

# APPENDIX C SYNCHRO TIMING REPORTS

Timings  
13: Hampton Parkway & US 278

EXISTING AM #5  
CL=160



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↓	↑
Traffic Volume (vph)	2730	28	47	1857	75	5
Future Volume (vph)	2730	28	47	1857	75	5
Satd. Flow (prot)	4988	1553	1719	4940	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	4988	1553	1719	4940	1770	1583
Satd. Flow (RTOR)		21				5
Lane Group Flow (vph)	2994	31	52	2037	82	5
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	2		1	6	8	8
Permitted Phases		2				
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	20.0	20.0	6.0	20.0	6.0	6.0
Minimum Split (s)	28.6	28.6	13.7	28.6	12.0	12.0
Total Split (s)	115.0	115.0	20.0	135.0	25.0	25.0
Total Split (%)	71.9%	71.9%	12.5%	84.4%	15.6%	15.6%
Yellow Time (s)	5.6	5.6	4.7	5.6	3.0	3.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.6	8.6	7.7	8.6	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Recall Mode	Max	Max	None	C-Max	None	None
Act Effct Green (s)	117.7	117.7	10.1	132.7	12.7	12.7
Actuated g/C Ratio	0.74	0.74	0.06	0.83	0.08	0.08
v/c Ratio	0.82	0.03	0.48	0.50	0.59	0.04
Control Delay	18.5	4.2	110.3	2.5	86.9	37.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.5	4.2	110.3	2.5	86.9	37.4
LOS	B	A	F	A	F	D
Approach Delay	18.4			5.2	84.1	
Approach LOS	B			A	F	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 38 (24%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.82  
 Intersection Signal Delay: 14.2  
 Intersection LOS: B  
 Intersection Capacity Utilization 71.0%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 13: Hampton Parkway & US 278



Timings  
12: Buckwalter Parkway/Berkeley Hall & US 278

EXISTING AM #5  
CL=160



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	2318	277	113	1434	20	391	64	189	32	52	25
Future Volume (vph)	61	2318	277	113	1434	20	391	64	189	32	52	25
Satd. Flow (prot)	1736	4988	1553	3335	4940	1538	3467	1881	1599	1673	1755	1575
Flt Permitted	0.950			0.950			0.950			0.950	0.997	
Satd. Flow (perm)	1736	4988	1553	3335	4940	1538	3467	1881	1599	1673	1755	1575
Satd. Flow (RTOR)			138			129			203			134
Lane Group Flow (vph)	65	2489	297	121	1540	21	420	69	203	31	59	27
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	15.9	48.0	48.0	15.7	27.0	27.0	15.7	15.7	15.7	14.3	14.3	14.3
Total Split (s)	23.0	82.0	82.0	25.0	84.0	84.0	28.0	28.0	28.0	25.0	25.0	25.0
Total Split (%)	14.4%	51.3%	51.3%	15.6%	52.5%	52.5%	17.5%	17.5%	17.5%	15.6%	15.6%	15.6%
Yellow Time (s)	4.0	5.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.2	4.2	4.2
All-Red Time (s)	3.9	2.0	2.0	3.7	2.0	2.0	3.7	3.7	3.7	2.1	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.9	7.0	7.0	7.7	7.0	7.0	7.7	7.7	7.7	6.3	6.3	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	11.1	87.3	87.3	10.8	90.0	90.0	25.0	25.0	25.0	11.0	11.0	11.0
Actuated g/C Ratio	0.07	0.55	0.55	0.07	0.56	0.56	0.16	0.16	0.16	0.07	0.07	0.07
v/c Ratio	0.54	0.91	0.33	0.54	0.55	0.02	0.77	0.23	0.48	0.27	0.49	0.12
Control Delay	93.6	24.6	5.9	108.5	7.8	0.1	75.2	61.2	11.2	75.4	84.8	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.6	24.6	5.9	108.5	7.8	0.1	75.2	61.2	11.2	75.4	84.8	1.0
LOS	F	C	A	F	A	A	E	E	B	E	F	A
Approach Delay		24.2			15.0			55.0			63.0	
Approach LOS		C			B			D			E	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 99 (62%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 115  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.91  
 Intersection Signal Delay: 26.1  
 Intersection LOS: C  
 Intersection Capacity Utilization 82.0%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 12: Buckwalter Parkway/Berkeley Hall & US 278



Timings  
14: US 278 & Bluffton Fire

EXISTING AM #5  
CL=160



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑	↖	↙	↙
Traffic Volume (vph)	30	2623	1749	5	45	5
Future Volume (vph)	30	2623	1749	5	45	5
Satd. Flow (prot)	1736	4988	4940	1538	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1736	4988	4940	1538	1770	1583
Satd. Flow (RTOR)				4		5
Lane Group Flow (vph)	33	2877	1918	5	49	5
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	6.0	25.0	25.0	25.0	8.0	8.0
Minimum Split (s)	13.0	32.0	32.0	32.0	14.0	14.0
Total Split (s)	20.0	135.0	115.0	115.0	25.0	25.0
Total Split (%)	12.5%	84.4%	71.9%	71.9%	15.6%	15.6%
Yellow Time (s)	5.0	5.0	5.0	5.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	None	None
Act Effct Green (s)	8.2	141.0	128.4	128.4	10.2	10.2
Actuated g/C Ratio	0.05	0.88	0.80	0.80	0.06	0.06
v/c Ratio	0.38	0.65	0.48	0.00	0.44	0.05
Control Delay	57.0	10.2	5.0	1.2	83.5	39.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.0	10.2	5.0	1.2	83.5	39.8
LOS	E	B	A	A	F	D
Approach Delay		10.7	5.0		79.5	
Approach LOS		B	A		E	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 109 (68%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 9.2  
 Intersection Capacity Utilization 69.2%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service C

Splits and Phases: 14: US 278 & Bluffton Fire



Timings  
10: Rose Hill Way & US 278

EXISTING AM #5  
CL=160



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗		↑	↗	↖	↗	
Traffic Volume (vph)	15	2438	24	24	1374	8	79	5	80	57	5	43
Future Volume (vph)	15	2438	24	24	1374	8	79	5	80	57	5	43
Satd. Flow (prot)	1736	4988	1553	1719	4940	1538	0	1779	1583	1778	1619	0
Flt Permitted	0.154			0.034				0.701		0.674		
Satd. Flow (perm)	281	4988	1553	62	4940	1538	0	1306	1583	1262	1619	0
Satd. Flow (RTOR)			89			89			91		46	
Lane Group Flow (vph)	16	2618	26	26	1475	9	0	90	86	61	51	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	6.0	25.0	25.0	6.0	25.0	25.0	8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	14.5	32.4	32.4	15.0	32.4	32.4	15.0	15.0	15.0	44.0	44.0	
Total Split (s)	25.0	100.0	100.0	25.0	100.0	100.0	35.0	35.0	35.0	35.0	35.0	
Total Split (%)	15.6%	62.5%	62.5%	15.6%	62.5%	62.5%	21.9%	21.9%	21.9%	21.9%	21.9%	
Yellow Time (s)	5.2	5.2	5.2	5.2	5.2	5.2	3.2	3.2	3.2	3.2	3.2	
All-Red Time (s)	3.3	2.2	2.2	3.8	2.2	2.2	3.8	3.8	3.8	3.8	3.8	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	8.5	7.4	7.4	9.0	7.4	7.4		7.0	7.0	7.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	122.7	120.2	120.2	124.4	123.5	123.5		16.3	16.3	16.3	16.3	
Actuated g/C Ratio	0.77	0.75	0.75	0.78	0.77	0.77		0.10	0.10	0.10	0.10	
v/c Ratio	0.06	0.70	0.02	0.24	0.39	0.01		0.68	0.36	0.48	0.25	
Control Delay	2.6	9.5	0.0	21.6	4.9	0.0		92.8	13.8	78.5	21.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	2.6	9.5	0.0	21.6	4.9	0.0		92.8	13.8	78.5	21.1	
LOS	A	A	A	C	A	A		F	B	E	C	
Approach Delay		9.3			5.1			54.2			52.4	
Approach LOS		A			A			D			D	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 31 (19%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 135  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.70  
 Intersection Signal Delay: 10.8  
 Intersection LOS: B  
 Intersection Capacity Utilization 79.2%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 10: Rose Hill Way & US 278



Timings  
9: Buck Island Road/Belfair Plantation & US 278

EXISTING AM #5  
CL=160

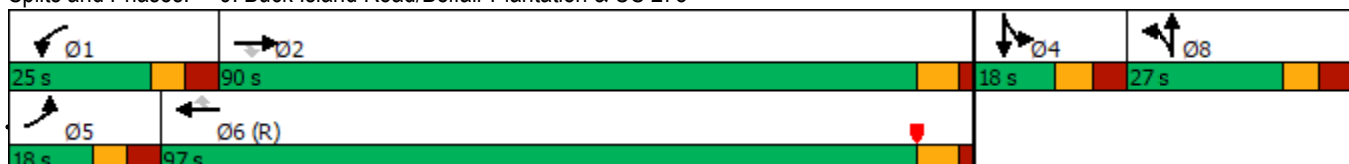


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	2285	96	85	1725	14	160	11	97	31	14	10
Future Volume (vph)	32	2285	96	85	1725	14	160	11	97	31	14	10
Satd. Flow (prot)	1744	5012	1561	1710	4915	1530	1673	1550	0	1778	1754	0
Flt Permitted	0.950			0.950			0.950	0.992		0.950		
Satd. Flow (perm)	1744	5012	1561	1710	4915	1530	1673	1550	0	1778	1754	0
Satd. Flow (RTOR)			149			149		77			11	
Lane Group Flow (vph)	34	2428	102	90	1833	15	148	137	0	33	26	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	25.0	25.0	6.0	25.0	25.0	8.0	8.0		6.0	6.0	
Minimum Split (s)	14.0	31.8	31.8	14.0	31.8	31.8	16.4	16.4		14.4	14.4	
Total Split (s)	18.0	90.0	90.0	25.0	97.0	97.0	27.0	27.0		18.0	18.0	
Total Split (%)	11.3%	56.3%	56.3%	15.6%	60.6%	60.6%	16.9%	16.9%		11.3%	11.3%	
Yellow Time (s)	4.0	5.0	5.0	4.0	5.0	5.0	4.4	4.4		4.4	4.4	
All-Red Time (s)	4.0	1.8	1.8	4.0	1.8	1.8	4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.0	6.8	6.8	8.0	6.8	6.8	8.4	8.4		8.4	8.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	8.0	92.7	92.7	12.9	100.5	100.5	17.5	17.5		8.1	8.1	
Actuated g/C Ratio	0.05	0.58	0.58	0.08	0.63	0.63	0.11	0.11		0.05	0.05	
v/c Ratio	0.39	0.84	0.11	0.65	0.59	0.01	0.81	0.58		0.37	0.26	
Control Delay	92.4	37.5	4.0	90.5	15.4	0.0	100.4	40.1		84.4	55.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	92.4	37.5	4.0	90.5	15.4	0.0	100.4	40.1		84.4	55.1	
LOS	F	D	A	F	B	A	F	D		F	E	
Approach Delay		36.9			18.8			71.4			71.5	
Approach LOS		D			B			E			E	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 111 (69%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 32.1  
 Intersection LOS: C  
 Intersection Capacity Utilization 83.9%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 9: Buck Island Road/Belfair Plantation & US 278



Timings  
8: Simmonsville Road/Belfair Towne Village & US 278

EXISTING AM #5  
CL=160



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖	↑	↖	↖	↑	↖
Traffic Volume (vph)	87	2054	122	106	1184	16	176	79	120	65	38	43
Future Volume (vph)	87	2054	122	106	1184	16	176	79	120	65	38	43
Satd. Flow (prot)	3367	4988	1553	3352	4965	1546	1778	1872	1591	1761	1853	1575
Flt Permitted	0.950			0.950			0.453			0.701		
Satd. Flow (perm)	3367	4988	1553	3352	4965	1546	848	1872	1591	1299	1853	1575
Satd. Flow (RTOR)			135			183			177			177
Lane Group Flow (vph)	95	2253	134	116	1299	18	193	87	132	71	42	47
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	8.0	20.0	20.0	8.0	20.0	20.0	6.0	10.0	10.0	6.0	10.0	10.0
Minimum Split (s)	15.0	50.0	50.0	15.0	27.0	27.0	13.9	61.9	61.9	13.9	17.9	17.9
Total Split (s)	38.0	100.0	100.0	20.0	82.0	82.0	20.0	22.0	22.0	18.0	20.0	20.0
Total Split (%)	23.8%	62.5%	62.5%	12.5%	51.3%	51.3%	12.5%	13.8%	13.8%	11.3%	12.5%	12.5%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.9	3.9	3.9	3.9	3.9	3.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.9	7.9	7.9	7.9	7.9	7.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	9.7	97.4	97.4	10.7	98.5	98.5	25.5	12.9	12.9	18.1	11.0	11.0
Actuated g/C Ratio	0.06	0.61	0.61	0.07	0.62	0.62	0.16	0.08	0.08	0.11	0.07	0.07
v/c Ratio	0.47	0.74	0.13	0.52	0.43	0.02	0.88	0.58	0.46	0.41	0.33	0.17
Control Delay	109.1	7.8	0.3	69.1	19.8	0.0	96.1	86.4	7.6	62.9	77.9	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	109.1	7.8	0.3	69.1	19.8	0.0	96.1	86.4	7.6	62.9	77.9	1.4
LOS	F	A	A	E	B	A	F	F	A	E	E	A
Approach Delay		11.3			23.5			65.7			48.8	
Approach LOS		B			C			E			D	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 32 (20%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay: 21.5  
 Intersection LOS: C  
 Intersection Capacity Utilization 75.3%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 8: Simmonsville Road/Belfair Towne Village & US 278



Timings  
7: SC 46/Crescent Drive & US 278

EXISTING AM #5  
CL=160

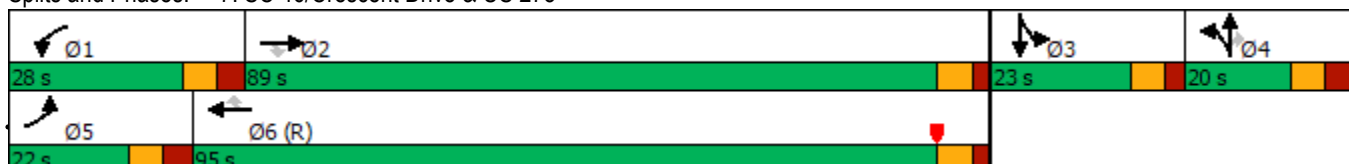


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	1997	246	71	1284	11	192	17	115	29	20	32
Future Volume (vph)	16	1997	246	71	1284	11	192	17	115	29	20	32
Satd. Flow (prot)	1736	4988	2733	3318	4915	1530	3143	1595	1545	1709	1633	0
Flt Permitted	0.950			0.950			0.950	0.964		0.950		
Satd. Flow (perm)	1736	4988	2733	3318	4915	1530	3143	1595	1545	1709	1633	0
Satd. Flow (RTOR)			270			126			126		35	
Lane Group Flow (vph)	18	2190	270	78	1408	12	152	78	126	32	57	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases			2			6			4			
Detector Phase	5	2	2	1	6	6	4	4	4	3	3	
Switch Phase												
Minimum Initial (s)	5.0	25.0	25.0	5.0	25.0	25.0	6.0	6.0	6.0	12.0	12.0	
Minimum Split (s)	12.7	36.5	36.5	12.3	31.5	31.5	49.3	49.3	49.3	18.5	18.5	
Total Split (s)	22.0	89.0	89.0	28.0	95.0	95.0	20.0	20.0	20.0	23.0	23.0	
Total Split (%)	13.8%	55.6%	55.6%	17.5%	59.4%	59.4%	12.5%	12.5%	12.5%	14.4%	14.4%	
Yellow Time (s)	4.0	4.3	4.3	4.0	4.3	4.3	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	3.7	2.2	2.2	3.3	2.2	2.2	3.3	3.3	3.3	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.7	6.5	6.5	7.3	6.5	6.5	7.3	7.3	7.3	6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	7.4	102.1	102.1	8.7	108.4	108.4	13.3	13.3	13.3	12.0	12.0	
Actuated g/C Ratio	0.05	0.64	0.64	0.05	0.68	0.68	0.08	0.08	0.08	0.08	0.08	
v/c Ratio	0.23	0.69	0.15	0.44	0.42	0.01	0.58	0.59	0.52	0.25	0.37	
Control Delay	69.4	15.4	3.6	73.0	19.9	0.0	79.3	88.1	17.9	75.0	39.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	69.4	15.4	3.6	73.0	19.9	0.0	79.3	88.1	17.9	75.0	39.9	
LOS	E	B	A	E	B	A	E	F	B	E	D	
Approach Delay		14.5			22.5			59.5			52.5	
Approach LOS		B			C			E			D	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 48 (30%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 21.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 73.5%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 7: SC 46/Crescent Drive & US 278





Timings  
6: US 278 & Home Depot

EXISTING AM #5  
CL=160



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘↘	↑	↗	↘↘	↑	↗
Traffic Volume (vph)	119	1929	61	69	1254	6	37	9	31	14	5	23
Future Volume (vph)	119	1929	61	69	1254	6	37	9	31	14	5	23
Satd. Flow (prot)	1744	5012	1561	1710	4915	1530	3433	1863	1583	3318	1800	1530
Flt Permitted	0.167			0.061			0.950			0.950		
Satd. Flow (perm)	307	5012	1561	110	4915	1530	3433	1863	1583	3318	1800	1530
Satd. Flow (RTOR)			166			166			125			125
Lane Group Flow (vph)	131	2116	67	76	1375	7	41	10	34	15	5	25
Turn Type	pm+pt	NA	Free	pm+pt	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		Free	6		Free			8		4	4
Detector Phase	5	2		1	6		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	25.0		6.0	25.0		6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	14.6	31.7		14.6	31.7		12.0	14.1	14.1	12.0	14.1	14.1
Total Split (s)	25.0	99.0		25.0	99.0		20.0	16.0	16.0	20.0	16.0	16.0
Total Split (%)	15.6%	61.9%		15.6%	61.9%		12.5%	10.0%	10.0%	12.5%	10.0%	10.0%
Yellow Time (s)	4.5	4.5		4.5	4.5		3.0	3.7	3.7	3.0	3.7	3.7
All-Red Time (s)	4.1	2.2		4.1	2.2		3.0	2.4	2.4	3.0	2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.6	6.7		8.6	6.7		6.0	6.1	6.1	6.0	6.1	6.1
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	122.3	116.4	160.0	123.8	117.1	160.0	7.7	11.3	11.3	6.4	8.0	8.0
Actuated g/C Ratio	0.76	0.73	1.00	0.77	0.73	1.00	0.05	0.07	0.07	0.04	0.05	0.05
v/c Ratio	0.43	0.58	0.04	0.45	0.38	0.00	0.25	0.08	0.15	0.11	0.06	0.13
Control Delay	13.4	22.5	0.0	36.8	3.5	0.0	76.7	70.8	1.4	75.6	74.0	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.4	22.5	0.0	36.8	3.5	0.0	76.7	70.8	1.4	75.6	74.0	1.3
LOS	B	C	A	D	A	A	E	E	A	E	E	A
Approach Delay		21.3			5.2			45.9			34.2	
Approach LOS		C			A			D			C	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 152 (95%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.58  
 Intersection Signal Delay: 16.0  
 Intersection LOS: B  
 Intersection Capacity Utilization 68.6%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 6: US 278 & Home Depot





Timings  
4: Tanger Outlet #1/Sawmill Creek Road & US 278

EXISTING AM #5  
CL=160



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↗		↖	↗	
Traffic Volume (vph)	59	2001	20	8	1164	9	8	5	5	29	5	61
Future Volume (vph)	59	2001	20	8	1164	9	8	5	5	29	5	61
Satd. Flow (prot)	1736	4988	1553	1719	4940	1538	1778	1732	0	1796	1626	0
Flt Permitted	0.186			0.065			0.710			0.751		
Satd. Flow (perm)	340	4988	1553	118	4940	1538	1329	1732	0	1420	1626	0
Satd. Flow (RTOR)			98			98		5			67	
Lane Group Flow (vph)	65	2195	22	9	1277	10	9	10	0	32	72	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	20.0	20.0	6.0	20.0	20.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	14.7	26.8	26.8	14.7	26.8	26.8	18.7	18.7		18.7	18.7	
Total Split (s)	17.0	119.0	119.0	17.0	119.0	119.0	24.0	24.0		24.0	24.0	
Total Split (%)	10.6%	74.4%	74.4%	10.6%	74.4%	74.4%	15.0%	15.0%		15.0%	15.0%	
Yellow Time (s)	4.5	4.8	4.8	4.5	4.8	4.8	4.7	4.7		4.7	4.7	
All-Red Time (s)	4.2	2.0	2.0	4.2	2.0	2.0	4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.7	6.8	6.8	8.7	6.8	6.8	8.7	8.7		8.7	8.7	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	130.5	130.9	130.9	124.3	121.4	121.4	10.7	10.7		10.7	10.7	
Actuated g/C Ratio	0.82	0.82	0.82	0.78	0.76	0.76	0.07	0.07		0.07	0.07	
v/c Ratio	0.19	0.54	0.02	0.06	0.34	0.01	0.10	0.08		0.34	0.42	
Control Delay	1.7	2.7	0.0	3.5	5.9	0.0	72.1	50.8		81.1	24.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	1.7	2.7	0.0	3.5	5.9	0.0	72.1	50.8		81.1	24.7	
LOS	A	A	A	A	A	A	E	D		F	C	
Approach Delay		2.6			5.8			60.9			42.1	
Approach LOS		A			A			E			D	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 47 (29%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.54  
 Intersection Signal Delay: 5.1  
 Intersection Capacity Utilization 71.3%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service C

Splits and Phases: 4: Tanger Outlet #1/Sawmill Creek Road & US 278



Timings  
3: Malphrus Road/Colleton River Road & US 278

EXISTING AM #5  
CL=160



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↖	↗		↖	↗
Traffic Volume (vph)	5	2027	113	45	1039	8	59	5	125	16	5	5
Future Volume (vph)	5	2027	113	45	1039	8	59	5	125	16	5	5
Satd. Flow (prot)	1744	5012	1561	1710	4915	1530	1681	1699	1583	0	1787	1575
Flt Permitted	0.229			0.048			0.950	0.960			0.964	
Satd. Flow (perm)	420	5012	1561	86	4915	1530	1681	1699	1583	0	1787	1575
Satd. Flow (RTOR)			125			116			139			119
Lane Group Flow (vph)	6	2247	125	50	1152	9	35	36	139	0	24	6
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2	3	1	6		3	3		4	4	
Permitted Phases	2		2	6		6			3			4
Detector Phase	5	2	3	1	6	6	3	3	3	4	4	4
Switch Phase												
Minimum Initial (s)	6.0	25.0	10.0	6.0	25.0	25.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	12.9	31.8	16.7	12.9	31.8	31.8	16.7	16.7	16.7	16.4	16.4	16.4
Total Split (s)	17.0	91.0	30.0	20.0	94.0	94.0	30.0	30.0	30.0	19.0	19.0	19.0
Total Split (%)	10.6%	56.9%	18.8%	12.5%	58.8%	58.8%	18.8%	18.8%	18.8%	11.9%	11.9%	11.9%
Yellow Time (s)	3.9	4.8	3.7	3.9	4.8	4.8	3.7	3.7	3.7	3.4	3.4	3.4
All-Red Time (s)	3.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.9	6.8	6.7	6.9	6.8	6.8	6.7	6.7	6.7		6.4	6.4
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	Max	None	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	119.4	114.7	133.5	125.1	123.3	123.3	10.7	10.7	10.7		10.0	10.0
Actuated g/C Ratio	0.75	0.72	0.83	0.78	0.77	0.77	0.07	0.07	0.07		0.06	0.06
v/c Ratio	0.02	0.63	0.09	0.36	0.30	0.01	0.31	0.32	0.59		0.22	0.03
Control Delay	5.5	7.4	0.1	37.2	4.0	0.0	78.3	78.4	20.8		76.2	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	5.5	7.4	0.1	37.2	4.0	0.0	78.3	78.4	20.8		76.2	0.3
LOS	A	A	A	D	A	A	E	E	C		E	A
Approach Delay		7.0			5.4			40.2			61.0	
Approach LOS		A			A			D			E	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 47 (29%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.63  
 Intersection Signal Delay: 8.7  
 Intersection Capacity Utilization 73.2%  
 Analysis Period (min) 15

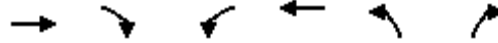
Intersection LOS: A  
 ICU Level of Service D

Splits and Phases: 3: Malphrus Road/Colleton River Road & US 278



Timings  
2: Tanger Outlet #2 & US 278

EXISTING AM #5  
CL=160



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↓	↑
Traffic Volume (vph)	2054	44	5	1044	5	5
Future Volume (vph)	2054	44	5	1044	5	5
Satd. Flow (prot)	4988	1553	1685	4841	1796	1607
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	4988	1553	1685	4841	1796	1607
Satd. Flow (RTOR)		19				5
Lane Group Flow (vph)	2253	48	5	1145	5	5
Turn Type	NA	Free	Prot	NA	Prot	Perm
Protected Phases	2		1		8	
Permitted Phases		Free		Free		8
Detector Phase	2		1		8	8
Switch Phase						
Minimum Initial (s)	20.0		6.0		10.0	10.0
Minimum Split (s)	25.8		12.6		16.2	16.2
Total Split (s)	90.0		24.0		46.0	46.0
Total Split (%)	56.3%		15.0%		28.8%	28.8%
Yellow Time (s)	4.3		4.0		4.0	4.0
All-Red Time (s)	1.5		2.6		2.2	2.2
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.8		6.6		6.2	6.2
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Recall Mode	C-Max		None		None	None
Act Effct Green (s)	148.4	160.0	6.3	160.0	10.0	10.0
Actuated g/C Ratio	0.93	1.00	0.04	1.00	0.06	0.06
v/c Ratio	0.49	0.03	0.08	0.24	0.04	0.05
Control Delay	0.4	0.0	61.2	0.1	71.6	41.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.4	0.0	61.2	0.1	71.6	41.4
LOS	A	A	E	A	E	D
Approach Delay	0.4			0.4	56.5	
Approach LOS	A			A	E	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 121 (76%), Referenced to phase 2:EBT, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.49  
 Intersection Signal Delay: 0.6  
 Intersection Capacity Utilization 58.8%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service B

Splits and Phases: 2: Tanger Outlet #2 & US 278





Timings  
27: SC 46 & Wal-Mart Driveway/Kitties Crossing

EXISTING AM #5  
CL=160

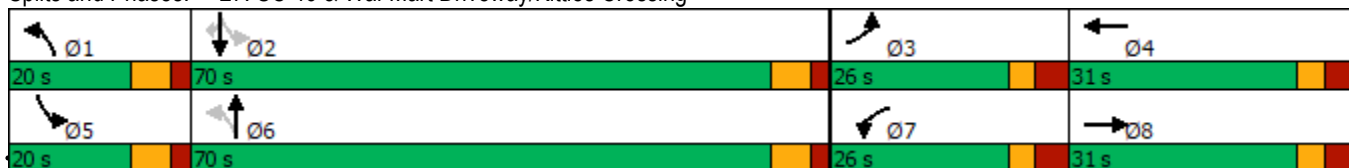


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↖		↖	↖		↖	↖↗		↖	↖↗	↖
Traffic Volume (vph)	91	68	5	56	50	5	5	313	5	86	428	5
Future Volume (vph)	91	68	5	56	50	5	5	313	5	86	428	5
Satd. Flow (prot)	3433	1842	0	1770	1835	0	1761	3511	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.480			0.436		
Satd. Flow (perm)	3433	1842	0	1770	1835	0	890	3511	0	812	3539	1583
Satd. Flow (RTOR)		2			3			1				122
Lane Group Flow (vph)	101	81	0	62	61	0	6	353	0	95	475	6
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases							6			2		2
Detector Phase	3	8		7	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	6.0	8.0		6.0	8.0		6.0	15.0		6.0	15.0	15.0
Minimum Split (s)	12.7	41.1		12.7	42.1		12.6	42.6		12.6	36.6	36.6
Total Split (s)	26.0	31.0		26.0	31.0		20.0	70.0		20.0	70.0	70.0
Total Split (%)	17.7%	21.1%		17.7%	21.1%		13.6%	47.6%		13.6%	47.6%	47.6%
Yellow Time (s)	3.0	3.0		3.0	3.0		4.4	4.4		4.4	4.4	4.4
All-Red Time (s)	3.7	3.1		3.7	3.1		2.2	2.2		2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.7	6.1		6.7	6.1		6.6	6.6		6.6	6.6	6.6
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Min		None	Min	Min
Act Effct Green (s)	8.3	10.0		8.6	10.4		24.0	22.5		30.7	31.9	31.9
Actuated g/C Ratio	0.14	0.17		0.15	0.18		0.42	0.39		0.54	0.56	0.56
v/c Ratio	0.20	0.25		0.23	0.18		0.01	0.26		0.16	0.24	0.01
Control Delay	28.5	28.4		29.7	26.4		11.8	21.3		11.3	13.3	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	28.5	28.4		29.7	26.4		11.8	21.3		11.3	13.3	0.0
LOS	C	C		C	C		B	C		B	B	A
Approach Delay		28.4			28.0			21.2			12.9	
Approach LOS		C			C			C			B	

Intersection Summary

Cycle Length: 147	
Actuated Cycle Length: 57.3	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.26	
Intersection Signal Delay: 19.1	Intersection LOS: B
Intersection Capacity Utilization 43.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 27: SC 46 & Wal-Mart Driveway/Kitties Crossing



