5	20:19		3	0		3
08:45		0 3	2 16	2 19	20:45		2	15 0		2
09:00		0	4	4	21:00		0	15 <u>0</u>		3 1
09:15		2	ō	2	21:15		2	0		2 2
09:30		2	ž	4	21:30		4	1		5
09:45		2 6	3 9	5 15	21:45		ō	6 3	6	3 1
10:00	-	4	0	4	22:00		4	2		6
10:15		2	2	4	22:15		1	2		3
10:30		1	4	5	22:30		Õ	ō		0
10:45		_613	1 7	7 20	22:45		1	6 0	4	1 1
11:00		1	3	4	23:00		2	1		3
11:15		1	2	3	23:15		0	1		1
11:30		4	3	7	23:30		0	0		0
11:45	(AC 188)	2 8	0 8	2 16	23:45		1	3 0	2	1
TOTALS		57	89	146	TOTALS			195	126	32
SPLIT %		39.0%	61.0%	31.3%	SPLIT %			60.7%	39 3%	68
- 1 - 3 · 6	DAILY TOTALS	N Intelligence	NB	SB	EB	WB	T WE A	-	12 mil	Total
	PAILT TOTALS	كالمالي في إها	0	0	252	215				467
M Peak Hour		11:45	06:15	07:00	PM Peak Hour	-772 - 1 July 10 - 1 - 1 - 1 - 1		16:00	13:15	16
M Pk Volume		22	23	35	PM Pk Volume			34	21	
Pk Hr Factor		0 688	0.821	0.875	Pk Hr Factor			0 654	0.750	0.
7 - 9 Volume	0 - 0	18	36	54	4 - 6 Volume	0		57		
	The second second second					The state of	0		34	9
- 9 Peak Hour		07:00	07:00	07:00	THE RESERVE OF THE PARTY OF THE			16:00	16:00	16
Materia	0 0	15	20	35	4-6 Pk	0	0	34	18	100
Pk Hr Factor	0.000 0.000	0.625	0.714	0.875	Pk Hr Factor	0.000	0.000	0.654	0.750	0.1

Pk Hr Factor

0.875

15 0.625

0.714

Appendix B – Trip Generation

		Bailey Park Trip Generation	Trip Get	heration							
		Table 2 - Trip Generation	rip Gene	ration							
200	- dra	Interestiv		Daily		A	AM Peak Hour	ur	PI	PM Peak Hour	our
990		, included	Total	ıı	Out	Total	n.	Out	Total	ul	Out
820 Shopping Center	65.28	1000 SF GLA	2,464	1,232	1,232	61	38	23	249	120	129
220 Townhomes	233	Dwelling Units	1,722	861	861	107	22	82	125	79	46
Subtotal			4,186	2,093	2,093	168	63	105	374	199	175
Internal Capture									65 15		
820 Shopping Center			460	120	340	7	-	-	46	12	8
220 Townhomes			460	340	120	2	-	-	46	श्र	12
	AM	PM									
Internal Capture Total	2.38%	24.60%	920	460	460	4	2	7	8	\$	\$
Total External Trips			3,266	1,633	1,633	164	61	103	282	153	129
Pass-By Traffic (ITE)	W Y	Æ									
820 Shopping Center	%0	34%	069	345	345	0	0	٥	69	37	83
Pass-By Total:	18.	18.45%	069	345	345	0	•	•	69	37	32
Total Net New External Trips			2,576	1,288	1,288	18	64	103	213	116	26

*7 ×

Project Name:	Bailey Park TIA
Analysis Period:	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends									
Land Use	Tab	le 7-A (D): Enter	ing Trips		Table 7-A (O): Exiting Trips				
Edild Ose	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*			
Office	1.00	0	0	1.00	0	0			
Retail	1.00	38	38	1.00	23	23			
Restaurant	1.00	0	0	1,00	0	0			
Cinema/Entertainment	1.00	0	0	1,00	0	-			
Residential	1.00	25	25	1.00	82	82			
Hotel	1.00	0	0	1.00	0	0			

Origin (From)		Destination (To)								
Origin (i Torri)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel				
Office	独构设制 100	0	0	0	0	0				
Retail	7	Lesi VIII	3	0	3	0				
Restaurant	0	0	运 机	0	0	0				
Cinema/Entertainment	0	0	0	HEROTE SERVICE	0	0				
Residential	2	1	16	0		0				
Hotel	0	0	0	0	0	attoniamanimient (

Origin (From)		Destination (To)								
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel				
Office	TENTANTA	12	0	0	0	0				
Retail	0	THE BUILDING	0	0	1	- 0				
Restaurant	0	3	MORRENTALL.	0	1	- 0				
Cinema/Entertainment	0	0	0	MINIMU	0	- 0				
Residential	0	6	0	0		0				
Hotel	0	2	0	0	0	SEESEMENT CONTROL OF THE PERSON OF THE PERSO				

<u> </u>	Та	ble 9-A (D): Inte	ernal and External	Trips Summary (Entering	Trips)		
Destination Land Use		Person-Trip Estin	mates	External Trips by Mode*			
Destination Land Use	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²	
Office	0	0	0	0	0	0	
Retail	1	37	38	37	0	0	
Restaurant	0	0	0	0	0	0	
Cinema/Entertainment	0	0	0	0	0	0	
Residential	1	24	25	24	0	0	
Hotel	0	0	0	0	0	0	
All Other Land Uses ³	0	0	0	0	0	0	

	T	able 9-A (O): Inte	ernal and External	Trips Summary (Exiting T	rips)		
Origin Land Use	F	Person-Trip Estin	nates	External Trips by Mode*			
Crigin Land Ose	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²	
Office	0	0	0	0	0	0	
Retail	1	22	23	22	0	0	
Restaurant	0	0	0	0	0	0	
Cinema/Entertainment	0	0	0	0	0	0	
Residential	1	81	82	81	0	0	
Hotel	0	0	0	0	0	0	
All Other Land Uses ³	0	0	0	0	0	- 0	

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

²Person-Trips

³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator *Indicates computation that has been rounded to the nearest whole number.

Project Name:	Bailey Park TIA
Analysis Period:	PM Street Peak Hour

	T	able 7-P: Conver	sion of Vehicle-Tri	ip Er	ids to Person-Trip En	ds		
Land Use	Table	e 7-P (D): Entering	Trips	П	Table 7-P (O): Exiting Trips			
	Veh. Occ.	Vehicle-Trips	Person-Trips*	IГ	Veh. Occ.	Vehicle-Trips	Person-Trips*	
Office	1.00	0	0		1,00	0	0	
Retail	1.00	120	120	ΙГ	1,00	129	129	
Restaurant	1.00	0	0		1.00	0	0	
Cinema/Entertainment	1.00	0	0		1.00	0	0	
Residential	1.00	79	79		1.00	46	46	
Hotel	1.00	0	0	一厂	1.00	0	0	

Origin (From)		Destination (To)							
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel			
Office		0	0	0	0	0			
Retail	3	新林門新門	37	5	34	6			
Restaurant	0	0		0	0	0			
Cinema/Entertainment	0	0	0	in the same of the	0	0			
Residential	2	19	10	0	TOP LOUTERS.	1			
Hotel	0	0	0	0	0	all the hearth has been			

Origin (From)	Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination) Destination (To)								
Origin (Fram)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel			
Office		10	0	0	3	0			
Retail	0	HARMANIAL	0	0	36	0			
Restaurant	0	60	采花器(水色质)	0	13	0			
Cinema/Entertainment	0	5	0	THE PERSON NAMED IN THE PE	3	Ö			
Residential	0	12	0	0		0			
Hotel	0	2	0	0	0	SHARING HILLIAM SAN			

	Tal	ole 9-P (D): Intern	al and External Tr	ps Summary (Entering Tri	ps)		
Destination Land Use	P	erson-Trip Estimat	es	External Trips by Mode*			
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²	
Office	0	0	0	0	0	0	
Retail	12	108	120	108	0	0	
Restaurant	0	0	0	0	0	0	
Cinema/Entertainment	0	0	0	0	0	0	
Residential	34	45	79	45	0	0	
Hotel	0	0	0	0	0	0	
All Other Land Uses3	0	0	0	0	0	0	

	Ta	ble 9-P (O): Inter	mal and External	Trips	Summary (Exiting Tr	ips)		
Origin Land Use	Person-Trip Estimates				External Trips by Mode*			
Chgin Land Ose	Internal	External	Total	1 [Vehicles ¹	Transit ²	Non-Motorized ²	
Office	0	0	0	1Г	0	0	0	
Retail	34	95	129	1 [95	0	0	
Restaurant	0	0	0	1 Г	0	0	0	
Cinema/Entertainment	0	0	0	1 [0	0	0	
Residential	12	34	46	1 「	34	0	0	
Hotel	0	0	0	1	0	0	0	
All Other Land Uses ³	0	0	0	1	0	0	0	

TVehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P
Person-Trips
Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator Indicates computation that has been rounded to the nearest whole number.

Appendix C – Intersection Calculation Spreadsheets

Intersection #1 SC 170 at Old Bailey Rd West

AM Peak Hour

	-		SC 170			SC 170		Old	Bailey Rd \	Vest		15	
		1	<u>Eastbound</u>	1]	<u> Vestboun</u>	<u>d</u>	- 1	<u>lorthboun</u>	<u>d</u>	<u>s</u>	outhboun	d
Desc	ription	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2022	Raw Traffic Count	0	1.097	18	3	1.257	0	30	0	9			
	Growth Adjustment Factor	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Adjustment Amount	0	0	0	0	0	0	0	0.070	0.07.0	0.07	0	0
2022		0	1,097	18	3	1,257	0	30	0	9	0	0	0
	Annual Growth Rate	4.0%	4.0%	0.0%	0.0%	4 0%	4 0%	0.0%	0.0%	0.0%	4.0%	4.0%	4.0%
	Background Growth	0	238	0	0	272	0	0	0.07.0	0.070	0	0	0
2027	No-Build Peak Hour Volume	0	1,335	18	3	1,529	0	30	0	9	0	0	0
									-			1 14	D-DES
	% Entering	0%	60%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<u> </u>	Entering Site Traffic	0	37	3	0	0	0	0	0	0	0	0	0
	% Exiting	0%	0%	0%	0%	50%	0%	15%	0%	0%	0%	0%	0%
	Exiting Site Traffic	0	0	0	0	52	0	15	0	0	0	0	0
	Total Site Trips	0	37	3	0	52	0	15	0	0	0	0	0
	Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0	0
_	Total External Site Traffic	0	37	3	0	52	0	15	0	0	0	0	0
2027	Build Peak Hour Volume	0	1,372	21	3	1,581	0	45	0	9	0	0	0

		i	SC 170		Į.	SC 170		Old	Bailey Rd \	West	[-	
	•		Eastboun	1	1	Nestboun	d	1	lorthboun	d	S	outhboun	ıd
Desc	ription	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Righ
2022	Raw Traffic Count	o	1,609	39	4	1,293	0	24	0	5			
	Growth Adjustment Factor	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Adjustment Amount	0	0	0	0	0	0	0	0	0	0	0	0
2022	Peak Hour Volume	0	1,609	39	4	1,293	0	24	0	5	0	0	0
	Annual Growth Rate	4.0%	4.0%	0.0%	4.0%	4.0%	4.0%	0.0%	0.0%	0.0%	4.0%	4.0%	4.0%
	Background Growth	0	349	0	1	280	0	0	0	0	0	0	0
2027	No-Build Peak Hour Volume	0	1,958	39	5	1,573	0	24	0	5	0	0	0
	% Entering	0%	60%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Entering Site Traffic	0	70	5	0	0	0	0	0	0	0	0	0
	% Exiting	0%	0%	0%	0%	50%	0%	15%	0%	0%	0%	0%	0%
	Exiting Site Traffic	0	0	0	0	49	0	15	0	0	0	0	0
	Total Site Trips	0	70	5	0	49	0	15	0	0	0	0	0
	Pass-by Trips	0	0	0	0	-3	0	0	0	0	0	0	0
	Total External Site Traffic	0	70	5	0	46	0	15	0	0	0	0	0
2027	Build Peak Hour Volume	0	2,028	44	5	1,619	0	39	0	5	0	0	0

Intersection #2 SC 170 at Old Bailey Rd East

AM Peak Hour

		SC 170 Eastboun	_	_	SC 170 Vestboum	_	ı	Bailey Rd Iorthboun		<u>s</u>	outhbour	ıd
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2022 Raw Traffic Count	0	1,128	4	,	1,255	0	6	0	5	0	0	0
Growth Adjustment Factor	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Adjustment Amount	0	0	0	0	0	0	0.070	0.070	0.076	0.0%	0.074	0.0%
2022 Peak Hour Volume	0	1,128	4	100	1,255	0	6	0	5	0	0	0
				-								
Annual Growth Rate	4.0%	4.0%	0.0%	0.0%	4.0%	4.0%	0.0%	0.0%	0.0%	4.0%	4.0%	4.0%
Background Growth	0	244	0	0	272	0	0	0	0	0	0	0
2027 No-Build Peak Hour Volume	0	1,372	4	1	1,527	0	6	0	5	0	0	0
% Entering	0%	0%	0%	5%	30%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	3	18	0_	0	0	0	0	0	0
% Exiting	0%	20%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%
Exiting Site Traffic	0	21	0	0	0	0	_ 0	0	15	0	0	0
Total Site Trips	0	21	0	3	18	0	0	0	15	0	0	0
Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total External Site Traffic	0	21	0	3	18	0	0	0	15	0	0	0
2027 Build Peak Hour Volume	0	1,393	4	4	1,545	0	6	0	20	0	0	0

			SC 170			SC 170		Old	Bailey Rd	East			
			Eastboun	<u>d</u>	, y	Nestboun	<u>d</u>		lorthboun		S	outhboun	ıd
Desc	ription	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	_
2022	Raw Traffic Count	0	1.599	4	7	1,297	0	6	0	12	0	0	Ò
	Growth Adjustment Factor	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Adjustment Amount	0	0	0	0	0	0	0	0	0.078	0	0.074	0.076
2022	Peak Hour Volume	0	1,599	4	7	1,297	0	6	0	12	0	0	0
	Annual Growth Rate	4.0%	4.0%	0.0%	0.0%	4.0%	4.0%	0.0%	0.0%	0.0%	4.0%	4.0%	4.0%
	Background Growth	0	346	0	0	281	0	0	0	0	0	0	0
2027	No-Build Peak Hour Volume	0	1,945	4	7	1,578	0	6	0	12	0	0	0
	% Entering	0%	0%	0%	5%	30%	0%	0%	0%	0%	0%	0%	0%
	Entering Site Traffic	0	0	0	6	35	0	0	0	0	0	0	0
	% Exiting	0%	20%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%
	Exiting Site Traffic	0	19	0	0	0	0	0	0	14	0	0	0
	Total Site Trips	0	19	0	6	35	0	0	0	14	0	0	0
	Pass-by Trips	0	-2	0	0	0	0	0	0	0	0	0	0
	Total External Site Traffic	0	17	0	6	35	0	0	0	14	0	0	0
2027	Build Peak Hour Volume	0	1,962	4	13	1,613	0	6	0	26	0	0	0

Intersection #3 SC 170 at Site Driveway #1

AM Peak Hour

			SC 170 Eastboun	<u>d</u>	7	SC 170 Vestboun	ı <u>d</u>		e Driveway Iorthboun		5	- outhbour	nd
Descr	iption	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2022	Raw Traffic Count		1.106			1.260							
	Growth Adjustment Factor	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Adjustment Amount	0	0	0	0	0	0	0	0.070	0.070	0	0.070	0.070
2022	Peak Hour Volume	0	1,106	0	0	1,260	0	0	0	0	0	0	0
	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%
	Background Growth	0	240	0	0	273	0	0	0	0	0	0	0
	Existing Phase Remaining Traffic							Ů			Ť		
2027	No-Build Peak Hour Volume	0	1,346	0	0	1,533	0	0	0	0	0	0	0
	% Entering	0%	0%	60%	30%	0%	0%	0%	0%	0%	0%	0%	0%
	Entering Site Traffic	o	0	37	18	0	0	0	0	0	0	0	0
	% Exiting	0%	0%	0%	0%	0%	0%	50%	0%	20%	0%	0%	0%
	Exiting Site Traffic	0	0	0	0	0	0	52	0	21	_ 0	0	0
	Total Site Trips	0	0	37	18	0	0	52	0	21	0	0	0
	Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0	0
	Total External Site Traffic	0	0	37	18	0	0	52	0	21	0	0	0
2027	Build Peak Hour Volume	0	1,346	37	18	1,533	0	52	0	21	0	0	0