Timings  
44: Buckingham Plantation Drive & Bluffton Parkway

EXISTING AM #5  
CL=160

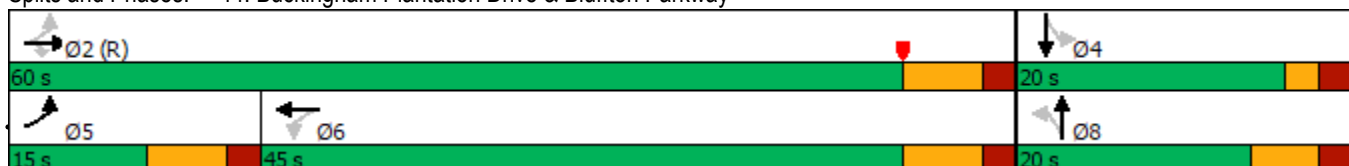


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗		↖	↗		↖	↗	
Traffic Volume (vph)	227	1027	20	18	364	30	41	46	10	11	56	13
Future Volume (vph)	227	1027	20	18	364	30	41	46	10	11	56	13
Satd. Flow (prot)	1770	3539	1583	1770	3500	0	1761	1803	0	1770	1811	0
Flt Permitted	0.432			0.249			0.708			0.717		
Satd. Flow (perm)	805	3539	1583	464	3500	0	1312	1803	0	1336	1811	0
Satd. Flow (RTOR)			42		14			11			13	
Lane Group Flow (vph)	252	1139	22	20	437	0	45	62	0	12	76	0
Turn Type	pm+pt	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8				4
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	15.0	15.0	15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	14.9	40.8	40.8	40.8	40.8		20.0	20.0		20.0	20.0	
Total Split (s)	15.0	60.0	60.0	45.0	45.0		20.0	20.0		20.0	20.0	
Total Split (%)	18.8%	75.0%	75.0%	56.3%	56.3%		25.0%	25.0%		25.0%	25.0%	
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8		4.1	4.1		2.0	2.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8		6.1	6.1		4.0	4.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	Max	Max		None	None		None	None	
Act Effct Green (s)	60.9	62.3	62.3	45.3	45.3		9.0	9.0		10.7	10.7	
Actuated g/C Ratio	0.76	0.78	0.78	0.57	0.57		0.11	0.11		0.13	0.13	
v/c Ratio	0.35	0.41	0.02	0.08	0.22		0.31	0.29		0.07	0.30	
Control Delay	4.9	4.6	0.6	11.7	10.0		37.8	31.1		24.2	22.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	4.9	4.6	0.6	11.7	10.0		37.8	31.1		24.2	22.6	
LOS	A	A	A	B	B		D	C		C	C	
Approach Delay		4.6			10.1			33.9			22.8	
Approach LOS		A			B			C			C	

Intersection Summary

Cycle Length: 80  
 Actuated Cycle Length: 80  
 Offset: 32 (40%), Referenced to phase 2:EBTL, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.41  
 Intersection Signal Delay: 8.1  
 Intersection Capacity Utilization 66.9%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service C

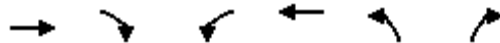
Splits and Phases: 44: Buckingham Plantation Drive & Bluffton Parkway





Timings  
13: Hampton Parkway & US 278

EXISTING MID #6  
CL=160



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↓	↑
Traffic Volume (vph)	2093	31	86	1766	65	19
Future Volume (vph)	2093	31	86	1766	65	19
Satd. Flow (prot)	4988	1553	1736	4988	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	4988	1553	1736	4988	1770	1583
Satd. Flow (RTOR)		30				20
Lane Group Flow (vph)	2247	33	92	1896	70	20
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	2		1	6	8	8
Permitted Phases		2				
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	20.0	20.0	6.0	20.0	6.0	6.0
Minimum Split (s)	28.6	28.6	13.7	28.6	12.0	12.0
Total Split (s)	115.0	115.0	20.0	135.0	25.0	25.0
Total Split (%)	71.9%	71.9%	12.5%	84.4%	15.6%	15.6%
Yellow Time (s)	5.6	5.6	4.7	5.6	3.0	3.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.6	8.6	7.7	8.6	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Recall Mode	Max	Max	None	C-Max	None	None
Act Effct Green (s)	112.7	112.7	13.3	133.7	11.7	11.7
Actuated g/C Ratio	0.70	0.70	0.08	0.84	0.07	0.07
v/c Ratio	0.64	0.03	0.64	0.45	0.54	0.15
Control Delay	14.4	3.2	111.0	3.0	86.4	25.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.4	3.2	111.0	3.0	86.4	25.9
LOS	B	A	F	A	F	C
Approach Delay	14.2			8.0	72.9	
Approach LOS	B			A	E	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 52 (33%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.64  
 Intersection Signal Delay: 12.6  
 Intersection LOS: B  
 Intersection Capacity Utilization 69.8%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 13: Hampton Parkway & US 278



Timings  
12: Buckwalter Parkway/Berkeley Hall & US 278

EXISTING MID #6  
CL=160



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	1875	252	171	1603	27	212	27	183	40	16	29
Future Volume (vph)	47	1875	252	171	1603	27	212	27	183	40	16	29
Satd. Flow (prot)	1736	4988	1553	3367	4988	1553	3467	1881	1599	1673	1724	1575
Flt Permitted	0.950			0.950			0.950			0.950	0.979	
Satd. Flow (perm)	1736	4988	1553	3367	4988	1553	3467	1881	1599	1673	1724	1575
Satd. Flow (RTOR)			181			129			203			186
Lane Group Flow (vph)	52	2079	279	190	1777	30	235	30	203	30	32	32
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	15.9	48.0	48.0	15.7	27.0	27.0	15.7	15.7	15.7	14.3	14.3	14.3
Total Split (s)	25.0	75.0	75.0	35.0	85.0	85.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	15.6%	46.9%	46.9%	21.9%	53.1%	53.1%	15.6%	15.6%	15.6%	15.6%	15.6%	15.6%
Yellow Time (s)	4.0	5.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.2	4.2	4.2
All-Red Time (s)	3.9	2.0	2.0	3.7	2.0	2.0	3.7	3.7	3.7	2.1	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.9	7.0	7.0	7.7	7.0	7.0	7.7	7.7	7.7	6.3	6.3	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	10.1	94.7	94.7	13.9	101.4	101.4	16.5	16.5	16.5	9.1	9.1	9.1
Actuated g/C Ratio	0.06	0.59	0.59	0.09	0.63	0.63	0.10	0.10	0.10	0.06	0.06	0.06
v/c Ratio	0.48	0.70	0.28	0.65	0.56	0.03	0.66	0.16	0.59	0.32	0.33	0.12
Control Delay	92.2	24.3	8.6	79.2	12.2	0.0	77.8	65.6	14.8	80.9	81.1	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.2	24.3	8.6	79.2	12.2	0.0	77.8	65.6	14.8	80.9	81.1	0.9
LOS	F	C	A	E	B	A	E	E	B	F	F	A
Approach Delay		24.0			18.4			49.7			53.7	
Approach LOS		C			B			D			D	

Intersection Summary

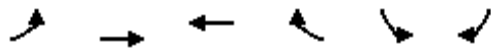
Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 125 (78%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 95  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.70  
 Intersection Signal Delay: 24.7  
 Intersection LOS: C  
 Intersection Capacity Utilization 75.1%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 12: Buckwalter Parkway/Berkeley Hall & US 278



Timings  
14: US 278 & Bluffton Fire

EXISTING MID #6  
CL=160

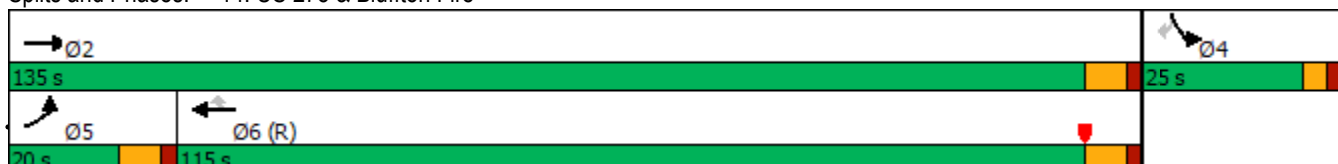


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑	↖	↙	↙
Traffic Volume (vph)	36	2123	1752	5	29	5
Future Volume (vph)	36	2123	1752	5	29	5
Satd. Flow (prot)	1736	4988	4988	1553	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1736	4988	4988	1553	1770	1583
Satd. Flow (RTOR)				4		5
Lane Group Flow (vph)	39	2279	1881	5	31	5
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	6.0	25.0	25.0	25.0	8.0	8.0
Minimum Split (s)	13.0	32.0	32.0	32.0	14.0	14.0
Total Split (s)	20.0	135.0	115.0	115.0	25.0	25.0
Total Split (%)	12.5%	84.4%	71.9%	71.9%	15.6%	15.6%
Yellow Time (s)	5.0	5.0	5.0	5.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	Max	C-Max	C-Max	None	None
Act Effct Green (s)	8.7	142.2	129.2	129.2	9.0	9.0
Actuated g/C Ratio	0.05	0.89	0.81	0.81	0.06	0.06
v/c Ratio	0.41	0.51	0.47	0.00	0.32	0.05
Control Delay	80.5	1.1	6.7	5.0	80.7	41.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.5	1.1	6.7	5.0	80.7	41.2
LOS	F	A	A	A	F	D
Approach Delay		2.4	6.7		75.2	
Approach LOS		A	A		E	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 151 (94%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.51  
 Intersection Signal Delay: 4.9  
 Intersection Capacity Utilization 59.3%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service B

Splits and Phases: 14: US 278 & Bluffton Fire



Timings  
10: Rose Hill Way & US 278

EXISTING MID #6  
CL=160



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗		↑	↗	↖	↗	
Traffic Volume (vph)	23	1935	36	74	1715	10	21	4	77	52	13	20
Future Volume (vph)	23	1935	36	74	1715	10	21	4	77	52	13	20
Satd. Flow (prot)	1736	4988	1553	1736	4988	1553	0	1786	1583	1778	1704	0
Flt Permitted	0.101			0.067				0.733		0.740		
Satd. Flow (perm)	185	4988	1553	122	4988	1553	0	1365	1583	1385	1704	0
Satd. Flow (RTOR)			89			89			91		21	
Lane Group Flow (vph)	25	2078	39	79	1841	11	0	27	83	56	35	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	6.0	25.0	25.0	6.0	25.0	25.0	8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	14.5	32.4	32.4	15.0	32.4	32.4	15.0	15.0	15.0	44.0	44.0	
Total Split (s)	17.0	118.0	118.0	17.0	118.0	118.0	25.0	25.0	25.0	25.0	25.0	
Total Split (%)	10.6%	73.8%	73.8%	10.6%	73.8%	73.8%	15.6%	15.6%	15.6%	15.6%	15.6%	
Yellow Time (s)	5.2	5.2	5.2	5.2	5.2	5.2	3.2	3.2	3.2	3.2	3.2	
All-Red Time (s)	3.3	2.2	2.2	3.8	2.2	2.2	3.8	3.8	3.8	3.8	3.8	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	8.5	7.4	7.4	9.0	7.4	7.4		7.0	7.0	7.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	122.6	117.7	117.7	127.6	124.8	124.8		12.1	12.1	12.1	12.1	
Actuated g/C Ratio	0.77	0.74	0.74	0.80	0.78	0.78		0.08	0.08	0.08	0.08	
v/c Ratio	0.13	0.57	0.03	0.48	0.47	0.01		0.26	0.41	0.54	0.24	
Control Delay	2.4	3.2	0.1	20.8	12.9	0.0		74.5	15.9	88.8	39.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	2.4	3.2	0.1	20.8	12.9	0.0		74.5	15.9	88.8	39.1	
LOS	A	A	A	C	B	A		E	B	F	D	
Approach Delay		3.1			13.2			30.3			69.7	
Approach LOS		A			B			C			E	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 88 (55%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 115  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.57  
 Intersection Signal Delay: 9.8  
 Intersection Capacity Utilization 72.2%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service C

Splits and Phases: 10: Rose Hill Way & US 278





Timings  
8: Simmonsville Road/Belfair Towne Village & US 278

EXISTING MID #6  
CL=160



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↗	↖↖	↑↑↑	↗	↖	↑	↗	↖	↑	↗
Traffic Volume (vph)	205	1907	138	136	1697	118	200	143	133	202	129	145
Future Volume (vph)	205	1907	138	136	1697	118	200	143	133	202	129	145
Satd. Flow (prot)	3367	4988	1553	3384	5012	1561	1778	1872	1591	1761	1853	1575
Flt Permitted	0.950			0.950			0.480			0.503		
Satd. Flow (perm)	3367	4988	1553	3384	5012	1561	899	1872	1591	932	1853	1575
Satd. Flow (RTOR)			135			183			177			177
Lane Group Flow (vph)	220	2048	148	146	1822	127	215	154	143	217	139	156
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	8.0	20.0	20.0	8.0	20.0	20.0	6.0	10.0	10.0	6.0	10.0	10.0
Minimum Split (s)	15.0	50.0	50.0	15.0	27.0	27.0	13.9	61.9	61.9	13.9	17.9	17.9
Total Split (s)	37.0	74.0	74.0	28.0	65.0	65.0	28.0	32.0	32.0	26.0	30.0	30.0
Total Split (%)	23.1%	46.3%	46.3%	17.5%	40.6%	40.6%	17.5%	20.0%	20.0%	16.3%	18.8%	18.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.9	3.9	3.9	3.9	3.9	3.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.9	7.9	7.9	7.9	7.9	7.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	15.3	82.0	82.0	12.2	78.8	78.8	37.2	18.6	18.6	34.9	17.4	17.4
Actuated g/C Ratio	0.10	0.51	0.51	0.08	0.49	0.49	0.23	0.12	0.12	0.22	0.11	0.11
v/c Ratio	0.68	0.80	0.17	0.57	0.74	0.15	0.69	0.71	0.42	0.74	0.69	0.47
Control Delay	104.0	17.4	1.1	64.3	57.0	13.9	59.5	85.3	7.0	64.2	85.9	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	104.0	17.4	1.1	64.3	57.0	13.9	59.5	85.3	7.0	64.2	85.9	10.0
LOS	F	B	A	E	E	B	E	F	A	E	F	A
Approach Delay		24.3			54.9			52.6			53.6	
Approach LOS		C			D			D			D	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 20 (13%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.80  
 Intersection Signal Delay: 41.2  
 Intersection LOS: D  
 Intersection Capacity Utilization 88.8%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 8: Simmonsville Road/Belfair Towne Village & US 278



Timings  
7: SC 46/Crescent Drive & US 278

EXISTING MID #6  
CL=160



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	1729	325	241	1655	24	428	21	245	32	18	18
Future Volume (vph)	45	1729	325	241	1655	24	428	21	245	32	18	18
Satd. Flow (prot)	1736	4988	2733	3350	4963	1545	3205	1617	1575	1709	1664	0
Flt Permitted	0.950			0.950			0.950	0.959		0.950		
Satd. Flow (perm)	1736	4988	2733	3350	4963	1545	3205	1617	1575	1709	1664	0
Satd. Flow (RTOR)			342			126			239		19	
Lane Group Flow (vph)	47	1818	342	253	1740	25	315	157	258	34	38	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases			2			6			4			
Detector Phase	5	2	2	1	6	6	4	4	4	3	3	
Switch Phase												
Minimum Initial (s)	5.0	25.0	25.0	5.0	25.0	25.0	6.0	6.0	6.0	12.0	12.0	
Minimum Split (s)	12.7	36.5	36.5	12.3	31.5	31.5	49.3	49.3	49.3	18.5	18.5	
Total Split (s)	23.0	78.0	78.0	30.0	85.0	85.0	19.0	19.0	19.0	33.0	33.0	
Total Split (%)	14.4%	48.8%	48.8%	18.8%	53.1%	53.1%	11.9%	11.9%	11.9%	20.6%	20.6%	
Yellow Time (s)	4.0	4.3	4.3	4.0	4.3	4.3	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	3.7	2.2	2.2	3.3	2.2	2.2	3.3	3.3	3.3	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.7	6.5	6.5	7.3	6.5	6.5	7.3	7.3	7.3	6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	9.9	78.9	78.9	16.9	88.2	88.2	28.4	28.4	28.4	12.0	12.0	
Actuated g/C Ratio	0.06	0.49	0.49	0.11	0.55	0.55	0.18	0.18	0.18	0.08	0.08	
v/c Ratio	0.44	0.74	0.23	0.72	0.64	0.03	0.56	0.55	0.54	0.27	0.27	
Control Delay	75.3	28.4	6.3	60.5	45.7	0.0	65.1	69.2	13.5	75.5	46.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	75.3	28.4	6.3	60.5	45.7	0.0	65.1	69.2	13.5	75.5	46.3	
LOS	E	C	A	E	D	A	E	E	B	E	D	
Approach Delay		26.0			47.0			47.7			60.1	
Approach LOS		C			D			D			E	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 42 (26%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 140  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 38.0  
 Intersection LOS: D  
 Intersection Capacity Utilization 76.5%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 7: SC 46/Crescent Drive & US 278



Timings  
6: US 278 & Home Depot

EXISTING MID #6  
CL=160



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘↘	↑	↗	↘↘	↑	↗
Traffic Volume (vph)	258	1690	91	141	1608	95	69	63	120	107	39	133
Future Volume (vph)	258	1690	91	141	1608	95	69	63	120	107	39	133
Satd. Flow (prot)	1744	5012	1561	1727	4963	1545	3433	1863	1583	3416	1853	1575
Flt Permitted	0.080			0.090			0.950			0.950		
Satd. Flow (perm)	147	5012	1561	164	4963	1545	3433	1863	1583	3416	1853	1575
Satd. Flow (RTOR)			166			166			129			143
Lane Group Flow (vph)	277	1815	98	151	1726	102	74	68	129	115	42	143
Turn Type	pm+pt	NA	Free	pm+pt	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		Free	6		Free			8		4	4
Detector Phase	5	2		1	6		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	25.0		6.0	25.0		6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	14.6	31.7		14.6	31.7		12.0	14.1	14.1	12.0	14.1	14.1
Total Split (s)	25.0	99.0		25.0	99.0		20.0	16.0	16.0	20.0	16.0	16.0
Total Split (%)	15.6%	61.9%		15.6%	61.9%		12.5%	10.0%	10.0%	12.5%	10.0%	10.0%
Yellow Time (s)	4.5	4.5		4.5	4.5		3.0	3.7	3.7	3.0	3.7	3.7
All-Red Time (s)	4.1	2.2		4.1	2.2		3.0	2.4	2.4	3.0	2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.6	6.7		8.6	6.7		6.0	6.1	6.1	6.0	6.1	6.1
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	115.0	100.1	160.0	102.1	92.4	160.0	8.8	10.2	10.2	10.7	12.0	12.0
Actuated g/C Ratio	0.72	0.63	1.00	0.64	0.58	1.00	0.06	0.06	0.06	0.07	0.08	0.08
v/c Ratio	0.93	0.58	0.06	0.69	0.60	0.07	0.39	0.58	0.58	0.50	0.30	0.57
Control Delay	85.6	8.9	0.1	50.4	10.5	0.1	78.6	92.0	21.7	79.4	75.3	19.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.6	8.9	0.1	50.4	10.5	0.1	78.6	92.0	21.7	79.4	75.3	19.3
LOS	F	A	A	D	B	A	E	F	C	E	E	B
Approach Delay		18.2			13.0			54.9			50.2	
Approach LOS		B			B			D			D	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 109 (68%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.93  
 Intersection Signal Delay: 20.2  
 Intersection LOS: C  
 Intersection Capacity Utilization 73.9%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 6: US 278 & Home Depot





Timings  
5: Burnt Church Road/Trimblestone Road & US 278

EXISTING MID #6  
CL=160

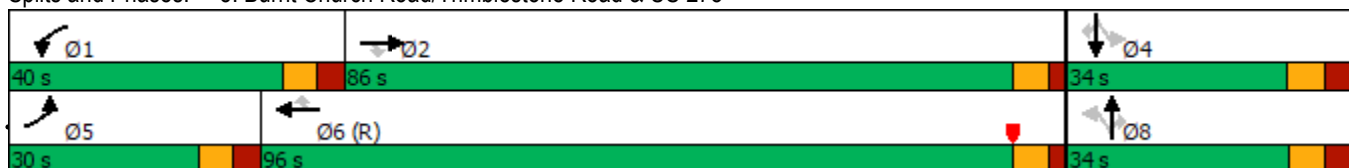


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘↗	↑↑↑	↗	↘	↑	↗	↘	↑	↗
Traffic Volume (vph)	66	1586	94	83	1523	67	120	37	104	77	26	14
Future Volume (vph)	66	1586	94	83	1523	67	120	37	104	77	26	14
Satd. Flow (prot)	1736	4988	1553	3367	4988	1553	1752	1844	1567	1770	1863	1583
Flt Permitted	0.950			0.950			0.740			0.732		
Satd. Flow (perm)	1736	4988	1553	3367	4988	1553	1365	1844	1567	1364	1863	1583
Satd. Flow (RTOR)			133			83			123			123
Lane Group Flow (vph)	69	1668	99	87	1602	70	126	39	109	81	27	15
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	6.0	20.0	20.0	12.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	13.3	47.4	47.4	19.3	26.4	26.4	50.7	50.7	50.7	17.9	17.9	17.9
Total Split (s)	30.0	86.0	86.0	40.0	96.0	96.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	18.8%	53.8%	53.8%	25.0%	60.0%	60.0%	21.3%	21.3%	21.3%	21.3%	21.3%	21.3%
Yellow Time (s)	4.0	4.3	4.3	4.0	4.3	4.3	4.3	4.3	4.3	4.5	4.5	4.5
All-Red Time (s)	3.3	2.1	2.1	3.3	2.1	2.1	3.4	3.4	3.4	3.4	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	6.4	6.4	7.3	6.4	6.4	7.7	7.7	7.7	7.9	7.9	7.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	11.5	106.9	106.9	12.0	107.4	107.4	19.7	19.7	19.7	19.5	19.5	19.5
Actuated g/C Ratio	0.07	0.67	0.67	0.08	0.67	0.67	0.12	0.12	0.12	0.12	0.12	0.12
v/c Ratio	0.56	0.50	0.09	0.35	0.48	0.07	0.75	0.17	0.36	0.49	0.12	0.05
Control Delay	90.2	3.8	0.2	67.5	16.3	5.1	93.3	62.2	9.9	74.3	61.1	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.2	3.8	0.2	67.5	16.3	5.1	93.3	62.2	9.9	74.3	61.1	0.3
LOS	F	A	A	E	B	A	F	E	A	E	E	A
Approach Delay		6.8			18.4			55.7			62.4	
Approach LOS		A			B			E			E	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 121 (76%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 120  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.75  
 Intersection Signal Delay: 17.0  
 Intersection LOS: B  
 Intersection Capacity Utilization 72.5%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 5: Burnt Church Road/Trimblestone Road & US 278



Timings  
4: Tanger Outlet #1/Sawmill Creek Road & US 278

EXISTING MID #6  
CL=160



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↗		↖	↗	
Traffic Volume (vph)	67	1590	153	83	1639	37	94	9	61	39	8	80
Future Volume (vph)	67	1590	153	83	1639	37	94	9	61	39	8	80
Satd. Flow (prot)	1736	4988	1553	1736	4988	1553	1778	1629	0	1796	1634	0
Flt Permitted	0.102			0.104			0.695			0.708		
Satd. Flow (perm)	186	4988	1553	190	4988	1553	1301	1629	0	1339	1634	0
Satd. Flow (RTOR)			158			98		65			86	
Lane Group Flow (vph)	72	1707	164	89	1760	40	101	75	0	42	95	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4		4
Switch Phase												
Minimum Initial (s)	6.0	20.0	20.0	6.0	20.0	20.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	14.7	26.8	26.8	14.7	26.8	26.8	18.7	18.7		18.7	18.7	
Total Split (s)	15.0	80.0	80.0	40.0	105.0	105.0	40.0	40.0		40.0	40.0	
Total Split (%)	9.4%	50.0%	50.0%	25.0%	65.6%	65.6%	25.0%	25.0%		25.0%	25.0%	
Yellow Time (s)	4.5	4.8	4.8	4.5	4.8	4.8	4.7	4.7		4.7	4.7	
All-Red Time (s)	4.2	2.0	2.0	4.2	2.0	2.0	4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.7	6.8	6.8	8.7	6.8	6.8	8.7	8.7		8.7	8.7	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	114.5	109.2	109.2	117.9	110.9	110.9	17.7	17.7		17.7	17.7	
Actuated g/C Ratio	0.72	0.68	0.68	0.74	0.69	0.69	0.11	0.11		0.11	0.11	
v/c Ratio	0.36	0.50	0.15	0.40	0.51	0.04	0.70	0.32		0.28	0.37	
Control Delay	8.0	3.5	1.0	16.1	12.7	0.1	92.6	20.4		68.0	18.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	8.0	3.5	1.0	16.1	12.7	0.1	92.6	20.4		68.0	18.1	
LOS	A	A	A	B	B	A	F	C		E	B	
Approach Delay		3.5			12.6			61.8			33.4	
Approach LOS		A			B			E			C	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 35 (22%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.70  
 Intersection Signal Delay: 11.1  
 Intersection LOS: B  
 Intersection Capacity Utilization 69.4%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 4: Tanger Outlet #1/Sawmill Creek Road & US 278



Timings  
3: Malphrus Road/Colleton River Road & US 278

EXISTING MID #6  
CL=160



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↖	↗		↖	↗
Traffic Volume (vph)	8	1567	301	143	1470	20	184	12	186	7	7	5
Future Volume (vph)	8	1567	301	143	1470	20	184	12	186	7	7	5
Satd. Flow (prot)	1744	5012	1561	1727	4963	1545	1681	1695	1583	0	1809	1575
Flt Permitted	0.143			0.091			0.950	0.958			0.976	
Satd. Flow (perm)	263	5012	1561	165	4963	1545	1681	1695	1583	0	1809	1575
Satd. Flow (RTOR)			323			116			200			166
Lane Group Flow (vph)	9	1682	323	154	1578	21	105	106	200	0	16	5
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2	3	1	6		3	3		4	4	
Permitted Phases	2		2	6		6			3			4
Detector Phase	5	2	3	1	6	6	3	3	3	4	4	4
Switch Phase												
Minimum Initial (s)	6.0	25.0	10.0	6.0	25.0	25.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	12.9	31.8	16.7	12.9	31.8	31.8	16.7	16.7	16.7	16.4	16.4	16.4
Total Split (s)	16.0	73.0	32.0	36.0	93.0	93.0	32.0	32.0	32.0	19.0	19.0	19.0
Total Split (%)	10.0%	45.6%	20.0%	22.5%	58.1%	58.1%	20.0%	20.0%	20.0%	11.9%	11.9%	11.9%
Yellow Time (s)	3.9	4.8	3.7	3.9	4.8	4.8	3.7	3.7	3.7	3.4	3.4	3.4
All-Red Time (s)	3.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.9	6.8	6.7	6.9	6.8	6.8	6.7	6.7	6.7		6.4	6.4
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	Max	None	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	104.8	98.9	122.4	119.9	117.4	117.4	16.7	16.7	16.7		10.0	10.0
Actuated g/C Ratio	0.66	0.62	0.76	0.75	0.73	0.73	0.10	0.10	0.10		0.06	0.06
v/c Ratio	0.04	0.54	0.25	0.59	0.43	0.02	0.60	0.60	0.58		0.14	0.02
Control Delay	4.2	6.8	0.5	43.9	6.1	0.1	81.7	81.7	14.5		74.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	4.2	6.8	0.5	43.9	6.1	0.1	81.7	81.7	14.5		74.1	0.2
LOS	A	A	A	D	A	A	F	F	B		E	A
Approach Delay		5.8			9.3			49.0			56.5	
Approach LOS		A			A			D			E	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 44 (28%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.60  
 Intersection Signal Delay: 11.7  
 Intersection LOS: B  
 Intersection Capacity Utilization 68.1%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 3: Malphrus Road/Colleton River Road & US 278



Timings  
2: Tanger Outlet #2 & US 278

EXISTING MID #6  
CL=160

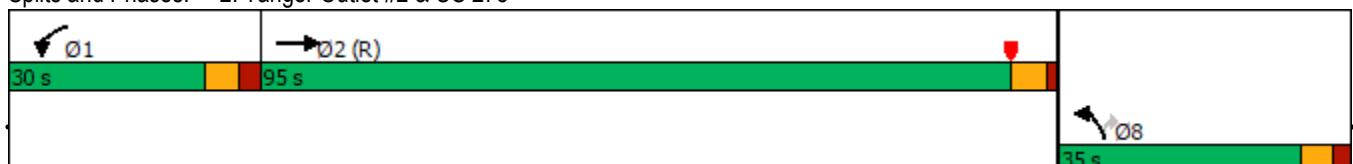


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↘	↑↑↑	↘	↗
Traffic Volume (vph)	1419	191	43	1522	131	70
Future Volume (vph)	1419	191	43	1522	131	70
Satd. Flow (prot)	4988	1553	1701	4888	1796	1607
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	4988	1553	1701	4888	1796	1607
Satd. Flow (RTOR)		117				74
Lane Group Flow (vph)	1626	219	46	1634	139	74
Turn Type	NA	Free	Prot	NA	Prot	Perm
Protected Phases	2		1		8	
Permitted Phases		Free		Free		8
Detector Phase	2		1		8	8
Switch Phase						
Minimum Initial (s)	20.0		6.0		10.0	10.0
Minimum Split (s)	25.8		12.6		16.3	16.3
Total Split (s)	95.0		30.0		35.0	35.0
Total Split (%)	59.4%		18.8%		21.9%	21.9%
Yellow Time (s)	4.3		4.0		4.0	4.0
All-Red Time (s)	1.5		2.6		2.3	2.3
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.8		6.6		6.3	6.3
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Recall Mode	C-Max		None		None	None
Act Effct Green (s)	116.4	160.0	9.7	160.0	17.7	17.7
Actuated g/C Ratio	0.73	1.00	0.06	1.00	0.11	0.11
v/c Ratio	0.45	0.14	0.45	0.33	0.70	0.30
Control Delay	1.5	0.2	75.5	0.3	86.8	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1.5	0.2	75.5	0.3	86.8	15.1
LOS	A	A	E	A	F	B
Approach Delay	1.3			2.4	61.9	
Approach LOS	A			A	E	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 113 (71%), Referenced to phase 2:EBT, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.70  
 Intersection Signal Delay: 5.3  
 Intersection Capacity Utilization 53.4%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 2: Tanger Outlet #2 & US 278