		SC 170			SC 170		Site	e Driveway	#1		20	
	!	Eastboun	<u>d</u>	1	Nestboun	d		lorthboun		<u>s</u>	outhboun	ıd
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2022 Raw Traffic Count		1.614		ĺ	1.297		!					
Growth Adjustment Factor	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Adjustment Amount	0.0%	0.076	0	0	0	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%
2022 Peak Hour Volume	0	1,614	0	0	1,297	0	0	0	0	0	B	0
											-	
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%
Background Growth	0	350	0	0	281	0	0	0	0	0	0	0
Existing Phase Remaining Traffic												
2027 No-Build Peak Hour Volume	0	1,964	0	0	1,578	0	0	0	0	0	0	0
							-					
% Entering	0%	0%	60%	30%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	70	35	0	0	0	0	0	0	0	0
% Exiting	0%	0%	0%	0%	0%	0%	50%	0%	20%	0%	0%	0%
Exiting Site Traffic	_ 0	0	0	0	0	0	49	0	19	0	0	. 0
Total Site Trips	0	0	70	35	0	0	49	0	19	0	0	0
Pass-by Trips	0	-20	20	17	-17	0	14	0	18	0	0	0
Total External Site Traffic	0	-20	90	52	-17	0	63	0	37	0	0	0
2027 Build Peak Hour Volume	0	1,944	90	52	1,561	0	63	0	37	0	0	0

Intersection #4 Old Bailey Rd at Site Driveway #2

AM Peak Hour

		- 1	ld Balley F Eastbound			ld Bailey F Vestboun		_	Iorthboun	d		e Driveway	
Desc	ription	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2022	Raw Traffic Count		18			36							
	Growth Adjustment Factor	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
L	Adjustment Amount	0	0	0	0	0	0	0	0	0	0	0	0
2022	Peak Hour Volume	0	18	0	0	36	0	0	0	0	0	0	0
	Annual Growth Rate	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
	Background Growth	0	0	0	0	0	0	0	0	0	0	0	0
2027	No-Build Peak Hour Volume	0	18	0	0	36	0	0	0	0	0	0	0
	% Entering	5%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%
	Entering Site Traffic	3	0	0	0	0	3	0	0	0	0	0	0
	% Exiting	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	15%
	Exiting Site Traffic	0	0	0	0	0	0	0	0	0	15	0	15
	Total Site Trips	3	0	0	0	0	3	0	0	0	15	0	15
	Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0	0
	Total External Site Traffic	3	0	0	0	0	3	0	0	0	15	0	15
2027	Build Peak Hour Volume	3	18	0	0	36	3	0	0	0	15	0	15

		0	ld Bailey F	₹d	0	ld Bailey F	₹d				Site	e Driveway	/#2
			<u>Eastboun</u>	4	y	Vestboun	₫	<u> </u>	lorthboun	d	S	outhboun	d
Desc	ription	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	_
2022	Raw Traffic Count		57			34							
	Growth Adjustment Factor	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Adjustment Amount	0	0.072	0	0	0	0.070	0.076	0	0.0%	0.0%	0.0%	
2022	Peak Hour Volume	0	57	0	0	34	0	0	0	0	0	0	0
	Annual Growth Rate	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	4.0%	4.0%	4.0%	4.004	4.004
	Background Growth	0.0%	0	0	0	0.0%	0.0%	0	0	653	.,	4.0%	4.0%
2027	No-Build Peak Hour Volume	0	57	0	0	34	0	0	0	0	0	0	0
					-								
	% Entering	5%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%
	Entering Site Traffic	5	0	0	0	0	6	0	0	0	0	0	0
	% Exiting	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	15%
L.,_	Exiting Site Traffic	0	0	0	0	.0	0	L o	0	0	14	0	15
	Total Site Trips	. 5	0	0	0	0	6	0	0	0	14	0	15
	Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0	0
	Total External Site Traffic	5	0	0	0	0	6	0	0	0	14	0	15
2027	Build Peak Hour Volume	5	57	0	0	34	- 6	0	0	0	14	0	15

Appendix D – Existing Synchro and SimTraffic Reports

	\rightarrow	-	1	←	4	-
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	十 十	7	ሻ	^	*	7
Traffic Volume (vph)	1097	18	3	1257	30	9
Future Volume (vph)	1097	18	3	1257	30	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		275	250		175	0
Storage Lanes		1	1		1	1
Taper Length (ft)			100	and the state	100	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Fit Protected	EL VI		0.950	E GUER	0.950	
Satd. Flow (prot)	3374	1524	1081	3438	1752	1455
Flt Permitted			0.950	THE RES	0.950	AU CO
Satd. Flow (perm)	3374	1524	1081	3438	1752	1455
Link Speed (mph)	55	原建 [1]	SHIPS.	55	30	25000
Link Distance (ft)	1485			2650	1171	
Travel Time (s)	18.4			32.9	26.6	
Peak Hour Factor	0.94	0.94	0.90	0.90	0.61	0.61
Heavy Vehicles (%)	7%	6%	67%	5%	3%	11%
Adj. Flow (vph)	1167	19	3	1397	49	15
Shared Lane Traffic (%)				A PE	100	100
Lane Group Flow (vph)	1167	19	3	1397	49	15
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0		11	0	0	
Crosswalk Width(ft)	16		Film of	16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	1075	9	15		15	9
Sign Control	Free	(April 1	95	Free	Stop	No.
ntersection Summary					Sec. Tr	ta case face
Area Type: O	ther	The State of the	XXXXX	T ESSER		DIEGOSTON
Control Type: Unsignalized	Zir u	-				
Intersection Capacity Utilizati	on 44.7%			10	U Level	of Service
Analysis Period (min) 15				10	O LOTOI	0. 0011100

	. 1.1.2						
ntersection		TO S	P2061				
Int Delay, s/veh	0.6						
,	EBT	EBR	IA/DI	WBT	NBL	NBR	ART IN
Movement Lane Configurations	1	EDR	WBL		NOL	NBR	-200
Traffic Vol., veh/h	TT	18	3	1257	30	9	Pilaton
Future Vol, veh/h	1097	18	3	1257	30	9	- CONTRACTOR
Conflicting Peds, #/hr	0	0	0	0	0	0	Villa H
Sign Control	Free	Free	Free	Free	Stop	Stop	-
RT Channelized	1100		1100	None	Otop	THE RESERVE	Hothari
Storage Length	-	275	250	-	175	0	
Veh in Median Storage		2,10	200	0	2		Sel Sel
Grade %	0	-	_	0	0		
Peak Hour Factor	94	94	90	90	61	61	30
Heavy Vehicles, %	7	6	67	5	3	11	
Mymt Flow	1167	19	3	1397	49	15	017
	-	00012		1 1 7 1	1 176	1.77	
Ad Land Maria	1.5. 4		Maria C		424		
	Major1		Major2		Minor1		
Conflicting Flow All	0	0	1186	0	1872	584	
Stage 1	- 188	-	-	- 1	1167		Serie.
Stage 2		-	C 44	-	705	7.40	
Critical Hdwy		•	5.44		6.86	7.12	ACCES.
Critical Hdwy Stg 1			-	•	5.86	-	and the same
Critical Hdwy Stg 2	-	-	- 0.07	-	5.86	2.44	- 8 4
Follow-up Hdwy	-		2.87	-	3.53	3.41	
Pot Cap-1 Maneuver		•	323	•	63	433	-
Stage 1					256	-	
Stage 2		Party.	-	-	448		-2015
Platoon blocked, %	-	-	000		00	400	
Mov Cap-1 Maneuver	-	1	323	112-113	62	433	TARRES
Mov Cap-2 Maneuver		•			216	Name of the last	and the last
Stage 1		•	H	Mark -	256	÷	
Stage 2	-	_			444	Market Co.	-
		100		CONTRACT.	200	45000	
Approach	E8		WB		NB	Section 1	The same of
HCM Control Delay, s	0		0		23.5		100
HCMLOS					С		1012
		474-2					
LD. 1 (Ma) 4		NICH 4	UDL C	FOT	EDO	VAICU	1445-7
Minor Lane/Major Mvm	it i	NBLn11		EBT	EBR	WBL	WBT
Capacity (veh/h)	1550	216	433	-		323	
HCM Lane V/C Ratio	-		0.034	-		0.01	-
HCM Control Delay (s)	NEW CO.	26.5	13.6	•	-	16.3	
HCM Lane LOS		D	8		_	С	-
HCM 95th %tile Q(veh)	0.8	0.1		-	0	•

	\rightarrow	*	1	-	4	-		
Lane Group	EBIT	EBR	WBL	WBT	NBL	NBR	STATE OF THE	
Lane Configurations	↑ ↑		7	十十	7	7		
Traffic Volume (vph)	1128	4	1	1255	6	5	- THE DOM: 1	ķ
Future Volume (vph)	1128	4	1	1255	6	5		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)		0	275		0	200		_
Storage Lanes		0	1		1	1		I
Taper Length (ft)			100		100			Ī
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00	5- F. C. M.	
Frt	0.999			- Herry		0.850		Ī
Fit Protected			0.950		0.950			E
Satd. Flow (prot)	3403	0	1444	3438	1543	1615	100	
Flt Permitted			0.950		0.950	William Co.		
Satd. Flow (perm)	3403	0	1444	3438	1543	1615	6883	
Link Speed (mph)	55			55	30	12401	444	
Link Distance (ft)	2727			1381	1408		11	
Travel Time (s)	33.8			17.1	32.0	是四份	shieling	
Peak Hour Factor	0.96	0.96	0.91	0.91	0.46	0.46		
Heavy Vehicles (%)	6%	0%	25%	5%	17%	0%		ĕ
Adj. Flow (vph)	1175	4	1	1379	13	11		
Shared Lane Traffic (%)				3 30				Ē
Lane Group Flow (vph)	1179	0	1	1379	13	11		
Enter Blocked Intersection	No	No	No	No	No	No	.4 E E G	
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(ft)	12			12	12	100		
Link Offset(ft)	0			0	0			
Crosswalk Width(ft)	16			16	16			Ī
Two way Left Turn Lane	Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00		ī
Turning Speed (mph)		9	15		15	9		ī
Sign Control	Free			Free	Stop	10000	有 企业工作。	V
ntersection Summary			100	160		NATIONAL PROPERTY.	K BIGNORI	
	ther					-10.0		
Control Type: Unsignalized								
	ion 44.7%		352	IC	CU Level	of Service	e A	
Turning Speed (mph) Sign Control Intersection Summary	Free	9		Free	15 Stop	9 - 7 Mc - 7	e A	

Ving record participant descriptions are	-				53/199/ 10-	-	
Intersection	9.42	1924			A Call		Y Pag
Int Delay, s/veh	0.2						
		COO	MIDE	10/00	MOL	AIDD	
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	4400		7	4055	7	1	Stanton Co.
	1128	4	1	1255	6	5	230
	1128	4	1	1255	6	5	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized		None	-	None		None	
Storage Length	-	-	275	-	0	200	
Veh in Median Storage,		-	•	0	2	30.4	94
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	96	96	91	91	46	46	182
Heavy Vehicles, %	6	0	25	5	17	0	
Mvmt Flow	1175	4	1	1379	13	11	317
Major/Minor M	lajor1		Vlajor2	A	/linor1	100 158	A TAILING
	0		1179		1869	500	
Conflicting Flow All		U	11/9	0		590	-
Stage 1	•	-		-	1177	-	No.
Stage 2	53.60	-11-20	40	en vie	692		W
Critical Howy	•		4.6		7.14	6.9	100
Critical Howy Stg 1		35170			6.14	NEEDY L	7 m 7
Critical Hdwy Stg 2	•	•	2.45		6.14	2.2	
Follow-up Hdwy	-	- Inne	2.45	Vie zerok	3.67	3.3	200
Pot Cap-1 Maneuver	-	4.00	474	-	54	456	ALC: N
Stage 1	-	15mm		-	226		
Stage 2	-	•	-		420	•	150
Platoon blocked, %	•	-	Am a	-		460	
Mov Cap-1 Maneuver	-	100	474	×	54	456	6-14
Mov Cap-2 Maneuver	-				193		
Stage 1		1/4 -	-	-	226	-	Call
Stage 2	•	-		-	419		
	3 3	ų III lys		VI-967		an Albania	No.
Approach	EB		WB	35.52	NB		THE TO
HCM Control Delay, s	0		0	- Control of	19.6		
HCM LOS	V		J	E-	C	-	
1.0m E00	W 60		GÜL	12.28		BAZH	
Minor Lane/Major Mymt	1	VBLn11	VBLn2	EBT	EBR		WBT
Capacity (veh/h)		193	456		-		
HCM Lane V/C Ratio		0.068		•	-	0.002	-
HCM Control Delay (s)		25	13.1		-	12.6	-
HCM Lane LOS		D	В		-	В	-
HCM 95th % tile Q(veh)		0.2	0.1		900	0	333

	-	•	1	+	4	1		
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	42.13	gias!
Lane Configurations	十	7	7	44	ሻ	7		
Traffic Volume (vph)	1609	39	4	1293	24	5	-141	1212
Future Volume (vph)	1609	39	4	1293	24	5		
Ideal Flow (yphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)		275	250		175	0		
Storage Lanes		1	1		1	1		4
Taper Length (ft)			100		100		1-400	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00	No.	135
Frt		0.850		0150		0.850	0	
Flt Protected			0.950	The same	0.950			1997
Satd. Flow (prot)	3539	1538	1805	3539	1736	1615	(- E	
Fit Permitted			0.950		0.950			3 15
Satd. Flow (perm)	3539	1538	1805	3539	1736	1615		
Link Speed (mph)	55			55	30		-	
Link Distance (ft)	1485		- 100	2650	1171	***************************************		
Travel Time (s)	18.4			32.9	26.6		en il	
Peak Hour Factor	0.95	0.95	88.0	0.88	0.66	0.66		
Heavy Vehicles (%)	2%	5%	0%	2%	4%	0%		
Adj. Flow (vph)	1694	41	5	1469	36	8	-117/4	
Shared Lane Traffic (%)								
Lane Group Flow (vph)	1694	41	5	1469	36	8	- 5011	
Enter Blocked Intersection	No	No	No	No	No	No	216114	
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(ft)	12			12	12			
Link Offset(ft)	0	200000		0	0			
Crosswalk Width(ft)	16		4.5	16	16			
Two way Left Turn Lane	Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)		9	15		15	9		
Sign Control	Free	SAME IN		Free	Stop		taribe i	
Intersection Summary	Statist				1855	THE SELECT		(i)
	ther						17.33	
Control Type: Unsignalized		La continue			aver ou			
Intersection Capacity Utilizati	on 54.5%		NO VICE	10	CU Level	of Service A		
Analysis Period (min) 15								

ntersection	-197				200	05.		STEEL PROPERTY OF THE PARTY.
t Delay, s/veh	0.6					1185555		
lovement	EBT	EBR	WBL	WBT	NBL	NBR	HOLE DE STEEL	TRANSPORT OF UNION
ane Configurations	44	7	K	44	ኘ	7		
	1609	39	4	1293	24	5	MINISTRA SOCIETY	Continue many to the party
	1609	39	4	1293	24	5		
onflicting Peds, #/hr	0	0	0	0	0	0	CHARLEST COLOR	NAMES OF TAXABLE PARTY.
gn Control	Free	Free	Free	Free	Stop	Stop		
Channelized	1166	None	rice	None	Stop	None		TAX TO A STATE OF THE PARTY OF
orage Length		275	250	None -	175	0		
h in Median Storage,		213	200	0	2		and the second s	STREET, HEAVIER THAT IS
ade, %	0	-	-					STATE OF THE STATE
ade, % ak Hour Factor	95	95	- 00	0 88	66	66	Mary Mary Company of the Company of	Service Williams Service
SHOWING THE RESIDENCE OF PERSONS ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT	_		88					
avy Vehicles, %	2	5	0	2	4	0	TO SHARE WITH A RESIDENCE	
mt Flow	1694	41	5	1469	36	8		
10.00								
THE RESERVE TO STREET	lajor1		Major2		Vinor1	My garage		
onflicting Flow All	0	0	1735	0	2439	847		
Stage 1	- 2	-			1694			
Stage 2	-	-	-	-	745		10.00 E 10.00	
ical Hdwy		-	4.1		6.88	6.9		
ical Hdwy Stg 1	-	-		: = : =	5.88	-		
ical Hdwy Stg 2	-				5.88	_		
low-up Hdwy	-	-	2.2	-	3.54	3.3		11 11320 11
t Cap-1 Maneuver	100	- Sec. 5	368	-	~ 25	309		
Stage 1	-	-	1 2 m l 1 =	0.000 -	131			
Stage 2		112			425			
toon blocked, %	-			-				(h 221)
ov Cap-1 Maneuver		De la	368		~ 25	309		
ov Cap-2 Maneuver	-	-	-		119	-		
Stage 1	-	1		-	131			
Stage 2	-	_		U10.0	419		The Property	
	4	15.5						
proach	EB	1.3.3	WB	THE SAME	NB	-672	.52 (27 L) / L)	
CM Control Delay, s	0		0	PRO L	42.6			
CM LOS	U		U	-	42.0 E			
DIVI EOO	27 11			1 4 5				
		NDL 4	UDL C	FAT	CDD	IA/DI	WOT	
nor Lane/Major Mvmt		NBLn11		EBT	EBR	WBL	WBT	
pacity (veh/h)		119	309	-	-	368		
M Lane V/C Ratio		0.306				0.012		
M Control Delay (s)		48	16.9	-		- Anna Anna Anna Anna Anna Anna Anna Ann	CALL BY A STREET, D.	
M Lane LOS		Е	С	-	-	В		
		1.2	0.1		-	0		
CM 95th %tile Q(veh)	_							
tes	Wall	E IN	TO DOES	14.9003	30272			ine Market Mark

Lane Group EBT EBR WBL WBT NBL NBR Lane Configurations 1
Lane Configurations 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 2 1 2 1 1 1 1 1 2 1
Traffic Volume (vph) 1599 4 7 1297 6 12 Future Volume (vph) 1599 4 7 1297 6 12 Ideal Flow (vphp!) 1900 1900 1900 1900 1900 1900 Storage Lanes 0 1
Future Volume (vph) 1599 4 7 1297 6 12 Ideal Flow (vphp!) 1900 1900 1900 1900 1900 1900 1900 Storage Length (ft) 0 275 0 200 Storage Lanes 0 1 1 1 1 Taper Length (ft) 100 100 Lane Util. Factor 0.95 0.95 1.00 0.95 1.00 1.00 Frt 0.850 Flt Protected 0.950 0.950 0.950 Satd. Flow (prot) 3539 0 1583 3539 1805 1495 Flt Permitted 0.950 0.950 Satd. Flow (perm) 3539 0 1583 3539 1805 1495 Link Speed (mph) 55 55 30 Link Distance (ft) 2727 1381 1408 Travel Time (s) 33.8 17.1 32.0 Peak Hour Factor 0.93 0.93 0.90 0.90 0.64 0.64 Heavy Vehicles (%) 2% 0% 14% 2% 0% 8% Adj. Flow (vph) 1719 4 8 1441 9 19 Shared Lane Traffic (%) Lane Group Flow (vph) 1723 0 8 1441 9 19
Storage Length (ft) 0 275 0 200 Storage Lanes 0 1 1 1 Taper Length (ft) 100 100 100 Lane Util. Factor 0.95 0.95 1.00 0.95 Fit Protected 0.950 0.950 0.950 Satd. Flow (prot) 3539 0 1583 3539 1805 1495 Fit Permitted 0.950 1.495 1.495 1.495 1.495 1.495 1.495
Storage Length (ft) 0 275 0 200 Storage Lanes 0 1 1 1 Taper Length (ft) 100 100 100 Lane Util. Factor 0.95 0.95 1.00 0.95 Fit Protected 0.950 0.950 0.950 Satd. Flow (prot) 3539 0 1583 3539 1805 1495 Fit Permitted 0.950 1495 1495 1495 1495 1495 1
Taper Length (ft) 100 100 Lane Util. Factor 0.95 0.95 1.00 0.95 1.00 1.00 Frt 0.850
Lane Util. Factor 0.95 0.95 1.00 0.95 1.00 1.00 Frt 0.850 0.850 0.850 0.850 0.850 0.850 0.850 0.950 0.950 0.950 1495 0.950
Lane Util. Factor 0.95 0.95 1.00 0.95 1.00 1.00 Frt 0.850 0.964 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.64
Frt 0.850 Flt Protected 0.950 0.950 Satd. Flow (prot) 3539 0 1583 3539 1805 1495 Flt Permitted 0.950 0.950 0
Fit Protected 0.950 0.950 Satd. Flow (prot) 3539 0 1583 3539 1805 1495 Fit Permitted 0.950 0.950 0
Satd Flow (prot) 3539 0 1583 3539 1805 1495 Flt Permitted 0.950 0.950 0 0.950 0 0.950 0 0.950 0 0.950 0 0.950 0 0.950 0 0.950 0 0.950 0 0.950 0.950 0.950 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.96 0.96 0.64
Fit Permitted 0.950 0.950 Satd Flow (perm) 3539 0.1583 3539 1805 1495 Link Speed (mph) 55 55 30 Link Distance (ft) 2727 1381 1408 Travel Time (s) 33.8 17.1 32.0 Peak Hour Factor 0.93 0.93 0.90 0.90 0.64 0.64 Heavy Vehicles (%) 2% 0% 14% 2% 0% 8% Adj. Flow (vph) 1719 4 8 1441 9 19 Shared Lane Traffic (%) Lane Group Flow (vph) 1723 0 8 1441 9 19
Satd Flow (perm) 3539 0 1583 3539 1805 1495 Link Speed (mph) 55 55 30 Link Distance (ft) 2727 1381 1408 Travel Time (s) 33.8 17.1 32.0 Peak Hour Factor 0.93 0.93 0.90 0.90 0.64 0.64 Heavy Vehicles (%) 2% 0% 14% 2% 0% 8% Adj. Flow (vph) 1719 4 8 1441 9 19 Shared Lane Traffic (%) 1723 0 8 1441 9 19
Link Speed (mph) 55 55 30 Link Distance (ft) 2727 1381 1408 Travel Time (s) 33.8 17.1 32.0 Peak Hour Factor 0.93 0.93 0.90 0.90 0.64 0.64 Heavy Vehicles (%) 2% 0% 14% 2% 0% 8% Adj. Flow (vph) 1719 4 8 1441 9 19 Shared Lane Traffic (%) 1723 0 8 1441 9 19
Link Distance (ft) 2727 1381 1408 Travel Time (s) 33.8 17.1 32.0 Peak Hour Factor 0.93 0.93 0.90 0.90 0.64 0.64 Heavy Vehicles (%) 2% 0% 14% 2% 0% 8% Adj. Flow (vph) 1719 4 8 1441 9 19 Shared Lane Traffic (%) Lane Group Flow (vph) 1723 0 8 1441 9 19
Travel Time (s) 33.8 17.1 32.0 Peak Hour Factor 0.93 0.93 0.90 0.64 0.64 Heavy Vehicles (%) 2% 0% 14% 2% 0% 8% Adj. Flow (vph) 1719 4 8 1441 9 19 Shared Lane Traffic (%) Lane Group Flow (vph) 1723 0 8 1441 9 19
Peak Hour Factor 0.93 0.93 0.90 0.90 0.64 0.64 Heavy Vehicles (%) 2% 0% 14% 2% 0% 8% Adj. Flow (vph) 1719 4 8 1441 9 19 Shared Lane Traffic (%) Lane Group Flow (vph) 1723 0 8 1441 9 19
Heavy Vehicles (%) 2% 0% 14% 2% 0% 8% Adj. Flow (vph) 1719 4 8 1441 9 19 Shared Lane Traffic (%) Lane Group Flow (vph) 1723 0 8 1441 9 19
Adj. Flow (vph) 1719 4 8 1441 9 19 Shared Lane Traffic (%) 1723 0 8 1441 9 19
Shared Lane Traffic (%) 1723 0 8 1441 9 19
Lane Alignment Left Right Left Left Right
Median Width(ft) 12 12 12
Link Offset(ft) 0 0 0
Crosswalk Width(ft) 16 16 16
Two way Left Turn Lane Yes Yes
Headway Factor 1.00 1.00 1.00 1.00 1.00 1.00
Turning Speed (mph) 9 15 15 9
Sign Control Free Stop
Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 54.3% ICU Level of Service A
Analysis Period (min) 15

• • • • • • • • • • • • • • • • • • •						
ntersection	dinis.		1000		n Stew	
Int Delay, s/veh	0.3			34 2 200	014-034-015	Noch
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	41	COIN	T	1	T	T
	1599	4	7	1297	6	12
	1599	4	7	1297	6	12
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	riee	None	riee	None	Stop	None
Storage Length	-	None -	275	None -	0	200
		and the same of			2	
Veh in Median Storage	# 0	•	-	0	-	•
Grade, %		02	- 00		0	E4
Peak Hour Factor	93	93	90	90	64	64
Heavy Vehicles, %	2	0	14	2	0	8
Mvmt Flow	1719	4	8	1441	9	19
Major/Minor M	ajor1	ħ	Major2	N See	Ainor1	NOTE:
Conflicting Flow All	0	0	1723		2458	862
Stage 1		V	1725	-	1721	002
		-		- //-	737	
Stage 2	-	STIERS.	4 20	•	6.8	7.00
Critical Hdwy	-	500 p	4.38	-		7.06
Critical Hdwy Stg 1	2017	Contract of	-		5.8	
Critical Hdwy Stg 2	-	460	- 0.24	•	5.8	0.00
Follow-up Hdwy	-	THE PARTY NAMED IN	2.34		3.5	3.38
Pot Cap-1 Maneuver		-	314		26	287
Stage 1		-			132	
Stage 2	1 P	- 1	-	d /v •	439	-
Platoon blocked, %						
Mov Cap-1 Maneuver			314		25	287
Mov Cap-2 Maneuver	-	•			120	
Stage 1	-	200		-	132	-
Stage 2		7 (1) .	010-12-		428	-
		1200	4			
Approach	EB	RITE I	WB		NB	NAMES
	0		0.1	-	24.8	
HCM Control Delay, s	U		U, I	OR III		
HCM LOS	- 1	Na page	-	No Alexander	С	
CHIEF CONTROL SEC	- 4		R 140			ato Ni
Minor Lane/Major Mvmt	1	VBLn11	VBLn2	EBT	EBR	WBL
Capacity (veh/h)	No.	120	287		416	314
HCM Lane V/C Ratio		0.078				0.025
HCM Control Delay (s)	Sec.	37.5	18.4	100	- 1-	16.8
HCM Lane LOS		Ε	С		-	С
HCM 95th %tile Q(veh)	+ 35	0.2	0.2			0.1
The state of the s						

Start Time	6:50	The second biological field of the second
End Time	8:00	
Total Time (min)	70	
Time Recorded (min)	60	
# of Intervals	2	KANTERSON BURES AND REPORT OF THE PROPERTY OF THE PARTY.
# of Recorded Intervals	1	
Vehs Entered	2424	DICTOR AND RESERVED AND AND AND AND AND AND AND AND AND AN
Vehs Exited	2419	
Starting Vehs	78	
Ending Vehs	83	
Travel Distance (mi)	3679	
Travel Time (hr)	73.2	
Total Delay (hr)	5.0	
Total Stops	57	
Fuel Used (gal)	108.0	

Interval #0 Information Seeding

Start Time	6:50		
End Time	7:00		
Total Time (min)	10		
Volumes adjusted by Grov	vth Factors.		
No data recorded this inter	val	A CONTRACTOR OF THE PARTY OF TH	A STATE OF THE STA

Start Time	7:00	T Add
End Time	8:00	
Total Time (min)	60	37
Volumes adjusted by Grow		

Vehs Entered	2424	THE WASHINGTON AND THE WASHINGTON TO THE PARTY.
Vehs Exited	2419	
Starting Vehs	78	
Ending Vehs	83	
Travel Distance (mi)	3679	
Travel Time (hr)	73.2	
Total Delay (hr)	5.0	
Total Stops	57	
Fuel Used (gal)	108.0	

Movement	WB	NB	NB
Directions Served	L	L	R
Maximum Queue (ft)	44	108	73
Average Queue (ft)	3	27	13
95th Queue (ft)	21	72	42
Link Distance (ft)			1116
Upstream Blk Time (%)		Secret	
Queuing Penalty (veh)			- VALSOVA -
Storage Bay Dist (ft)	250	175	MENT TO
Storage Blk Time (%)		- 100	
Queuing Penalty (veh)	Marine U	3 S (d)	

Intersection: 2: Old Bailey Rd East & SC 170

Movement	WB	NB	NB	THE STREET AND THE STREET AND THE STREET
Directions Served	L	L	R	
Maximum Queue (ft)	25	50	31	THE STATE OF
Average Queue (ft)	1	8	6	
95th Queue (ft)	8	32	26	
Link Distance (ft)		1363		
Upstream Blk Time (%)		THE NAME OF		
Queuing Penalty (veh)			4 140 341 111	
Storage Bay Dist (ft)	275		200	
Storage Blk Time (%)				
Queuing Penalty (veh)	42 6		COMP.	

Network Summary

Network wide Queuing Penalty: 0

Start Time	3:50	
End Time	5:00	
Total Time (min)	70	
Time Recorded (min)	60	
# of Intervals	2	STANDARD CONTROL OF THE PROPERTY OF THE PROPER
# of Recorded Intervals	1	
Vehs Entered	2908	CONTROL WINDS TO THE RESERVE OF THE PROPERTY O
Vehs Exited	2932	
Starting Vehs	102	AND RELIGIOUS AND RESERVOIS AN
Ending Vehs	78	
Travel Distance (mi)	4450	
Travel Time (hr)	89.8	
Total Delay (hr)	7,5	BIGGREEN PROCESSING CONTRACTOR
Total Stops	69	
Fuel Used (gal)	130.1	

Interval #0 Information Seeding

Start Time	3:50
End Time	4:00
Total Time (min)	10
Volumes adjusted by Grow	th Factors.
No data recorded this inter-	

	<u> </u>	
Start Time	4.00	
End Time	5:00	
Total Time (min)	60	

Vehs Entered	2908	
Vehs Exited	2932	
Starting Vehs	102	
Ending Vehs	78	
Travel Distance (mi)	4450	
Travel Time (hr)	89.8	
Total Delay (hr)	7.5	
Total Stops	69	
Fuel Used (gal)	130.1	

Movement	WB	NB	N8	
Directions Served	L	L	R	
Maximum Queue (ft)	26	113	27	
Average Queue (ft)	5	37	7	
95th Queue (ft)	22	93	24	
Link Distance (ft)			1116	
Upstream Blk Time (%)		¥0	STATE OF	
Queuing Penalty (veh)	201220-003		11	
Storage Bay Dist (ft)	250	175	0.00	
Storage Blk Time (%)	12 (20)			
Queuing Penalty (veh)			100	

Intersection: 2: Old Bailey Rd East & SC 170

Movement	WB	NB	NB	III. Server Server	BUY	THE WORLD		
Directions Served	L	L	R		1975	200		
Maximum Queue (ft)	26	31	54	500 SVI	CONTROL	STORY.		-20
Average Queue (ft)	4	5	14					
95th Queue (ft)	19	22	41	THE	ATTER TO	STAR		or annual
Link Distance (ft)		1363	1-7-7					
Upstream Blk Time (%)						C Mix II	a de la companya de l	"TYPEN
Queuing Penalty (veh)								
Storage Bay Dist (ft)	275		200		Target S		121,105,00	Felicas
Storage Blk Time (%)	- 27			 				
Queuing Penalty (veh)			Mark Street				di a sa di	

Network Summary

Network wide Queuing Penalty: 0

Appendix E – Background 2027 Synchro and SimTraffic Reports

	-	*	1	←	1	-	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	^	7	7	^	ሻ	7	
Traffic Volume (vph)	1335	18	3	1529	30	9	
Future Volume (vph)	1335	18	3	1529	30	9	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)		275	250		175	0	
Storage Lanes		1	1		1	1	CHECK THE STREET
Taper Length (ft)			100		100		
Lane Util. Factor	0.95	1.00	1.00	0,95	1.00	1.00	
Frt		0.850			- (- 10	0.850	
Fit Protected		2.50	0.950	South-	0.950	A RELIGION	
Satd. Flow (prot)	3374	1524	1081	3438	1752	1455	V/C 8 ()
Flt Permitted	i E cult		0.950	Deli ox	0.950	Market Till	
Satd. Flow (perm)	3374	1524	1081	3438	1752	1455	
Link Speed (mph)	55		1511/2	55	30	Shipping.	THE RESIDENCE OF THE PARTY OF T
Link Distance (ft)	1485			2650	1171		
Travel Time (s)	18.4			32.9	26.6	NEW YEAR	
Peak Hour Factor	0.94	0.94	0.90	0.90	0.90	0.90	
Heavy Vehicles (%)	7%	6%	67%	5%	3%	11%	and the season of the season of the
Adj. Flow (vph)	1420	19	3	1699	33	10	
Shared Lane Traffic (%)		240	all you	1551	7. 7.	5 THE 1	
Lane Group Flow (vph)	1420	19	3	1699	33	10	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12		1000	12	12		EX LIVER DE LA COMPANSION DEL COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16	C 34 198	
Two way Left Turn Lane	Yes			Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	Constitution of the second
Turning Speed (mph)		9	15		15	9	
Sign Control	Free	STATE OF		Free	Stop		
ntersection Summary	TO WIND ON			a way made	-		All factors and the second second
	Other	100 100 100	Mark Control				
	Mer	JOUNDAY.					
Control Type: Unsignalized	ion 50 20	All more than		10	NIII must	of Coming A	Marie Charles (November 1997)
Intersection Capacity Utilizat Analysis Period (min) 15	1011 32.3%	0		II.	o révei	of Service A	