Timings  
27: SC 46 & Wal-Mart Driveway/Kitties Crossing

EXISTING MID #6  
CL=160

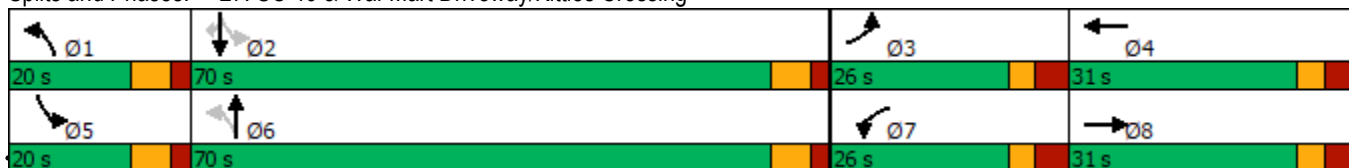


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔		↔	↔		↔	↕↔		↔	↕↕	↔
Traffic Volume (vph)	283	208	5	134	143	5	5	462	5	215	637	5
Future Volume (vph)	283	208	5	134	143	5	5	462	5	215	637	5
Satd. Flow (prot)	3433	1855	0	1770	1853	0	1761	3514	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.383			0.282		
Satd. Flow (perm)	3433	1855	0	1770	1853	0	710	3514	0	525	3539	1583
Satd. Flow (RTOR)		1			1			1				122
Lane Group Flow (vph)	314	237	0	149	165	0	6	518	0	238	706	6
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases							6			2		2
Detector Phase	3	8		7	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	6.0	8.0		6.0	8.0		6.0	15.0		6.0	15.0	15.0
Minimum Split (s)	12.7	16.0		12.7	16.0		12.6	36.6		12.6	36.6	36.6
Total Split (s)	26.0	31.0		26.0	31.0		20.0	70.0		20.0	70.0	70.0
Total Split (%)	17.7%	21.1%		17.7%	21.1%		13.6%	47.6%		13.6%	47.6%	47.6%
Yellow Time (s)	3.0	3.0		3.0	3.0		4.4	4.4		4.4	4.4	4.4
All-Red Time (s)	3.7	3.1		3.7	3.1		2.2	2.2		2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.7	6.1		6.7	6.1		6.6	6.6		6.6	6.6	6.6
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Min		None	Min	Min
Act Effct Green (s)	14.0	17.5		13.4	16.9		26.3	20.1		40.0	37.9	37.9
Actuated g/C Ratio	0.15	0.19		0.15	0.19		0.29	0.22		0.44	0.42	0.42
v/c Ratio	0.59	0.66		0.57	0.48		0.02	0.66		0.58	0.48	0.01
Control Delay	42.1	44.5		47.1	38.8		18.2	37.7		24.2	22.8	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	42.1	44.5		47.1	38.8		18.2	37.7		24.2	22.8	0.0
LOS	D	D		D	D		B	D		C	C	A
Approach Delay		43.1			42.8			37.5			23.0	
Approach LOS		D			D			D			C	

Intersection Summary

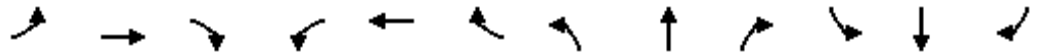
Cycle Length: 147	
Actuated Cycle Length: 90.7	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 33.7	Intersection LOS: C
Intersection Capacity Utilization 66.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 27: SC 46 & Wal-Mart Driveway/Kitties Crossing



Timings  
44: Buckingham Plantation Drive & Bluffton Parkway

EXISTING MID #6  
CL=160

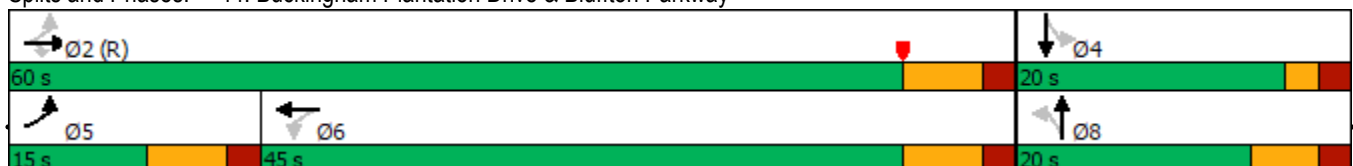


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑	↗	↖	↑↑		↖	↗		↖	↗	
Traffic Volume (vph)	100	420	27	25	452	24	30	25	5	10	105	80
Future Volume (vph)	100	420	27	25	452	24	30	25	5	10	105	80
Satd. Flow (prot)	1770	3539	1583	1770	3511	0	1761	1805	0	1770	1742	0
Flt Permitted	0.395			0.484			0.370			0.735		
Satd. Flow (perm)	736	3539	1583	902	3511	0	686	1805	0	1369	1742	0
Satd. Flow (RTOR)			42		9			6			43	
Lane Group Flow (vph)	111	466	30	28	528	0	33	34	0	11	205	0
Turn Type	pm+pt	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	15.0	15.0	15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	12.8	40.8	40.8	40.8	40.8		46.1	46.1		44.0	44.0	
Total Split (s)	15.0	60.0	60.0	45.0	45.0		20.0	20.0		20.0	20.0	
Total Split (%)	18.8%	75.0%	75.0%	56.3%	56.3%		25.0%	25.0%		25.0%	25.0%	
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8		4.1	4.1		2.0	2.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8		6.1	6.1		4.0	4.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	Max	Max		None	None		None	None	
Act Effct Green (s)	56.3	56.3	56.3	45.0	45.0		10.8	10.8		12.9	12.9	
Actuated g/C Ratio	0.70	0.70	0.70	0.56	0.56		0.14	0.14		0.16	0.16	
v/c Ratio	0.18	0.19	0.03	0.06	0.27		0.36	0.14		0.05	0.65	
Control Delay	5.0	4.5	1.2	11.0	10.7		41.5	26.5		23.2	30.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	5.0	4.5	1.2	11.0	10.7		41.5	26.5		23.2	30.7	
LOS	A	A	A	B	B		D	C		C	C	
Approach Delay		4.5			10.7			33.9			30.3	
Approach LOS		A			B			C			C	

Intersection Summary

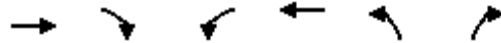
Cycle Length: 80  
 Actuated Cycle Length: 80  
 Offset: 27 (34%), Referenced to phase 2:EBTL, Start of Yellow  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 12.1  
 Intersection LOS: B  
 Intersection Capacity Utilization 62.0%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 44: Buckingham Plantation Drive & Bluffton Parkway



Timings  
13: Hampton Parkway & US 278

EXISTING PM #8  
CL=170

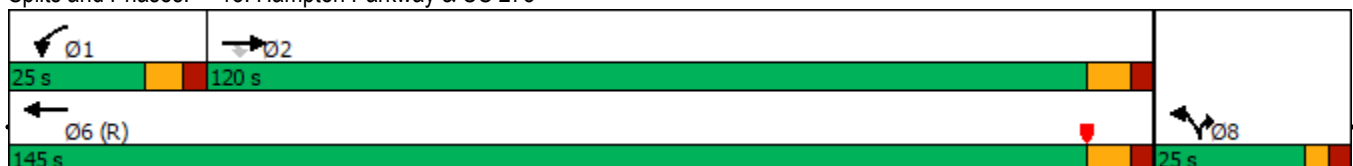


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↑	↓	↑↑↑↑	↓	↑
Traffic Volume (vph)	2235	16	86	2885	65	19
Future Volume (vph)	2235	16	86	2885	65	19
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	5085	1583	1770	5085	1770	1583
Satd. Flow (RTOR)		13				20
Lane Group Flow (vph)	2400	17	92	3098	70	20
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	2		1	6	8	8
Permitted Phases		2				
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	20.0	20.0	6.0	20.0	6.0	6.0
Minimum Split (s)	28.6	28.6	13.7	28.6	12.0	12.0
Total Split (s)	120.0	120.0	25.0	145.0	25.0	25.0
Total Split (%)	70.6%	70.6%	14.7%	85.3%	14.7%	14.7%
Yellow Time (s)	5.6	5.6	4.7	5.6	3.0	3.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.6	8.6	7.7	8.6	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Recall Mode	Max	Max	None	C-Max	None	None
Act Effct Green (s)	121.5	121.5	14.1	143.3	12.1	12.1
Actuated g/C Ratio	0.71	0.71	0.08	0.84	0.07	0.07
v/c Ratio	0.66	0.01	0.63	0.72	0.56	0.15
Control Delay	15.1	4.7	87.3	5.0	92.4	27.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.1	4.7	87.3	5.0	92.4	27.2
LOS	B	A	F	A	F	C
Approach Delay	15.0			7.4	77.9	
Approach LOS	B			A	E	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 26 (15%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.72  
 Intersection Signal Delay: 11.7  
 Intersection Capacity Utilization 74.0%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service D

Splits and Phases: 13: Hampton Parkway & US 278





Timings  
12: Buckwalter Parkway/Berkeley Hall & US 278

EXISTING PM #8  
CL=170



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1661	317	263	2375	36	371	26	144	53	34	33
Future Volume (vph)	25	1661	317	263	2375	36	371	26	144	53	34	33
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	3467	1881	1599	1673	1740	1575
Flt Permitted	0.950			0.950			0.950			0.950	0.988	
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	3467	1881	1599	1673	1740	1575
Satd. Flow (RTOR)			188			121			166			175
Lane Group Flow (vph)	27	1802	344	285	2577	39	403	28	156	46	49	36
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	15.9	48.0	48.0	15.7	27.0	27.0	15.7	15.7	15.7	14.3	14.3	14.3
Total Split (s)	25.0	77.0	77.0	37.0	89.0	89.0	28.0	28.0	28.0	28.0	28.0	28.0
Total Split (%)	14.7%	45.3%	45.3%	21.8%	52.4%	52.4%	16.5%	16.5%	16.5%	16.5%	16.5%	16.5%
Yellow Time (s)	4.0	5.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.2	4.2	4.2
All-Red Time (s)	3.9	2.0	2.0	3.7	2.0	2.0	3.7	3.7	3.7	2.1	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.9	7.0	7.0	7.7	7.0	7.0	7.7	7.7	7.7	6.3	6.3	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	8.6	88.0	88.0	18.9	104.5	104.5	26.7	26.7	26.7	10.5	10.5	10.5
Actuated g/C Ratio	0.05	0.52	0.52	0.11	0.61	0.61	0.16	0.16	0.16	0.06	0.06	0.06
v/c Ratio	0.30	0.68	0.38	0.75	0.82	0.04	0.74	0.09	0.40	0.45	0.46	0.14
Control Delay	68.7	51.1	29.1	104.7	15.8	0.1	77.1	61.3	9.6	89.8	89.9	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.7	51.1	29.1	104.7	15.8	0.1	77.1	61.3	9.6	89.8	89.9	1.1
LOS	E	D	C	F	B	A	E	E	A	F	F	A
Approach Delay		47.9			24.3			58.4			65.5	
Approach LOS		D			C			E			E	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 151 (89%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 115  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.82  
 Intersection Signal Delay: 37.5  
 Intersection LOS: D  
 Intersection Capacity Utilization 89.8%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 12: Buckwalter Parkway/Berkeley Hall & US 278



Timings  
14: US 278 & Bluffton Fire

EXISTING PM #8  
CL=170

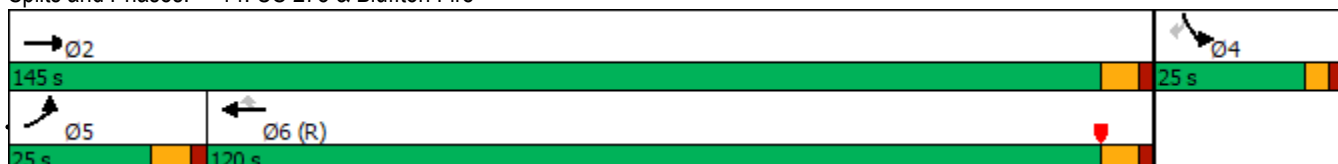


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑	↖	↙	↙
Traffic Volume (vph)	25	2156	2767	5	26	5
Future Volume (vph)	25	2156	2767	5	26	5
Satd. Flow (prot)	1770	5085	5085	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	5085	5085	1583	1770	1583
Satd. Flow (RTOR)				2		5
Lane Group Flow (vph)	27	2315	2971	5	28	5
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	6.0	25.0	25.0	25.0	8.0	8.0
Minimum Split (s)	13.0	32.0	32.0	32.0	14.0	14.0
Total Split (s)	25.0	145.0	120.0	120.0	25.0	25.0
Total Split (%)	14.7%	85.3%	70.6%	70.6%	14.7%	14.7%
Yellow Time (s)	5.0	5.0	5.0	5.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	Max	C-Max	C-Max	None	None
Act Effct Green (s)	7.8	156.5	147.0	147.0	8.9	8.9
Actuated g/C Ratio	0.05	0.92	0.86	0.86	0.05	0.05
v/c Ratio	0.33	0.49	0.68	0.00	0.30	0.06
Control Delay	70.5	3.9	15.2	4.6	85.9	42.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.5	3.9	15.2	4.6	85.9	42.4
LOS	E	A	B	A	F	D
Approach Delay		4.6	15.2		79.3	
Approach LOS		A	B		E	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 0 (0%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.68  
 Intersection Signal Delay: 10.9  
 Intersection LOS: B  
 Intersection Capacity Utilization 72.0%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 14: US 278 & Bluffton Fire



Timings  
10: Rose Hill Way & US 278

EXISTING PM #8  
CL=170



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗		↗	↗	↘	↗	
Traffic Volume (vph)	36	1819	42	103	2437	64	49	10	69	47	9	31
Future Volume (vph)	36	1819	42	103	2437	64	49	10	69	47	9	31
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	0	1788	1583	1778	1657	0
Flt Permitted	0.036			0.082				0.734		0.716		
Satd. Flow (perm)	67	5085	1583	153	5085	1583	0	1367	1583	1340	1657	0
Satd. Flow (RTOR)			83			83			86		33	
Lane Group Flow (vph)	38	1933	45	109	2589	68	0	63	73	50	43	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	6.0	25.0	25.0	6.0	25.0	25.0	8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	14.5	32.4	32.4	15.0	32.4	32.4	15.0	15.0	15.0	44.0	44.0	
Total Split (s)	25.0	120.0	120.0	25.0	120.0	120.0	25.0	25.0	25.0	25.0	25.0	
Total Split (%)	14.7%	70.6%	70.6%	14.7%	70.6%	70.6%	14.7%	14.7%	14.7%	14.7%	14.7%	
Yellow Time (s)	5.2	5.2	5.2	5.2	5.2	5.2	3.2	3.2	3.2	3.2	3.2	
All-Red Time (s)	3.3	2.2	2.2	3.8	2.2	2.2	3.8	3.8	3.8	3.8	3.8	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	8.5	7.4	7.4	9.0	7.4	7.4		7.0	7.0	7.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	130.6	125.4	125.4	135.9	130.6	130.6		13.1	13.1	13.1	13.1	
Actuated g/C Ratio	0.77	0.74	0.74	0.80	0.77	0.77		0.08	0.08	0.08	0.08	
v/c Ratio	0.33	0.52	0.04	0.55	0.66	0.06		0.60	0.36	0.49	0.27	
Control Delay	20.3	13.4	2.7	20.0	2.5	0.1		98.1	13.6	89.7	32.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	20.3	13.4	2.7	20.0	2.5	0.1		98.1	13.6	89.7	32.2	
LOS	C	B	A	C	A	A		F	B	F	C	
Approach Delay		13.3			3.2			52.7			63.1	
Approach LOS		B			A			D			E	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 45 (26%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 135  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 9.7  
 Intersection Capacity Utilization 82.1%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service E

Splits and Phases: 10: Rose Hill Way & US 278



Timings  
9: Buck Island Road/Belfair Plantation & US 278

EXISTING PM #8  
CL=170



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	1855	172	152	2547	21	334	12	78	23	11	14
Future Volume (vph)	64	1855	172	152	2547	21	334	12	78	23	11	14
Satd. Flow (prot)	1778	5111	1591	1761	5060	1575	1690	1632	0	1778	1711	0
Flt Permitted	0.950			0.950			0.950	0.972		0.950		
Satd. Flow (perm)	1778	5111	1591	1761	5060	1575	1690	1632	0	1778	1711	0
Satd. Flow (RTOR)			191			140		15			16	
Lane Group Flow (vph)	72	2079	193	170	2855	24	243	231	0	26	28	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	25.0	25.0	6.0	25.0	25.0	8.0	8.0		6.0	6.0	
Minimum Split (s)	14.0	31.8	31.8	14.0	31.8	31.8	16.4	16.4		14.4	14.4	
Total Split (s)	18.0	86.0	86.0	36.0	104.0	104.0	30.0	30.0		18.0	18.0	
Total Split (%)	10.6%	50.6%	50.6%	21.2%	61.2%	61.2%	17.6%	17.6%		10.6%	10.6%	
Yellow Time (s)	4.0	5.0	5.0	4.0	5.0	5.0	4.4	4.4		4.4	4.4	
All-Red Time (s)	4.0	1.8	1.8	4.0	1.8	1.8	4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.0	6.8	6.8	8.0	6.8	6.8	8.4	8.4		8.4	8.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	9.5	86.1	86.1	21.1	97.7	97.7	26.2	26.2		7.9	7.9	
Actuated g/C Ratio	0.06	0.51	0.51	0.12	0.57	0.57	0.15	0.15		0.05	0.05	
v/c Ratio	0.73	0.80	0.21	0.78	0.98	0.02	0.93	0.88		0.32	0.30	
Control Delay	122.0	33.8	6.5	103.9	30.2	0.0	110.0	95.4		88.1	51.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	122.0	33.8	6.5	103.9	30.2	0.0	110.0	95.4		88.1	51.4	
LOS	F	C	A	F	C	A	F	F		F	D	
Approach Delay		34.3			34.0			102.8			69.1	
Approach LOS		C			C			F			E	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 164 (96%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.98  
 Intersection Signal Delay: 40.0  
 Intersection LOS: D  
 Intersection Capacity Utilization 93.4%  
 ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 9: Buck Island Road/Belfair Plantation & US 278





Timings  
7: SC 46/Crescent Drive & US 278

EXISTING PM #8  
CL=170



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	1652	326	247	2298	30	522	29	185	25	15	21
Future Volume (vph)	40	1652	326	247	2298	30	522	29	185	25	15	21
Satd. Flow (prot)	1770	5085	2787	3416	5060	1575	3205	1617	1575	1709	1642	0
Flt Permitted	0.950			0.950			0.950	0.959		0.950		
Satd. Flow (perm)	1770	5085	2787	3416	5060	1575	3205	1617	1575	1709	1642	0
Satd. Flow (RTOR)			343			119			160		22	
Lane Group Flow (vph)	42	1737	343	260	2416	32	384	195	195	26	38	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases			2			6			4			
Detector Phase	5	2	2	1	6	6	4	4	4	3	3	
Switch Phase												
Minimum Initial (s)	5.0	25.0	25.0	5.0	25.0	25.0	6.0	6.0	6.0	12.0	12.0	
Minimum Split (s)	12.7	36.5	36.5	12.7	31.5	31.5	49.3	49.3	49.3	19.3	19.3	
Total Split (s)	22.0	71.0	71.0	51.0	100.0	100.0	18.0	18.0	18.0	30.0	30.0	
Total Split (%)	12.9%	41.8%	41.8%	30.0%	58.8%	58.8%	10.6%	10.6%	10.6%	17.6%	17.6%	
Yellow Time (s)	4.0	4.3	4.3	4.0	4.3	4.3	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	3.7	2.2	2.2	3.3	2.2	2.2	3.3	3.3	3.3	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.7	6.5	6.5	7.3	6.5	6.5	7.3	7.3	7.3	6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	9.6	90.3	90.3	17.9	100.9	100.9	25.9	25.9	25.9	12.0	12.0	
Actuated g/C Ratio	0.06	0.53	0.53	0.11	0.59	0.59	0.15	0.15	0.15	0.07	0.07	
v/c Ratio	0.42	0.64	0.21	0.73	0.80	0.03	0.79	0.79	0.52	0.22	0.28	
Control Delay	65.9	42.4	14.0	111.0	7.4	0.0	81.9	92.1	20.7	79.3	44.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	65.9	42.4	14.0	111.0	7.4	0.0	81.9	92.1	20.7	79.3	44.6	
LOS	E	D	B	F	A	A	F	F	C	E	D	
Approach Delay		38.3			17.3			69.1			58.7	
Approach LOS		D			B			E			E	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 69 (41%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.80  
 Intersection Signal Delay: 32.7  
 Intersection LOS: C  
 Intersection Capacity Utilization 84.4%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 7: SC 46/Crescent Drive & US 278



Timings  
6: US 278 & Home Depot

EXISTING PM #8  
CL=170



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘↘	↑	↗	↘↘	↑	↗
Traffic Volume (vph)	166	1642	60	100	2246	56	77	29	85	62	25	116
Future Volume (vph)	166	1642	60	100	2246	56	77	29	85	62	25	116
Satd. Flow (prot)	1778	5111	1591	1761	5060	1575	3433	1863	1583	3383	1835	1560
Flt Permitted	0.034			0.110			0.950			0.950		
Satd. Flow (perm)	64	5111	1591	204	5060	1575	3433	1863	1583	3383	1835	1560
Satd. Flow (RTOR)			157			157			117			122
Lane Group Flow (vph)	175	1727	63	105	2362	59	81	30	89	65	26	122
Turn Type	pm+pt	NA	Free	pm+pt	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		Free	6		Free			8		4	4
Detector Phase	5	2		1	6		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	25.0		6.0	25.0		6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	14.6	31.7		14.6	31.7		12.0	14.1	14.1	12.0	14.1	14.1
Total Split (s)	25.0	108.0		25.0	108.0		20.0	17.0	17.0	20.0	17.0	17.0
Total Split (%)	14.7%	63.5%		14.7%	63.5%		11.8%	10.0%	10.0%	11.8%	10.0%	10.0%
Yellow Time (s)	4.5	4.5		4.5	4.5		3.0	3.7	3.7	3.0	3.7	3.7
All-Red Time (s)	4.1	2.2		4.1	2.2		3.0	2.4	2.4	3.0	2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.6	6.7		8.6	6.7		6.0	6.1	6.1	6.0	6.1	6.1
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	129.0	116.1	170.0	114.2	108.1	170.0	9.4	9.9	9.9	8.7	9.2	9.2
Actuated g/C Ratio	0.76	0.68	1.00	0.67	0.64	1.00	0.06	0.06	0.06	0.05	0.05	0.05
v/c Ratio	0.84	0.49	0.04	0.50	0.73	0.04	0.43	0.28	0.44	0.38	0.26	0.61
Control Delay	66.1	14.2	0.0	19.3	34.6	0.0	84.2	82.3	11.4	83.9	83.1	24.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.1	14.2	0.0	19.3	34.6	0.0	84.2	82.3	11.4	83.9	83.1	24.9
LOS	E	B	A	B	C	A	F	F	B	F	F	C
Approach Delay		18.4			33.2			51.5			50.0	
Approach LOS		B			C			D			D	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 55 (32%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 28.7  
 Intersection LOS: C  
 Intersection Capacity Utilization 80.4%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 6: US 278 & Home Depot





Timings  
5: Burnt Church Road/Trimblestone Road & US 278

EXISTING PM #8  
CL=170

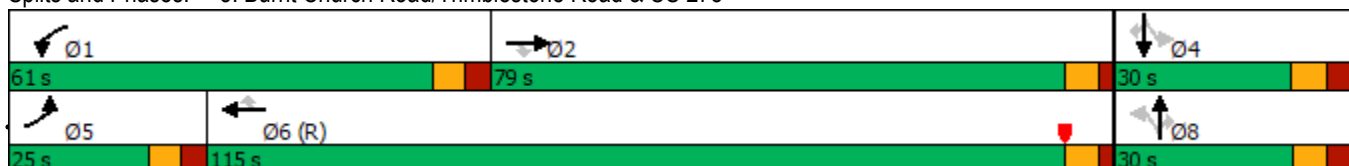


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘↗	↑↑↑	↗	↘	↑	↗	↘	↑	↗
Traffic Volume (vph)	29	1595	117	82	2240	44	127	42	112	45	29	32
Future Volume (vph)	29	1595	117	82	2240	44	127	42	112	45	29	32
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	1752	1844	1567	1770	1863	1583
Flt Permitted	0.950			0.950			0.736			0.726		
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	1357	1844	1567	1352	1863	1583
Satd. Flow (RTOR)			125			78			124			116
Lane Group Flow (vph)	32	1768	130	91	2483	49	141	47	124	50	32	35
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	6.0	20.0	20.0	12.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	13.3	47.4	47.4	19.3	26.4	26.4	50.7	50.7	50.7	17.9	17.9	17.9
Total Split (s)	25.0	79.0	79.0	61.0	115.0	115.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	14.7%	46.5%	46.5%	35.9%	67.6%	67.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%
Yellow Time (s)	4.0	4.3	4.3	4.0	4.3	4.3	4.3	4.3	4.3	4.5	4.5	4.5
All-Red Time (s)	3.3	2.1	2.1	3.3	2.1	2.1	3.4	3.4	3.4	3.4	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	6.4	6.4	7.3	6.4	6.4	7.7	7.7	7.7	7.9	7.9	7.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	8.5	116.0	116.0	12.1	122.3	122.3	20.5	20.5	20.5	20.3	20.3	20.3
Actuated g/C Ratio	0.05	0.68	0.68	0.07	0.72	0.72	0.12	0.12	0.12	0.12	0.12	0.12
v/c Ratio	0.37	0.51	0.12	0.37	0.68	0.04	0.86	0.21	0.42	0.31	0.14	0.12
Control Delay	100.1	14.2	4.0	99.4	6.7	0.1	113.6	69.0	14.3	73.1	67.6	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	100.1	14.2	4.0	99.4	6.7	0.1	113.6	69.0	14.3	73.1	67.6	0.8
LOS	F	B	A	F	A	A	F	E	B	E	E	A
Approach Delay		14.9			9.8			67.4			50.0	
Approach LOS		B			A			E			D	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 157 (92%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 130  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.86  
 Intersection Signal Delay: 16.4  
 Intersection LOS: B  
 Intersection Capacity Utilization 79.1%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 5: Burnt Church Road/Trimblestone Road & US 278





Timings  
4: Tanger Outlet #1/Sawmill Creek Road & US 278

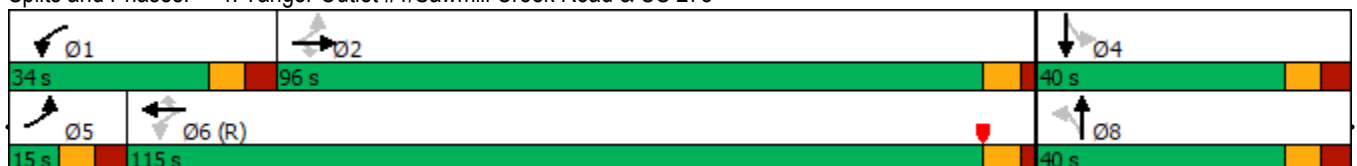
EXISTING PM #8  
CL=170

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	1573	139	40	2213	29	96	8	40	24	5	100
Future Volume (vph)	50	1573	139	40	2213	29	96	8	40	24	5	100
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1778	1640	0	1796	1620	0
Flt Permitted	0.042			0.112			0.638			0.723		
Satd. Flow (perm)	78	5085	1583	209	5085	1583	1194	1640	0	1367	1620	0
Satd. Flow (RTOR)			148			92		43			71	
Lane Group Flow (vph)	54	1689	149	43	2376	31	103	52	0	26	112	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4		4
Switch Phase												
Minimum Initial (s)	6.0	20.0	20.0	6.0	20.0	20.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	14.7	26.8	26.8	14.7	26.8	26.8	18.7	18.7		18.7	18.7	
Total Split (s)	15.0	96.0	96.0	34.0	115.0	115.0	40.0	40.0		40.0	40.0	
Total Split (%)	8.8%	56.5%	56.5%	20.0%	67.6%	67.6%	23.5%	23.5%		23.5%	23.5%	
Yellow Time (s)	4.5	4.8	4.8	4.5	4.8	4.8	4.7	4.7		4.7	4.7	
All-Red Time (s)	4.2	2.0	2.0	4.2	2.0	2.0	4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.7	6.8	6.8	8.7	6.8	6.8	8.7	8.7		8.7	8.7	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	126.9	123.0	123.0	126.0	122.6	122.6	19.2	19.2		19.2	19.2	
Actuated g/C Ratio	0.75	0.72	0.72	0.74	0.72	0.72	0.11	0.11		0.11	0.11	
v/c Ratio	0.43	0.46	0.13	0.20	0.65	0.03	0.77	0.23		0.17	0.46	
Control Delay	22.7	32.5	14.4	4.9	6.2	0.0	105.9	23.7		67.8	32.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	22.7	32.5	14.4	4.9	6.2	0.0	105.9	23.7		67.8	32.8	
LOS	C	C	B	A	A	A	F	C		E	C	
Approach Delay		30.8			6.1			78.3			39.4	
Approach LOS		C			A			E			D	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 95 (56%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 19.6  
 Intersection LOS: B  
 Intersection Capacity Utilization 68.6%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 4: Tanger Outlet #1/Sawmill Creek Road & US 278



Timings  
3: Malphrus Road/Colleton River Road & US 278

EXISTING PM #8  
CL=170



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑↑	↗	↙	↑↑↑	↗	↙	↗	↗		↗	↗
Traffic Volume (vph)	6	1448	192	109	2107	16	190	11	123	18	5	9
Future Volume (vph)	6	1448	192	109	2107	16	190	11	123	18	5	9
Satd. Flow (prot)	1778	5111	1591	1761	5060	1575	1681	1694	1583	0	1783	1575
Flt Permitted	0.054			0.115			0.950	0.957			0.962	
Satd. Flow (perm)	101	5111	1591	213	5060	1575	1681	1694	1583	0	1783	1575
Satd. Flow (RTOR)			206			109			154			156
Lane Group Flow (vph)	6	1555	206	117	2262	17	108	108	132	0	24	10
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2	3	1	6		3	3		4	4	
Permitted Phases	2		2	6		6			3			4
Detector Phase	5	2	3	1	6	6	3	3	3	4	4	4
Switch Phase												
Minimum Initial (s)	6.0	25.0	10.0	6.0	25.0	25.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	12.9	31.8	16.7	12.9	31.8	31.8	16.7	16.7	16.7	16.4	16.4	16.4
Total Split (s)	15.0	71.0	40.0	40.0	96.0	96.0	40.0	40.0	40.0	19.0	19.0	19.0
Total Split (%)	8.8%	41.8%	23.5%	23.5%	56.5%	56.5%	23.5%	23.5%	23.5%	11.2%	11.2%	11.2%
Yellow Time (s)	3.9	4.8	3.7	3.9	4.8	4.8	3.7	3.7	3.7	3.4	3.4	3.4
All-Red Time (s)	3.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.9	6.8	6.7	6.9	6.8	6.8	6.7	6.7	6.7		6.4	6.4
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	Max	None	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	117.4	111.5	135.3	129.5	127.0	127.0	17.0	17.0	17.0		10.1	10.1
Actuated g/C Ratio	0.69	0.66	0.80	0.76	0.75	0.75	0.10	0.10	0.10		0.06	0.06
v/c Ratio	0.05	0.46	0.16	0.44	0.60	0.01	0.64	0.64	0.45		0.23	0.04
Control Delay	3.2	3.3	0.2	17.0	4.8	0.0	90.0	89.5	9.9		81.8	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	3.2	3.3	0.2	17.0	4.8	0.0	90.0	89.5	9.9		81.8	0.3
LOS	A	A	A	B	A	A	F	F	A		F	A
Approach Delay		3.0			5.4			59.5			57.8	
Approach LOS		A			A			E			E	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 80 (47%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.64  
 Intersection Signal Delay: 9.0  
 Intersection LOS: A  
 Intersection Capacity Utilization 75.9%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 3: Malphrus Road/Colleton River Road & US 278