Intersection		nt to e	200	NEW AND	Saulta.	4.00	No. of Contract Contract	
Int Delay, s/veh	0.4					ALC: AND	and the second second second	
			LA (Fol	11/00	N. damed			
Movement	EBT	EBR	WBL	WBT	NBL	NBR		在1964年1978年,中国 1965年197日 中
Lane Configurations	^	7	7	1	7	7	ng-	11
Traffic Vol., veh/h	1335	18	3	1529	30	9		
Future Vol, veh/h	1335	18	3	1529	30	9		W 12 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Conflicting Peds #/hr	0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Stop	Stop	12/2	A 10 M
RT Channelized		110110	35 J	None		None	DESCRIPTION OF THE PERSON OF T	
Storage Length		275	250		175	0	14-17-	
Veh in Median Storage	# 0		-	0	2	-		Note that the second of the second
Grade, %	0	-	-	0	0			
Peak Hour Factor	94	94	90	90	90	90	the state of the	
Heavy Vehicles, %	7	6	67	5	3	11		
Mymt Flow	1420	19	3	1699	33	10		Name (1985) British British British
Major/Minor 1	daior1	1000	dialor?	S145	Ain cod		Land Control of Control of Control	ARTON AND AND ARTON AND AR
	vlajor1		Major2		Ainor1	716		战员 医外侧球性 全国机关 计反
Conflicting Flow All	0	0	1439	0	2276	710	200000000000000000000000000000000000000	
Stage 1				-	1420	-		
Stage 2	-	_	-	-	856			
Critical Hdwy	•	232 -	5.44	=	6.86	7.12		
Critical Hdwy Stg 1	-	-	-	-	5.86			
Critical Hdwy Stg 2					5.86	14-		
Follow-up Hdwy	•		2.87	-	3.53	3.41	7,000	
Pot Cap-1 Maneuver		52 J	240		~ 33	356		
Stage 1	٠		-	-	187	-		
Stage 2	2 10	1000	聯切為	w	374	-		TOTAL PROPERTY.
Platoon blocked, %	-			-			2	
Mov Cap-1 Maneuver			240		~ 33	356		
Mov Cap-2 Maneuver		-		-	159			
Stage 1	SMR-		1540	100	187	250	A STATE OF THE STA	
Stage 2			-	-	370			
Approach	EB	MANUAL PROPERTY.	WB	a see a	NB	The man	PATRICIA STATE OF THE PARTY OF	
					_			
HCM Control Delay, s	0		0		29.3			
HCM LOS	NAME OF TAXABLE PARTY.	Mysse	-971-	To Views	D	n Newson		
			No.	4			CANADA SPECIA	
Minor Lane/Major Mvm	t i	VBLn1	VBLn2	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1	159	356		NO.	240		
HCM Lane V/C Ratio			0.028			0.014	•	
HCM Control Delay (s)		33.5	15.4		60	20.2		
HCM Lane LOS	-	D	C			C		
HCM 95th %tile Q(veh)		0.8	0.1			0		
Notes		H-70152	- Fa.			, and	Control of the Contro	Two makes the control of the control
The second secon	a a city	6.0	alay a	and o	00-	1		
-: Volume exceeds cap	acity	3: D	elay exc	ceeds 3	UUS	+: Con	nputation Not Defined	*: All major volume in platoon

	-	>	1	—	1	-
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑ ↑		Y	十 个	7	T.
Traffic Volume (vph)	1372	4	1	1527	6	5
Future Volume (vph)	1372	4	1	1527	6	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	275		0	200
Storage Lanes		0	1		1	1
Taper Length (ft)			100		100	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						0.850
Flt Protected	100		0.950	1	0.950	
Satd. Flow (prot)	3406	0	1444	3438	1543	1615
FIt Permitted	esto i Wa	4-11	0.950		0.950	
Satd. Flow (perm)	3406	0	1444	3438	1543	1615
Link Speed (mph)	55	an NE		55	30	ESTATION IN
Link Distance (ft)	2727			1381	1408	
Travel Time (s)	33.8		TO SEE	17.1	32.0	a Bres
Peak Hour Factor	0.96	0.96	0.91	0.91	0.90	0.90
Heavy Vehicles (%)	6%	0%	25%	5%	17%	0%
Adj. Flow (vph)	1429	4	1	1678	7	6
Shared Lane Traffic (%)	o sea		STORES	1010	t-costa	NEWSTERN
Lane Group Flow (vph)	1433	0	1	1678	7	6
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12	ragint	Loit	12	12	rtigist
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16	SA 14	1000	16	16	TOTAL
Two way Left Turn Lane	Yes			Yes	10	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	1,00	9	15	1.00	15	9
Sign Control	Free			Free	Stop	
	1166		restato e Se an	1100	Ciop	
ntersection Summary			Daws S.	BELL		The Real Property lies
	Other					
Control Type: Unsignalized						17.5-17.4
Intersection Capacity Utilizat	ion 52 2%			10	CU Level	of Service
Analysis Period (min) 15						

Int Delay, s/veh O.1	Intersection	Marin		T (12 years)		Ans- N	N. 112	3 OZN
Lane Configurations		0.1						
Lane Configurations	The second second		EDO	MINI	LAIDT	ASTRI	MOD	S MICE
Traffic Vol, veh/h			CBK					COLUMN TO SERVICE
Future Vol, veh/h Conflicting Peds #/hr Conflicting Flow All		1272		-	1507			
Conflicting Peds #/hr O O O O O O O O O								
Sign Control Free Free Free Free Free Free Free Free Stop RT Channelized - None - None - None - None - None Storage Length - 275 - 0 200 200 Veh in Median Storage, # 0 0 0 0 2 - 0 0 Peak Hour Factor 96 96 91 91 91 90 90 90 90 Heavy Vehicles, % 6 0 25 5 17 0 6 0 25 5 17 0 0 Mvmt Flow 1429 4 1 1678 7 6 6 Major/ Minor Major1 Major2 Minor1 Conflicting Flow All 0 0 1433 0 2272 717 5tage 1 - 143	The state of the s	-						30.30
RT Channelized					_			
Storage Length - 275 - 0 200 Veh in Median Storage, # 0 - - 0 2 - Grade, % 0 - - 0 0 - Peak Hour Factor 96 96 91 91 90 90 Heavy Vehicles, % 6 0 25 5 17 0 Mvmt Flow 1429 4 1 1678 7 6 Major/Minor Major/Minor Major/Minor Minor1 Minor1 Conflicting Flow All 0 0 1433 0 2272 717 Stage 1 - - 1431 - - 1431 - - Stage 2 - - - 841 - - - - - - - - - - - - - - - - - - -		1100		STATE OF THE PARTY NAMED IN		-		
Veh in Median Storage, # 0 - 0 2 - Grade, % 0 - - 0 0 - Peak Hour Factor 96 96 91 91 90 90 Heavy Vehicles, % 6 0 25 5 17 0 Mwmt Flow 1429 4 1 1678 7 6 Major/Minor Major1 Major2 Minor1 Conflicting Flow All 0 0 1433 0 2272 717 Stage 1 - - 1431 - - 4431 - - - 1431 - - 841 - - - 1431 -								CONTRACTOR OF STREET
Grade, % 0 - 0 0 0 - Peak Hour Factor 96 96 91 91 90 90 Heavy Vehicles, % 6 0 25 5 17 0 Mvmt Flow 1429 4 1 1678 7 6 Major/Minor Major1 Major2 Minor1 Conflicting Flow All 0 0 1433 0 2272 717 Stage 1 - 1431 - Stage 2 - 841 - Critical Hdwy Stg 1 - 6.14 - Critical Hdwy Stg 2 - 6.14 - Critical Hdwy Stg 2 - 6.14 - Follow-up Hdwy - 2.45 3.67 3.3 Pot Cap-1 Maneuver - 369 28 377 Stage 1 - 162 - Stage 2 - 348 - Platoon blocked, % Mov Cap-1 Maneuver - 369 - 28 377 Mov Cap-2 Maneuver - 160 - 348 Mov Cap-2 Maneuver - 160 - 347 Stage 2 - 347 Approach EB WB NB HCM Control Delay, s 0 0 24.1 HCM LOS C Minor Lane/Major Mvmt NBLn1 NBLn2 EBT EBR WBL WBT Capacity (veh/h) 140 377 - 369 - HCM Lane V/C Ratio 0.048 0.015 - 0.003 - HCM Control Delay (s) 32 14.7 - 14.8 -		# 0	B. 11.				10000	US PER S
Peak Hour Factor 96 96 91 91 90 90 Heavy Vehicles, % 6 0 25 5 17 0 Mvmt Flow 1429 4 1 1678 7 6 Major/Minor Major1 Major2 Minor1 Conflicting Flow Atl 0 0 1433 0 2272 717 Stage 1								
Heavy Vehicles, % 6 0 25 5 17 0								4. 4
Momental Flow 1429 4 1 1678 7 6 Major/Minor Major1 Major2 Minor1 Conflicting Flow All 0 0 1433 0 2272 717 Stage 1 - - 1431 - Stage 2 - 841 - Critical Hdwy - 4.6 - 7.14 6.9 - Critical Hdwy Stg 1 - - 6.14 - - - 6.14 - - - 6.14 - - - 6.14 - - - 6.14 - - - 6.14 - - - 6.14 - - - 6.14 - - - 6.14 - - - - 1.62 - - - - - - - - - - - - - - - - - - -								
Major/Minor Major1 Major2 Minor1 Conflicting Flow All 0 0 1433 0 2272 717 Stage 1 - - 1431 - - 1431 - - - 1431 - - - 1431 - - - 841 - - - 841 - - - 6.14 - - - 6.14 - - - 6.14 - - - 6.14 - - - 6.14 - - - 6.14 - - - - - - 6.14 -								
Conflicting Flow All	We self-with the				and the same			
Conflicting Flow All	Major/Minor M	laior1	7 149 1	Majora		dinmet.		
Stage 1						_	747	10 AV
Stage 2 - - - 841 - Critical Hdwy - - 4.6 - 7.14 6.9 Critical Hdwy Stg 1 - - 6.14 - Follow-up Hdwy - 2.45 - 3.67 3.3 Pot Cap-1 Maneuver - 369 - 28 377 Stage 1 - - 162 - Stage 2 - - 369 - 28 377 Mov Cap-1 Maneuver - - 369 - 28 377 Mov Cap-2 Maneuver - - 140 - Stage 1 - - 162 - Stage 2 - - 347 - Approach EB WB NB HCM Control Delay, s 0 0 24.1 HCM Lane V/C Ratio 0.048 0.015 - 0.003 - HCM Lane V/C Ra		100	U					
Critical Hdwy - 4.6 - 7.14 6.9 Critical Hdwy Stg 1 - - 6.14 - Critical Hdwy Stg 2 - - 6.14 - Follow-up Hdwy - 2.45 - 3.67 3.3 Pot Cap-1 Maneuver - 369 - 28 377 Stage 1 - - - 162 - Stage 2 - - 369 - 28 377 Mov Cap-1 Maneuver - 369 - 28 377 Mov Cap-2 Maneuver - - 140 - Stage 1 - - 162 - Stage 2 - - 347 - Approach BWB MB HCM Control Delay, s Output BWB WBL WBT Capacity (veh/h) 140 377 - 369 - 400			KORO, -		-			
Critical Hdwy Stg 1 6.14 - Critical Hdwy Stg 2 6.14 - Follow-up Hdwy - 2.45 - 3.67 3.3 Pot Cap-1 Maneuver - 369 - 28 377 Stage 1 162 - 348 - Platoon blocked, % 369 - 28 377 Mov Cap-1 Maneuver - 369 - 28 377 Mov Cap-1 Maneuver - 369 - 28 377 Mov Cap-2 Maneuver 140 - Stage 1 162 - 347 162 - 347 162 - 347 162 - 347 162 - 347 162 - 347 162 - 347 162 - 347 162 - 347 162 - 347 162 - 347 162 - 347 162 - 347 162 - 347 162 - 347 162 - 347 162 - 347 369			-					APE-STO
Critical Hdwy Stg 2				4.0	Act			
Follow-up Hdwy - 2.45 - 3.67 3.3 Pot Cap-1 Maneuver - 369 - 28 377 Stage 1 162 - 348 - 91 Platoon blocked, % 140 -		_	Mento in	Nevel 4	-		_	To the second
Pot Cap-1 Maneuver			-			- AR-104P-019		01000
Stage 1 - - - 348 - Platoon blocked, % - - - - Mov Cap-1 Maneuver - - 369 - 28 377 Mov Cap-2 Maneuver - - 140 - Stage 1 - - 162 - Stage 2 - - 347 - Approach EB WB NB HCM Control Delay, s 0 0 24.1 HCM LOS C Minor Lane/Major Mvmt NBLn1 NBLn2 EBT EBR WBL WBT Capacity (veh/h) 140 377 - 369 - HCM Lane V/C Ratio 0.048 0.015 - 0.003 - HCM Control Delay (s) 32 14.7 - 14.8 -		1939	Sec. E					Name of Street
Stage 2 - - 348 - Platoon blocked, % - - - Mov Cap-1 Maneuver - - 369 - 28 377 Mov Cap-2 Maneuver - - 140 - Stage 1 - - 162 - Stage 2 - - 347 - Approach EB WB NB HCM Control Delay, s 0 0 24.1 HCM Control Delay (s) NBLn1 NBLn2 EBT EBR WBL WBT Capacity (veh/h) 140 377 - 369 - HCM Control Delay (s) 32 14.7 - 14.8 -	The second secon			300				
Platoon blocked, % - - Mov Cap-1 Maneuver - 369 - 28 377 Mov Cap-2 Maneuver - - 140 - Stage 1 - - 162 - Stage 2 - - 347 - Approach EB WB NB HCM Control Delay, s 0 0 24.1 HCM LOS C Minor Lane/Major Mvmt NBLn1NBLn2 EBT EBR WBL WBT Capacity (veh/h) 140 377 - 369 - HCM Lane V/C Ratio 0.048 0.015 - 0.003 - HCM Control Delay (s) 32 14.7 - 14.8 -		550	ERIT	Santa.				G JONA
Mov Cap-1 Maneuver - - 369 - 28 377 Mov Cap-2 Maneuver - - - 140 - Stage 1 - - - 162 - Stage 2 - - - 347 - Approach EB WB NB HCM Control Delay, s 0 0 24.1 HCM LOS C C Minor Lane/Major Mvmt NBLn1 NBLn2 EBT EBR WBL WBT Capacity (veh/h) 140 377 - 369 - HCM Lane V/C Ratio 0.048 0.015 - 0.003 - HCM Control Delay (s) 32 14.7 - 14.8 - 14.8 - 14.8 - 14.8 - 14.8 - 14.8 - 15.8 - 162			_			J40	-	
Mov Cap-2 Maneuver - - 140 - Stage 1 - - 162 - Stage 2 - - 347 - Approach EB WB NB HCM Control Delay, s 0 0 24.1 HCM LOS C Minor Lane/Major Mvmt NBLn1NBLn2 EBT EBR WBL WBT Capacity (veh/h) 140 377 - 369 - HCM Lane V/C Ratio 0.048 0.015 - 0.003 - HCM Control Delay (s) 32 14.7 - 14.8 -			list Atmi	369	Company of the Company	28	377	
Stage 1 - - 162 - Stage 2 - - 347 - Approach EB WB NB HCM Control Delay, s 0 0 24.1 HCM LOS C C Minor Lane/Major Mvmt NBLn1NBLn2 EBT EBR WBL WBT Capacity (veh/h) 140 377 - 369 - HCM Lane V/C Ratio 0.048 0.015 - 0.003 - HCM Control Delay (s) 32 14.7 - 14.8 -		-	DIRECTORNA	-	-			THE PERSON NAMED IN
Stage 2		No. of the	Sala I				100	53000
Approach EB WB NB HCM Control Delay, s 0 0 24.1 HCM LOS C Minor Lane/Major Mvmt NBLn1NBLn2 EBT EBR WBL WBT Capacity (veh/h) 140 377 - 369 - HCM Lane V/C Ratio 0.048 0.015 - 0.003 - HCM Control Delay (s) 32 14.7 - 14.8 -					-			APL DE
HCM Control Delay, s 0 0 24.1	MODELLE MENTER				1000		28.0	4.50
HCM Control Delay, s 0 0 24.1	Accord	ED		1625	ALC: NAME	115		- Allerton
Minor Lane/Major Mvmt NBLn1NBLn2 EBT EBR WBL WBT Capacity (veh/h) 140 377 - - 369 - HCM Lane V/C Ratio 0.048 0.015 - - 0.003 - HCM Control Delay (s) 32 14.7 - 14.8 -				_	1	_	100000	
Minor Lane/Major Mvmt NBLn1NBLn2 EBT EBR WBL WBT Capacity (veh/h) 140 377 - 369 - HCM Lane V/C Ratio 0.048 0.015 - 0.003 - HCM Control Delay (s) 32 14.7 - 14.8 -		U		0			k i i	
Capacity (veh/h) 140 377 - - 369 - HCM Lane V/C Ratio 0.048 0.015 - - 0.003 - HCM Control Delay (s) 32 14.7 - - 14.8 -	HUM LUS	10000	Nice and	150000		Ç	ANNEL E	
Capacity (veh/h) 140 377 - - 369 - HCM Lane V/C Ratio 0.048 0.015 - - 0.003 - HCM Control Delay (s) 32 14.7 - - 14.8 -		Liber		0.000	(DEWE		148	
Capacity (veh/h) 140 377 - - 369 - HCM Lane V/C Ratio 0.048 0.015 - - 0.003 - HCM Control Delay (s) 32 14.7 - - 14.8 -	Minor Lane/Major Mymt		NBLn11	NBLn2	EBT	EBR	WBL	WBT
HCM Lane V/C Ratio 0.048 0.015 0.003 - HCM Control Delay (s) 32 14.7 14.8 -					-			CONTRACTOR OF STREET
								-
		4			14 //-		14.8	
HCM Lane LOS D B B -					- 7776	-	В	
HCM 95th %tile Q(veh) 0.1 0 0 -	HCM 95th %tile Q(veh)	Kå.	0.1	0		Two.	0	-