Timings  
2: Tanger Outlet #2 & US 278

EXISTING PM #8  
CL=170



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↓	↑
Traffic Volume (vph)	1347	128	30	2072	106	83
Future Volume (vph)	1347	128	30	2072	106	83
Satd. Flow (prot)	5085	1583	1734	4984	1796	1607
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	5085	1583	1734	4984	1796	1607
Satd. Flow (RTOR)		78				89
Lane Group Flow (vph)	1446	137	32	2225	114	89
Turn Type	NA	Free	Prot	NA	Prot	Perm
Protected Phases	2		1		8	
Permitted Phases		Free		Free		8
Detector Phase	2		1		8	8
Switch Phase						
Minimum Initial (s)	20.0		6.0		10.0	10.0
Minimum Split (s)	25.8		12.6		16.3	16.3
Total Split (s)	90.0		40.0		40.0	40.0
Total Split (%)	52.9%		23.5%		23.5%	23.5%
Yellow Time (s)	4.3		4.0		4.0	4.0
All-Red Time (s)	1.5		2.6		2.3	2.3
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.8		6.6		6.3	6.3
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Recall Mode	C-Max		None		None	None
Act Effct Green (s)	129.0	170.0	8.7	170.0	16.1	16.1
Actuated g/C Ratio	0.76	1.00	0.05	1.00	0.09	0.09
v/c Ratio	0.37	0.09	0.36	0.45	0.67	0.38
Control Delay	1.7	0.1	76.6	0.9	92.6	16.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1.7	0.1	76.6	0.9	92.6	16.6
LOS	A	A	E	A	F	B
Approach Delay	1.6			2.0	59.3	
Approach LOS	A			A	E	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 156 (92%), Referenced to phase 2:EBT, Start of Yellow  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.67  
 Intersection Signal Delay: 4.7  
 Intersection Capacity Utilization 57.8%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service B

Splits and Phases: 2: Tanger Outlet #2 & US 278

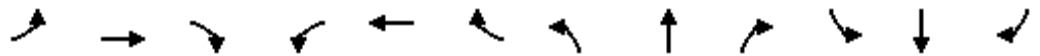


Timings

EXISTING PM #8

1: Buckingham Plantation Drive/Moss Creek & US 278

CL=170

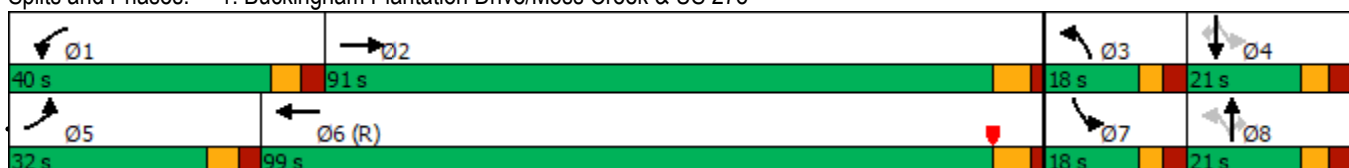


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕↕		↖	↕	↖	↖	↕	↖
Traffic Volume (vph)	145	1559	37	20	1405	76	37	40	21	64	24	64
Future Volume (vph)	145	1559	37	20	1405	76	37	40	21	64	24	64
Satd. Flow (prot)	1778	5095	0	1761	5019	0	1761	1853	1575	1778	1872	1591
Flt Permitted	0.950			0.950			0.740			0.520		
Satd. Flow (perm)	1778	5095	0	1761	5019	0	1372	1853	1575	973	1872	1591
Satd. Flow (RTOR)		3			8				150			150
Lane Group Flow (vph)	157	1732	0	22	1607	0	40	43	23	69	26	69
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	25.0		6.0	25.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.9	31.6		12.9	31.6		11.0	16.7	16.7	11.0	16.7	16.7
Total Split (s)	32.0	91.0		40.0	99.0		18.0	21.0	21.0	18.0	21.0	21.0
Total Split (%)	18.8%	53.5%		23.5%	58.2%		10.6%	12.4%	12.4%	10.6%	12.4%	12.4%
Yellow Time (s)	3.9	4.8		3.9	4.8		3.0	3.7	3.7	3.0	3.7	3.7
All-Red Time (s)	3.0	1.8		3.0	1.8		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.6		6.9	6.6		6.0	6.7	6.7	6.0	6.7	6.7
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	20.0	122.8		7.8	105.3		18.0	10.7	10.7	21.8	12.1	12.1
Actuated g/C Ratio	0.12	0.72		0.05	0.62		0.11	0.06	0.06	0.13	0.07	0.07
v/c Ratio	0.75	0.47		0.28	0.52		0.24	0.37	0.10	0.39	0.20	0.27
Control Delay	104.3	4.6		86.2	20.2		65.0	85.4	1.0	68.5	77.6	2.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	104.3	4.6		86.2	20.2		65.0	85.4	1.0	68.5	77.6	2.7
LOS	F	A		F	C		E	F	A	E	E	A
Approach Delay		12.9			21.1			59.4			42.2	
Approach LOS		B			C			E			D	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 157 (92%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.75  
 Intersection Signal Delay: 19.0  
 Intersection LOS: B  
 Intersection Capacity Utilization 64.7%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 1: Buckingham Plantation Drive/Moss Creek & US 278



Timings  
27: SC 46 & Wal-Mart Driveway/Kitties Crossing

EXISTING PM #8  
CL=170

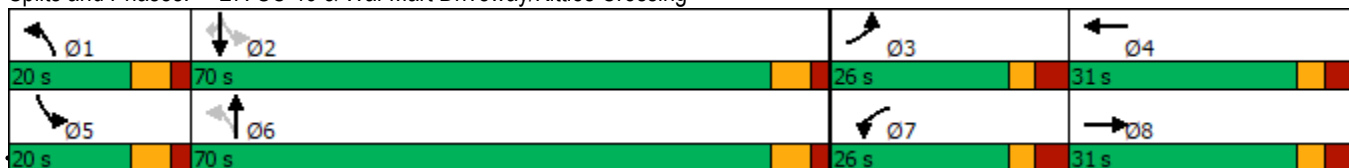


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔		↔	↔		↔	↕↔		↔	↕↕	↔
Traffic Volume (vph)	255	222	5	181	135	5	5	487	5	206	672	5
Future Volume (vph)	255	222	5	181	135	5	5	487	5	206	672	5
Satd. Flow (prot)	3433	1855	0	1770	1852	0	1761	3514	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.369			0.259		
Satd. Flow (perm)	3433	1855	0	1770	1852	0	684	3514	0	482	3539	1583
Satd. Flow (RTOR)		1			1			1				122
Lane Group Flow (vph)	283	252	0	201	156	0	6	546	0	228	745	6
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases							6			2		2
Detector Phase	3	8		7	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	6.0	8.0		6.0	8.0		6.0	15.0		6.0	15.0	15.0
Minimum Split (s)	12.7	16.0		12.7	16.0		12.6	36.6		12.6	36.6	36.6
Total Split (s)	26.0	31.0		26.0	31.0		20.0	70.0		20.0	70.0	70.0
Total Split (%)	17.7%	21.1%		17.7%	21.1%		13.6%	47.6%		13.6%	47.6%	47.6%
Yellow Time (s)	3.0	3.0		3.0	3.0		4.4	4.4		4.4	4.4	4.4
All-Red Time (s)	3.7	3.1		3.7	3.1		2.2	2.2		2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.7	6.1		6.7	6.1		6.6	6.6		6.6	6.6	6.6
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Min		None	Min	Min
Act Effct Green (s)	13.5	18.8		17.0	22.4		27.6	21.4		41.2	39.0	39.0
Actuated g/C Ratio	0.14	0.19		0.18	0.23		0.29	0.22		0.43	0.40	0.40
v/c Ratio	0.59	0.70		0.65	0.36		0.02	0.70		0.60	0.52	0.01
Control Delay	45.9	48.3		49.6	35.3		18.8	40.7		26.7	25.2	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	45.9	48.3		49.6	35.3		18.8	40.7		26.7	25.2	0.0
LOS	D	D		D	D		B	D		C	C	A
Approach Delay		47.1			43.3			40.5			25.4	
Approach LOS		D			D			D			C	

Intersection Summary

Cycle Length: 147	
Actuated Cycle Length: 96.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 36.3	Intersection LOS: D
Intersection Capacity Utilization 69.2%	ICU Level of Service C
Analysis Period (min) 15	

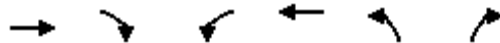
Splits and Phases: 27: SC 46 & Wal-Mart Driveway/Kitties Crossing





Timings  
13: Hampton Parkway & US 278

EXISTING SAT-OUT #10  
CL=210



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↓	↑
Traffic Volume (vph)	1980	33	58	2360	55	7
Future Volume (vph)	1980	33	58	2360	55	7
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	5085	1583	1770	5085	1770	1583
Satd. Flow (RTOR)		33				8
Lane Group Flow (vph)	2126	35	62	2534	59	8
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	2		1	6	8	8
Permitted Phases		2				
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	20.0	20.0	6.0	20.0	6.0	6.0
Minimum Split (s)	28.6	28.6	13.7	28.6	12.0	12.0
Total Split (s)	165.0	165.0	20.0	185.0	25.0	25.0
Total Split (%)	78.6%	78.6%	9.5%	88.1%	11.9%	11.9%
Yellow Time (s)	5.6	5.6	4.7	5.6	3.0	3.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.6	8.6	7.7	8.6	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Recall Mode	Max	Max	None	C-Max	None	None
Act Effct Green (s)	163.3	163.3	12.0	183.0	12.4	12.4
Actuated g/C Ratio	0.78	0.78	0.06	0.87	0.06	0.06
v/c Ratio	0.54	0.03	0.61	0.57	0.57	0.08
Control Delay	9.9	2.0	116.7	1.3	115.9	41.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.9	2.0	116.7	1.3	115.9	41.8
LOS	A	A	F	A	F	D
Approach Delay	9.8			4.0	107.1	
Approach LOS	A			A	F	

Intersection Summary

Cycle Length: 210  
 Actuated Cycle Length: 210  
 Offset: 74 (35%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.61  
 Intersection Signal Delay: 8.0  
 Intersection LOS: A  
 Intersection Capacity Utilization 66.3%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 13: Hampton Parkway & US 278

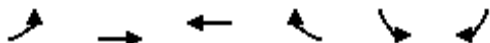






Timings  
14: US 278 & Bluffton Fire

EXISTING SAT-OUT #10  
CL=210



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑	↖	↖	↖
Traffic Volume (vph)	42	1990	2440	5	34	5
Future Volume (vph)	42	1990	2440	5	34	5
Satd. Flow (prot)	1770	5085	5085	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	5085	5085	1583	1770	1583
Satd. Flow (RTOR)				2		5
Lane Group Flow (vph)	45	2137	2620	5	37	5
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	6.0	25.0	25.0	25.0	8.0	8.0
Minimum Split (s)	13.0	32.0	32.0	32.0	14.0	14.0
Total Split (s)	25.0	180.0	155.0	155.0	30.0	30.0
Total Split (%)	11.9%	85.7%	73.8%	73.8%	14.3%	14.3%
Yellow Time (s)	5.0	5.0	5.0	5.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	Max	C-Max	C-Max	None	None
Act Effct Green (s)	10.2	191.0	176.4	176.4	10.2	10.2
Actuated g/C Ratio	0.05	0.91	0.84	0.84	0.05	0.05
v/c Ratio	0.52	0.46	0.61	0.00	0.44	0.06
Control Delay	101.6	2.4	8.0	1.6	111.9	51.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	101.6	2.4	8.0	1.6	111.9	51.0
LOS	F	A	A	A	F	D
Approach Delay		4.4	8.0		104.7	
Approach LOS		A	A		F	

Intersection Summary

Cycle Length: 210  
 Actuated Cycle Length: 210  
 Offset: 38 (18%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.61  
 Intersection Signal Delay: 7.2  
 Intersection Capacity Utilization 65.6%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service C

Splits and Phases: 14: US 278 & Bluffton Fire



Timings  
10: Rose Hill Way & US 278

EXISTING SAT-OUT #10  
CL=210



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗		↑	↗	↖	↗	
Traffic Volume (vph)	27	1995	42	86	2350	12	25	5	89	60	15	23
Future Volume (vph)	27	1995	42	86	2350	12	25	5	89	60	15	23
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	0	1788	1583	1778	1702	0
Flt Permitted	0.043			0.063				0.731		0.736		
Satd. Flow (perm)	80	5085	1583	117	5085	1583	0	1362	1583	1378	1702	0
Satd. Flow (RTOR)			112			65			114		25	
Lane Group Flow (vph)	29	2142	45	92	2523	13	0	32	96	64	41	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	6.0	25.0	25.0	6.0	25.0	25.0	8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	14.5	32.4	32.4	15.0	32.4	32.4	15.0	15.0	15.0	44.0	44.0	
Total Split (s)	20.0	127.0	127.0	43.0	150.0	150.0	40.0	40.0	40.0	40.0	40.0	
Total Split (%)	9.5%	60.5%	60.5%	20.5%	71.4%	71.4%	19.0%	19.0%	19.0%	19.0%	19.0%	
Yellow Time (s)	5.2	5.2	5.2	5.2	5.2	5.2	3.2	3.2	3.2	3.2	3.2	
All-Red Time (s)	3.3	2.2	2.2	3.8	2.2	2.2	3.8	3.8	3.8	3.8	3.8	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	8.5	7.4	7.4	9.0	7.4	7.4		7.0	7.0	7.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	165.6	160.7	160.7	176.5	168.8	168.8		15.1	15.1	15.1	15.1	
Actuated g/C Ratio	0.79	0.77	0.77	0.84	0.80	0.80		0.07	0.07	0.07	0.07	
v/c Ratio	0.26	0.55	0.04	0.50	0.62	0.01		0.33	0.44	0.65	0.28	
Control Delay	10.8	4.6	0.2	32.7	2.5	0.0		99.6	12.9	122.1	47.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	10.8	4.6	0.2	32.7	2.5	0.0		99.6	12.9	122.1	47.2	
LOS	B	A	A	C	A	A		F	B	F	D	
Approach Delay		4.6			3.6			34.6			92.8	
Approach LOS		A			A			C			F	

Intersection Summary

Cycle Length: 210  
 Actuated Cycle Length: 210  
 Offset: 148 (70%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 125  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 6.6  
 Intersection LOS: A  
 Intersection Capacity Utilization 80.5%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 10: Rose Hill Way & US 278



Timings  
9: Buck Island Road/Belfair Plantation & US 278

EXISTING SAT-OUT #10  
CL=210



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	2000	244	111	2260	20	259	18	94	29	20	17
Future Volume (vph)	26	2000	244	111	2260	20	259	18	94	29	20	17
Satd. Flow (prot)	1778	5111	1591	1761	5060	1575	1690	1608	0	1778	1743	0
Flt Permitted	0.950			0.950			0.950	0.982		0.950		
Satd. Flow (perm)	1778	5111	1591	1761	5060	1575	1690	1608	0	1778	1743	0
Satd. Flow (RTOR)			155			113		21			15	
Lane Group Flow (vph)	28	2147	262	119	2427	21	206	192	0	31	39	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	25.0	25.0	6.0	25.0	25.0	8.0	8.0		6.0	6.0	
Minimum Split (s)	14.0	31.8	31.8	14.0	31.8	31.8	16.4	16.4		14.4	14.4	
Total Split (s)	15.0	126.0	126.0	41.0	152.0	152.0	25.0	25.0		18.0	18.0	
Total Split (%)	7.1%	60.0%	60.0%	19.5%	72.4%	72.4%	11.9%	11.9%		8.6%	8.6%	
Yellow Time (s)	4.0	5.0	5.0	4.0	5.0	5.0	4.4	4.4		4.4	4.4	
All-Red Time (s)	4.0	1.8	1.8	4.0	1.8	1.8	4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.0	6.8	6.8	8.0	6.8	6.8	8.4	8.4		8.4	8.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	6.8	133.2	133.2	19.0	148.2	148.2	20.7	20.7		8.4	8.4	
Actuated g/C Ratio	0.03	0.63	0.63	0.09	0.71	0.71	0.10	0.10		0.04	0.04	
v/c Ratio	0.49	0.66	0.25	0.75	0.68	0.02	1.24	1.08		0.44	0.47	
Control Delay	105.6	23.5	8.5	144.8	3.4	0.0	215.6	161.4		116.9	82.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	105.6	23.5	8.5	144.8	3.4	0.0	215.6	161.4		116.9	82.6	
LOS	F	C	A	F	A	A	F	F		F	F	
Approach Delay		22.9			9.9			189.4			97.8	
Approach LOS		C			A			F			F	

Intersection Summary

Cycle Length: 210  
 Actuated Cycle Length: 210  
 Offset: 100 (48%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.24  
 Intersection Signal Delay: 29.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 86.3%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 9: Buck Island Road/Belfair Plantation & US 278

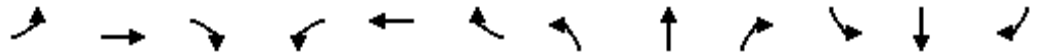


Timings

EXISTING SAT-OUT #10

8: Simonsville Road/Belfair Towne Village & US 278

CL=210



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↗	↖↖	↑↑↑	↗	↖	↑	↗	↖	↑	↗
Traffic Volume (vph)	134	2004	84	50	2173	55	135	116	108	140	90	107
Future Volume (vph)	134	2004	84	50	2173	55	135	116	108	140	90	107
Satd. Flow (prot)	3433	5085	1583	3450	5111	1591	1778	1872	1591	1761	1853	1575
Flt Permitted	0.950			0.950			0.589			0.426		
Satd. Flow (perm)	3433	5085	1583	3450	5111	1591	1103	1872	1591	790	1853	1575
Satd. Flow (RTOR)			139			103			135			135
Lane Group Flow (vph)	144	2152	90	54	2333	59	145	125	116	150	97	115
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	8.0	20.0	20.0	8.0	20.0	20.0	6.0	10.0	10.0	6.0	10.0	10.0
Minimum Split (s)	15.0	50.0	50.0	15.0	27.0	27.0	13.9	61.9	61.9	13.9	17.9	17.9
Total Split (s)	45.0	82.0	82.0	74.0	111.0	111.0	26.0	28.0	28.0	26.0	28.0	28.0
Total Split (%)	21.4%	39.0%	39.0%	35.2%	52.9%	52.9%	12.4%	13.3%	13.3%	12.4%	13.3%	13.3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.9	3.9	3.9	3.9	3.9	3.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.9	7.9	7.9	7.9	7.9	7.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	13.7	136.0	136.0	9.1	131.4	131.4	34.8	17.9	17.9	35.4	18.1	18.1
Actuated g/C Ratio	0.07	0.65	0.65	0.04	0.63	0.63	0.17	0.09	0.09	0.17	0.09	0.09
v/c Ratio	0.65	0.65	0.08	0.36	0.73	0.06	0.61	0.79	0.45	0.71	0.61	0.44
Control Delay	108.1	34.3	4.4	108.1	13.4	0.3	83.8	125.4	11.9	91.1	108.3	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	108.1	34.3	4.4	108.1	13.4	0.3	83.8	125.4	11.9	91.1	108.3	11.6
LOS	F	C	A	F	B	A	F	F	B	F	F	B
Approach Delay		37.6			15.2			75.7			70.5	
Approach LOS		D			B			E			E	

Intersection Summary

Cycle Length: 210  
 Actuated Cycle Length: 210  
 Offset: 16 (8%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 32.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 82.3%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 8: Simonsville Road/Belfair Towne Village & US 278



Timings  
7: SC 46/Crescent Drive & US 278

EXISTING SAT-OUT #10  
CL=210

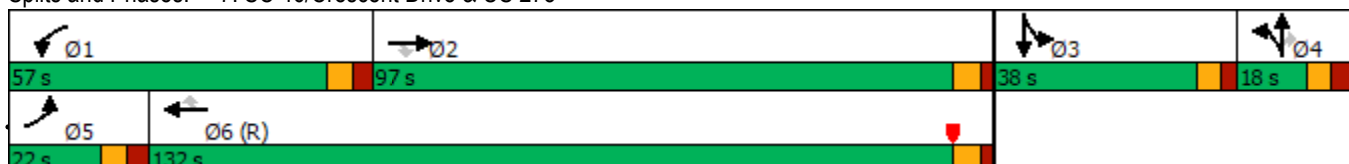


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘	↗	↘	↘	↗	↗
Traffic Volume (vph)	52	2000	374	278	2225	28	493	25	282	37	21	21
Future Volume (vph)	52	2000	374	278	2225	28	493	25	282	37	21	21
Satd. Flow (prot)	1770	5085	2787	3416	5060	1575	3205	1617	1575	1725	1680	0
Flt Permitted	0.950			0.950			0.950	0.959		0.950		
Satd. Flow (perm)	1770	5085	2787	3416	5060	1575	3205	1617	1575	1725	1680	0
Satd. Flow (RTOR)			330			96			177		20	
Lane Group Flow (vph)	56	2147	402	298	2389	30	370	186	303	40	46	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases			2			6			4			
Detector Phase	5	2	2	1	6	6	4	4	4	3	3	
Switch Phase												
Minimum Initial (s)	5.0	25.0	25.0	5.0	25.0	25.0	6.0	6.0	6.0	12.0	12.0	
Minimum Split (s)	12.7	36.5	36.5	12.3	31.5	31.5	49.3	49.3	49.3	18.5	18.5	
Total Split (s)	22.0	97.0	97.0	57.0	132.0	132.0	18.0	18.0	18.0	38.0	38.0	
Total Split (%)	10.5%	46.2%	46.2%	27.1%	62.9%	62.9%	8.6%	8.6%	8.6%	18.1%	18.1%	
Yellow Time (s)	4.0	4.3	4.3	4.0	4.3	4.3	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	3.7	2.2	2.2	3.3	2.2	2.2	3.3	3.3	3.3	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.7	6.5	6.5	7.3	6.5	6.5	7.3	7.3	7.3	6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	11.7	116.9	116.9	23.3	128.1	128.1	29.7	29.7	29.7	12.5	12.5	
Actuated g/C Ratio	0.06	0.56	0.56	0.11	0.61	0.61	0.14	0.14	0.14	0.06	0.06	
v/c Ratio	0.57	0.76	0.24	0.79	0.77	0.03	0.82	0.82	0.81	0.39	0.39	
Control Delay	99.2	36.8	11.4	135.5	12.2	0.0	101.9	112.5	52.4	106.4	67.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	99.2	36.8	11.4	135.5	12.2	0.0	101.9	112.5	52.4	106.4	67.2	
LOS	F	D	B	F	B	A	F	F	D	F	E	
Approach Delay		34.2			25.6			86.7			85.4	
Approach LOS		C			C			F			F	

Intersection Summary

Cycle Length: 210  
 Actuated Cycle Length: 210  
 Offset: 200 (95%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.82  
 Intersection Signal Delay: 38.4  
 Intersection LOS: D  
 Intersection Capacity Utilization 84.1%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 7: SC 46/Crescent Drive & US 278



Timings  
6: US 278 & Home Depot

EXISTING SAT-OUT #10

CL=210



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖↗	↑	↗	↖↗	↑	↗
Traffic Volume (vph)	297	2000	105	163	2275	110	80	73	138	124	45	153
Future Volume (vph)	297	2000	105	163	2275	110	80	73	138	124	45	153
Satd. Flow (prot)	1778	5111	1591	1761	5060	1575	3433	1863	1583	3416	1853	1575
Flt Permitted	0.029			0.055			0.950			0.950		
Satd. Flow (perm)	54	5111	1591	102	5060	1575	3433	1863	1583	3416	1853	1575
Satd. Flow (RTOR)			127			127			143			152
Lane Group Flow (vph)	319	2147	113	175	2443	118	86	78	148	133	48	164
Turn Type	pm+pt	NA	Free	pm+pt	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		Free	6		Free			8			4
Detector Phase	5	2		1	6		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	25.0		6.0	25.0		6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.6	31.7		14.6	31.7		12.0	14.1	14.1	12.0	14.1	14.1
Total Split (s)	28.0	142.0		28.0	142.0		22.0	18.0	18.0	22.0	18.0	18.0
Total Split (%)	13.3%	67.6%		13.3%	67.6%		10.5%	8.6%	8.6%	10.5%	8.6%	8.6%
Yellow Time (s)	4.5	4.5		4.5	4.5		3.0	3.7	3.7	3.0	3.7	3.7
All-Red Time (s)	4.1	2.2		4.1	2.2		3.0	2.4	2.4	3.0	2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.6	6.7		8.6	6.7		6.0	6.1	6.1	6.0	6.1	6.1
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	158.3	140.1	210.0	150.4	135.3	210.0	10.6	12.3	12.3	13.3	14.9	14.9
Actuated g/C Ratio	0.75	0.67	1.00	0.72	0.64	1.00	0.05	0.06	0.06	0.06	0.07	0.07
v/c Ratio	1.46	0.63	0.07	0.85	0.75	0.07	0.50	0.72	0.65	0.62	0.37	0.65
Control Delay	253.8	30.2	0.1	104.4	20.8	0.1	106.5	129.1	27.6	108.2	101.0	27.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	253.8	30.2	0.1	104.4	20.8	0.1	106.5	129.1	27.6	108.2	101.0	27.5
LOS	F	C	A	F	C	A	F	F	C	F	F	C
Approach Delay		56.6			25.2			74.7			68.8	
Approach LOS		E			C			E			E	

Intersection Summary

Cycle Length: 210  
 Actuated Cycle Length: 210  
 Offset: 168 (80%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.46  
 Intersection Signal Delay: 43.9  
 Intersection LOS: D  
 Intersection Capacity Utilization 89.7%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 6: US 278 & Home Depot







Timings  
4: Tanger Outlet #1/Sawmill Creek Road & US 278

EXISTING SAT-OUT #10  
CL=210

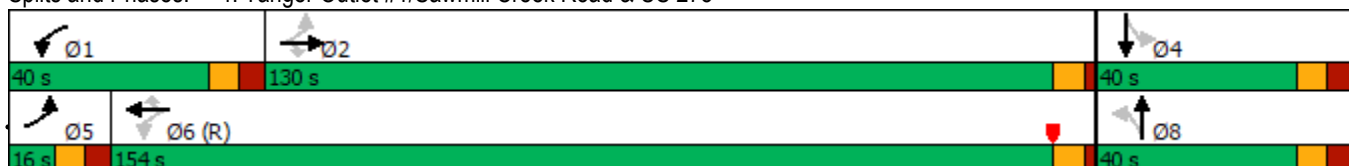


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘	↗	↗	↘	↗	↗
Traffic Volume (vph)	78	2000	176	96	2260	43	109	11	71	45	10	92
Future Volume (vph)	78	2000	176	96	2260	43	109	11	71	45	10	92
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1778	1629	0	1796	1635	0
Flt Permitted	0.041			0.057			0.596			0.678		
Satd. Flow (perm)	76	5085	1538	106	5085	1583	1116	1629	0	1282	1635	0
Satd. Flow (RTOR)			130			75		76			63	
Lane Group Flow (vph)	84	2147	189	103	2427	46	117	88	0	48	110	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4		4
Switch Phase												
Minimum Initial (s)	6.0	20.0	20.0	6.0	20.0	20.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	14.7	26.8	26.8	14.7	26.8	26.8	18.7	18.7		18.7	18.7	
Total Split (s)	16.0	130.0	130.0	40.0	154.0	154.0	40.0	40.0		40.0	40.0	
Total Split (%)	7.6%	61.9%	61.9%	19.0%	73.3%	73.3%	19.0%	19.0%		19.0%	19.0%	
Yellow Time (s)	4.5	4.8	4.8	4.5	4.8	4.8	4.7	4.7		4.7	4.7	
All-Red Time (s)	4.2	2.0	2.0	4.2	2.0	2.0	4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.7	6.8	6.8	8.7	6.8	6.8	8.7	8.7		8.7	8.7	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	154.4	148.6	148.6	162.3	152.7	152.7	25.3	25.3		25.3	25.3	
Actuated g/C Ratio	0.74	0.71	0.71	0.77	0.73	0.73	0.12	0.12		0.12	0.12	
v/c Ratio	0.71	0.60	0.17	0.59	0.66	0.04	0.87	0.33		0.31	0.44	
Control Delay	65.3	15.0	4.1	55.9	17.9	0.2	138.7	22.5		87.8	41.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	65.3	15.0	4.1	55.9	17.9	0.2	138.7	22.5		87.8	41.6	
LOS	E	B	A	E	B	A	F	C		F	D	
Approach Delay		15.9			19.1			88.8			55.7	
Approach LOS		B			B			F			E	

Intersection Summary

Cycle Length: 210  
 Actuated Cycle Length: 210  
 Offset: 85 (40%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.87  
 Intersection Signal Delay: 21.4  
 Intersection LOS: C  
 Intersection Capacity Utilization 82.5%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 4: Tanger Outlet #1/Sawmill Creek Road & US 278