	→	>	1	—	1	1
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	44	7	ħ	十十	1	7
Traffic Volume (vph)	1958	39	5	1573	24	5
Future Volume (vph)	1958	39	5	1573	24	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		275	250		175	0
Storage Lanes		1	1		1	1
Taper Length (ft)		140-000	100		100	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Fit Protected	195.4		0.950	JUANU	0.950	
Satd. Flow (prot)	3539	1538	1805	3539	1736	1615
Flt Permitted	100	William	0.950		0.950	HORIZON.
Satd. Flow (perm)	3539	1538	1805	3539	1736	1615
Link Speed (mph)	55			55	30	MATERIAL
Link Distance (ft)	1485			2650	1171	
Travel Time (s)	18.4	3580	E., 67.39	32.9	26.6	
Peak Hour Factor	0.95	0.95	0.88	0.88	0.90	0.90
Heavy Vehicles (%)	2%	5%	0%	2%	4%	0%
Adj. Flow (vph)	2061	41	6	1788	27	6
Shared Lane Traffic (%)		A DESK	UNIVERSE			
Lane Group Flow (vph)	2061	41	6	1788	27	6
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12	2		12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16	228	ut Bit St	16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free	OMESTIC .		Free	Stop	
	1100			. 100	Ctop	
Intersection Summary	of the same		(ASSESSAL)			421.3
A CONTRACTOR OF THE PROPERTY O	Other			12/52		7 3 3 3 3 3
Control Type: Unsignalized						
Intersection Capacity Utilizat	ion 64.1%	0		- K	CU Level	of Service
Analysis Period (min) 15						

Intersection		1933	5050		12.5	1100		A STATE OF THE STA
Int Delay, s/veh	0.6							
Movement	EBT	EBR	WBL	WBT	NBL	NBR		The state of the second second second second
Lane Configurations	^	1	7	† †	ሻ	T.	THE RESIDENCE OF THE PARTY OF T	
Traffic Vol. veh/h	1958	39	5	1573	24	5	CONTRACTOR AND ADDRESS.	Samuel Marcha Diegovern Switzen
Future Vol. veh/h	1958	39	5	1573	24	5	- / - mind and section in	
Conflicting Peds, #/hr	0	0	0	0	0	0	MANUFACTURE DE LA COMPTE	The same of the sa
Sign Control	Free	Free	Free	Free	Stop	Stop	A STATE OF THE PARTY OF THE PAR	
RT Channelized	786	None		None	- Citop	The second second	A TOTAL STREET,	
Storage Length		275	250	-	175	0		
Veh in Median Storage				0	2		21 58789 12 0	AND SERVICE AND DESCRIPTION OF THE PERSON OF
Grade, %	0	-	-	0	0			manages I to the high Gran
Peak Hour Factor	95	95	88	88	90	90	the state of the s	
Heavy Vehicles, %	2	5	0	2	4	0		
Mymt Flow	2061	41	6	1788	27	6	ALCOHOLD BY AND ADDRESS OF THE PARTY OF THE	
MANUEL IOM	2001	41	U	1700	ZI	0		
Major/Minor A	daint	MARKE	Majara		dincet		minist west subjects	
Conflicting Flow All	Major1 0		Major2 2102		4inor1 2967	1031	ALLEGATIVE CONTRACTOR	
Stage 1		U	2102	- U		1031	ARREST STATE	
Stage 2	-	_	- :	-	906	_	THE STATE OF THE S	
Critical Hdwy			-			6.9		
Critical Hdwy Stg 1	ingliffe [-	4-1					
Critical Hdwy Stg 2	No. of Persons			-				
	•		11	-	5.88	- 2.2	Assembly of the second	
Follow-up Hdwy Pot Cap-1 Maneuver			2.2		3.54	3.3		
The second secon	-	100	265	- 23.5X	~ 11	234	TO STATE OF THE PARTY OF THE	In the Control of the
Stage 1	-		District of	-	82	-		
Stage 2	1		-		350	-	THE WAY THE	
Platoon blocked, %		-	005		- 44	004		
Mov Cap-1 Maneuver		Sur.	265	1000	~11	234		the ball the second second second
Mov Cap-2 Maneuver	-	-			75			
Stage 1	-	-	•	-	82	-	the state of the state of	
Stage 2	-		_	-	342	Cultural		
	- 64) N	ME W				
Approach	EB		WB	pall!	NB	SIL	file and the second	
HCM Control Delay, s	0	1	0.1	100	67.6	T. O.Y.		
HCM LOS			A.C.		F			
	N-X			1300	ech via	V. S.		
Minor Lane/Major Mym		NBLn11	NBI n2	EBT	EBR	WBL	WBT	SPECIAL CONTRACTOR OF THE PARTY
Capacity (veh/h)	THE PART	75	234	-		265	101	
HCM Lane V/C Ratio		0.356		-		0.021	•	
HCM Control Delay (s)	MITTER	77.4	20.8		7 8 8	18.9		
HCM Lane LOS		F	20.0 C	_		C	Company of the second	
HCM 95th %tile Q(veh)	13450	1.4	0.1	1126		0.1		Ontolic State Springers and Committee of the Committee of
Notes	No.		0.1	vella es		J. I		The same of the sa
		6.5	alas:	and o	00.			
-: Volume exceeds cap	Jacity	\$: D	elay ex	ceeds 3	UUS	+ Con	putation Not Defined	*: All major volume in platoon

	-	•	1	—	4	-
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑ ↑		7	^	'n	7
Traffic Volume (vph)	1945	4	7	1578	6	12
Future Volume (vph)	1945	4	7	1578	6	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	275		0	200
Storage Lanes		0	1		1	1
Taper Length (ft)			100		100	0.00
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt			1000			0.850
Fit Protected	diament.	No.	0.950	EL IN	0.950	
Satd. Flow (prot)	3539	0	1583	3539	1805	1495
Flt Permitted			0.950		0.950	- 11 11 12 17
Satd. Flow (perm)	3539	0	1583	3539	1805	1495
Link Speed (mph)	55	MATERIA		55	30	
Link Distance (ft)	2727			1381	1408	
Travel Time (s)	33.8	25 L	e alle e	17.1	32.0	
Peak Hour Factor	0.93	0.93	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	0%	14%	2%	0%	8%
Adj. Flow (vph)	2091	4	8	1753	7	13
Shared Lane Traffic (%)	W SOLE	SEU(II)			27817	
Lane Group Flow (vph)	2095	0	8	1753	7	13
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16		355751	16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	and the same of	9	15	-	15	9
Sign Control	Free	10105	end of the same	Free	Stop	
Intersection Summary	21511	THE W		PER IN		EINESS!
	Other			SERVICE Y	NEW T	
Control Type: Unsignalized						
Intersection Capacity Utilizar	ion 63.9%		K 1 T W 1	lf	CILLevel	of Service
Analysis Period (min) 15	ion go.3 n			T.	O FEACE	OF OCIVICE
Analysis renou (min) 15						

Interpaction	172 11			Design to the second		St. Late	
Intersection Int Delay, s/veh	0.2	NU NE	(9)		apast4		
	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	41		7	十十	*	7	
	1945	4	7	1578	6	12	
Future Vol, veh/h	1945	4	7	1578	6	12	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None		None	
Storage Length	-	-	275		0	200	
Veh in Median Storage,	# 0		THE.	0	2		
Grade, %	0			0	0		
Peak Hour Factor	93	93	90	90	90	90	
Heavy Vehicles, %	2	0	14	2	0	8	
	2091	4	8	1753	7	13	
(7) (6)		Service .		CHARLES TO SECOND			,
	ajor1		Major2		Minor1		
Conflicting Flow All	0	0	2095	0	2986	1048	
Stage 1	30 -	SUA.		1266-1	2093	3.45	
Stage 2	-	-		-	893	-	
Critical Hdwy	(Va)		4.38		6.8	7.06	
Critical Hdwy Stg 1	-		-		5.8	-	
Critical Hdwy Stg 2			-		5.8	Toy-	
Follow-up Hdwy	-		2.34		3.5	3.38	
Pot Cap-1 Maneuver	1587		220	1182	11	214	
Stage 1			-	-	83	-	
Stage 2	CH IN	E .	1	8 1 6	365	5 EV = 1	
Platoon blocked, %	-				000		
Mov Cap-1 Maneuver		i kar	220	- Millian	11	214	
Mov Cap-2 Maneuver	CONTRACTOR OF THE PARTY OF THE	ACTIVATION AND			76		
Stage 1	0164	ills.	100		83	Si late	
Stage 2	-	_		-	352		
Otage 2	SE SAN		and the last		332		
	-				-		
Approach	E8		WB	100	NB	E \$20	
HCM Control Delay, s	0		0.1	H TOTAL	34.2		
HCM LOS					D		
生			A 1980				
Minor Long Major Mumb	×	100 - 41	MITT O	FOT	CDD	MOL	
Minor Lane/Major Mymt			NBLn2	EBT	EBR		
Capacity (veh/h)	-74	76	214	-	•	220	
HCM Lane V/C Ratio		0.088		-		0.035	
		56.9	22.9	-	-	22	
HCM Control Delay (s)	2,143						
		F 0.3	C 0.2			0.1	

Start Time	6:50	
End Time	8:00	
Total Time (min)	70	
Time Recorded (min)	60	
# of Intervals	2	
# of Recorded Intervals	1	
Vehs Entered	2959	
Vehs Exited	2936	
Starting Vehs	76	
Ending Vehs	99	
Travel Distance (mi)	4492	Control of the contro
Travel Time (hr)	89.9	
Total Delay (hr)	7.1	
Total Stops	53	
Fuel Used (gal)	131.7	Probability of the second seco

Interval #0 Information Seeding

Start Time	6:50	
End Time	7:00	
Total Time (min)	10	
Volumes adjusted by Grow	th Factors.	
No data recorded this inter-	/al.	

Start Time	7.00	Management of the State of the
End Time	8:00	
Total Time (min)	60	

Vehs Entered	2959	
Vehs Exited	2936	
Starting Vehs	76	
Inding Vehs	99	
ravel Distance (mi)	4492	
ravel Time (hr)	89.9	
otal Delay (hr)	7.1	
Total Stops	53	
uel Used (gal)	131.7	representative to represent the

Movement	WB	NB	NB
Directions Served	L	E	R
Maximum Queue (ft)	49	90	51
Average Queue (ft)	2	30	10
95th Queue (ft)	16	75	36
Link Distance (ft)			1116
Upstream Blk Time (%)	Charles .	Total Street	mile of
Queuing Penalty (veh)			
Storage Bay Dist (ft)	250	175	
Storage Blk Time (%)			
Queuing Penalty (veh)	ALL NO.	Section.	United the

Intersection: 2: Old Bailey Rd East & SC 170

Movement	NB	NB	
Directions Served	L	R	
Maximum Queue (ft)	54	30	
Average Queue (ft)	6	6	
95th Queue (ft)	29	25	
Link Distance (ft)	1363		
Upstream Blk Time (%)		Mary Berg	
Queuing Penalty (veh)			
Storage Bay Dist (ft)		200	
Storage Blk Time (%)			
Queuing Penalty (veh)	F. G. S.		

Network Summary

Network wide Queuing Penalty: 0

Start Time	3:50	
End Time	5:00	
Total Time (min)	70	
Time Recorded (min)	60	
# of Intervals	2	
# of Recorded Intervals	1	
Vehs Entered	3673	
Vehs Exited	3628	
Starting Vehs	92	
Ending Vehs	137	
Travel Distance (mi)	5605	AND WAR IN THE STREET WAS AND
Travel Time (hr)	121.1	
Total Delay (hr)	17.3	
Total Stops	61	
Fuel Used (gal)	165.4	

Interval #0 Information Seeding

Start Time	3.50	
End Time	4:00	
Total Time (min)	10	
Volumes adjusted by Grov	vth Factors.	
No data recorded this inter	val.	THE RESIDENCE OF THE PARTY OF T

Start Time	4:00	
End Time	5:00	
Total Time (min)	60	THE REPORT OF THE PARTY OF THE

Vehs Entered	3673	
Vehs Exited	3628	
Starting Vehs	92	
Ending Vehs	137	
Travel Distance (mi)	5605	
Fravel Time (hr)	121.1	
Total Delay (hr)	17.3	
Total Stops	61	
uel Used (gal)	165.4	

Movement	WB	NB	NB
Directions Served	L	L	R
Maximum Queue (ft)	25	275	381
Average Queue (ft)	2	159	113
95th Queue (ft)	12	314	373
Link Distance (ft)			1116
Upstream Blk Time (%)	EAR (III)		
Queuing Penalty (veh)			
Storage Bay Dist (ft)	250	175	
Storage Blk Time (%)		48	
Queuing Penalty (veh)		2	111.05

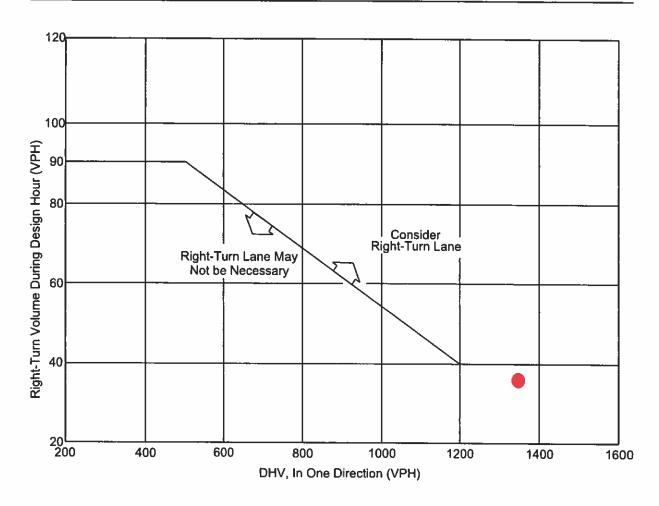
Intersection: 2: Old Bailey Rd East & SC 170

Movement	WB	NB	NB	
Directions Served	L	L	R	
Maximum Queue (ft)	25	31	87	
Average Queue (ft)	3	3	9	
95th Queue (ft)	17	17	40	Marketter Company with the formation and the contract of the c
Link Distance (ft)	SOUTH WAREN	1363		
Upstream Blk Time (%)	7 N 39 N		13 P. F.	PARTY THE SECTION OF THE PROPERTY OF THE PARTY OF THE PAR
Queuing Penalty (veh)				
Storage Bay Dist (ft)	275	Tax at	200	
Storage Blk Time (%)				
Queuing Penalty (veh)		21010	Contract of	

Network Summary

Network wide Queuing Penalty. 2

Appendix F – SCDOT Right Turn Lane Warrant Worksheet



Note: Figure is only applicable on highways with a design speed of 50 miles per hour or greater.