Timings  
3: Malphrus Road/Colleton River Road & US 278

EXISTING SAT-OUT #10  
CL=210



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘	↗	↗		↗	↗
Traffic Volume (vph)	7	2000	276	129	2260	5	223	14	170	12	9	5
Future Volume (vph)	7	2000	276	129	2260	5	223	14	170	12	9	5
Satd. Flow (prot)	1778	5111	1591	1761	5060	1575	1681	1695	1583	0	1803	1575
Flt Permitted	0.045			0.051			0.950	0.958			0.973	
Satd. Flow (perm)	84	5111	1591	95	5060	1575	1681	1695	1583	0	1803	1575
Satd. Flow (RTOR)			296			88			183			126
Lane Group Flow (vph)	8	2147	296	139	2427	5	127	127	183	0	23	5
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2	3	1	6		3	3		4	4	
Permitted Phases	2		2	6		6			3			4
Detector Phase	5	2	3	1	6	6	3	3	3	4	4	4
Switch Phase												
Minimum Initial (s)	6.0	25.0	10.0	6.0	25.0	25.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	12.9	31.8	16.7	12.9	31.8	31.8	16.7	16.7	16.7	16.4	16.4	16.4
Total Split (s)	15.0	115.0	26.0	50.0	150.0	150.0	26.0	26.0	26.0	19.0	19.0	19.0
Total Split (%)	7.1%	54.8%	12.4%	23.8%	71.4%	71.4%	12.4%	12.4%	12.4%	9.0%	9.0%	9.0%
Yellow Time (s)	3.9	4.8	3.7	3.9	4.8	4.8	3.7	3.7	3.7	3.4	3.4	3.4
All-Red Time (s)	3.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.9	6.8	6.7	6.9	6.8	6.8	6.7	6.7	6.7		6.4	6.4
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	Max	None	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	147.5	141.6	166.9	164.6	159.6	159.6	18.4	18.4	18.4		10.2	10.2
Actuated g/C Ratio	0.70	0.67	0.79	0.78	0.76	0.76	0.09	0.09	0.09		0.05	0.05
v/c Ratio	0.07	0.62	0.22	0.68	0.63	0.00	0.86	0.86	0.60		0.26	0.03
Control Delay	8.5	26.5	5.0	74.2	7.9	0.0	137.1	135.9	18.4		104.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	8.5	26.5	5.0	74.2	7.9	0.0	137.1	135.9	18.4		104.0	0.2
LOS	A	C	A	E	A	A	F	F	B		F	A
Approach Delay		23.9			11.5			87.1			85.5	
Approach LOS		C			B			F			F	

Intersection Summary

Cycle Length: 210  
 Actuated Cycle Length: 210  
 Offset: 44 (21%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.86  
 Intersection Signal Delay: 23.4  
 Intersection LOS: C  
 Intersection Capacity Utilization 79.9%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 3: Malphrus Road/Colleton River Road & US 278



Timings  
2: Tanger Outlet #2 & US 278

EXISTING SAT-OUT #10  
CL=210



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↓	↓
Traffic Volume (vph)	2000	220	50	2260	151	81
Future Volume (vph)	2000	220	50	2260	151	81
Satd. Flow (prot)	5085	1583	1734	4984	1796	1607
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	5085	1583	1734	4984	1796	1607
Satd. Flow (RTOR)		73				87
Lane Group Flow (vph)	2147	236	54	2427	162	87
Turn Type	NA	Free	Prot	NA	Prot	Perm
Protected Phases	2		1		8	
Permitted Phases		Free		Free		8
Detector Phase	2		1		8	8
Switch Phase						
Minimum Initial (s)	20.0		6.0		10.0	10.0
Minimum Split (s)	25.8		12.6		16.3	16.3
Total Split (s)	130.0		40.0		40.0	40.0
Total Split (%)	61.9%		19.0%		19.0%	19.0%
Yellow Time (s)	4.3		4.0		4.0	4.0
All-Red Time (s)	1.5		2.6		2.3	2.3
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.8		6.6		6.3	6.3
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Recall Mode	C-Max		None		None	None
Act Effct Green (s)	155.2	210.0	11.9	210.0	24.2	24.2
Actuated g/C Ratio	0.74	1.00	0.06	1.00	0.12	0.12
v/c Ratio	0.57	0.15	0.55	0.49	0.79	0.33
Control Delay	5.5	0.2	88.4	0.2	114.9	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.5	0.2	88.4	0.2	114.9	16.0
LOS	A	A	F	A	F	B
Approach Delay	5.0			2.2	80.4	
Approach LOS	A			A	F	

Intersection Summary

Cycle Length: 210  
 Actuated Cycle Length: 210  
 Offset: 75 (36%), Referenced to phase 2:EBT, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 7.3  
 Intersection Capacity Utilization 61.7%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service B

Splits and Phases: 2: Tanger Outlet #2 & US 278





Timings  
27: SC 46 & Wal-Mart Driveway/Kitties Crossing

EXISTING SAT-OUT #10

CL=210

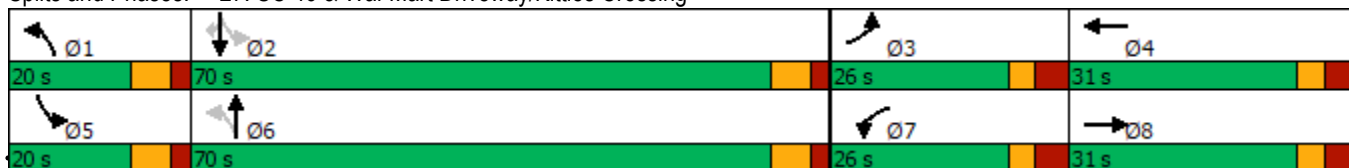


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔		↔	↔		↔	↕↔		↔	↕↕	↔
Traffic Volume (vph)	328	240	5	155	165	5	5	532	5	248	733	5
Future Volume (vph)	328	240	5	155	165	5	5	532	5	248	733	5
Satd. Flow (prot)	3433	1857	0	1770	1855	0	1761	3518	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.354			0.248		
Satd. Flow (perm)	3433	1857	0	1770	1855	0	656	3518	0	462	3539	1583
Satd. Flow (RTOR)		1			1			1				122
Lane Group Flow (vph)	352	263	0	166	182	0	5	576	0	266	787	5
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases							6			2		2
Detector Phase	3	8		7	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	6.0	8.0		6.0	8.0		6.0	15.0		6.0	15.0	15.0
Minimum Split (s)	12.7	41.1		12.7	42.1		12.6	36.6		12.6	36.6	36.6
Total Split (s)	26.0	31.0		26.0	31.0		20.0	70.0		20.0	70.0	70.0
Total Split (%)	17.7%	21.1%		17.7%	21.1%		13.6%	47.6%		13.6%	47.6%	47.6%
Yellow Time (s)	3.0	3.0		3.0	3.0		4.4	4.4		4.4	4.4	4.4
All-Red Time (s)	3.7	3.1		3.7	3.1		2.2	2.2		2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.7	6.1		6.7	6.1		6.6	6.6		6.6	6.6	6.6
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Min		None	Min	Min
Act Effct Green (s)	15.5	19.7		14.7	18.9		28.7	22.5		42.7	40.5	40.5
Actuated g/C Ratio	0.16	0.20		0.15	0.20		0.30	0.23		0.44	0.42	0.42
v/c Ratio	0.64	0.70		0.62	0.50		0.02	0.70		0.69	0.53	0.01
Control Delay	45.4	47.6		51.1	41.1		18.4	39.8		30.1	24.5	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	45.4	47.6		51.1	41.1		18.4	39.8		30.1	24.5	0.0
LOS	D	D		D	D		B	D		C	C	A
Approach Delay		46.3			45.9			39.6			25.8	
Approach LOS		D			D			D			C	

Intersection Summary

Cycle Length: 147	
Actuated Cycle Length: 96.8	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 36.4	Intersection LOS: D
Intersection Capacity Utilization 72.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 27: SC 46 & Wal-Mart Driveway/Kitties Crossing



Timings  
44: Buckingham Plantation Drive & Bluffton Parkway

EXISTING SAT-OUT #10

CL=210

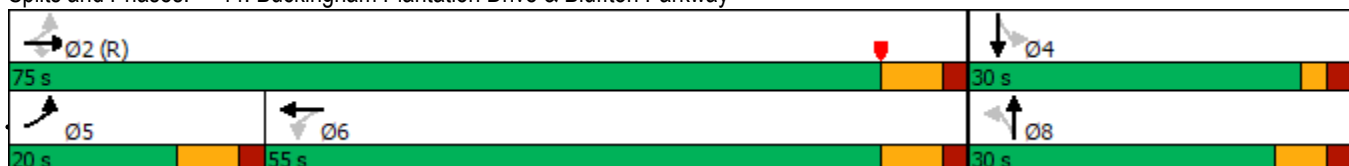


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑	↗	↖	↑↑		↖	↗		↖	↗	
Traffic Volume (vph)	371	961	48	20	583	16	45	51	5	12	97	24
Future Volume (vph)	371	961	48	20	583	16	45	51	5	12	97	24
Satd. Flow (prot)	1770	3539	1583	1770	3525	0	1761	1829	0	1770	1807	0
Flt Permitted	0.348			0.278			0.474			0.718		
Satd. Flow (perm)	648	3539	1583	518	3525	0	879	1829	0	1337	1807	0
Satd. Flow (RTOR)			52		3			4			11	
Lane Group Flow (vph)	398	1032	52	21	643	0	48	60	0	13	130	0
Turn Type	pm+pt	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	15.0	15.0	15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	12.8	40.8	40.8	40.8	40.8		30.0	30.0		30.0	30.0	
Total Split (s)	20.0	75.0	75.0	55.0	55.0		30.0	30.0		30.0	30.0	
Total Split (%)	19.0%	71.4%	71.4%	52.4%	52.4%		28.6%	28.6%		28.6%	28.6%	
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8		4.1	4.1		2.0	2.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8		6.1	6.1		4.0	4.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	Max	Max		None	None		None	None	
Act Effct Green (s)	81.4	81.4	81.4	61.5	61.5		10.7	10.7		12.8	12.8	
Actuated g/C Ratio	0.78	0.78	0.78	0.59	0.59		0.10	0.10		0.12	0.12	
v/c Ratio	0.62	0.38	0.04	0.07	0.31		0.54	0.32		0.08	0.57	
Control Delay	8.3	4.4	1.1	12.7	12.4		65.7	44.4		33.3	42.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.3	4.4	1.1	12.7	12.4		65.7	44.4		33.3	42.0	
LOS	A	A	A	B	B		E	D		C	D	
Approach Delay		5.4			12.4			53.9			41.3	
Approach LOS		A			B			D			D	

Intersection Summary

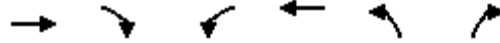
Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 7 (7%), Referenced to phase 2:EBTL, Start of Yellow  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.62  
 Intersection Signal Delay: 11.6  
 Intersection LOS: B  
 Intersection Capacity Utilization 72.7%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 44: Buckingham Plantation Drive & Bluffton Parkway



Timings  
13: Hampton Parkway & US 278

EXISTING SAT-IN #11  
CL=220



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↓	↑
Traffic Volume (vph)	2606	3	79	1700	37	10
Future Volume (vph)	2606	3	79	1700	37	10
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	5085	1583	1770	5085	1770	1583
Satd. Flow (RTOR)		2				11
Lane Group Flow (vph)	2798	3	85	1825	40	11
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	2		1	6	8	8
Permitted Phases		2				
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	20.0	20.0	6.0	20.0	6.0	6.0
Minimum Split (s)	28.6	28.6	13.7	28.6	12.0	12.0
Total Split (s)	175.0	175.0	20.0	195.0	25.0	25.0
Total Split (%)	79.5%	79.5%	9.1%	88.6%	11.4%	11.4%
Yellow Time (s)	5.6	5.6	4.7	5.6	3.0	3.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.6	8.6	7.7	8.6	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Recall Mode	Max	Max	None	C-Max	None	None
Act Effct Green (s)	173.6	173.6	16.2	199.2	10.4	10.4
Actuated g/C Ratio	0.79	0.79	0.07	0.91	0.05	0.05
v/c Ratio	0.70	0.00	0.66	0.40	0.48	0.13
Control Delay	13.0	4.7	125.5	3.7	120.2	41.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.0	4.7	125.5	3.7	120.2	41.5
LOS	B	A	F	A	F	D
Approach Delay	13.0			9.1	103.2	
Approach LOS	B			A	F	

Intersection Summary

Cycle Length: 220  
 Actuated Cycle Length: 220  
 Offset: 191 (87%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.70  
 Intersection Signal Delay: 12.4  
 Intersection LOS: B  
 Intersection Capacity Utilization 79.9%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 13: Hampton Parkway & US 278



Timings  
12: Buckwalter Parkway/Berkeley Hall & US 278

EXISTING SAT-IN #11  
CL=220



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑	↗	↘	↗	↗
Traffic Volume (vph)	55	2616	290	197	1750	32	244	32	211	46	19	34
Future Volume (vph)	55	2616	290	197	1750	32	244	32	211	46	19	34
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	3467	1881	1599	1673	1724	1575
Flt Permitted	0.950			0.950			0.950			0.950	0.979	
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	3467	1881	1599	1673	1724	1575
Satd. Flow (RTOR)			132			94			191			135
Lane Group Flow (vph)	59	2809	311	212	1879	34	262	34	227	34	35	37
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	15.9	48.0	48.0	15.7	27.0	27.0	15.7	15.7	15.7	14.3	14.3	14.3
Total Split (s)	19.0	131.0	131.0	40.0	152.0	152.0	31.0	31.0	31.0	18.0	18.0	18.0
Total Split (%)	8.6%	59.5%	59.5%	18.2%	69.1%	69.1%	14.1%	14.1%	14.1%	8.2%	8.2%	8.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.2	4.2	4.2
All-Red Time (s)	3.9	2.0	2.0	3.7	2.0	2.0	3.7	3.7	3.7	2.1	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.9	7.0	7.0	7.7	7.0	7.0	7.7	7.7	7.7	6.3	6.3	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	10.6	142.0	142.0	18.4	149.6	149.6	21.0	21.0	21.0	9.9	9.9	9.9
Actuated g/C Ratio	0.05	0.65	0.65	0.08	0.68	0.68	0.10	0.10	0.10	0.04	0.04	0.04
v/c Ratio	0.69	0.86	0.29	0.74	0.54	0.03	0.79	0.19	0.70	0.45	0.45	0.19
Control Delay	122.1	28.9	11.3	124.2	11.8	0.2	114.7	93.2	30.1	121.1	120.5	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	122.1	28.9	11.3	124.2	11.8	0.2	114.7	93.2	30.1	121.1	120.5	2.1
LOS	F	C	B	F	B	A	F	F	C	F	F	A
Approach Delay		28.9			22.9			76.6			79.3	
Approach LOS		C			C			E			E	

Intersection Summary

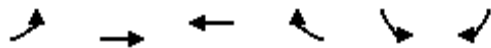
Cycle Length: 220  
 Actuated Cycle Length: 220  
 Offset: 154 (70%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 115  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.86  
 Intersection Signal Delay: 31.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 90.7%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 12: Buckwalter Parkway/Berkeley Hall & US 278



Timings  
14: US 278 & Bluffton Fire

EXISTING SAT-IN #11  
CL=220

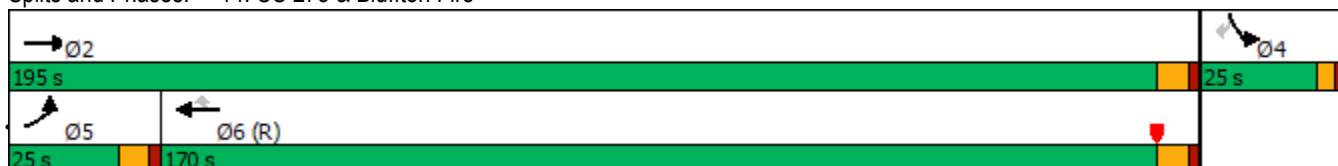


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑	↗	↙	↘
Traffic Volume (vph)	42	2613	1700	5	34	5
Future Volume (vph)	42	2613	1700	5	34	5
Satd. Flow (prot)	1770	5085	5085	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	5085	5085	1583	1770	1583
Satd. Flow (RTOR)				4		5
Lane Group Flow (vph)	45	2806	1825	5	37	5
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	6.0	25.0	25.0	25.0	8.0	8.0
Minimum Split (s)	13.0	32.0	32.0	32.0	14.0	14.0
Total Split (s)	25.0	195.0	170.0	170.0	25.0	25.0
Total Split (%)	11.4%	88.6%	77.3%	77.3%	11.4%	11.4%
Yellow Time (s)	5.0	5.0	5.0	5.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	Max	C-Max	C-Max	None	None
Act Effct Green (s)	10.5	200.8	186.0	186.0	10.4	10.4
Actuated g/C Ratio	0.05	0.91	0.85	0.85	0.05	0.05
v/c Ratio	0.54	0.60	0.42	0.00	0.45	0.06
Control Delay	104.8	1.2	2.7	0.4	117.9	53.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	104.8	1.2	2.7	0.4	117.9	53.4
LOS	F	A	A	A	F	D
Approach Delay		2.8	2.7		110.2	
Approach LOS		A	A		F	

Intersection Summary

Cycle Length: 220  
 Actuated Cycle Length: 220  
 Offset: 180 (82%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.60  
 Intersection Signal Delay: 3.8  
 Intersection Capacity Utilization 69.0%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service C

Splits and Phases: 14: US 278 & Bluffton Fire





Timings  
10: Rose Hill Way & US 278

EXISTING SAT-IN #11  
CL=220



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗		↑	↗	↖	↗	
Traffic Volume (vph)	27	2611	42	86	1650	12	25	5	89	60	15	23
Future Volume (vph)	27	2611	42	86	1650	12	25	5	89	60	15	23
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	0	1788	1583	1778	1702	0
Flt Permitted	0.113			0.026				0.731		0.736		
Satd. Flow (perm)	210	5085	1583	48	5085	1583	0	1362	1583	1378	1702	0
Satd. Flow (RTOR)			64			64			66		25	
Lane Group Flow (vph)	29	2803	45	92	1772	13	0	32	96	64	41	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	6.0	25.0	25.0	6.0	25.0	25.0	8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	14.5	32.4	32.4	15.0	32.4	32.4	15.0	15.0	15.0	44.0	44.0	
Total Split (s)	18.0	180.0	180.0	18.0	180.0	180.0	22.0	22.0	22.0	22.0	22.0	
Total Split (%)	8.2%	81.8%	81.8%	8.2%	81.8%	81.8%	10.0%	10.0%	10.0%	10.0%	10.0%	
Yellow Time (s)	5.2	5.2	5.2	5.2	5.2	5.2	3.2	3.2	3.2	3.2	3.2	
All-Red Time (s)	3.3	2.2	2.2	3.8	2.2	2.2	3.8	3.8	3.8	3.8	3.8	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	8.5	7.4	7.4	9.0	7.4	7.4		7.0	7.0	7.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	179.1	174.2	174.2	186.3	180.4	180.4		13.6	13.6	13.6	13.6	
Actuated g/C Ratio	0.81	0.79	0.79	0.85	0.82	0.82		0.06	0.06	0.06	0.06	
v/c Ratio	0.14	0.70	0.04	0.84	0.42	0.01		0.39	0.60	0.76	0.32	
Control Delay	2.1	14.3	0.4	114.3	1.4	0.0		111.9	51.2	146.6	52.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	2.1	14.3	0.4	114.3	1.4	0.0		111.9	51.2	146.6	52.7	
LOS	A	B	A	F	A	A		F	D	F	D	
Approach Delay		13.9			6.9			66.4			109.9	
Approach LOS		B			A			E			F	

Intersection Summary

Cycle Length: 220  
 Actuated Cycle Length: 220  
 Offset: 98 (45%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 14.6  
 Intersection LOS: B  
 Intersection Capacity Utilization 86.0%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 10: Rose Hill Way & US 278



Timings  
9: Buck Island Road/Belfair Plantation & US 278

EXISTING SAT-IN #11  
CL=220



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘	↕		↘	↗	
Traffic Volume (vph)	26	2436	244	111	1600	20	259	18	94	29	20	17
Future Volume (vph)	26	2436	244	111	1600	20	259	18	94	29	20	17
Satd. Flow (prot)	1778	5111	1591	1761	5060	1575	1690	1608	0	1778	1743	0
Flt Permitted	0.950			0.950			0.950	0.982		0.950		
Satd. Flow (perm)	1778	5111	1591	1761	5060	1575	1690	1608	0	1778	1743	0
Satd. Flow (RTOR)			153			108		19			15	
Lane Group Flow (vph)	28	2615	262	119	1718	21	206	192	0	31	39	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	25.0	25.0	6.0	25.0	25.0	8.0	8.0		6.0	6.0	
Minimum Split (s)	14.0	31.8	31.8	14.0	31.8	31.8	16.4	16.4		14.4	14.4	
Total Split (s)	15.0	161.0	161.0	19.0	165.0	165.0	22.0	22.0		18.0	18.0	
Total Split (%)	6.8%	73.2%	73.2%	8.6%	75.0%	75.0%	10.0%	10.0%		8.2%	8.2%	
Yellow Time (s)	4.0	5.0	5.0	4.0	5.0	5.0	4.4	4.4		4.4	4.4	
All-Red Time (s)	4.0	1.8	1.8	4.0	1.8	1.8	4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.0	6.8	6.8	8.0	6.8	6.8	8.4	8.4		8.4	8.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	6.8	154.2	154.2	11.0	161.2	161.2	17.6	17.6		8.4	8.4	
Actuated g/C Ratio	0.03	0.70	0.70	0.05	0.73	0.73	0.08	0.08		0.04	0.04	
v/c Ratio	0.52	0.73	0.23	1.35	0.46	0.02	1.53	1.32		0.46	0.48	
Control Delay	166.1	9.9	0.7	272.6	10.7	0.0	323.9	238.3		124.1	86.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	166.1	9.9	0.7	272.6	10.7	0.0	323.9	238.3		124.1	86.8	
LOS	F	A	A	F	B	A	F	F		F	F	
Approach Delay		10.6			27.4			282.6			103.3	
Approach LOS		B			C			F			F	

Intersection Summary

Cycle Length: 220  
 Actuated Cycle Length: 220  
 Offset: 133 (60%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 130  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.53  
 Intersection Signal Delay: 38.5  
 Intersection LOS: D  
 Intersection Capacity Utilization 91.0%  
 ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 9: Buck Island Road/Belfair Plantation & US 278



Timings  
8: Simmonsville Road/Belfair Towne Village & US 278

EXISTING SAT-IN #11  
CL=220



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖	↑	↖	↖	↑	↖
Traffic Volume (vph)	138	2260	70	81	1574	56	151	107	108	163	89	149
Future Volume (vph)	138	2260	70	81	1574	56	151	107	108	163	89	149
Satd. Flow (prot)	3433	5085	1583	3450	5111	1591	1778	1872	1591	1761	1853	1575
Flt Permitted	0.950			0.950			0.553			0.374		
Satd. Flow (perm)	3433	5085	1583	3450	5111	1591	1035	1872	1591	693	1853	1575
Satd. Flow (RTOR)			98			98			116			140
Lane Group Flow (vph)	148	2427	75	87	1690	60	162	115	116	175	96	160
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	8.0	20.0	20.0	8.0	20.0	20.0	6.0	10.0	10.0	6.0	10.0	10.0
Minimum Split (s)	15.0	50.0	50.0	15.0	27.0	27.0	13.9	61.9	61.9	13.9	17.9	17.9
Total Split (s)	41.0	133.0	133.0	37.0	129.0	129.0	28.0	22.0	22.0	28.0	22.0	22.0
Total Split (%)	18.6%	60.5%	60.5%	16.8%	58.6%	58.6%	12.7%	10.0%	10.0%	12.7%	10.0%	10.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.9	3.9	3.9	3.9	3.9	3.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.9	7.9	7.9	7.9	7.9	7.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	14.4	145.0	145.0	11.0	141.6	141.6	33.5	14.4	14.4	34.9	15.1	15.1
Actuated g/C Ratio	0.07	0.66	0.66	0.05	0.64	0.64	0.15	0.07	0.07	0.16	0.07	0.07
v/c Ratio	0.66	0.72	0.07	0.51	0.51	0.06	0.73	0.94	0.55	0.85	0.76	0.67
Control Delay	130.7	6.3	0.2	122.4	12.1	0.9	100.0	164.0	23.3	113.5	132.4	33.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	130.7	6.3	0.2	122.4	12.1	0.9	100.0	164.0	23.3	113.5	132.4	33.5
LOS	F	A	A	F	B	A	F	F	C	F	F	C
Approach Delay		13.0			17.0			96.1			88.0	
Approach LOS		B			B			F			F	

Intersection Summary

Cycle Length: 220  
 Actuated Cycle Length: 220  
 Offset: 169 (77%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.94  
 Intersection Signal Delay: 26.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 85.3%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 8: Simmonsville Road/Belfair Towne Village & US 278



Timings  
7: SC 46/Crescent Drive & US 278

EXISTING SAT-IN #11  
CL=220

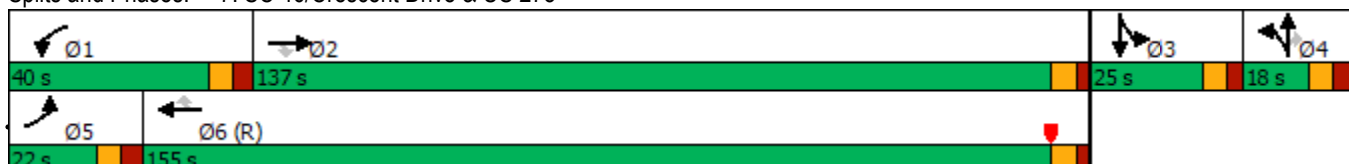


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑↑	↗	↙	↑↑↑	↗	↙	↑	↗	↙	↗	↘
Traffic Volume (vph)	52	2290	374	278	1575	28	493	25	282	37	21	21
Future Volume (vph)	52	2290	374	278	1575	28	493	25	282	37	21	21
Satd. Flow (prot)	1770	5085	2787	3416	5060	1575	3205	1617	1575	1725	1680	0
Flt Permitted	0.950			0.950			0.950	0.959		0.950		
Satd. Flow (perm)	1770	5085	2787	3416	5060	1575	3205	1617	1575	1725	1680	0
Satd. Flow (RTOR)			384			92			168		18	
Lane Group Flow (vph)	56	2459	402	298	1691	30	370	186	303	40	46	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases			2			6			4			
Detector Phase	5	2	2	1	6	6	4	4	4	3	3	
Switch Phase												
Minimum Initial (s)	5.0	25.0	25.0	5.0	25.0	25.0	6.0	6.0	6.0	12.0	12.0	
Minimum Split (s)	12.7	36.5	36.5	12.3	31.5	31.5	49.3	49.3	49.3	18.5	18.5	
Total Split (s)	22.0	137.0	137.0	40.0	155.0	155.0	18.0	18.0	18.0	25.0	25.0	
Total Split (%)	10.0%	62.3%	62.3%	18.2%	70.5%	70.5%	8.2%	8.2%	8.2%	11.4%	11.4%	
Yellow Time (s)	4.0	4.3	4.3	4.0	4.3	4.3	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	3.7	2.2	2.2	3.3	2.2	2.2	3.3	3.3	3.3	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.7	6.5	6.5	7.3	6.5	6.5	7.3	7.3	7.3	6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	11.9	139.2	139.2	24.0	150.9	150.9	16.7	16.7	16.7	12.5	12.5	
Actuated g/C Ratio	0.05	0.63	0.63	0.11	0.69	0.69	0.08	0.08	0.08	0.06	0.06	
v/c Ratio	0.59	0.76	0.21	0.80	0.49	0.03	1.53	1.52	1.11	0.41	0.41	
Control Delay	155.5	21.0	0.6	86.8	27.2	1.7	314.4	330.0	120.5	112.6	74.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	155.5	21.0	0.6	86.8	27.2	1.7	314.4	330.0	120.5	112.6	74.6	
LOS	F	C	A	F	C	A	F	F	F	F	E	
Approach Delay		20.7			35.6			249.4			92.2	
Approach LOS		C			D			F			F	

Intersection Summary

Cycle Length: 220  
 Actuated Cycle Length: 220  
 Offset: 13 (6%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.53  
 Intersection Signal Delay: 60.3  
 Intersection LOS: E  
 Intersection Capacity Utilization 89.9%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 7: SC 46/Crescent Drive & US 278



Timings  
6: US 278 & Home Depot

EXISTING SAT-IN #11  
CL=220



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖↗	↑	↗	↖↗	↑	↗
Traffic Volume (vph)	297	2320	105	163	1575	110	80	73	138	124	45	153
Future Volume (vph)	297	2320	105	163	1575	110	80	73	138	124	45	153
Satd. Flow (prot)	1778	5111	1591	1761	5060	1575	3433	1863	1583	3416	1853	1575
Flt Permitted	0.103			0.029			0.950			0.950		
Satd. Flow (perm)	193	5111	1591	54	5060	1575	3433	1863	1583	3416	1853	1575
Satd. Flow (RTOR)			121			121			119			158
Lane Group Flow (vph)	319	2491	113	175	1691	118	86	78	148	133	48	164
Turn Type	pm+pt	NA	Free	pm+pt	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		Free	6		Free			8			4
Detector Phase	5	2		1	6		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	25.0		6.0	25.0		6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	14.6	31.7		14.6	31.7		12.0	14.1	14.1	12.0	14.1	14.1
Total Split (s)	25.0	152.0		25.0	152.0		25.0	18.0	18.0	25.0	18.0	18.0
Total Split (%)	11.4%	69.1%		11.4%	69.1%		11.4%	8.2%	8.2%	11.4%	8.2%	8.2%
Yellow Time (s)	4.5	4.5		4.5	4.5		3.0	3.7	3.7	3.0	3.7	3.7
All-Red Time (s)	4.1	2.2		4.1	2.2		3.0	2.4	2.4	3.0	2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.6	6.7		8.6	6.7		6.0	6.1	6.1	6.0	6.1	6.1
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	163.5	145.4	220.0	163.3	145.3	220.0	10.9	13.4	13.4	13.9	16.4	16.4
Actuated g/C Ratio	0.74	0.66	1.00	0.74	0.66	1.00	0.05	0.06	0.06	0.06	0.07	0.07
v/c Ratio	1.11	0.74	0.07	0.90	0.51	0.07	0.51	0.69	0.71	0.62	0.35	0.62
Control Delay	125.0	31.6	0.1	132.9	25.4	0.1	111.9	128.9	42.7	112.7	103.3	23.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	125.0	31.6	0.1	132.9	25.4	0.1	111.9	128.9	42.7	112.7	103.3	23.7
LOS	F	C	A	F	C	A	F	F	D	F	F	C
Approach Delay		40.6			33.4			83.4			69.1	
Approach LOS		D			C			F			E	