AM = 1383, 37

PM = 2034, 90

Appendix G – Build 2027 Synchro and SimTraffic Reports

	\rightarrow	-	1	-	4	-	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	The state of the s
Lane Configurations	十 个	7	1	44	ሻ	7	
Traffic Volume (vph)	1372	21	3	1581	45	9	
Future Volume (vph)	1372	21	3	1581	45	9	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)		275	250		175	0	The state of the s
Storage Lanes	DESCRIPTION OF THE PARTY OF THE	1	1		1	1	
Taper Length (ft)			100	Contract Contract	100		
Lane Util, Factor	0.95	1.00	1.00	0.95	1.00	1.00	MARKET AND
Frt		0.850	-			0.850	
Fit Protected		IN SAME	0.950	Let S	0.950		
Satd. Flow (prot)	3374	1524	1081	3438	1752	1455	
Fit Permitted	#0.99L		0.950		0.950	of the little of	
Satd. Flow (perm)	3374	1524	1081	3438	1752	1455	
Link Speed (mph)	55	BUSE OF	MAN D	55	30	STIPLE D	
Link Distance (ft)	1485			1016	1171		
Travel Time (s)	18.4			12.6	26.6	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	Maria Caraca Cara Cara Cara Cara Cara Cara C
Heavy Vehicles (%)	7%	6%	67%	5%	3%	11%	THE RESERVE OF THE PERSON OF T
Adj. Flow (vph)	1524	23	3	1757	50	10	
Shared Lane Traffic (%)				HIGH		Stephen II	
Lane Group Flow (vph)	1524	23	3	1757	50	10	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12	1	1000	12	12		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16	0	Sec.	16	16	110	And the second second second second
Two way Left Turn Lane	Yes			Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)		9	15		15	9	
Sign Control	Free		19660	Free	Stop	AN CHIEFFAY	STREET, STREET
Intersection Summary			Miles H	100000	SWEW.		
	Other	September 1	Harris of			The state of	PROPERTY AND ADDRESS OF THE PARTY OF THE PAR
Control Type: Unsignalized							
Intersection Capacity Utilizat	ion 53.7%	,	END NEWS	IC	U Level	of Service A	STORY INDICATE OF THE CONTRACTOR BY

ntersection				1		To a time	THE RESIDENCE WAS	
Int Delay, s/veh	0.7	io -						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	人(華BNA) 医奇丽氏病	And the state of t
Lane Configurations	44	7	7	^	7	7		
Traffic Vol. veh/h	1372	21	3	1581	45	9	A CAMBON STAN	Approximation of the second
Future Vol, veh/h	1372	21	3	1581	45	9		
Conflicting Peds, #/hr	0	0	0	0	0	0		ELECTRA EL VIDA (CENTRE DE LA CANTELLA CONTRA C
Sign Control	Free	Free	Free	Free	Stop	Stop		
RT Channelized	TO SE	None	Sec.	None	1211	None	British British	CONTRACTOR OF THE PARTY OF THE
Storage Length	-	275	250	-	175	0		
Veh in Median Storage	e,# 0	WE.		0	2	passer.	RELIGIOUS CONSERVE	
Grade, %	0	-	-	0	0	-		
Peak Hour Factor	90	90	90	90	90	90	Market Ingles (Sept 1	
Heavy Vehicles, %	7	6	67	5	3	11		
Mvmt Flow	1524	23	3	1757	50	10	GRAND TO STREET, THE	SERVISIUS ESTA HURI DOMEN A SA
	-							
Matadillian	No. in Mi	own i	Jala of		All and	100000		manuscript with the second
	Major1		Major2		/iner1	700	C. Mary J. Company	
Conflicting Flow All	0	0	1547		2409	762		
Stage 1	•	•	•		1524			
Stage 2	-	-	-		885	7 40		
Critical Hdwy	-	12 S -			6.86	7.12		
Critical Hdwy Stg 1			-	-	5.86	-		
Critical Hdwy Stg 2	•	-			5.86			
Follow-up Hdwy		-	2.87		3.53	3.41		70.1
Pot Cap-1 Maneuver	-	Office -	211		~ 27	328		
Stage 1	-	-		- u	164	-		1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Stage 2	-	- 20			361	-		
Platoon blocked, %	-	-		-				
Mov Cap-1 Maneuver			211		~ 27	328	The second second second second	
Mov Cap-2 Maneuver	-	-	-	-	141	-	1000	
Stage 1	-	1 H -	S	- Juli	164		A STATE OF THE PARTY OF THE PAR	
Stage 2	-	-	-	-	356	-		
					- 15			
Approach	EB	EL.	WB		NB		The state of the s	
HCM Control Delay, s	0		0	FEER	39.3			
HCM LOS					Е			
COMPANY OF THE PARK OF THE PAR		1 148	A STATE	SEA.	3575			
Minor Lane/Major Mvn	nf I	NBLn1i	VRI n2	EBT	EBR	WBL	WBT	
Capacity (veh/h)	- Transmit	141	328	-	LDIN -	211	-	
HCM Lane V/C Ratio		0.355	0.03			0.016		
HCM Control Delay (s	1	43.9	16.3					
HCM Lane LOS	l.	43.9 E	10.3 C		•	22.3 C	THE STREET	The state of the s
HCM 95th %tile Q(veh	1	1.5	0.1	- A	-	0		
	J.	1.0	0.1			Ū		
Notes		6.0	1-1-1		00-	1. 0	A CONTRACTOR	
-: Volume exceeds ca	pacity	\$: D	eray ex	ceeds 3	UUS	+: Con	nputation Not Defined	*: All major volume in platoon

	→	*	1	4	4	-		
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	A DEGRAN STO	- Selection
Lane Configurations	↑₽		3	^	7	7		
Traffic Volume (vph)	1393	4	4	1545	6	20	SE PULL IN INC.	See and Si
Future Volume (vph)	1393	4	4	1545	6	20		The second
Ideal Flow (vphpi)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)		0	275		0	200		
Storage Lanes	DIAM SH	0	1		1	1	Control of the Contro	F-37
Taper Length (ft)			100		100			
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00	TO All and America	10000
Frt					117	0.850		
Fit Protected	Lava H		0.950		0.950			5
Satd. Flow (prot)	3406	0	1444	3438	1543	1615		
FIt Permitted	salt it		0.950		0.950		MARKET STATE	11
Satd. Flow (perm)	3406	0	1444	3438	1543	1615		-
Link Speed (mph)	55			55	30		Will be a beautiful	- 651
Link Distance (ft)	2727			1381	1408			
Travel Time (s)	33.8		2 1 1 1 1	17.1	32.0	Sec. 17	Action Assessment	m Si
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Heavy Vehicles (%)	6%	0%	25%	5%	17%	0%		75.75
Adj. Flow (vph)	1548	4	4	1717	7	22		
Shared Lane Traffic (%)	Maria	14617				E TOWER		150
Lane Group Flow (vph)	1552	0	4	1717	7	22		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right	Walter 1975	
Median Width(ft)	12		Elie-El	12	12			
Link Offset(ft)	0	-74 - 144		0	0			
Crosswalk Width(ft)	16	THE REI	A TOTAL	16	16	10.54	CONTRACTOR (NO.	100
Two way Left Turn Lane	Yes			Yes			7-1	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	CONTRACTOR OF STREET	
Turning Speed (mph)		9	15	-	15	9		
Sign Control	Free	100		Free	Stop			U.E.
ntersection Summary	os exten	Stant.	Car ear	research a	NO VI	Q PACETY.		11000
	Other	K THE T	TO AND DE	THE PARTY	UW-ED			
Control Type: Unsignalized						1421 - 04-1		-
Intersection Capacity Utilizat	tion 52.7%	MALE		IC	U Level	of Service /	All Commences	1
Analysis Period (min) 15								

107-100-						
Intersection				426		
Int Delay, s/veh	0.2	300				
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	44	LON	YVOL	1	_	NOK
Traffic Vol. veh/h	1393	4	4	TT	6	20
Future Vol, veh/h	1393	4	4	1545	6	20
Conflicting Peds, #/hr	1393	0	0	1545	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	riee	The second second	riee -	None	Stop	The second second
	-	-	275			200
Storage Length Veh in Median Storage		-	MICHIGARINA	-	0	- T-119 F
	0 #	•	- 1	0	2	-
Grade, %		00	00	0	0	- 00
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	6	0	25	5	17	0
Mvmt Flow	1548	4	4	1717	7	22
Major/Minor	Major1	10.50	Major2	N	Minor1	avel or
Conflicting Flow All	0	0			2417	776
Stage 1		U	1002	-	1550	110
Stage 2				THE RES		
	ESTATION OF	Martina	4.0	NED TO	867	-
Critical Howy		•	4.6	1000	7.14	6.9
Critical Hdwy Stg 1	-			-	6.14	-
Critical Hdwy Stg 2		-		-	6.14	
Follow-up Hdwy	•		2.45		3.67	3.3
Pot Cap-1 Maneuver		13.	328		22	345
Stage 1	-				139	
Stage 2		-			337	
Platoon blocked, %				12145.		
Mov Cap-1 Maneuver			328		22	345
Mov Cap-2 Maneuver			-		122	-
Stage 1	NY .		8		139	
Stage 2					333	-
Line Company of the C		8				
			12.2			
Approach	EB	27/5	WB		NB	
HCM Control Delay, s	0	7 E	0		20.8	
HCM LOS				1/2/	C	
Minor Langiblaine M.	1	101 -44	UD1 0	EDT	CDC	MIDI
Minor Lane/Major Mvn	H I	V8Ln11		EBT	EBR	WBL
Capacity (veh/h)		122	345		•	
HCM Lane V/C Ratio		0.055				0.014
HCM Control Delay (s)		36.2	16.2	9.49	-	
HCM Lane LOS		Е	С	-	-	С
HCM 95th %tile Q(veh)	0.2	0.2			0

→	•	1	←	4	-
EBT	EBR	WBL	WBT	NBL	NBR
- 十	7	7			1
1346	37	18	1533	52	21
1346	37	18	1533	52	21
1900	1900	1900	1900	1900	1900
	150	150		0	0
TO A SEC	1	1		1	1
		100		100	
0.95	1.00	1.00	0.95	1.00	1.00
_	0.850				0.850
		0.950		0.950	100
3539	1583	1770	3539	1770	1583
		0.950	11 -	0.950	
3539	1583	1770	3539	1770	1583
55	SE ILLES	THE LINE	55	30	
1016	25/42		1628	1563	
12.6	100		20.2	35.5	V74 1 3 65
0.90	0.90	0.90	0.90	0.90	0.90
1496	41	20	1703	58	23
		Sala Jane			
1496	41	20	1703	58	23
No	No	No	No	No	No
Left	Right	Left	Left	Left	Right
12	-		12	12	-
0			0	0	No sais
16			16	16	
Yes	4 (1923)	ME ONE	Yes	Mary No.	
1.00	1.00	1.00	1.00	1.00	1.00
	60	60	en	60	60
Free	1 - 1		Free	Stop	
Review.	Table 1	TERM AND	all the same		ALL PROPERTY.
ther					
4 2"		NAME OF TAXABLE PARTY.	State 100		STORY OF THE
on 52.4%			IC	U Level	of Service
	S I I I I I		MARKET NAMED IN	- COTO	01 001 1100
	1346 1346 1346 1900 0.95 3539 3539 55 1016 12.6 0.90 1496 No Left 12.0 16 Yes 1.00 Free	1346 37 1346 37 1900 1900 150 1 0.95 1.00 0.850 3539 1583 3539 1583 55 1016 12.6 0.90 0.90 1496 41 No No Left Right 12 0 16 Yes 1.00 1.00 60 Free	1346 37 18 1346 37 18 1346 37 18 1900 1900 1900 150 150 1 1 100 0.95 1.00 1.00 0.850 0.950 3539 1583 1770 0.950 3539 1583 1770 55 1016 12 6 0.90 0.90 0.90 1496 41 20 No No No No Left Right Left 12 0 16 Yes 1.00 1.00 1.00 60 Free	1346 37 18 1533 1346 37 18 1533 1900 1900 1900 1900 150 150 1 1 100 0.95 1.00 1.00 0.95 0.850 0.950 3539 1583 1770 3539 55 55 1016 1628 12 6 20.2 0.90 0.90 0.90 0.90 1496 41 20 1703 No No No No Left Right Left Left 12 0 0 16 Yes 1.00 1.00 1.00 60 60 Free Free	1346 37 18 1533 52 1346 37 18 1533 52 1900 1900 1900 1900 1900 150 150 0 1 1 1 1 100 100 0.95 1.00 1.00 0.95 1.00 0.850 0.950 0.950 3539 1583 1770 3539 1770 0.950 0.950 3539 1583 1770 3539 1770 55 55 30 1016 1628 1563 12.6 20.2 35.5 0.90 0.90 0.90 0.90 0.90 1496 41 20 1703 58 No No No No No No Left Right Left Left Left 12 12 12 0 0 0 0.90 16 16 16 16 Yes Yes 1.00 1.00 1.00 1.00 1.00 60 60 60 Free Free Stop

Lane Configurations Traffic Vol, veh/h Traffic Vol,	346 346 0 ree F - N - 0 0 90 2	37 37 0 Free lone 150 - - 90 2 41	WBL 18 18 0 Free - 150 - 2 20	WBT 1533 1533 0 Free None 0 90 2 1703	NBL 52 52 0 Stop - 0 2 0 90 2 58	NBR 21 21 0 Stop None 0 90 2 23			
Movement E Lane Configurations Traffic Vol, veh/h 13 Future Vol, veh/h 13 Conflicting Peds, #/hr Sign Control Fr RT Channelized Storage Length Veh in Median Storage # Grade, % Peak Hour Factor Heavy Vehicles, % Mymt Flow 14 Major/Minor Major Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver	BT E 346 346 0 ree F 0 0 90 2 496	37 37 0 Free lone 150 - - 90 2 41	18 18 0 Free - 150 - 90 2 20	1533 1533 0 Free None 0 0 90 2	52 52 0 Stop 0 2 0 90	21 21 0 Stop None 0 -			
Lane Configurations Traffic Vol, veh/h Traffic Vol,	346 346 0 ree F - N - 0 0 0 90 2 496	37 37 0 Free lone 150 - - 90 2 41	18 18 0 Free - 150 - 90 2 20	1533 1533 0 Free None 0 0 90 2	52 52 0 Stop 0 2 0 90	21 21 0 Stop None 0 -			
Traffic Vol, veh/h Future Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storage # Grade, % Peak Hour Factor Heavy Vehicles, % Mymt Flow Major/Minor Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver	346 346 0 ree F - N - 0 0 90 2 496 or1 0	37 37 0 Free lone 150 2 41	18 18 0 Free - 150 - - 90 2 20	1533 1533 0 Free None 0 0 90 2	52 52 0 Stop - 0 2 0 90 2	21 0 Stop None 0 - - 90 2			
Future Vol, veh/h Conflicting Peds, #/hr Sign Control Fr RT Channelized Storage Length Veh in Median Storage # Grade, % Peak Hour Factor Heavy Vehicles, % Mymt Flow 14 Major/Minor Major Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver	346 0 ree F - N - 0 0 0 90 2 496	37 0 Free lone 150 - 90 2 41	18 0 Free - 150 - 90 2 20	1533 1533 0 Free None 0 0 90 2	52 0 Stop 0 2 0 90	21 0 Stop None 0 - - 90 2			
Conflicting Peds, #/hr Sign Control Fr RT Channelized Storage Length Veh in Median Storage # Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow 14 Major/Minor Major Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver	0 ree F - N - 0 0 90 2 496 or1 0	0 Free lone 150 - 90 2 41	0 Free - 150 - 90 2 20	0 Free None 0 0 90	0 Stop 0 2 0 90	0 Stop None 0 - - 90 2			
Sign Control Fr RT Channelized Storage Length Veh in Median Storage # Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow 14 Major/Minor Major Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver	ree F - N - 0 0 90 2 496 or1 0	Free lone 150 - 90 2 41	Free - 150 - 90 2 20	Free None 0 0 90 2	Stop 0 2 0 90 2	Stop None 0 - - 90 2			
RT Channelized Storage Length Veh in Median Storage # Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow 14 Major/Minor Major Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver	- N 0 0 90 2 496	90 2 41	150 - 90 2 20	None 0 0 90 2	0 2 0 90 2	None 0 - - 90 2			
Storage Length Veh in Median Storage # Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow 14 Major/Minor Major Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver	0 0 90 2 496	150 - 90 2 41	90 2 20	0 0 0 90	0 2 0 90 2	0 - - 90 2			
Veh in Median Storage # Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow 14 Major/Minor Major Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver	0 0 90 2 496 or1 0	90 2 41	90 2 20	0 0 90 2	2 0 90 2	90			
Veh in Median Storage # Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow 14 Major/Minor Major Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver	0 90 2 496 or1 0	90 2 41	90 2 20	90 2	90 2	90 2			
Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow 14 Major/Minor Major Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver	0 90 2 496 or1 0	90 2 41	90 2 20	90	90	90 2			
Peak Hour Factor Heavy Vehicles, % Mvmt Flow 14 Major/Minor Major Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver	2 496 or1 0	2 41 M	20	2	2	2			
Mymt Flow 14 Major/Minor Major Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver	0 0 496	41 M	20						1000
Mymt Flow 14 Major/Minor Major Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver	or1 0	41 M	20					ON THE PARTY OF TH	
Major/Minor Major Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver	or1 0								
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver	0		Proint						
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver	0				Fire4				
Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver		-	lajor2		/inor1	7.0			
Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver		0	1537	The Park of the Pa	2388	748			
Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver		•		•	STATE OF THE PARTY OF				W. William
Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver	-	100	-		892	-			
Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver	•	-	4.14		6.84	6.94			and the
Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver	-	٠	•	-	5.84			17-11-19	195,05
Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver	-	-			5.84	-			
Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver	•		2.22	-	3.52	3.32			
Stage 2 Platoon blocked, % Mov Cap-1 Maneuver	-		429		~ 28	355			
Platoon blocked, % Mov Cap-1 Maneuver		•	-	G 10 10 10 10 10 10 10 10 10 10 10 10 10	172	-	0.00		
Mov Cap-1 Maneuver	-	-			361	-			
	•							"Inches of the article	
11 0 011			429	elia de	~ 27	355			
Mov Cap-2 Maneuver		-			146	-	The section of		
Stage 1	-	-		-	172				
Stage 2	-	-		-	344	•		Hamilton and	
Approach	EB	auns	WB	10.00	NB	1500	TO MAKE SOME STOCK	THE RESERVE OF THE PARTY OF THE	
HCM Control Delay s	0	-	0.2		36.6	-			
	U		0.2					KURURAN KUMANDEN	
HCM LOS	=240/5			1-250	E		Cale Alexandra		
						20. 72			
Minor Lane/Major Mvmt	NB	BLn1N	BLn2	EBT	EBR	WBL	WBI		STEEL 12
Capacity (veh/h)		146	355			429			
HCM Lane V/C Ratio		396 (-			14-25	
HCM Control Delay (s)		44.9	15.9			13.8	A Markova 18		
HCM Lane LOS		Е	С			В			
HCM 95th %tile Q(veh)		1.7	0.2			0.1	The state of the state of	SERVICE CONTRACTOR	OF MEDICAL
Notes		1945		1000		4	NO THE RESERVE	September 1875 College College	
 Volume exceeds capaci 	ity	\$ De	lav ev	seeds 3	ΩΩe	+ Con	putation Not Defined	*: All major volume in platoon	
Volume execees capaci		a. De	ay GAL	Joeus J	000	·. Coll	ipalation Not Delined	with major votatile iff histooti	-63