Intersection Summary

Cycle Length: 220  
 Actuated Cycle Length: 220  
 Offset: 91 (41%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.11  
 Intersection Signal Delay: 42.2  
 Intersection LOS: D  
 Intersection Capacity Utilization 83.0%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 6: US 278 & Home Depot



Timings  
5: Burnt Church Road/Trimblestone Road & US 278

EXISTING SAT-IN #11  
CL=220

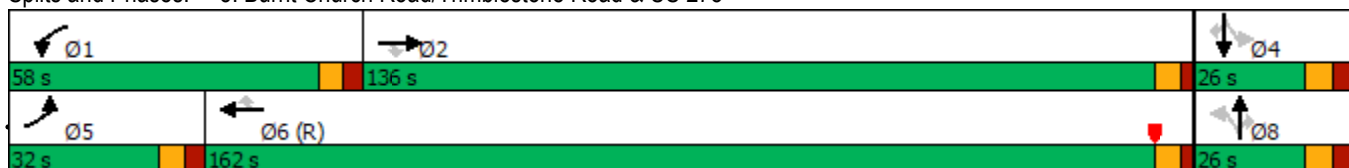


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘↗	↑↑↑	↗	↘	↑	↗	↘	↑	↗
Traffic Volume (vph)	76	2349	109	96	1578	78	138	66	195	89	34	17
Future Volume (vph)	76	2349	109	96	1578	78	138	66	195	89	34	17
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	1752	1844	1567	1770	1863	1583
Flt Permitted	0.950			0.950			0.733			0.688		
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	1352	1844	1567	1282	1863	1583
Satd. Flow (RTOR)			97			83			209			89
Lane Group Flow (vph)	82	2522	117	103	1694	84	148	71	209	96	37	18
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	6.0	20.0	20.0	12.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	13.3	47.4	47.4	19.3	26.4	26.4	50.7	50.7	50.7	17.9	17.9	17.9
Total Split (s)	32.0	136.0	136.0	58.0	162.0	162.0	26.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	14.5%	61.8%	61.8%	26.4%	73.6%	73.6%	11.8%	11.8%	11.8%	11.8%	11.8%	11.8%
Yellow Time (s)	4.0	4.3	4.3	4.0	4.3	4.3	4.3	4.3	4.3	4.5	4.5	4.5
All-Red Time (s)	3.3	2.1	2.1	3.3	2.1	2.1	3.4	3.4	3.4	3.4	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	6.4	6.4	7.3	6.4	6.4	7.7	7.7	7.7	7.9	7.9	7.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	15.3	167.4	167.4	12.9	165.0	165.0	18.3	18.3	18.3	18.1	18.1	18.1
Actuated g/C Ratio	0.07	0.76	0.76	0.06	0.75	0.75	0.08	0.08	0.08	0.08	0.08	0.08
v/c Ratio	0.67	0.65	0.10	0.51	0.44	0.07	1.32	0.46	0.65	0.91	0.24	0.09
Control Delay	102.1	6.3	1.4	92.5	21.3	7.5	261.4	106.6	19.7	162.2	98.9	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	102.1	6.3	1.4	92.5	21.3	7.5	261.4	106.6	19.7	162.2	98.9	0.8
LOS	F	A	A	F	C	A	F	F	B	F	F	A
Approach Delay		9.0			24.6			117.7			127.4	
Approach LOS		A			C			F			F	

Intersection Summary

Cycle Length: 220  
 Actuated Cycle Length: 220  
 Offset: 74 (34%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.32  
 Intersection Signal Delay: 27.1  
 Intersection LOS: C  
 Intersection Capacity Utilization 88.6%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 5: Burnt Church Road/Trimblestone Road & US 278



Timings  
4: Tanger Outlet #1/Sawmill Creek Road & US 278

EXISTING SAT-IN #11  
CL=220

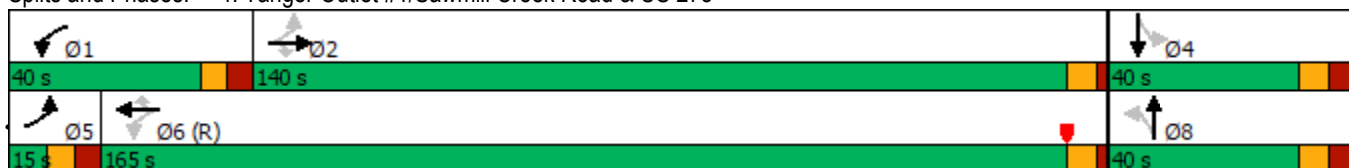


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘	↗	↗	↘	↗	↗
Traffic Volume (vph)	78	2123	176	96	1625	43	109	11	71	45	10	92
Future Volume (vph)	78	2123	176	96	1625	43	109	11	71	45	10	92
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1778	1629	0	1796	1635	0
Flt Permitted	0.110			0.046			0.585			0.667		
Satd. Flow (perm)	205	5085	1583	86	5085	1583	1095	1629	0	1261	1635	0
Satd. Flow (RTOR)			122			71		76			84	
Lane Group Flow (vph)	84	2279	189	103	1745	46	117	88	0	48	110	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4		4
Switch Phase												
Minimum Initial (s)	6.0	20.0	20.0	6.0	20.0	20.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	14.7	26.8	26.8	14.7	26.8	26.8	18.7	18.7		18.7	18.7	
Total Split (s)	15.0	140.0	140.0	40.0	165.0	165.0	40.0	40.0		40.0	40.0	
Total Split (%)	6.8%	63.6%	63.6%	18.2%	75.0%	75.0%	18.2%	18.2%		18.2%	18.2%	
Yellow Time (s)	4.5	4.8	4.8	4.5	4.8	4.8	4.7	4.7		4.7	4.7	
All-Red Time (s)	4.2	2.0	2.0	4.2	2.0	2.0	4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.7	6.8	6.8	8.7	6.8	6.8	8.7	8.7		8.7	8.7	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	161.2	156.4	156.4	172.5	162.6	162.6	26.5	26.5		26.5	26.5	
Actuated g/C Ratio	0.73	0.71	0.71	0.78	0.74	0.74	0.12	0.12		0.12	0.12	
v/c Ratio	0.42	0.63	0.16	0.62	0.46	0.04	0.89	0.33		0.32	0.41	
Control Delay	8.8	11.4	4.5	71.3	7.5	0.3	146.4	23.4		92.5	28.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	8.8	11.4	4.5	71.3	7.5	0.3	146.4	23.4		92.5	28.8	
LOS	A	B	A	E	A	A	F	C		F	C	
Approach Delay		10.8			10.8			93.6			48.2	
Approach LOS		B			B			F			D	

Intersection Summary

Cycle Length: 220  
 Actuated Cycle Length: 220  
 Offset: 165 (75%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.89  
 Intersection Signal Delay: 15.5  
 Intersection LOS: B  
 Intersection Capacity Utilization 80.3%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 4: Tanger Outlet #1/Sawmill Creek Road & US 278





Timings  
3: Malphrus Road/Colleton River Road & US 278

EXISTING SAT-IN #11  
CL=220

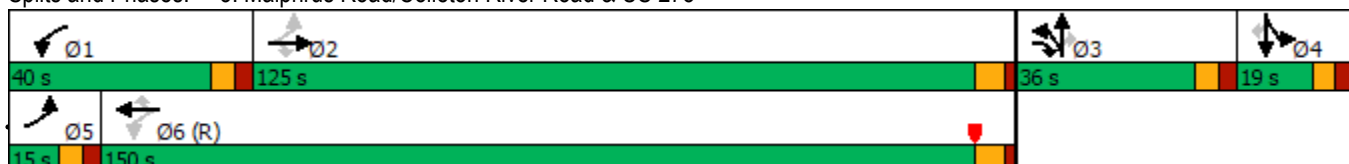


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘	↗	↗		↗	↗
Traffic Volume (vph)	9	2125	332	144	1625	8	250	14	245	17	9	11
Future Volume (vph)	9	2125	332	144	1625	8	250	14	245	17	9	11
Satd. Flow (prot)	1778	5111	1591	1761	5060	1575	1681	1694	1583	0	1796	1575
Flt Permitted	0.115			0.037			0.950	0.957			0.969	
Satd. Flow (perm)	215	5111	1591	69	5060	1575	1681	1694	1583	0	1796	1575
Satd. Flow (RTOR)			356			84			243			120
Lane Group Flow (vph)	10	2282	356	155	1745	9	142	141	263	0	28	12
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2	3	1	6		3	3		4	4	
Permitted Phases	2		2	6		6			3			4
Detector Phase	5	2	3	1	6	6	3	3	3	4	4	4
Switch Phase												
Minimum Initial (s)	6.0	25.0	10.0	6.0	25.0	25.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	12.9	31.8	16.7	12.9	31.8	31.8	16.7	16.7	16.7	16.4	16.4	16.4
Total Split (s)	15.0	125.0	36.0	40.0	150.0	150.0	36.0	36.0	36.0	19.0	19.0	19.0
Total Split (%)	6.8%	56.8%	16.4%	18.2%	68.2%	68.2%	16.4%	16.4%	16.4%	8.6%	8.6%	8.6%
Yellow Time (s)	3.9	4.8	3.7	3.9	4.8	4.8	3.7	3.7	3.7	3.4	3.4	3.4
All-Red Time (s)	3.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.9	6.8	6.7	6.9	6.8	6.8	6.7	6.7	6.7		6.4	6.4
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	Max	None	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	147.8	141.9	173.4	168.1	163.1	163.1	24.7	24.7	24.7		10.5	10.5
Actuated g/C Ratio	0.67	0.64	0.79	0.76	0.74	0.74	0.11	0.11	0.11		0.05	0.05
v/c Ratio	0.05	0.69	0.27	0.77	0.47	0.01	0.76	0.74	0.67		0.33	0.06
Control Delay	10.6	18.2	0.4	101.5	4.3	0.0	118.4	116.9	20.7		111.8	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	10.6	18.2	0.4	101.5	4.3	0.0	118.4	116.9	20.7		111.8	0.6
LOS	B	B	A	F	A	A	F	F	C		F	A
Approach Delay		15.8			12.2			70.9			78.4	
Approach LOS		B			B			E			E	

Intersection Summary

Cycle Length: 220  
 Actuated Cycle Length: 220  
 Offset: 138 (63%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 20.8  
 Intersection LOS: C  
 Intersection Capacity Utilization 82.3%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 3: Malphrus Road/Colleton River Road & US 278





Timings  
2: Tanger Outlet #2 & US 278

EXISTING SAT-IN #11  
CL=220



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↘	↑↑↑	↘	↗
Traffic Volume (vph)	2125	220	50	1625	151	81
Future Volume (vph)	2125	220	50	1625	151	81
Satd. Flow (prot)	5085	1583	1734	4984	1796	1607
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	5085	1583	1734	4984	1796	1607
Satd. Flow (RTOR)		66				87
Lane Group Flow (vph)	2282	236	54	1745	162	87
Turn Type	NA	Free	Prot	NA	Prot	Perm
Protected Phases	2		1		8	
Permitted Phases		Free		Free		8
Detector Phase	2		1		8	8
Switch Phase						
Minimum Initial (s)	20.0		6.0		10.0	10.0
Minimum Split (s)	25.8		12.6		16.3	16.3
Total Split (s)	140.0		40.0		40.0	40.0
Total Split (%)	63.6%		18.2%		18.2%	18.2%
Yellow Time (s)	4.3		4.0		4.0	4.0
All-Red Time (s)	1.5		2.6		2.3	2.3
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.8		6.6		6.3	6.3
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Recall Mode	C-Max		None		None	None
Act Effct Green (s)	164.0	220.0	12.2	220.0	25.1	25.1
Actuated g/C Ratio	0.75	1.00	0.06	1.00	0.11	0.11
v/c Ratio	0.60	0.15	0.56	0.35	0.79	0.33
Control Delay	3.8	0.1	106.3	0.2	120.6	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.8	0.1	106.3	0.2	120.6	16.4
LOS	A	A	F	A	F	B
Approach Delay	3.4			3.4	84.2	
Approach LOS	A			A	F	

Intersection Summary

Cycle Length: 220  
 Actuated Cycle Length: 220  
 Offset: 2 (1%), Referenced to phase 2:EBT, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 7.8  
 Intersection Capacity Utilization 60.5%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service B

Splits and Phases: 2: Tanger Outlet #2 & US 278





Timings  
27: SC 46 & Wal-Mart Driveway/Kitties Crossing

EXISTING SAT-IN #11  
CL=220

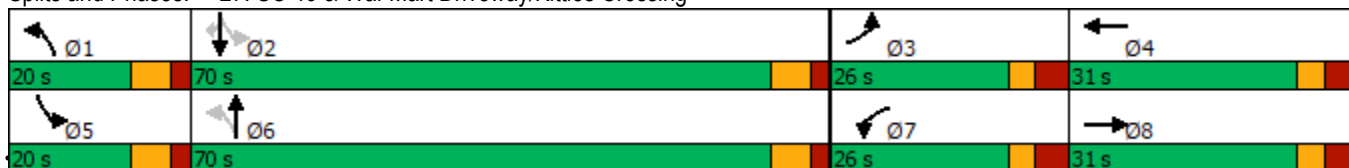


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔		↔	↔		↔	↕↔		↔	↕↕	↔
Traffic Volume (vph)	328	240	5	155	165	5	5	532	5	248	733	5
Future Volume (vph)	328	240	5	155	165	5	5	532	5	248	733	5
Satd. Flow (prot)	3433	1857	0	1770	1855	0	1761	3518	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.354			0.248		
Satd. Flow (perm)	3433	1857	0	1770	1855	0	656	3518	0	462	3539	1583
Satd. Flow (RTOR)		1			1			1				122
Lane Group Flow (vph)	352	263	0	166	182	0	5	576	0	266	787	5
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases							6			2		2
Detector Phase	3	8		7	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	6.0	8.0		6.0	8.0		6.0	15.0		6.0	15.0	15.0
Minimum Split (s)	12.7	41.1		12.7	42.1		12.6	36.6		12.6	36.6	36.6
Total Split (s)	26.0	31.0		26.0	31.0		20.0	70.0		20.0	70.0	70.0
Total Split (%)	17.7%	21.1%		17.7%	21.1%		13.6%	47.6%		13.6%	47.6%	47.6%
Yellow Time (s)	3.0	3.0		3.0	3.0		4.4	4.4		4.4	4.4	4.4
All-Red Time (s)	3.7	3.1		3.7	3.1		2.2	2.2		2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.7	6.1		6.7	6.1		6.6	6.6		6.6	6.6	6.6
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Min		None	Min	Min
Act Effct Green (s)	15.5	19.7		14.7	18.9		28.7	22.5		42.7	40.5	40.5
Actuated g/C Ratio	0.16	0.20		0.15	0.20		0.30	0.23		0.44	0.42	0.42
v/c Ratio	0.64	0.70		0.62	0.50		0.02	0.70		0.69	0.53	0.01
Control Delay	45.4	47.6		51.1	41.1		18.4	39.8		30.1	24.5	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	45.4	47.6		51.1	41.1		18.4	39.8		30.1	24.5	0.0
LOS	D	D		D	D		B	D		C	C	A
Approach Delay		46.3			45.9			39.6			25.8	
Approach LOS		D			D			D			C	

Intersection Summary

Cycle Length: 147	
Actuated Cycle Length: 96.8	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 36.4	Intersection LOS: D
Intersection Capacity Utilization 72.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 27: SC 46 & Wal-Mart Driveway/Kitties Crossing



Timings  
44: Buckingham Plantation Drive & Bluffton Parkway

EXISTING SAT-IN #11  
CL=220

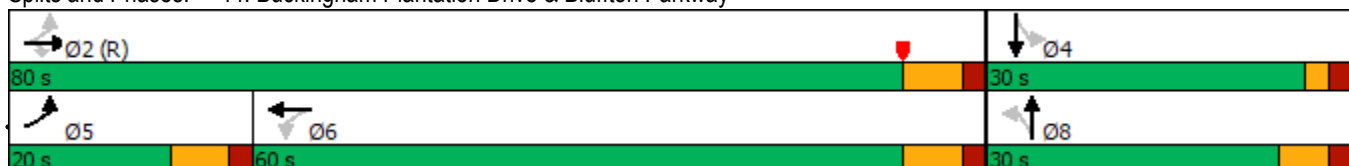


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↗		↘	↗	
Traffic Volume (vph)	106	499	23	12	486	23	34	18	5	6	144	58
Future Volume (vph)	106	499	23	12	486	23	34	18	5	6	144	58
Satd. Flow (prot)	1770	3539	1583	1770	3514	0	1761	1796	0	1770	1783	0
Flt Permitted	0.398			0.453			0.277			0.742		
Satd. Flow (perm)	741	3539	1583	844	3514	0	513	1796	0	1382	1783	0
Satd. Flow (RTOR)			31		6			5			17	
Lane Group Flow (vph)	114	536	25	13	547	0	37	24	0	6	217	0
Turn Type	pm+pt	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8				4
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	15.0	15.0	15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	12.8	40.8	40.8	40.8	40.8		30.0	30.0		30.0	30.0	
Total Split (s)	20.0	80.0	80.0	60.0	60.0		30.0	30.0		30.0	30.0	
Total Split (%)	18.2%	72.7%	72.7%	54.5%	54.5%		27.3%	27.3%		27.3%	27.3%	
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8		4.1	4.1		2.0	2.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8		6.1	6.1		4.0	4.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	Max	Max		None	None		None	None	
Act Effct Green (s)	81.5	81.5	81.5	67.1	67.1		15.6	15.6		17.7	17.7	
Actuated g/C Ratio	0.74	0.74	0.74	0.61	0.61		0.14	0.14		0.16	0.16	
v/c Ratio	0.18	0.20	0.02	0.03	0.26		0.51	0.09		0.03	0.72	
Control Delay	5.4	5.0	1.6	11.1	11.0		66.3	33.0		35.8	52.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	5.4	5.0	1.6	11.1	11.0		66.3	33.0		35.8	52.9	
LOS	A	A	A	B	B		E	C		D	D	
Approach Delay		5.0			11.0			53.2			52.4	
Approach LOS		A			B			D			D	

Intersection Summary

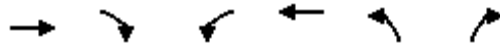
Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 14 (13%), Referenced to phase 2:EBTL, Start of Yellow  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.72  
 Intersection Signal Delay: 16.1  
 Intersection LOS: B  
 Intersection Capacity Utilization 64.3%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 44: Buckingham Plantation Drive & Bluffton Parkway



Timings  
13: Hampton Parkway & US 278

FINAL AM #9  
CL=170



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↑	↓	↑↑↑↑	↓	↑
Traffic Volume (vph)	2730	28	47	1857	75	5
Future Volume (vph)	2730	28	47	1857	75	5
Satd. Flow (prot)	4988	1553	1719	4940	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	4988	1553	1719	4940	1770	1583
Satd. Flow (RTOR)		25				5
Lane Group Flow (vph)	2994	31	52	2037	82	5
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	2		1	6	8	8
Permitted Phases		2				
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	20.0	20.0	6.0	20.0	6.0	6.0
Minimum Split (s)	32.0	32.0	15.0	32.0	15.0	15.0
Total Split (s)	132.0	132.0	17.0	149.0	21.0	21.0
Total Split (%)	77.6%	77.6%	10.0%	87.6%	12.4%	12.4%
Yellow Time (s)	5.1	5.1	3.0	5.1	3.0	3.0
All-Red Time (s)	2.0	2.0	3.2	2.0	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1	6.2	7.1	6.4	6.4
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Max	Max	None	C-Max	None	None
Act Effct Green (s)	130.6	130.6	9.9	144.2	12.3	12.3
Actuated g/C Ratio	0.77	0.77	0.06	0.85	0.07	0.07
v/c Ratio	0.78	0.03	0.52	0.49	0.64	0.04
Control Delay	14.6	2.5	110.2	7.0	98.3	39.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.6	2.5	110.2	7.0	98.3	39.6
LOS	B	A	F	A	F	D
Approach Delay	14.5			9.6	95.0	
Approach LOS	B			A	F	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 143 (84%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 13.8  
 Intersection LOS: B  
 Intersection Capacity Utilization 70.1%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 13: Hampton Parkway & US 278



Timings  
12: Buckwalter Parkway/Berkeley Hall & US 278

FINAL AM #9  
CL=170

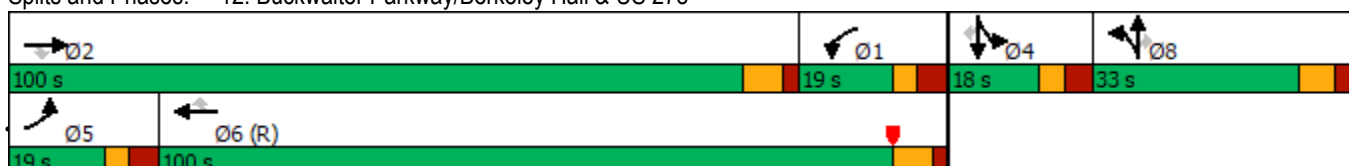


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	2318	277	113	1434	20	391	64	189	32	52	25
Future Volume (vph)	61	2318	277	113	1434	20	391	64	189	32	52	25
Satd. Flow (prot)	1736	4988	1553	3335	4940	1538	3467	1881	1599	1673	1755	1575
Flt Permitted	0.950			0.950			0.950			0.950	0.997	
Satd. Flow (perm)	1736	4988	1553	3335	4940	1538	3467	1881	1599	1673	1755	1575
Satd. Flow (RTOR)			152			111			178			160
Lane Group Flow (vph)	65	2489	297	121	1540	21	420	69	203	31	59	27
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	18.0	32.0	32.0	19.0	32.0	32.0	18.0	18.0	18.0	18.0	18.0	18.0
Total Split (s)	19.0	100.0	100.0	19.0	100.0	100.0	33.0	33.0	33.0	18.0	18.0	18.0
Total Split (%)	11.2%	58.8%	58.8%	11.2%	58.8%	58.8%	19.4%	19.4%	19.4%	10.6%	10.6%	10.6%
Yellow Time (s)	3.0	5.1	5.1	3.0	5.1	5.1	4.4	4.4	4.4	3.3	3.3	3.3
All-Red Time (s)	3.8	2.0	2.0	4.2	2.0	2.0	2.4	2.4	2.4	3.4	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	7.1	7.1	7.2	7.1	7.1	6.8	6.8	6.8	6.7	6.7	6.7
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	10.6	98.5	98.5	11.8	100.1	100.1	24.6	24.6	24.6	10.2	10.2	10.2
Actuated g/C Ratio	0.06	0.58	0.58	0.07	0.59	0.59	0.14	0.14	0.14	0.06	0.06	0.06
v/c Ratio	0.60	0.86	0.31	0.52	0.53	0.02	0.84	0.25	0.53	0.31	0.56	0.11
Control Delay	101.4	21.1	2.8	100.8	36.7	0.1	85.9	66.5	17.4	84.3	97.9	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	101.4	21.1	2.8	100.8	36.7	0.1	85.9	66.5	17.4	84.3	97.9	0.9
LOS	F	C	A	F	D	A	F	E	B	F	F	A
Approach Delay		21.0			40.9			63.9			71.9	
Approach LOS		C			D			E			E	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 23 (14%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 130  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.86  
 Intersection Signal Delay: 33.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 81.5%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 12: Buckwalter Parkway/Berkeley Hall & US 278



Timings  
14: US 278 & Bluffton Fire

FINAL AM #9  
CL=170



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↑↑↑	↑↑↑	↷	↶	↷
Traffic Volume (vph)	30	2623	1749	5	45	5
Future Volume (vph)	30	2623	1749	5	45	5
Satd. Flow (prot)	1736	4988	4940	1538	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1736	4988	4940	1538	1770	1583
Satd. Flow (RTOR)				5		5
Lane Group Flow (vph)	33	2877	1918	5	49	5
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	6.0	25.0	25.0	25.0	8.0	8.0
Minimum Split (s)	15.0	38.0	38.0	38.0	18.0	18.0
Total Split (s)	17.0	150.0	133.0	133.0	20.0	20.0
Total Split (%)	10.0%	88.2%	78.2%	78.2%	11.8%	11.8%
Yellow Time (s)	3.0	5.1	5.1	5.1	3.0	3.0
All-Red Time (s)	3.1	2.0	2.0	2.0	3.3	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	7.1	7.1	7.1	6.3	6.3
Lead/Lag	Lag		Lead	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	Max	C-Max	C-Max	None	None
Act Effct Green (s)	9.9	150.5	136.9	136.9	10.4	10.4
Actuated g/C Ratio	0.06	0.89	0.81	0.81	0.06	0.06
v/c Ratio	0.33	0.65	0.48	0.00	0.45	0.05
Control Delay	93.3	3.2	3.4	0.8	89.8	40.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.3	3.2	3.4	0.8	89.8	40.6
LOS	F	A	A	A	F	D
Approach Delay		4.2	3.4		85.3	
Approach LOS		A	A		F	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 67 (39%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 4.8  
 Intersection LOS: A  
 Intersection Capacity Utilization 69.5%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 14: US 278 & Bluffton Fire



Timings  
10: Rose Hill Way & US 278

FINAL AM #9  
CL=170

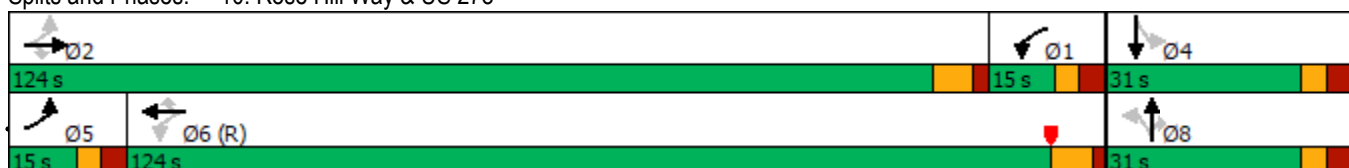


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗		↑	↗	↖	↗	
Traffic Volume (vph)	15	2438	24	24	1374	8	79	5	80	57	5	43
Future Volume (vph)	15	2438	24	24	1374	8	79	5	80	57	5	43
Satd. Flow (prot)	1736	4988	1553	1719	4940	1538	0	1779	1583	1778	1619	0
Flt Permitted	0.144			0.036				0.701		0.643		
Satd. Flow (perm)	263	4988	1553	65	4940	1538	0	1306	1583	1204	1619	0
Satd. Flow (RTOR)			69			65			113		46	
Lane Group Flow (vph)	16	2618	26	26	1475	9	0	90	86	61	51	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	6.0	25.0	25.0	6.0	25.0	25.0	8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	15.0	38.0	38.0	15.0	38.0	38.0	18.0	18.0	18.0	18.0	18.0	
Total Split (s)	15.0	124.0	124.0	15.0	124.0	124.0	31.0	31.0	31.0	31.0	31.0	
Total Split (%)	8.8%	72.9%	72.9%	8.8%	72.9%	72.9%	18.2%	18.2%	18.2%	18.2%	18.2%	
Yellow Time (s)	3.0	5.1	5.1	3.0	5.1	5.1	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	3.4	2.0	2.0	3.7	2.0	2.0	3.4	3.4	3.4	3.4	3.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.4	7.1	7.1	6.7	7.1	7.1		6.7	6.7	6.7	6.7	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	130.9	130.2	130.2	132.2	131.8	131.8		17.0	17.0	17.0	17.0	
Actuated g/C Ratio	0.77	0.77	0.77	0.78	0.78	0.78		0.10	0.10	0.10	0.10	
v/c Ratio	0.06	0.69	0.02	0.21	0.39	0.01		0.69	0.33	0.51	0.25	
Control Delay	1.9	4.0	0.0	12.9	3.3	0.0		99.3	7.6	85.9	22.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	1.9	4.0	0.0	12.9	3.3	0.0		99.3	7.6	85.9	22.0	
LOS	A	A	A	B	A	A		F	A	F	C	
Approach Delay		4.0			3.4			54.5			56.8	
Approach LOS		A			A			D			E	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 153 (90%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 7.1  
 Intersection LOS: A  
 Intersection Capacity Utilization 78.5%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 10: Rose Hill Way & US 278





Timings  
9: Buck Island Road/Belfair Plantation & US 278

FINAL AM #9  
CL=170

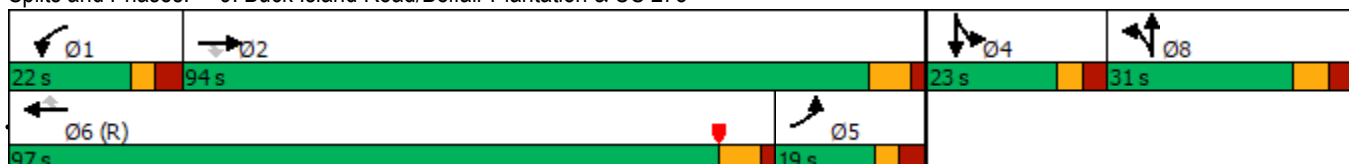


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	2285	96	85	1725	14	160	11	97	31	14	10
Future Volume (vph)	32	2285	96	85	1725	14	160	11	97	31	14	10
Satd. Flow (prot)	1744	5012	1561	1710	4915	1530	1673	1550	0	1778	1754	0
Flt Permitted	0.950			0.950			0.950	0.992		0.950		
Satd. Flow (perm)	1744	5012	1561	1710	4915	1530	1673	1550	0	1778	1754	0
Satd. Flow (RTOR)			112			116		74			11	
Lane Group Flow (vph)	34	2428	102	90	1833	15	148	137	0	33	26	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	25.0	25.0	6.0	25.0	25.0	8.0	8.0		6.0	6.0	
Minimum Split (s)	15.0	38.0	38.0	15.0	38.0	38.0	19.0	19.0		15.0	15.0	
Total Split (s)	19.0	94.0	94.0	22.0	97.0	97.0	31.0	31.0		23.0	23.0	
Total Split (%)	11.2%	55.3%	55.3%	12.9%	57.1%	57.1%	18.2%	18.2%		13.5%	13.5%	
Yellow Time (s)	3.0	5.1	5.1	3.0	5.1	5.1	4.4	4.4		3.3	3.3	
All-Red Time (s)	3.4	2.0	2.0	3.5	2.0	2.0	3.1	3.1		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	7.1	7.1	6.5	7.1	7.1	7.5	7.5		6.5	6.5	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	11.3	102.8	102.8	13.2	107.3	107.3	20.2	20.2		8.7	8.7	
Actuated g/C Ratio	0.07	0.60	0.60	0.08	0.63	0.63	0.12	0.12		0.05	0.05	
v/c Ratio	0.30	0.80	0.10	0.68	0.59	0.01	0.74	0.55		0.37	0.26	
Control Delay	53.2	8.1	0.3	79.6	27.6	0.0	93.8	40.0		88.3	57.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	53.2	8.1	0.3	79.6	27.6	0.0	93.8	40.0		88.3	57.4	
LOS	D	A	A	E	C	A	F	D		F	E	
Approach Delay		8.4			29.8			67.9			74.7	
Approach LOS		A			C			E			E	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 140 (82%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.80  
 Intersection Signal Delay: 21.3  
 Intersection LOS: C  
 Intersection Capacity Utilization 82.1%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 9: Buck Island Road/Belfair Plantation & US 278