	۶	→	←	•	1	1
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		र्स	4		W	
Traffic Volume (vph)	3	15	20	3	15	15
Future Volume (vph)	3	15	20	3	15	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.984	THE STATE OF	0.932	
Fit Protected	E TOTAL COMME	0.993			0.976	
Satd. Flow (prot)	0	1887	1870	0	1728	0
Flt Permitted		0.993	11		0.976	
Satd. Flow (perm)	0	1887	1870	0	1728	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		559	769	1103	549	
Travel Time (s)	Growing	12.7	17.5		12.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	3	17	22	3	17	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	20	25	0	34	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0	#E ==	0	N. S. W.
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane	14 2 3	THE UNITED	12 - 15 T	1	No.	The party
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	Same.	ATE OF	60	60	60
Sign Control		Free	Free		Stop	
ntersection Summary	الخويسا			(VERIC	Si Biri	March 1
Area Type: C)ther	Total Across				
Control Type: Unsignalized	STATE OF	MA STATE	1000			DE PUBLICA
Intersection Capacity Utilizat	ion 13.4%)		IC	U Level	of Service
Analysis Period (min) 15		U.S.E.S	SMIN.			Wayney.

ntersection		Yell S		PER S	35.45	84.6
Int Delay, s/veh	4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	COL	4	1	TIDIX	Y	ODIN
Traffic Vol. veh/h	3	15	20	3	15	15
Future Vol, veh/h	3	15	20	3	15	15
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	riee -	T. Charles	riee -	THE RESERVE	Stop	None
Storage Length	-	None			0	None
			0	-00000		_
Veh in Median Storage,	_	0		-	0	0 K 2
Grade, %	- 00		0	- 00	0	- 00
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	17	22	3	17	17
Major/Minor M	ajpr1	N.	/lajor2	NAME OF BRIDE	Minor2	tel si ili
Conflicting Flow All	25	0	na UIZ	0	47	24
Stage 1	- 20		West of the last		24	- 24
Stage 2				_	23	I i
Critical Hdwy	4.1				6.4	6.2
Critical Hdwy Stg 1	4.1				5.4	0.2
Critical Hdwy Stg 2			2000	BURN I	5.4	
	2.2	-	14 35		3.5	3.3
Follow-up Hdwy	1603	CE-TIES				
ALTERNATION OF THE PERSON NAMED IN COLUMN 2 IN COLUMN	100	- 13 -		 -	968	1058
Stage 1	•	Section 2	-	E 60 - 20	1004	ECONOMISM STATE
Stage 2	•	•	•	-	1005	-
Platoon blocked, %	4000	get a	-	MILLAND.	000	4000
The state of the s	1603	Sec.	de est	and S	966	1058
Mov Cap-2 Maneuver	-	-	-		966	- 15
Stage 1	-	· ·	•		1002	
Stage 2					1005	-
Harmon dealers				4	WE THE	
Approach	EB	A 114	WB	JAN.	SB	y s
HCM Control Delay, s	1.2		0		8.7	
HCM LOS	114		U		Α.	
HOW EOG		1 2			_	Contract to
CHARLES TO THE SAME						
Minor Lane/Major Mvmt		EBL	EBT	WBT	WBR:	SBLn1
Capacity (veh/h)		1603			No.	1010
HCM Lane V/C Ratio		0.002	-	-		0.033
HCM Control Delay (s)		7.2	0			8.7
HCM Lane LOS		Α	Α		-	Α
HCM 95th %tile Q(veh)		0				0.1
				100,10		

	→	•	1	+	4	~	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	44	7	7	11	7	7	in the second se
Traffic Volume (vph)	2028	44	5	1619	39	5	
Future Volume (vph)	2028	44	5	1619	39	5	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)		275	250		175	0	
Storage Lanes		1	1		1	1	
Taper Length (ft)			100		100		
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00	
Frt		0.850				0.850	
Fit Protected	Yan in		0.950	Stall the same	0.950		Comment of the Commen
Satd. Flow (prot)	3539	1538	1805	3539	1736	1615	
Flt Permitted		117	0.950	11035	0.950	To the same	
Satd. Flow (perm)	3539	1538	1805	3539	1736	1615	
Link Speed (mph)	55	9		55	30	Section 2	Volume to the second se
Link Distance (ft)	1485	10		1016	1171		
Travel Time (s)	18.4	4		12.6	26.6	24.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Heavy Vehicles (%)	2%	5%	0%	2%	4%	0%	A Who news him English to the seasons
Adj. Flow (vph)	2253	49	6	1799	43	6	
Shared Lane Traffic (%)		Charles Wil		1200		TOVETO	THE PROPERTY OF THE PARTY OF TH
Lane Group Flow (vph)	2253	49	6	1799	43	6	
Enter Blocked Intersection	No	No	No	No	No	No	(A) A SECRETARIO DE COMO DE LA COMPOSICIONE
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12		an l'e	12	12	1000	on the second
Link Offset(ft)	0		1910	0	0		
Crosswalk Width(ft)	16	an nai	W 255	16	16		
Two way Left Turn Lane	Yes			Yes			NUASANI
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)		9	15	- 101 - 1	15	9	
Sign Control	Free			Free	Stop		
Intersection Summary	Moreover		THE SEC	N (see	10.00	38 WEGG	San Anton Survey Control of the Control
	ther		6 100	LEAD B	ARTHURS		
Control Type: Unsignalized							The state of the s
Intersection Capacity Utilizati	ion 66.1%			10	U Level	of Service (
Analysis Period (min) 15							

International Configuration Inte									
Description	ntersection	200						S. William Programme	
ane Configurations	Int Delay, s/veh	1.7							
ane Configurations	Movement	EBT	FBR	WBI	WRT	NBI	NBR		
raffic Vol, veh/h 2028								THE RESERVE OF THE PARTY OF THE	
inture Vol, veh/h 2028 44 5 1619 39 5 Conflicting Peds, #/hr 0 0 0 0 0 0 0 Conflicting Peds, #/hr 0 0 0 0 0 0 0 Conflicting Peds, #/hr 0 0 0 0 0 0 Conflicting Peds, #/hr 0 0 0 0 0 0 Conflicting Peds, #/hr 0 0 0 0 0 0 Conflicting Peds, #/hr 0 0 0 0 0 0 Conflicting Peds, #/hr 0 0 0 0 0 0 Conflicting Peds, #/hr 0 0 0 0 0 0 Conflicting Peds, #/hr 0 0 0 0 0 0 Conflicting Peds, #/hr 0 0 0 0 0 0 Conflicting Peds, #/hr 0 0 0 0 0 0 Conflicting Peds, #/hr 0 0 0 200 0 0 Conflicting Flow Flow Flow Peds Peds Peds Peds Peds Peds Peds Peds								Salara marine a salara	Andreas State of the Control of the Control
Conflicting Peds, #/hr 0 0 0 0 0 0 0 0 0								The second second second	
Sign Control Free Free Free Free Stop None	THE RESIDENCE OF THE PERSON NAMED IN COLUMN 2 IS NOT THE OWNER, THE PERSON NAMED IN COLUMN 2 IS NOT THE OWNER.								Control of the Contro
None									
Storage Length		ESTABLISHED		STATE OF THE PARTY OF		THE RESERVE OF THE PERSON NAMED IN			Colore Same Space (Street
Veh in Median Storage, # 0		-							
Grade, % 0 - 0 0 - 0 0 - 0 0 0 - 0 0 0 0 0 0 0			ACCRECATION AND ADDRESS OF THE PARTY OF THE						
Peak Hour Factor 90 90 90 90 90 90 90 9					-			Aller Steiner Brieflage	Control of the Contro
Reavy Vehicles, % 2 5 0 2 4 0									
Majort M				-					
Alajor/Minor Major1 Major2 Minor1 Conflicting Flow All 0 0 2302 0 3165 1127 Stage 1 2253 912 912 912 912 912							-		- a
Stage 1	WINT Flow	2253	49	6	1799	43	р		
Stage 1									
Stage 1									
Stage 2 912 - Critical Hdwy Stg 1 5.88 - Critical Hdwy Stg 2 Critical Hdwy Stg 1 64 - Stage 1 Stage 1 Stage 2	Conflicting Flow All	0	0	2302	0		1127		
Critical Hdwy Stg 1		-		1					THE RESERVE OF THE PERSON OF T
Critical Hdwy Stg 1 5.88 - Critical Hdwy Stg 2 3.54 3.3 - Critical Hdwy Stg 2 8 202 8 202 8 202 8 202 347			-		-			NAME OF BRIDE	Let Market Let
Critical Hdwy Stg 2 5.88 - Collow-up Hdwy - 2.2 - 3.54 3.3 Crot Cap-1 Maneuver - 222 8 202 Stage 1 64 64 64 64	Critical Hdwy	100	-	4.1		6.88	6.9		
Follow-up Hdwy 2 2 - 3.54 3.3 Pot Cap-1 Maneuver 2228 202 Stage 1 64 - Stage 2 347 - Platoon blocked, % Mov Cap-1 Maneuver 2228 202 Mov Cap-2 Maneuver 2228 202 Mov Cap-2 Maneuver 59 - Stage 1 64 - Stage 2 338 - Approach EB WB NB HCM Control Delay, s 0 0.1 144.7 HCM LOS F Alinor Lane/Major Mvmt NBLn1 NBLn2 EBT EBR WBL WBT Capacity (veh/h) 59 202 222 - HCM Lane V/C Ratio 0.734 0.028 0.025 - HCM Control Delay (s) 160.3 23.3 - 21.6 - HCM Lane LOS F C C -	Critical Hdwy Stg 1	-	-	-	-	5.88			
Stage 1	Critical Hdwy Stg 2	-		-	100	5.88			
Stage 1 64 - Stage 2 347 - Platoon blocked, %	Follow-up Hdwy	-	-	2.2	-	3.54	3.3		
Stage 2	Pot Cap-1 Maneuver	i i		222		~ 8	202		
Stage 2	Stage 1	-	-	-		64			
Platoon blocked, %				100	83.5E	347		AND THE RESIDENCE OF THE PARTY	The second second second
Mov Cap-1 Maneuver - 222 - 8 202 Mov Cap-2 Maneuver 59 - 59 - 54 Stage 1 64 - 54 Stage 2 338 - 54 Approach EB WB NB HCM Control Delay s 0 0.1 144.7 HCM LOS F Minor Lane/Major Mvmt NBLn1 NBLn2 EBT EBR WBL WBT Capacity (veh/h) 59 202 - 222 - 54 HCM Lane V/C Ratio 0.734 0.028 - 0.025 - 54 HCM Control Delay (s) 160.3 23.3 - 21.6 - 55 HCM Lane LOS F C - C -	Platoon blocked, %								
Stage 1	Mov Cap-1 Maneuver		ala de la	222	P PAY	- 8	202		
Stage 1 - - 64 - Stage 2 - - 338 - Approach EB WB NB HCM Control Delay, s 0 0.1 144.7 HCM LOS F Ainor Lane/Major Mvmt NBLn1 NBLn2 EBT EBR WBL WBT Capacity (veh/h) 59 202 - 222 - HCM Lane V/C Ratio 0.734 0.028 - 0.025 - HCM Control Delay (s) 160.3 23.3 - 21.6 - HCM Lane LOS F C - C -	Mov Cap-2 Maneuver		-	17.0		59	-		
Stage 2		303		CAL-	Nac 1			With the second	Haraca III a ta a la
Approach EB WB NB HCM Control Delay, s 0 0.1 144.7 HCM LOS F Ainor Lane/Major Mvmt NBLn1 NBLn2 EBT EBR WBL WBT Capacity (veh/h) 59 202 - 222 - HCM Lane V/C Ratio 0.734 0.028 - 0.025 - HCM Control Delay (s) 160.3 23.3 - 21.6 - HCM Lane LOS F C - C -		_	-						
Compact Comp		-50		10					
Compact Comp	Approach	FR	#0a#	WB	HERE!	NB	\$20 ES	60) S2 1165 Estin	SCHOOL COLORS
ACM LOS F Ainor Lane/Major Mvmt NBLn1 NBLn2 EBT EBR WBL WBT Capacity (veh/h) 59 202 - 222 - HCM Lane V/C Ratio 0.734 0.028 - 0.025 - HCM Control Delay (s) 160.3 23.3 - 21.6 - HCM Lane LOS F C - C -	Committee of the Commit								
// Alinor Lane/Major Mvmt NBLn1 NBLn2 EBT EBR WBL WBT Capacity (veh/h) 59 202 222 - HCM Lane V/C Ratio 0.734 0.028 0.025 - HCM Control Delay (s) 160.3 23.3 - 21.6 - HCM Lane LOS F C - C -		U		Ų. I					
Capacity (veh/h) 59 202 - - 222 - HCM Lane V/C Ratio 0.734 0.028 - - 0.025 - HCM Control Delay (s) 160.3 23.3 - - 21.6 - HCM Lane LOS F C - C -	I IOIVI EOO		I HEAR	E.8.			28 =		
Capacity (veh/h) 59 202 - - 222 - HCM Lane V/C Ratio 0.734 0.028 - - 0.025 - HCM Control Delay (s) 160.3 23.3 - - 21.6 - HCM Lane LOS F C - C -	Africa Long Maria At		AIDL - 4	NOL O	CDT	EDD	IAIDI	WDT	U.S. District Control of the Control
HCM Lane V/C Ratio 0.734 0.028 0.025 - HCM Control Delay (s) 160.3 23.3 21.6 - HCM Lane LOS F C - C -		nt							
HCM Control Delay (s) 160.3 23.3 - 21.6 - HCM Lane LOS F C - C -		1							
HCM Lane LOS F C C -					NAME OF TAXABLE PARTY.	COLUMN TO SERVICE STATE OF THE PARTY OF THE			
)							
1CM 95th %tile (J(veh) 3.2 0.1 0.1 -		1				-			
71-71	HCM 95th %tile Q[veh	IJ.	3,2	0.1			0.1	station in average and	
lotes	Notes	WELL ST	4565		1	a di ili	of Service		visita professional anno o
: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon		pacity	\$: D	elay ex	ceeds 3	100s	+: Con	nputation Not Defined	*: All major volume in platoon