Timings

8: Simonsville Road/Belfair Towne Village & US 278

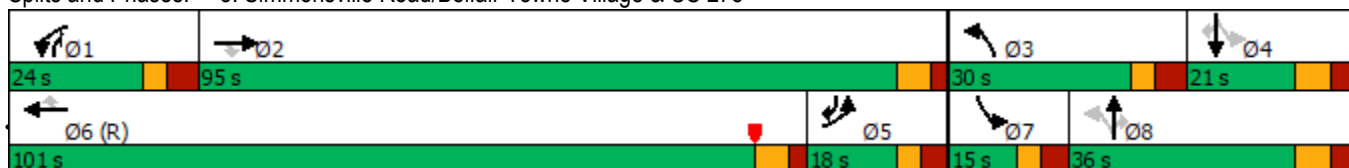


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖	↑	↖	↖	↑	↖
Traffic Volume (vph)	87	2054	122	106	1184	16	176	79	120	65	38	43
Future Volume (vph)	87	2054	122	106	1184	16	176	79	120	65	38	43
Satd. Flow (prot)	3367	4988	1553	3352	4965	1546	1778	1872	1591	1761	1853	1575
Flt Permitted	0.950			0.950			0.404			0.701		
Satd. Flow (perm)	3367	4988	1553	3352	4965	1546	756	1872	1591	1299	1853	1575
Satd. Flow (RTOR)			159			157			108			155
Lane Group Flow (vph)	95	2253	134	116	1299	18	193	87	132	71	42	47
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	8.0	20.0	20.0	8.0	20.0	20.0	6.0	10.0	8.0	6.0	10.0	8.0
Minimum Split (s)	18.0	54.0	54.0	18.0	31.0	31.0	15.0	21.0	18.0	15.0	21.0	18.0
Total Split (s)	18.0	95.0	95.0	24.0	101.0	101.0	30.0	36.0	24.0	15.0	21.0	18.0
Total Split (%)	10.6%	55.9%	55.9%	14.1%	59.4%	59.4%	17.6%	21.2%	14.1%	8.8%	12.4%	10.6%
Yellow Time (s)	3.0	4.4	4.4	3.0	4.4	4.4	3.0	4.4	3.0	3.0	4.4	3.0
All-Red Time (s)	3.6	2.3	2.3	4.0	2.3	2.3	4.0	2.9	4.0	3.5	2.9	3.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.7	6.7	7.0	6.7	6.7	7.0	7.3	7.0	6.5	7.3	6.6
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes			Yes			Yes
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	11.4	101.8	101.8	11.2	102.0	102.0	36.3	21.3	39.8	17.5	10.7	20.6
Actuated g/C Ratio	0.07	0.60	0.60	0.07	0.60	0.60	0.21	0.13	0.23	0.10	0.06	0.12
v/c Ratio	0.42	0.75	0.13	0.53	0.44	0.02	0.66	0.37	0.29	0.46	0.36	0.14
Control Delay	64.8	12.2	0.7	86.1	24.0	0.1	69.1	70.9	13.5	64.5	85.1	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.8	12.2	0.7	86.1	24.0	0.1	69.1	70.9	13.5	64.5	85.1	0.9
LOS	E	B	A	F	C	A	E	E	B	E	F	A
Approach Delay		13.6			28.8			51.7			51.2	
Approach LOS		B			C			D			D	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 55 (32%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.75  
 Intersection Signal Delay: 23.3  
 Intersection LOS: C  
 Intersection Capacity Utilization 74.5%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 8: Simonsville Road/Belfair Towne Village & US 278





Timings  
6: Target/Home Depot & US 278

FINAL AM #9  
CL=170



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘↗	↑	↗	↘↗	↑	↗
Traffic Volume (vph)	119	1929	61	69	1254	6	37	9	31	14	5	23
Future Volume (vph)	119	1929	61	69	1254	6	37	9	31	14	5	23
Satd. Flow (prot)	1744	5012	1561	1710	4915	1530	3433	1863	1583	3318	1800	1530
Flt Permitted	0.166			0.064			0.950			0.950		
Satd. Flow (perm)	305	5012	1561	115	4915	1530	3433	1863	1583	3318	1800	1530
Satd. Flow (RTOR)			151			151			110			110
Lane Group Flow (vph)	131	2116	67	76	1375	7	41	10	34	15	5	25
Turn Type	pm+pt	NA	Free	pm+pt	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		Free	6		Free			8			4
Detector Phase	5	2		1	6		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	25.0		6.0	25.0		6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	15.0	37.0		15.0	37.0		15.0	18.0	18.0	15.0	18.0	18.0
Total Split (s)	27.0	113.0		24.0	110.0		15.0	18.0	18.0	15.0	18.0	18.0
Total Split (%)	15.9%	66.5%		14.1%	64.7%		8.8%	10.6%	10.6%	8.8%	10.6%	10.6%
Yellow Time (s)	3.0	4.4		3.0	4.4		3.0	3.3	3.3	3.0	3.3	3.3
All-Red Time (s)	3.7	2.5		3.6	2.5		3.6	3.0	3.0	3.6	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.7	6.9		6.6	6.9		6.6	6.3	6.3	6.6	6.3	6.3
Lead/Lag	Lag	Lead		Lag	Lead		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	139.2	128.5	170.0	133.4	125.5	170.0	7.7	10.8	10.8	7.1	8.0	8.0
Actuated g/C Ratio	0.82	0.76	1.00	0.78	0.74	1.00	0.05	0.06	0.06	0.04	0.05	0.05
v/c Ratio	0.39	0.56	0.04	0.47	0.38	0.00	0.26	0.08	0.17	0.11	0.06	0.14
Control Delay	6.2	2.4	0.0	25.0	6.7	0.0	82.2	77.2	1.8	79.2	79.2	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.2	2.4	0.0	25.0	6.7	0.0	82.2	77.2	1.8	79.2	79.2	1.7
LOS	A	A	A	C	A	A	F	E	A	E	E	A
Approach Delay		2.6			7.6			49.5			36.1	
Approach LOS		A			A			D			D	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 160 (94%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.56  
 Intersection Signal Delay: 5.9  
 Intersection LOS: A  
 Intersection Capacity Utilization 67.3%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 6: Target/Home Depot & US 278



Timings  
5: Burnt Church Road/Trimblestone Road & US 278

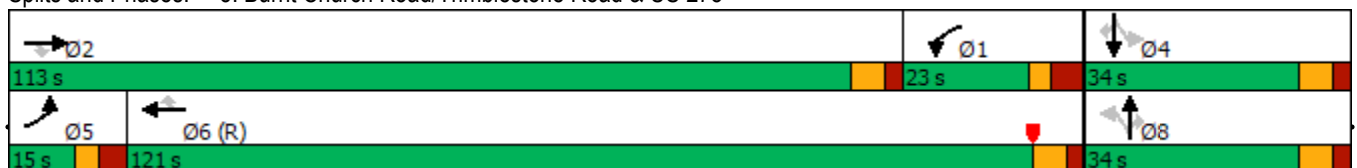
FINAL AM #9  
CL=170

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	1997	101	48	996	15	90	30	166	39	23	17
Future Volume (vph)	24	1997	101	48	996	15	90	30	166	39	23	17
Satd. Flow (prot)	1736	4988	1553	3335	4940	1538	1752	1844	1567	1770	1863	1583
Flt Permitted	0.950			0.950			0.741			0.736		
Satd. Flow (perm)	1736	4988	1553	3335	4940	1538	1366	1844	1567	1371	1863	1583
Satd. Flow (RTOR)			96			68			158			111
Lane Group Flow (vph)	26	2190	111	53	1092	16	99	33	182	43	25	19
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	6.0	20.0	20.0	12.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	49.0	49.0	23.0	31.0	31.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	15.0	113.0	113.0	23.0	121.0	121.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	8.8%	66.5%	66.5%	13.5%	71.2%	71.2%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.0	4.4	4.4	3.0	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	3.7	2.1	2.1	4.1	2.1	2.1	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.7	6.5	6.5	7.1	6.5	6.5	6.9	6.9	6.9	6.9	6.9	6.9
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	8.0	120.6	120.6	15.1	129.5	129.5	17.6	17.6	17.6	17.6	17.6	17.6
Actuated g/C Ratio	0.05	0.71	0.71	0.09	0.76	0.76	0.10	0.10	0.10	0.10	0.10	0.10
v/c Ratio	0.32	0.62	0.10	0.18	0.29	0.01	0.70	0.17	0.60	0.30	0.13	0.07
Control Delay	111.1	2.3	0.4	42.6	2.5	0.1	97.8	69.0	22.3	74.0	68.0	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.1	2.3	0.4	42.6	2.5	0.1	97.8	69.0	22.3	74.0	68.0	0.6
LOS	F	A	A	D	A	A	F	E	C	E	E	A
Approach Delay		3.5			4.3			51.0			56.2	
Approach LOS		A			A			D			E	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 54 (32%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 95  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.70  
 Intersection Signal Delay: 8.7  
 Intersection LOS: A  
 Intersection Capacity Utilization 75.1%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 5: Burnt Church Road/Trimblestone Road & US 278



Timings  
4: Tanger Outlet #1/Sawmill Creek Road & US 278

FINAL AM #9  
CL=170

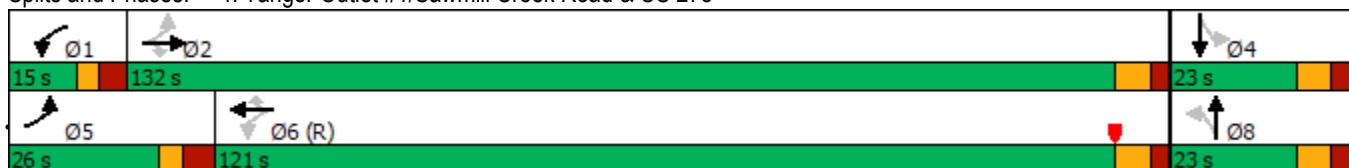


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘	↗		↘	↗	
Traffic Volume (vph)	59	2001	20	8	1164	9	8	5	5	29	5	61
Future Volume (vph)	59	2001	20	8	1164	9	8	5	5	29	5	61
Satd. Flow (prot)	1736	4988	1553	1719	4940	1538	1778	1732	0	1796	1626	0
Flt Permitted	0.189			0.067			0.710			0.751		
Satd. Flow (perm)	345	4988	1553	121	4940	1538	1329	1732	0	1420	1626	0
Satd. Flow (RTOR)			69			114		5			67	
Lane Group Flow (vph)	65	2195	22	9	1277	10	9	10	0	32	72	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	20.0	20.0	6.0	20.0	20.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	15.0	31.0	31.0	15.0	31.0	31.0	21.0	21.0		21.0	21.0	
Total Split (s)	26.0	132.0	132.0	15.0	121.0	121.0	23.0	23.0		23.0	23.0	
Total Split (%)	15.3%	77.6%	77.6%	8.8%	71.2%	71.2%	13.5%	13.5%		13.5%	13.5%	
Yellow Time (s)	3.0	4.4	4.4	3.0	4.4	4.4	4.4	4.4		4.4	4.4	
All-Red Time (s)	4.0	2.6	2.6	3.5	2.6	2.6	2.8	2.8		2.8	2.8	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	6.5	7.0	7.0	7.2	7.2		7.2	7.2	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	142.8	140.0	140.0	138.0	131.5	131.5	10.8	10.8		10.8	10.8	
Actuated g/C Ratio	0.84	0.82	0.82	0.81	0.77	0.77	0.06	0.06		0.06	0.06	
v/c Ratio	0.19	0.53	0.02	0.06	0.33	0.01	0.11	0.09		0.36	0.44	
Control Delay	1.2	0.8	0.0	5.6	15.8	0.0	77.2	54.3		87.1	25.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	1.2	0.8	0.0	5.6	15.8	0.0	77.2	54.3		87.1	25.9	
LOS	A	A	A	A	B	A	E	D		F	C	
Approach Delay		0.8			15.6			65.2			44.7	
Approach LOS		A			B			E			D	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 84 (49%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.53  
 Intersection Signal Delay: 7.6  
 Intersection LOS: A  
 Intersection Capacity Utilization 70.0%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 4: Tanger Outlet #1/Sawmill Creek Road & US 278



Timings  
3: Malphrus Road/Colleton River Road & US 278

FINAL AM #9  
CL=170



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↖	↗		↖	↗
Traffic Volume (vph)	5	2027	113	45	1039	8	59	5	125	16	5	5
Future Volume (vph)	5	2027	113	45	1039	8	59	5	125	16	5	5
Satd. Flow (prot)	1744	5012	1561	1710	4915	1530	1681	1699	1583	0	1787	1530
Flt Permitted	0.230			0.049			0.950	0.960			0.964	
Satd. Flow (perm)	422	5012	1561	88	4915	1530	1681	1699	1583	0	1787	1530
Satd. Flow (RTOR)			125			111			139			110
Lane Group Flow (vph)	6	2247	125	50	1152	9	35	36	139	0	24	6
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2	8	1	6		8	8		4	4	
Permitted Phases	2		2	6		6			8			4
Detector Phase	5	2	8	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	6.0	25.0	10.0	6.0	25.0	25.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	37.0	21.0	15.0	37.0	37.0	21.0	21.0	21.0	20.0	20.0	20.0
Total Split (s)	15.0	108.0	23.0	19.0	112.0	112.0	23.0	23.0	23.0	20.0	20.0	20.0
Total Split (%)	8.8%	63.5%	13.5%	11.2%	65.9%	65.9%	13.5%	13.5%	13.5%	11.8%	11.8%	11.8%
Yellow Time (s)	3.0	4.4	4.4	3.0	4.4	4.4	4.4	4.4	4.4	3.3	3.3	3.3
All-Red Time (s)	3.4	2.3	2.7	3.7	2.3	2.3	2.7	2.7	2.7	3.5	3.5	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.4	6.7	7.1	6.7	6.7	6.7	7.1	7.1	7.1		6.8	6.8
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	Max	None	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	129.1	124.0	138.7	134.7	132.8	132.8	10.8	10.8	10.8		10.1	10.1
Actuated g/C Ratio	0.76	0.73	0.82	0.79	0.78	0.78	0.06	0.06	0.06		0.06	0.06
v/c Ratio	0.02	0.61	0.10	0.36	0.30	0.01	0.33	0.34	0.60		0.23	0.03
Control Delay	2.2	9.5	1.0	36.6	4.0	0.0	84.3	84.5	21.9		81.7	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	2.2	9.5	1.0	36.6	4.0	0.0	84.3	84.5	21.9		81.7	0.3
LOS	A	A	A	D	A	A	F	F	C		F	A
Approach Delay		9.0			5.3			43.0			65.4	
Approach LOS		A			A			D			E	

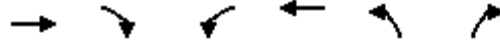
Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 137 (81%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 105  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.61  
 Intersection Signal Delay: 10.2  
 Intersection LOS: B  
 Intersection Capacity Utilization 73.8%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 3: Malphrus Road/Colleton River Road & US 278



Timings  
2: Tanger Outlet #2 & US 278



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↓	↑
Traffic Volume (vph)	2054	44	5	1044	5	5
Future Volume (vph)	2054	44	5	1044	5	5
Satd. Flow (prot)	4988	1553	1685	4841	1796	1607
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	4988	1553	1685	4841	1796	1607
Satd. Flow (RTOR)		17				5
Lane Group Flow (vph)	2253	48	5	1145	5	5
Turn Type	NA	Free	Prot	NA	Prot	Perm
Protected Phases	2		1		8	
Permitted Phases		Free		Free		8
Detector Phase	2		1		8	8
Switch Phase						
Minimum Initial (s)	20.0		6.0		10.0	10.0
Minimum Split (s)	31.0		14.0		19.0	19.0
Total Split (s)	137.0		14.0		19.0	19.0
Total Split (%)	80.6%		8.2%		11.2%	11.2%
Yellow Time (s)	4.4		3.0		3.0	3.0
All-Red Time (s)	2.0		3.0		2.9	2.9
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.4		6.0		5.9	5.9
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Recall Mode	C-Max		None		None	None
Act Effct Green (s)	158.4	170.0	6.3	170.0	10.0	10.0
Actuated g/C Ratio	0.93	1.00	0.04	1.00	0.06	0.06
v/c Ratio	0.48	0.03	0.08	0.24	0.05	0.05
Control Delay	0.5	0.0	65.8	0.1	76.8	42.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.5	0.0	65.8	0.1	76.8	42.4
LOS	A	A	E	A	E	D
Approach Delay	0.5			0.4	59.6	
Approach LOS	A			A	E	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 35 (21%), Referenced to phase 2:EBT, Start of Yellow  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.48  
 Intersection Signal Delay: 0.6  
 Intersection Capacity Utilization 59.1%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service B

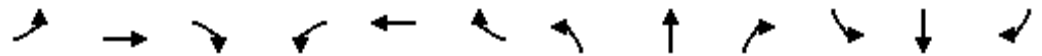
Splits and Phases: 2: Tanger Outlet #2 & US 278





Timings

1: Buckingham Plantation Drive/Moss Creek & US 278

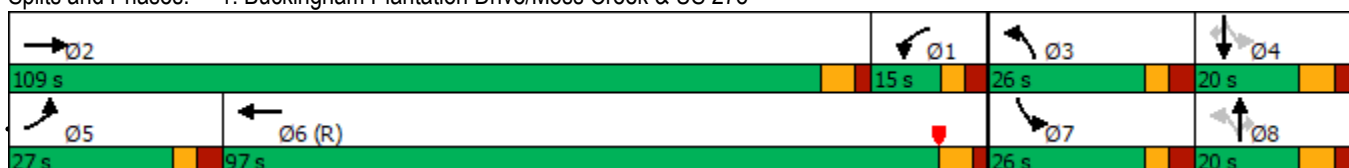


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕↕		↖	↕	↖	↖	↕	↖
Traffic Volume (vph)	104	2472	30	19	1006	19	25	30	66	70	10	53
Future Volume (vph)	104	2472	30	19	1006	19	25	30	66	70	10	53
Satd. Flow (prot)	1744	5002	0	1710	4901	0	1761	1853	1575	1778	1872	1591
Flt Permitted	0.950			0.950			0.750			0.496		
Satd. Flow (perm)	1744	5002	0	1710	4901	0	1390	1853	1575	929	1872	1591
Satd. Flow (RTOR)		2			2				143			143
Lane Group Flow (vph)	114	2744	0	21	1124	0	27	33	72	77	11	58
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	25.0		6.0	25.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	15.0	37.0		15.0	37.0		14.0	20.0	20.0	14.0	20.0	20.0
Total Split (s)	27.0	109.0		15.0	97.0		26.0	20.0	20.0	26.0	20.0	20.0
Total Split (%)	15.9%	64.1%		8.8%	57.1%		15.3%	11.8%	11.8%	15.3%	11.8%	11.8%
Yellow Time (s)	3.0	4.4		3.0	4.4		3.0	4.4	4.4	3.0	4.4	4.4
All-Red Time (s)	3.2	2.0		3.2	2.0		3.3	2.4	2.4	3.2	2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.4		6.2	6.4		6.3	6.8	6.8	6.2	6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	16.2	119.1		7.8	105.7		18.5	10.3	10.3	28.7	19.6	19.6
Actuated g/C Ratio	0.10	0.70		0.05	0.62		0.11	0.06	0.06	0.17	0.12	0.12
v/c Ratio	0.69	0.78		0.27	0.37		0.16	0.29	0.31	0.35	0.05	0.19
Control Delay	103.3	15.8		86.6	17.0		57.2	80.6	6.0	64.6	70.3	1.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.3	15.8		86.6	17.0		57.2	80.6	6.0	64.6	70.3	1.3
LOS	F	B		F	B		E	F	A	E	E	A
Approach Delay		19.3			18.2			35.1			39.9	
Approach LOS		B			B			D			D	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 68 (40%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 120  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 20.2  
 Intersection LOS: C  
 Intersection Capacity Utilization 81.2%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 1: Buckingham Plantation Drive/Moss Creek & US 278



Timings  
27: SC 46 & Wal-Mart Driveway/Kitties Crossing

FINAL AM #9  
CL=170

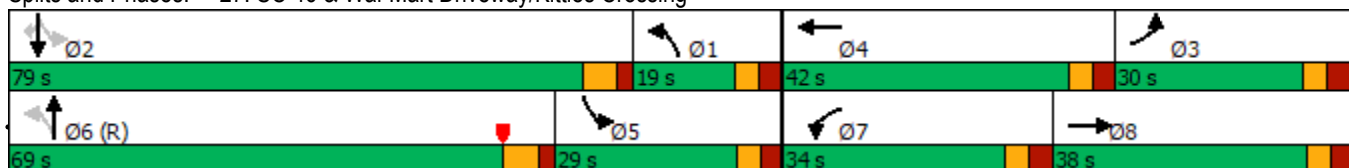


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↖		↖	↖		↖	↖↗		↖	↖↗	↖
Traffic Volume (vph)	91	68	5	56	50	5	5	313	5	86	428	5
Future Volume (vph)	91	68	5	56	50	5	5	313	5	86	428	5
Satd. Flow (prot)	3433	1842	0	1770	1835	0	1761	3511	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.473			0.537		
Satd. Flow (perm)	3433	1842	0	1770	1835	0	877	3511	0	1000	3539	1583
Satd. Flow (RTOR)		2			3			1				138
Lane Group Flow (vph)	101	81	0	62	61	0	6	353	0	95	475	6
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases							6			2		2
Detector Phase	3	8		7	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	6.0	8.0		6.0	8.0		6.0	15.0		6.0	15.0	15.0
Minimum Split (s)	15.0	16.0		14.0	16.0		15.0	25.0		14.0	25.0	25.0
Total Split (s)	30.0	38.0		34.0	42.0		19.0	69.0		29.0	79.0	79.0
Total Split (%)	17.6%	22.4%		20.0%	24.7%		11.2%	40.6%		17.1%	46.5%	46.5%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4		3.0	4.4	4.4
All-Red Time (s)	3.4	2.9		3.0	2.9		3.2	2.0		3.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	5.9		6.0	5.9		6.2	6.4		6.0	6.4	6.4
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lead		Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max		None	Max	Max
Act Effct Green (s)	14.9	12.3		10.8	10.7		120.7	114.5		128.9	126.1	126.1
Actuated g/C Ratio	0.09	0.07		0.06	0.06		0.71	0.67		0.76	0.74	0.74
v/c Ratio	0.34	0.60		0.55	0.52		0.01	0.15		0.12	0.18	0.00
Control Delay	76.4	91.9		94.5	88.3		6.5	11.4		9.0	10.9	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	76.4	91.9		94.5	88.3		6.5	11.4		9.0	10.9	0.0
LOS	E	F		F	F		A	B		A	B	A
Approach Delay		83.3			91.5			11.3			10.5	
Approach LOS		F			F			B			B	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 56 (33%), Referenced to phase 6:NBTL, Start of Yellow  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.60  
 Intersection Signal Delay: 29.4  
 Intersection LOS: C  
 Intersection Capacity Utilization 42.7%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 27: SC 46 & Wal-Mart Driveway/Kitties Crossing



Timings  
44: Buckingham Plantation Drive & Bluffton Parkway

FINAL AM #9  
CL=170

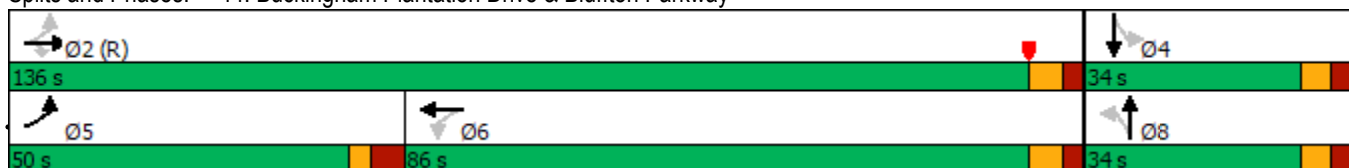


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	227	1027	20	18	364	30	41	46	10	11	56	13
Future Volume (vph)	227	1027	20	18	364	30	41	46	10	11	56	13
Satd. Flow (prot)	1770	3539	1583	1770	3500	0	1761	1803	0	1770	1811	0
Flt Permitted	0.472			0.249			0.681			0.717		
Satd. Flow (perm)	879	3539	1583	464	3500	0	1262	1803	0	1336	1811	0
Satd. Flow (RTOR)			22		7			5			6	
Lane Group Flow (vph)	252	1139	22	20	437	0	45	62	0	12	76	0
Turn Type	pm+pt	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	15.0	15.0	15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	16.0	27.0	27.0	27.0	27.0		18.0	18.0		18.0	18.0	
Total Split (s)	50.0	136.0	136.0	86.0	86.0		34.0	34.0		34.0	34.0	
Total Split (%)	29.4%	80.0%	80.0%	50.6%	50.6%		20.0%	20.0%		20.0%	20.0%	
Yellow Time (s)	3.0	4.4	4.4	4.4	4.4		3.6	3.6		3.6	3.6	
All-Red Time (s)	4.1	2.7	2.7	2.7	2.7		2.9	2.9		2.9	2.9	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.1	7.1	7.1	7.1	7.1		6.5	6.5		6.5	6.5	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	Max	Max		None	None		None	None	
Act Effct Green (s)	144.3	144.3	144.3	127.3	127.3		12.1	12.1		12.1	12.1	
Actuated g/C Ratio	0.85	0.85	0.85	0.75	0.75		0.07	0.07		0.07	0.07	
v/c Ratio	0.32	0.38	0.02	0.06	0.17		0.50	0.47		0.13	0.57	
Control Delay	3.5	3.4	0.9	7.2	6.6		94.0	80.2		80.4	86.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	3.5	3.4	0.9	7.2	6.6		94.0	80.2		80.4	86.9	
LOS	A	A	A	A	A		F	F		F	F	
Approach Delay		3.4			6.6			86.0			86.0	
Approach LOS		A			A			F			F	

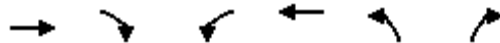
Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 166 (98%), Referenced to phase 2:EBTL, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.57  
 Intersection Signal Delay: 11.9  
 Intersection LOS: B  
 Intersection Capacity Utilization 67.7%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 44: Buckingham Plantation Drive & Bluffton Parkway



Timings  
13: Hampton Parkway & US 278



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↑	↓	↑↑↑↑	↓	↓
Traffic Volume (vph)	2093	31	86	1766	65	19
Future Volume (vph)	2093	31	86	1766	65	19
Satd. Flow (prot)	4988	1553	1736	4988	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	4988	1553	1736	4988	1770	1583
Satd. Flow (RTOR)		33				20
Lane Group Flow (vph)	2247	33	92	1896	70	20
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	2		1	6	8	8
Permitted Phases		2				
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	20.0	20.0	6.0	20.0	6.0	6.0
Minimum Split (s)	32.0	32.0	15.0	32.0	15.0	15.0
Total Split (s)	89.0	89.0	21.0	110.0	20.0	20.0
Total Split (%)	68.5%	68.5%	16.2%	84.6%	15.4%	15.4%
Yellow Time (s)	5.1	5.1	3.0	5.1	3.0	3.0
All-Red Time (s)	2.0	2.0	3.2	2.0	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1	6.2	7.1	6.4	6.4
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	Max	None	None
Act Effct Green (s)	87.8	87.8	14.8	110.2	10.3	10.3
Actuated g/C Ratio	0.68	0.68	0.11	0.85	0.08	0.08
v/c Ratio	0.67	0.03	0.47	0.45	0.50	0.14
Control Delay	14.7	2.9	76.7	6.8	69.1	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.7	2.9	76.7	6.8	69.1	22.4
LOS	B	A	E	A	E	C
Approach Delay	14.5			10.1	58.7	
Approach LOS	B			B	E	

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 83 (64%), Referenced to phase 2:EBT, Start of Yellow  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.67  
 Intersection Signal Delay: 13.4  
 Intersection LOS: B  
 Intersection Capacity Utilization 67.7%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 13: Hampton Parkway & US 278