	→	*	•	←	4	-
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	14		*	十	1	7
Traffic Volume (vph)	1962	4	13	1613	6	26
Future Volume (vph)	1962	4	13	1613	6	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	275		0	200
Storage Lanes		0	1	4	1	1
Taper Length (ft)			100		100	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						0.850
Fit Protected	the same		0.950	A PULL	0.950	Maria I
Satd. Flow (prot)	3539	0	1583	3539	1805	1495
Flt Permitted			0.950		0.950	THE STATE OF
Satd. Flow (perm)	3539	0	1583	3539	1805	1495
Link Speed (mph)	55	ASSESSED FOR	-	55	30	, 100
Link Distance (ft)	2727			1381	1408	
Travel Time (s)	33.8	71.3	ST 6 2 12 1	17.1	32.0	Salaria.
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	0%	14%	2%	0%	8%
Adj. Flow (vph)	2180	4	14	1792	7	29
Shared Lane Traffic (%)	See See		50000	1702		
Lane Group Flow (vph)	2184	0	14	1792	7	29
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12	ragin	LOIL	12	12	ragin
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16	3100	The second	16	16	M. Strang
Two way Left Turn Lane	Yes	SHARMA		Yes	10	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	1.00	9	15	1.00	15	9
Sign Control	Free		EUR TOUR BROWN	Free	Stop	9
	1166	ENGINEE .	CALL DE LA CONTRACTION DE LA C	riee	Stop	
ntersection Summary		Marie .				
	ther	10 20		LIESTO		WATER OF
Control Type: Unsignalized						AST I I
Intersection Capacity Utilizati	on 64.4%	S. (1997)		IC	U Level	of Service
Analysis Period (min) 15						

X	5 75 13	- F-9-150-	P. Simo				
ntersection					3.56	is in	
Int Delay, s/veh	0.4						Y. 11.5
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	44	COIL	7	† †	INDL	NON	
Traffic Vol. veh/h	1962	4	13	1613	6	26	and San
Future Vol. veh/h	1962	4	13	1613	6	26	
Conflicting Peds, #/hr	0	0	0	0	0	0	19son
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized		None	1100	None	olop	None	TO B
Storage Length		-	275	-	0	200	
Veh in Median Storage	# 0		NAME:	0	2	600-	5.75
Grade, %	0		-	0	0	-	
Peak Hour Factor	90	90	90	90	90	90	
Heavy Vehicles, %	2	0	14	2	0	8	
Mvmt Flow	2180	4	14	1792	7	29	11 152
Variable							
Major/Minor	Aniest		doing		Ainc-4	Same a	El al
	Aajor1		Major2		Minor1	4000	
Conflicting Flow All	0	U	2184	0		1092	
Stage 1	•	•	•	1	2182	-	Service III
Stage 2	-		4 20		924	7.00	
Critical Howy		A Section	4.38	•	6.8	7.06	Y THE
Critical Hdwy Stg 1	arau V	No.	MARIE	-	5.8	Total N	
Critical Hdwy Stg 2			2 24	•	5.8	2 20	383
Follow-up Hdwy	i i i i i i i i i i i i i i i i i i i	MILLIAN DE	2.34	10120	3.5	3.38	
Pot Cap-1 Maneuver	•	•			9 74		
Stage 1	BW6-	or the s		70 Hills		-	ACC TO S
Stage 2 Platoon blocked, %	829 ·	-	•		352	•	
Mov Cap-1 Maneuver	ST-	Second 1	202		0	200	
	-	122	202	- S	8 68		CONTRACTOR OF THE PARTY.
Mov Cap-2 Maneuver		VT STORE		-	74		en/opens
Stage 1		-		-	328	-	
Stage 2	-	BIKAR		-	340	-	
		A					
Approach	EB		WB		NB		B 3 2 5
HCM Control Delay, s	0		0.2		33.1		
HCM LOS	- 145	1 1927			D		
		No.			1911	48.9	
Minor Lane/Major Mym	t t	NBLn11	VRI n2	EBT	EBR	WBL	WBT
Capacity (veh/h)		68	200	-	LDIX	202	CALLS SEE SE
HCM Lane V/C Ratio		0.098				0.072	
HCM Control Delay (s)		63.6	26	Andre I		1000 100	
HCM Lane LOS	-	03.0 F	D	-			
HCM 95th %tile Q(veh)	100	0.3	0.5			0.2	wei.
Our own tonic diacil		0.0	0.0	1717		0.4	

	→	•	1	—	4	-
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	十 十	1		44	7	7
Traffic Volume (vph)	1944	90	52	1561	63	37
Future Volume (vph)	1944	90	52	1561	63	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		150	150		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			100		100	
Lane Util, Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Fit Protected			0.950		0.950	E STATE OF
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3539	1583	1770	3539	1770	1583
Link Speed (mph)	55			55	30	200
Link Distance (ft)	1016			1628	1563	-16.7
Travel Time (s)	12.6	ALL YES	1261	20.2	35.5	Santikle.
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2160	100	58	1734	70	41
Shared Lane Traffic (%)			W. 4 1/2			
Lane Group Flow (vph)	2160	100	58	1734	70	41
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0		to Et al	0	0	THE WA
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		1113
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15	on iss	15	9
Sign Control	Free			Free	Stop	-
Intersection Summary	STATE OF THE PARTY.	OR STREET		and:	DENTAL SE	(September
Area Type:	Other					
Control Type: Unsignalized	THE REAL PROPERTY.	MIN. C.			Ecologia.	100
Intersection Capacity Utilizat	tion 63.9%			10	CU Level	of Service
Analysis Period (min) 15			DAMES N	Harrier	JO LOVO	01 0011100
and stor or or finity to			SCAT	STATE OF THE PARTY	- Mari	

Intersection				Same A			THE RESIDENCE OF THE PARTY OF T	EXVS. 3
Int Delay, s/veh	4.6							
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	44	7	ነ	44	4	1		
Traffic Vol. veh/h	1944	90	52	1561	63	37	and the second s	NI Season
Future Vol, veh/h	1944	90	52	1561	63	37		
Conflicting Peds, #/hr		0	0	0	0	0		San Trees
Sign Control	Free	Free	Free	Free	Stop	Stop		
RT Channelized	1100		1100	None	- Otop	None		WHEE R
Storage Length	-	150	150	Tronc	0	0		
Veh in Median Storage		100	-	0	2			10 19-10
Grade, %	0		_	0	0	_		
Peak Hour Factor	90	90	90	90	90	90	controlled interest in the second comment with	
Heavy Vehicles, %	2	2	2	2	2	2	AND THE RESIDENCE OF THE PARTY	
Mymt Flow	2160	100	58	1734	70	41	Additional and the second of the Addition of the Addition	
MALLICAN	2 100	100	50	17.54	10	41		
			****		400			
	Major1		Major2		Minor1	OF A		
Conflicting Flow All	0	0	2260	0	3143	1080		
Stage 1		-	-	Manager of	2160	•		1500 10
Stage 2	-	-	-	-	983	-		
Critical Hdwy		-	4.14	-	6.84	6.94		1-502
Critical Hdwy Stg 1	-	-	-	-	5,84	-		
Critical Hdwy Stg 2		-	-		5.84			
Follow-up Hdwy	-		2.22	-	3.52	3.32		
Pot Cap-1 Maneuver			223	J. Fra	~ 8	214		
Stage 1	-	-	-	-	74			
Stage 2	Bilde.	TEU S	-	8E6 -	323	-		
Platoon blocked, %	-	-		-				
Mov Cap-1 Maneuver	100 m		223		~6	214		
Mov Cap-2 Maneuver		-	-	_	~66	_		
Stage 1	32.65	-	100-		74	100	CONTRACTOR OF THE PARTY OF THE	SERVICE OF
Stage 2		-			239	-		
	To Vie		1000	100				anter l
Assessab	EB		WB	and the same	NB			and the same
Approach		Acres 18 A			-			
HCM Control Delay, s	0		0.9		157.7			
HCM LOS	-				F			
	BH 3		TINE.					
Minor Lane/Major Myr	nt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	GY-65
Capacity (veh/h)		66	214			223		N. S. Contraction
HCM Lane V/C Ratio		1.061	0.192			0.259	-	
HCM Control Delay (s	()	235.1	25.8					W-W
HCM Lane LOS	·	F	D		-	D	-	
HCM 95th %tile Q(vel	h)	5.4	0.7	NEA-	= 1	1		No.
					- 10 V			ES LINE
Notes					000		12 N. S. F. L. 10	
~: Volume exceeds ca	pacity	\$: D	elay ex	ceeds 3	UUS	+: Con	nputation Not Defined * All major volume in platoon	TANKS OF STREET

	۶	→	←	•	-	4	
Lane Group	EBL	EBI	WBIT	WBR	SBL	SBR	
Lane Configurations	1800	4	1		Y		
Traffic Volume (vph)	5	34	18	6	14	15	
Future Volume (vph)	5	34	18	6	14	15	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	BE
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Fit			0.965		0.930		
Flt Protected		0.993			0.976		
Satd. Flow (prot)	0	1887	1834	0	1725	0	
Flt Permitted		0.993			0.976		
Satd. Flow (perm)	0	1887	1834	0	1725	0	
Link Speed (mph)		30	30		30		
Link Distance (ft)		559	769		549		
Travel Time (s)		12.7	17.5		12.5		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	
Adj. Flow (vph)	6	38	20	7	16	17	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	44	27	0	33	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane				100			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Sign Control		Free	Free		Stop		
Intersection Summary		4 2 5	No Carl	14.			
the second secon	ther		127				
Control Type: Unsignalized			Haz (I)			COLUMN	
Intersection Capacity Utilization	on 16.0%	Ď		IC	CU Level	of Service A	4
Analysis Period (min) 15	Brown.		(E) DE			a zella	

ntersection	1		E4 E	XII EST	SE SE	W (1868)
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		र्भ	1		Y	7
Traffic Vol. veh/h	5	34	18	6	14	15
Future Vol., veh/h	5	34	18	6	14	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None		None		None
Storage Length		2.01.0111		- 4	0	THE PARTY NAMED IN
Veh in Median Storage	# -	0	0		0	
Grade, %	-	0	0		0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	6	38	20	7	16	17
in the state of th		00	20		10	
	/lajor1		lajor2	A	Ainor2	
Conflicting Flow All	27	0		0	74	24
Stage 1	15/15	TENE V		ويتازه	24	
Stage 2	-	-		-	50	-
Critical Hdwy	4.1	- 1		50.0	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Howy Stg 2		12 V-		20.	5.4	
Follow-up Hdwy	2.2	-		-	3.5	3.3
Pot Cap-1 Maneuver	1600			1	935	1058
Stage 1		-			1004	-
Stage 2				100.	978	
Platoon blocked, %			_	_	010	
Mov Cap-1 Maneuver	1600	approduct		F1257-1	931	1058
Mov Cap-2 Maneuver		SCHWINGE.		PACIFIC IN	931	-
Stage 1		-			1000	2/6/10
Stage 2					978	
Otage 2		THE	West of	-	910	44
The same of the sa	- 115					
Approach	E8		WB		SB	1/6/15
HCM Control Delay, s	0.9		0		8.7	
HCM LOS					Α	
	100	10.4	SEOW.			
Minor Lone Maries Minor		COL	EDT	MOT	MOD	201 - 4
Minor Lane/Major Mvm		EBL		WBT		
Capacity (veh/h)		1600	-		da*	2012
HCM Lane V/C Ratio		0.003	-	-		0.032
HCM Control Delay (s)		7.3	0	-		
HCM Lane LOS		Α	Α	-		Α
HCM 95th %tile Q(veh)		0				0.1

Summary of All Intervals

Start Time	6.50	No. 1 Acres 1970 Anna Carlotte and Carlotte and Carlotte and Carlotte and Carlotte and Carlotte and Carlotte a
End Time	8:00	
Total Time (min)	70	We strong strain which are the first strains of the
Time Recorded (min)	60	
# of intervals	2	
# of Recorded Intervals	1	
Vehs Entered	3320	DE LES PROPERTIES DE MONTE DE LA PROPERTIE DE
Vehs Exited	3328	
Starting Vehs	100	
Ending Vehs	92	
Travel Distance (mi)	4579	magnetic and the Transfer of the Control of the Artist of the
Travel Time (hr)	94.6	
Total Delay (hr)	9.2	
Total Stops	201	
Fuel Used (gal)	139.3	

Interval #0 Information Seeding

		
Start Time	6:50	
End Time	7:00	
Total Time (min)	10	
Volumes adjusted by Grow	vth Factors.	
No data recorded this inter	val	

Interval #1 Information Recording

Start Time	7:00	
End Time	8:00	
Fotal Time (min)	60	

Vehs Entered	3320	
Vehs Exited	3328	
Starting Vehs	100	
Ending Vehs	92	
Travel Distance (mi)	4579	
Travel Time (hr)	94.6	
Total Delay (hr)	9.2	
Total Stops	201	
Fuel Used (gal)	139.3	

Intersection: 1: Old Bailey Rd West & SC 170

Movement	WB	NB	NB
Directions Served	L	L	R
Maximum Queue (ft)	47	115	51
Average Queue (ft)	3	43	7
95th Queue (ft)	22	96	30
Link Distance (ft)			1116
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	250	175	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Old Bailey Rd East & SC 170

Movement	WB	NB	NB				Harvey ()					8
Directions Served	L	L	R									
Maximum Queue (ft)	44	50	31			100	1000	WI S		NEW DE	BALL TO I	
Average Queue (ft)	2	10	17		****		2.58					
95th Queue (ft)	17	32	41				13176		with the	7.00		6
Link Distance (ft)		1363	1222		32027					100		
Upstream Blk Time (%)			Titles	IMOLITY)	the man		Trans.	1000	- 1865 T		225 H)	
Queuing Penalty (veh)					-0.5	CALCULATE TO SERVICE STATE OF THE SERVICE STATE STATE OF THE SERVICE STATE OF THE SERVICE STATE STATE STATE STATE						
Storage Bay Dist (ft)	275		200	New Y	1200	10-10-1	1.717	100	Military and the same of the s	MITTER	1088	
Storage Blk Time (%)												
Queuing Penalty (veh)	1015					The la	100	1	02	eurotz	-11113	

Intersection: 3: Bailey Park #1 & SC 170

Movement	WB	NB	NB
Directions Served	L	L	R
Maximum Queue (ft)	32	182	44
Average Queue (ft)	8	43	12
95th Queue (ft)	29	104	33
Link Distance (ft)		1506	1506
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Old Bailey Rd & Bailey Park #2

Movement	SB	
Directions Served	LR	
Maximum Queue (ft)	31	can that the beautiful and the second of
Average Queue (ft)	18	
95th Queue (ft)	43	
Link Distance (ft)	520	
Upstream Blk Time (%)	ASSESSMENT ON	
Queuing Penalty (veh)		
Storage Bay Dist (ft)	master than your	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Start Time	3:50	THE PRESSURE OF STREET
End Time	5:00	
Total Time (min)	70	
Time Recorded (min)	60	
# of Intervals	2	
# of Recorded Intervals	1	
Vehs Entered	3833	
Vehs Exited	3804	
Starting Vehs	139	
Ending Vehs	168	
Travel Distance (mi)	5588	
Travel Time (hr)	147.5	
Total Delay (hr)	42.6	
Total Stops	255	
Fuel Used (gal)	176.1	

Interval #0 Information Seeding

Start Time	3:50	
End Time	4:00	
Total Time (min)	10	
Volumes adjusted by Grow	th Factors.	
No data recorded this inter		

Interval #1 Information Recording

Start Time	4:00	
End Time	5:00	
Total Time (min)	60	
Volumes adjusted by Grow	th Factors.	

Vehs Entered	3833	
Vehs Exited	3804	
Starting Vehs	139	
Ending Vehs	168	
Travel Distance (mi)	5588	
Travel Time (hr)	147.5	
Total Delay (hr)	42.6	The beginning a supplier of the State of the
Total Stops	255	
Fuel Used (gal)	176.1	

Intersection: 1: Old Bailey Rd West & SC 170

Movement	WB	NB	NB
Directions Served	L	L	Ŕ
Maximum Queue (ft)	29	274	586
Average Queue (ft)	3	243	264
95th Queue (ft)	18	324	611
Link Distance (ft)			1116
Upstream Blk Time (%)		0 15	HI DOE
Queuing Penalty (veh)			- 27 50
Storage Bay Dist (ft)	250	175	
Storage Blk Time (%)	10 %	87	
Queuing Penalty (veh)		4	MATE AND

Intersection: 2: Old Bailey Rd East & SC 170

Movement	WB	NB	NB
Directions Served	L	L	R
Maximum Queue (ft)	48	52	94
Average Queue (ft)	9	13	24
95th Queue (ft)	32	40	66
Link Distance (ft)	VIV	1363	
Upstream Blk Time (%)			
Queuing Penalty (veh)		200	
Storage Bay Dist (ft)	275	10	200
Storage Blk Time (%)		150-75	
Queuing Penalty (veh)		No.	

Intersection: 3: Bailey Park #1 & SC 170

Movement	WB	NB	NB
Directions Served	L	L	R
Maximum Queue (ft)	95	828	63
Average Queue (ft)	31	417	19
95th Queue (ft)	67	757	45
Link Distance (ft)		1506	1506
Upstream Blk Time (%)		CHAIN.	11.5
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		
Storage Blk Time (%)			
Queuing Penalty (veh)	SURTH.		100

Intersection: 4: Old Bailey Rd & Bailey Park #2

Movement	SB	
Directions Served	LR	arym — applys
Maximum Queue (ft)	30	
Average Queue (ft)	19	
95th Queue (ft)	42	
Link Distance (ft)	520	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 4

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