Timings  
12: Buckwalter Parkway/Berkeley Hall & US 278

FINAL MIDDAY #2  
CL=130

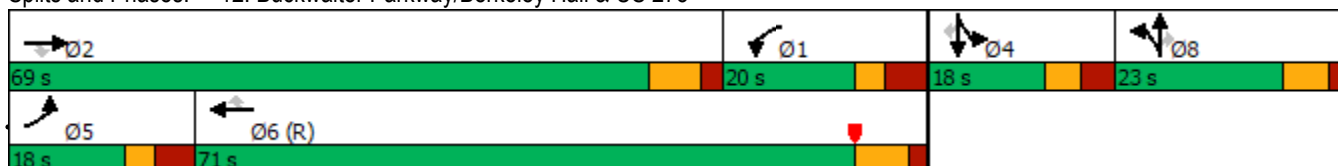


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑	↗	↘	↗	↗
Traffic Volume (vph)	47	1875	252	171	1603	27	212	27	183	40	16	29
Future Volume (vph)	47	1875	252	171	1603	27	212	27	183	40	16	29
Satd. Flow (prot)	1736	4988	1553	3367	4988	1553	3467	1881	1599	1673	1724	1575
Flt Permitted	0.950			0.950			0.950			0.950	0.979	
Satd. Flow (perm)	1736	4988	1553	3367	4988	1553	3467	1881	1599	1673	1724	1575
Satd. Flow (RTOR)			194			145			208			209
Lane Group Flow (vph)	52	2079	279	190	1777	30	235	30	203	30	32	32
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	18.0	32.0	32.0	19.0	32.0	32.0	18.0	18.0	18.0	18.0	18.0	18.0
Total Split (s)	18.0	69.0	69.0	20.0	71.0	71.0	23.0	23.0	23.0	18.0	18.0	18.0
Total Split (%)	13.8%	53.1%	53.1%	15.4%	54.6%	54.6%	17.7%	17.7%	17.7%	13.8%	13.8%	13.8%
Yellow Time (s)	3.0	5.1	5.1	3.0	5.1	5.1	4.4	4.4	4.4	3.3	3.3	3.3
All-Red Time (s)	3.8	2.0	2.0	4.2	2.0	2.0	2.4	2.4	2.4	3.4	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	7.1	7.1	7.2	7.1	7.1	6.8	6.8	6.8	6.7	6.7	6.7
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	9.2	69.6	69.6	12.8	76.5	76.5	14.1	14.1	14.1	8.7	8.7	8.7
Actuated g/C Ratio	0.07	0.54	0.54	0.10	0.59	0.59	0.11	0.11	0.11	0.07	0.07	0.07
v/c Ratio	0.42	0.78	0.30	0.57	0.61	0.03	0.63	0.15	0.57	0.27	0.28	0.11
Control Delay	86.1	18.5	4.9	65.9	28.3	0.1	62.9	53.0	12.8	63.4	63.5	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.1	18.5	4.9	65.9	28.3	0.1	62.9	53.0	12.8	63.4	63.5	0.7
LOS	F	B	A	E	C	A	E	D	B	E	E	A
Approach Delay		18.4			31.5			40.5			42.1	
Approach LOS		B			C			D			D	

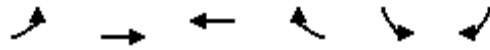
Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 123 (95%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 26.2  
 Intersection LOS: C  
 Intersection Capacity Utilization 74.0%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 12: Buckwalter Parkway/Berkeley Hall & US 278



Timings  
14: US 278 & Bluffton Fire



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑	↖	↙	↙
Traffic Volume (vph)	36	2123	1752	5	29	5
Future Volume (vph)	36	2123	1752	5	29	5
Satd. Flow (prot)	1736	4988	4988	1553	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1736	4988	4988	1553	1770	1583
Satd. Flow (RTOR)				5		5
Lane Group Flow (vph)	39	2279	1881	5	31	5
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	6.0	25.0	25.0	25.0	8.0	8.0
Minimum Split (s)	15.0	38.0	38.0	38.0	18.0	18.0
Total Split (s)	17.0	111.0	94.0	94.0	19.0	19.0
Total Split (%)	13.1%	85.4%	72.3%	72.3%	14.6%	14.6%
Yellow Time (s)	3.0	5.1	5.1	5.1	3.0	3.0
All-Red Time (s)	3.1	2.0	2.0	2.0	3.3	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	7.1	7.1	7.1	6.3	6.3
Lead/Lag	Lag		Lead	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	Max	C-Max	C-Max	None	None
Act Effct Green (s)	9.9	116.5	101.5	101.5	8.6	8.6
Actuated g/C Ratio	0.08	0.90	0.78	0.78	0.07	0.07
v/c Ratio	0.30	0.51	0.48	0.00	0.26	0.05
Control Delay	61.5	0.6	1.5	0.0	63.2	33.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.5	0.6	1.5	0.0	63.2	33.4
LOS	E	A	A	A	E	C
Approach Delay		1.6	1.5		59.0	
Approach LOS		A	A		E	

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 20 (15%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.51  
 Intersection Signal Delay: 2.1  
 Intersection LOS: A  
 Intersection Capacity Utilization 59.7%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 14: US 278 & Bluffton Fire



Timings  
10: Rose Hill Way & US 278

FINAL MIDDAY #2  
CL=130

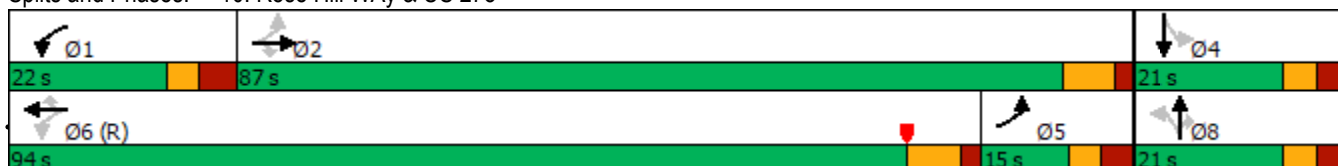


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	1935	36	74	1715	10	21	4	77	52	13	20
Future Volume (vph)	23	1935	36	74	1715	10	21	4	77	52	13	20
Satd. Flow (prot)	1736	4988	1553	1736	4988	1553	0	1786	1583	1778	1704	0
Flt Permitted	0.110			0.060				0.733		0.740		
Satd. Flow (perm)	201	4988	1553	110	4988	1553	0	1365	1583	1385	1704	0
Satd. Flow (RTOR)			87			91			150		21	
Lane Group Flow (vph)	25	2078	39	79	1841	11	0	27	83	56	35	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	6.0	25.0	25.0	6.0	25.0	25.0	8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	15.0	38.0	38.0	15.0	38.0	38.0	18.0	18.0	18.0	18.0	18.0	
Total Split (s)	15.0	87.0	87.0	22.0	94.0	94.0	21.0	21.0	21.0	21.0	21.0	
Total Split (%)	11.5%	66.9%	66.9%	16.9%	72.3%	72.3%	16.2%	16.2%	16.2%	16.2%	16.2%	
Yellow Time (s)	3.0	5.1	5.1	3.0	5.1	5.1	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	3.4	2.0	2.0	3.7	2.0	2.0	3.4	3.4	3.4	3.4	3.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.4	7.1	7.1	6.7	7.1	7.1		6.7	6.7	6.7	6.7	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	94.5	93.8	93.8	96.8	96.4	96.4		10.8	10.8	10.8	10.8	
Actuated g/C Ratio	0.73	0.72	0.72	0.74	0.74	0.74		0.08	0.08	0.08	0.08	
v/c Ratio	0.11	0.58	0.03	0.45	0.50	0.01		0.24	0.31	0.49	0.22	
Control Delay	2.0	1.6	0.1	27.5	5.9	0.0		59.7	3.0	70.5	32.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	2.0	1.6	0.1	27.5	5.9	0.0		59.7	3.0	70.5	32.4	
LOS	A	A	A	C	A	A		E	A	E	C	
Approach Delay		1.6			6.8			16.9			55.9	
Approach LOS		A			A			B			E	

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 85 (65%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.58  
 Intersection Signal Delay: 5.5  
 Intersection LOS: A  
 Intersection Capacity Utilization 69.8%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 10: Rose Hill Way & US 278

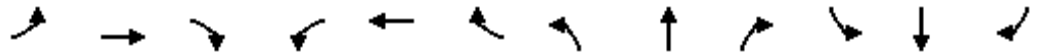






Timings

8: Simonsville Road/Belfair Towne Village & US 278

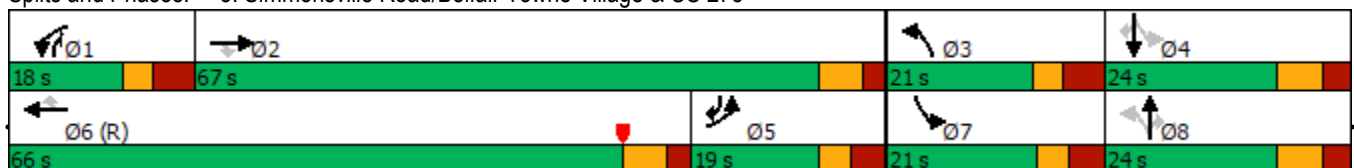


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↗	↖↖	↑↑↑	↗	↖	↑	↗	↖	↑	↗
Traffic Volume (vph)	205	1907	138	136	1697	118	200	143	133	202	129	145
Future Volume (vph)	205	1907	138	136	1697	118	200	143	133	202	129	145
Satd. Flow (prot)	3367	4988	1553	3384	5012	1561	1778	1872	1591	1761	1853	1575
Flt Permitted	0.950			0.950			0.557			0.506		
Satd. Flow (perm)	3367	4988	1553	3384	5012	1561	1043	1872	1591	938	1853	1575
Satd. Flow (RTOR)			154			151			146			149
Lane Group Flow (vph)	220	2048	148	146	1822	127	215	154	143	217	139	156
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	8.0	20.0	20.0	8.0	20.0	20.0	6.0	10.0	8.0	6.0	10.0	8.0
Minimum Split (s)	18.0	54.0	54.0	18.0	31.0	31.0	15.0	20.0	18.0	15.0	20.0	18.0
Total Split (s)	19.0	67.0	67.0	18.0	66.0	66.0	21.0	24.0	18.0	21.0	24.0	19.0
Total Split (%)	14.6%	51.5%	51.5%	13.8%	50.8%	50.8%	16.2%	18.5%	13.8%	16.2%	18.5%	14.6%
Yellow Time (s)	3.0	4.4	4.4	3.0	4.4	4.4	3.0	4.4	3.0	3.0	4.4	3.0
All-Red Time (s)	3.6	2.3	2.3	4.0	2.3	2.3	4.0	2.9	4.0	3.5	2.9	3.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.7	6.7	7.0	6.7	6.7	7.0	7.3	7.0	6.5	7.3	6.6
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes			Yes			Yes
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	12.4	63.7	63.7	10.1	61.8	61.8	28.6	14.7	32.1	29.4	14.6	27.7
Actuated g/C Ratio	0.10	0.49	0.49	0.08	0.48	0.48	0.22	0.11	0.25	0.23	0.11	0.21
v/c Ratio	0.69	0.84	0.18	0.56	0.76	0.15	0.70	0.73	0.28	0.72	0.67	0.35
Control Delay	48.3	16.6	0.7	78.4	19.1	1.5	52.9	75.7	6.9	53.7	71.1	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.3	16.6	0.7	78.4	19.1	1.5	52.9	75.7	6.9	53.7	71.1	6.5
LOS	D	B	A	E	B	A	D	E	A	D	E	A
Approach Delay		18.6			22.2			46.9			44.1	
Approach LOS		B			C			D			D	

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 70 (54%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 24.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 87.2%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 8: Simonsville Road/Belfair Towne Village & US 278



Timings  
7: SC 46/Crescent Drive & US 278

FINAL MIDDAY #2  
CL=130



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	1729	325	241	1655	24	428	21	245	32	18	18
Future Volume (vph)	45	1729	325	241	1655	24	428	21	245	32	18	18
Satd. Flow (prot)	1736	4988	2733	3350	4963	1545	3205	1617	1575	1709	1664	0
Flt Permitted	0.950			0.950			0.950	0.959		0.950		
Satd. Flow (perm)	1736	4988	2733	3350	4963	1545	3205	1617	1575	1709	1664	0
Satd. Flow (RTOR)			342			146			258		19	
Lane Group Flow (vph)	47	1818	342	253	1740	25	315	157	258	34	38	0
Turn Type	Prot	NA	pt+ov	Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5	2	2 8	1	6		8	8		4	4	
Permitted Phases						6			8			
Detector Phase	5	2	2 8	1	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	6.0	25.0		6.0	25.0	25.0	12.0	12.0	12.0	6.0	6.0	
Minimum Split (s)	15.0	37.0		15.0	37.0	37.0	23.0	23.0	23.0	15.0	15.0	
Total Split (s)	20.0	50.0		30.0	60.0	60.0	26.0	26.0	26.0	24.0	24.0	
Total Split (%)	15.4%	38.5%		23.1%	46.2%	46.2%	20.0%	20.0%	20.0%	18.5%	18.5%	
Yellow Time (s)	3.0	4.4		3.0	4.4	4.4	4.4	4.4	4.4	3.3	3.3	
All-Red Time (s)	3.7	2.3		4.0	2.3	2.3	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.7	6.7		7.0	6.7	6.7	7.4	7.4	7.4	6.3	6.3	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	Max		None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	9.1	61.5	84.3	14.6	69.8	69.8	20.8	20.8	20.8	8.2	8.2	
Actuated g/C Ratio	0.07	0.47	0.65	0.11	0.54	0.54	0.16	0.16	0.16	0.06	0.06	
v/c Ratio	0.39	0.77	0.18	0.67	0.65	0.03	0.62	0.61	0.55	0.32	0.31	
Control Delay	88.6	14.4	0.6	49.0	39.6	0.0	58.4	62.4	18.9	65.3	41.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	88.6	14.4	0.6	49.0	39.6	0.0	58.4	62.4	18.9	65.3	41.3	
LOS	F	B	A	D	D	A	E	E	B	E	D	
Approach Delay		13.8			40.3			45.3			52.6	
Approach LOS		B			D			D			D	

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 17 (13%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 29.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 73.8%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 7: SC 46/Crescent Drive & US 278



Timings  
6: Target/Home Depot & US 278

FINAL MIDDAY #2  
CL=130

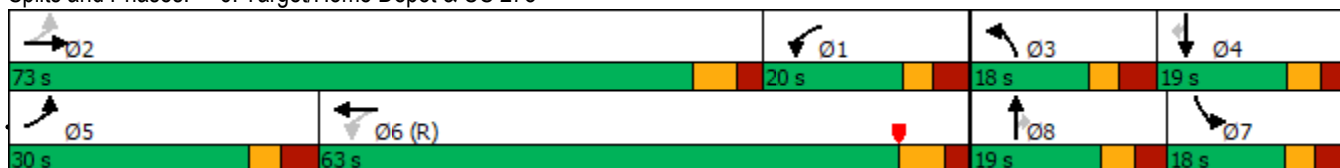


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘↘	↑	↗	↘↘	↑	↗
Traffic Volume (vph)	258	1690	91	141	1608	95	69	63	120	107	39	133
Future Volume (vph)	258	1690	91	141	1608	95	69	63	120	107	39	133
Satd. Flow (prot)	1744	5012	1561	1727	4963	1545	3433	1863	1583	3416	1853	1575
Flt Permitted	0.080			0.109			0.950			0.950		
Satd. Flow (perm)	147	5012	1561	198	4963	1545	3433	1863	1583	3416	1853	1575
Satd. Flow (RTOR)			258			258			202			202
Lane Group Flow (vph)	277	1815	98	151	1726	102	74	68	129	115	42	143
Turn Type	pm+pt	NA	Free	pm+pt	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		Free	6		Free			8			4
Detector Phase	5	2		1	6		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	25.0		6.0	25.0		6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	15.0	37.0		15.0	37.0		15.0	18.0	18.0	15.0	18.0	18.0
Total Split (s)	30.0	73.0		20.0	63.0		18.0	19.0	19.0	18.0	19.0	19.0
Total Split (%)	23.1%	56.2%		15.4%	48.5%		13.8%	14.6%	14.6%	13.8%	14.6%	14.6%
Yellow Time (s)	3.0	4.4		3.0	4.4		3.0	3.3	3.3	3.0	3.3	3.3
All-Red Time (s)	3.7	2.5		3.6	2.5		3.6	3.0	3.0	3.6	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.7	6.9		6.6	6.9		6.6	6.3	6.3	6.6	6.3	6.3
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	70.7	70.5	130.0	65.0	64.7	130.0	8.2	10.2	10.2	9.5	14.0	14.0
Actuated g/C Ratio	0.54	0.54	1.00	0.50	0.50	1.00	0.06	0.08	0.08	0.07	0.11	0.11
v/c Ratio	0.88	0.67	0.06	0.59	0.70	0.07	0.34	0.47	0.42	0.46	0.21	0.41
Control Delay	84.5	8.0	0.1	55.6	34.3	0.1	62.2	67.4	4.4	63.6	57.0	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.5	8.0	0.1	55.6	34.3	0.1	62.2	67.4	4.4	63.6	57.0	5.1
LOS	F	A	A	E	C	A	E	E	A	E	E	A
Approach Delay		17.3			34.2			36.0			34.8	
Approach LOS		B			C			D			C	

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 63 (48%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay: 26.5  
 Intersection LOS: C  
 Intersection Capacity Utilization 72.6%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 6: Target/Home Depot & US 278



Timings  
5: Burnt Church Road/Trimblestone Road & US 278

FINAL MIDDAY #2

CL=130

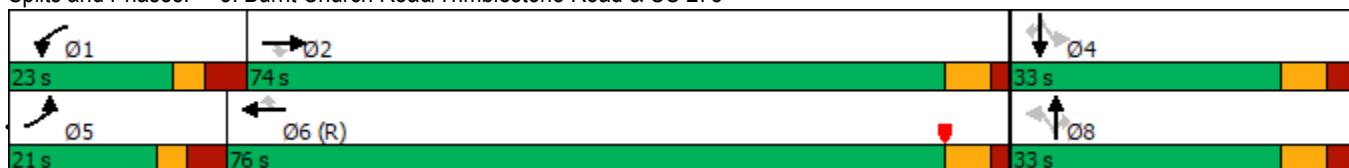


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘↗	↑↑↑	↗	↘	↑	↗	↘	↑	↗
Traffic Volume (vph)	66	1586	94	83	1523	67	120	37	104	77	26	14
Future Volume (vph)	66	1586	94	83	1523	67	120	37	104	77	26	14
Satd. Flow (prot)	1736	4988	1553	3367	4988	1553	1752	1844	1567	1770	1863	1583
Flt Permitted	0.950			0.950			0.740			0.732		
Satd. Flow (perm)	1736	4988	1553	3367	4988	1553	1365	1844	1567	1364	1863	1583
Satd. Flow (RTOR)			99			89			109			86
Lane Group Flow (vph)	69	1668	99	87	1602	70	126	39	109	81	27	15
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	6.0	20.0	20.0	12.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	49.0	49.0	23.0	31.0	31.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	21.0	74.0	74.0	23.0	76.0	76.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (%)	16.2%	56.9%	56.9%	17.7%	58.5%	58.5%	25.4%	25.4%	25.4%	25.4%	25.4%	25.4%
Yellow Time (s)	3.0	4.4	4.4	3.0	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	3.7	2.1	2.1	4.1	2.1	2.1	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.7	6.5	6.5	7.1	6.5	6.5	6.9	6.9	6.9	6.9	6.9	6.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	10.3	80.2	80.2	12.0	84.9	84.9	17.3	17.3	17.3	17.3	17.3	17.3
Actuated g/C Ratio	0.08	0.62	0.62	0.09	0.65	0.65	0.13	0.13	0.13	0.13	0.13	0.13
v/c Ratio	0.50	0.54	0.10	0.28	0.49	0.07	0.70	0.16	0.36	0.45	0.11	0.05
Control Delay	86.1	3.4	0.4	57.5	12.0	3.4	72.7	48.9	11.6	58.4	47.8	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.1	3.4	0.4	57.5	12.0	3.4	72.7	48.9	11.6	58.4	47.8	0.3
LOS	F	A	A	E	B	A	E	D	B	E	D	A
Approach Delay		6.4			13.9			45.0			49.0	
Approach LOS		A			B			D			D	

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 91 (70%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 95  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.70  
 Intersection Signal Delay: 13.7  
 Intersection LOS: B  
 Intersection Capacity Utilization 71.8%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 5: Burnt Church Road/Trimblestone Road & US 278



Timings  
4: Tanger Outlet #1/Sawmill Creek Road & US 278

FINAL MIDDAY #2  
CL=130

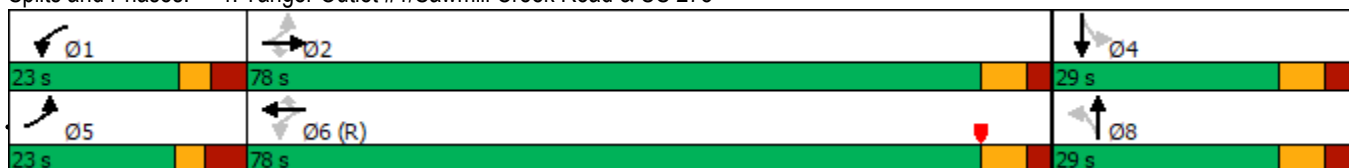


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘	↗		↘	↗	
Traffic Volume (vph)	67	1590	153	83	1639	37	94	9	61	39	8	80
Future Volume (vph)	67	1590	153	83	1639	37	94	9	61	39	8	80
Satd. Flow (prot)	1736	4988	1553	1736	4988	1553	1778	1629	0	1796	1634	0
Flt Permitted	0.101			0.104			0.695			0.708		
Satd. Flow (perm)	185	4988	1553	190	4988	1553	1301	1629	0	1339	1634	0
Satd. Flow (RTOR)			164			94		65			86	
Lane Group Flow (vph)	72	1707	164	89	1760	40	101	75	0	42	95	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4		4
Switch Phase												
Minimum Initial (s)	6.0	20.0	20.0	6.0	20.0	20.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	15.0	31.0	31.0	15.0	31.0	31.0	21.0	21.0		21.0	21.0	
Total Split (s)	23.0	78.0	78.0	23.0	78.0	78.0	29.0	29.0		29.0	29.0	
Total Split (%)	17.7%	60.0%	60.0%	17.7%	60.0%	60.0%	22.3%	22.3%		22.3%	22.3%	
Yellow Time (s)	3.0	4.4	4.4	3.0	4.4	4.4	4.4	4.4		4.4	4.4	
All-Red Time (s)	4.0	2.6	2.6	3.5	2.6	2.6	2.8	2.8		2.8	2.8	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	6.5	7.0	7.0	7.2	7.2		7.2	7.2	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	93.2	86.2	86.2	95.6	88.9	88.9	15.6	15.6		15.6	15.6	
Actuated g/C Ratio	0.72	0.66	0.66	0.74	0.68	0.68	0.12	0.12		0.12	0.12	
v/c Ratio	0.33	0.52	0.15	0.39	0.52	0.04	0.65	0.30		0.26	0.35	
Control Delay	10.4	3.9	0.3	14.6	14.6	4.7	72.8	17.4		54.2	15.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	10.4	3.9	0.3	14.6	14.6	4.7	72.8	17.4		54.2	15.7	
LOS	B	A	A	B	B	A	E	B		D	B	
Approach Delay		3.8			14.4			49.1			27.5	
Approach LOS		A			B			D			C	

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 19 (15%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 11.4  
 Intersection LOS: B  
 Intersection Capacity Utilization 66.9%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 4: Tanger Outlet #1/Sawmill Creek Road & US 278



Timings  
3: Malphrus Road/Colleton River Road & US 278

FINAL MIDDAY #2  
CL=130

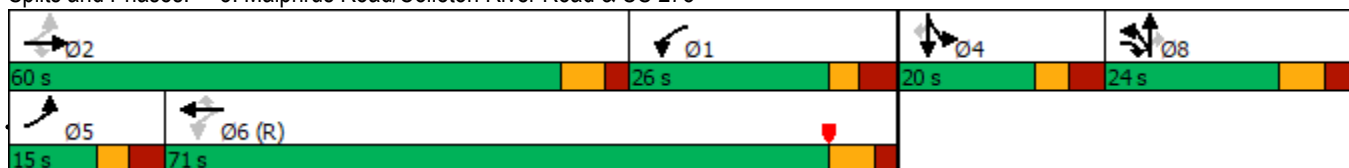


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘	↗	↗		↗	↗
Traffic Volume (vph)	8	1567	301	143	1470	20	184	12	186	7	7	5
Future Volume (vph)	8	1567	301	143	1470	20	184	12	186	7	7	5
Satd. Flow (prot)	1744	5012	1561	1727	4963	1545	1681	1695	1583	0	1809	1575
Flt Permitted	0.089			0.078			0.950	0.958			0.976	
Satd. Flow (perm)	163	5012	1561	142	4963	1545	1681	1695	1583	0	1809	1575
Satd. Flow (RTOR)			323			145			200			201
Lane Group Flow (vph)	9	1682	323	154	1578	21	105	106	200	0	16	5
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2	8	1	6		8	8		4	4	
Permitted Phases	2		2	6		6			8			4
Detector Phase	5	2	8	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	6.0	25.0	10.0	6.0	25.0	25.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	37.0	21.0	15.0	37.0	37.0	21.0	21.0	21.0	20.0	20.0	20.0
Total Split (s)	15.0	60.0	24.0	26.0	71.0	71.0	24.0	24.0	24.0	20.0	20.0	20.0
Total Split (%)	11.5%	46.2%	18.5%	20.0%	54.6%	54.6%	18.5%	18.5%	18.5%	15.4%	15.4%	15.4%
Yellow Time (s)	3.0	4.4	4.4	3.0	4.4	4.4	4.4	4.4	4.4	3.3	3.3	3.3
All-Red Time (s)	3.4	2.3	2.7	3.7	2.3	2.3	2.7	2.7	2.7	3.5	3.5	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.7	7.1	6.7	6.7	6.7	7.1	7.1	7.1		6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	Max	None	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	65.6	65.3	86.8	88.8	88.8	88.8	14.8	14.8	14.8		10.0	10.0
Actuated g/C Ratio	0.50	0.50	0.67	0.68	0.68	0.68	0.11	0.11	0.11		0.08	0.08
v/c Ratio	0.06	0.67	0.28	0.46	0.47	0.02	0.55	0.55	0.56		0.12	0.02
Control Delay	14.1	13.7	1.2	47.1	21.9	0.1	64.6	64.5	12.9		58.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	14.1	13.7	1.2	47.1	21.9	0.1	64.6	64.5	12.9		58.1	0.0
LOS	B	B	A	D	C	A	E	E	B		E	A
Approach Delay		11.7			23.9			39.4			44.2	
Approach LOS		B			C			D			D	

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 49 (38%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 95  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.67  
 Intersection Signal Delay: 19.6  
 Intersection LOS: B  
 Intersection Capacity Utilization 68.2%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 3: Malphrus Road/Colleton River Road & US 278



Timings  
2: Tanger Outlet #2 & US 278

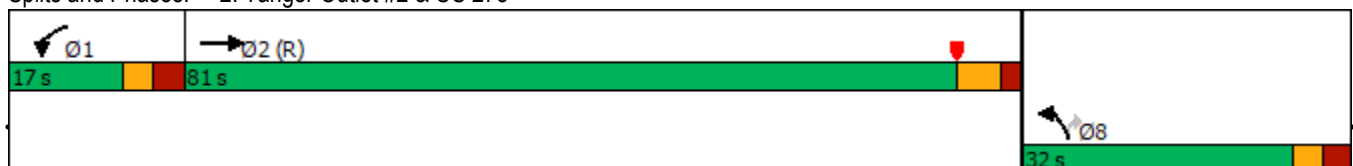


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↵	↑↑↑	↵	↵
Traffic Volume (vph)	1419	191	43	1522	131	70
Future Volume (vph)	1419	191	43	1522	131	70
Satd. Flow (prot)	4988	1553	1701	4888	1796	1607
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	4988	1553	1701	4888	1796	1607
Satd. Flow (RTOR)		144				75
Lane Group Flow (vph)	1524	205	46	1634	141	75
Turn Type	NA	Free	Prot	NA	Prot	Perm
Protected Phases	2		1		8	
Permitted Phases		Free		Free		8
Detector Phase	2		1		8	8
Switch Phase						
Minimum Initial (s)	20.0		6.0		10.0	10.0
Minimum Split (s)	31.0		14.0		19.0	19.0
Total Split (s)	81.0		17.0		32.0	32.0
Total Split (%)	62.3%		13.1%		24.6%	24.6%
Yellow Time (s)	4.4		3.0		3.0	3.0
All-Red Time (s)	2.0		3.0		2.9	2.9
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.4		6.0		5.9	5.9
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Recall Mode	C-Max		None		None	None
Act Effct Green (s)	89.6	130.0	9.0	130.0	15.5	15.5
Actuated g/C Ratio	0.69	1.00	0.07	1.00	0.12	0.12
v/c Ratio	0.44	0.13	0.39	0.33	0.66	0.29
Control Delay	5.0	0.1	56.4	0.4	68.7	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.0	0.1	56.4	0.4	68.7	13.3
LOS	A	A	E	A	E	B
Approach Delay	4.4			1.9	49.5	
Approach LOS	A			A	D	

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 105 (81%), Referenced to phase 2:EBT, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 6.0  
 Intersection Capacity Utilization 53.0%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 2: Tanger Outlet #2 & US 278



Timings

1: Buckingham Plantation Drive/Moss Creek & US 278

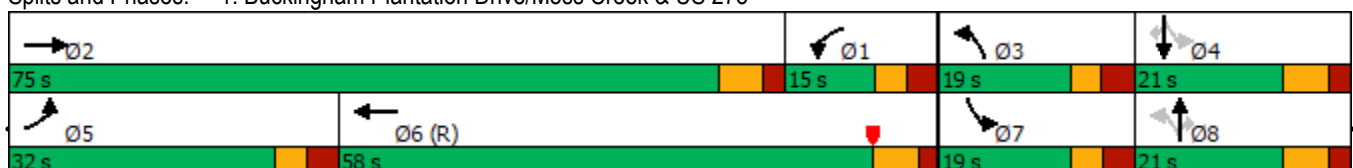


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↗	↖	↕	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	184	1464	56	29	1006	53	62	101	144	109	52	57
Future Volume (vph)	184	1464	56	29	1006	53	62	101	144	109	52	57
Satd. Flow (prot)	1744	4987	0	1727	4928	0	1761	1853	1575	1778	1872	1591
Flt Permitted	0.950			0.950			0.722			0.538		
Satd. Flow (perm)	1744	4987	0	1727	4928	0	1338	1853	1575	1007	1872	1591
Satd. Flow (RTOR)		7			7				187			187
Lane Group Flow (vph)	192	1582	0	30	1102	0	65	105	150	113	54	59
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	25.0		6.0	25.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	15.0	37.0		15.0	37.0		14.0	20.0	20.0	14.0	20.0	20.0
Total Split (s)	32.0	75.0		15.0	58.0		19.0	21.0	21.0	19.0	21.0	21.0
Total Split (%)	24.6%	57.7%		11.5%	44.6%		14.6%	16.2%	16.2%	14.6%	16.2%	16.2%
Yellow Time (s)	3.0	4.4		3.0	4.4		3.0	4.4	4.4	3.0	4.4	4.4
All-Red Time (s)	3.2	2.0		3.2	2.0		3.3	2.4	2.4	3.2	2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.4		6.2	6.4		6.3	6.8	6.8	6.2	6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	19.3	77.8		7.8	61.3		22.1	12.4	12.4	27.3	16.9	16.9
Actuated g/C Ratio	0.15	0.60		0.06	0.47		0.17	0.10	0.10	0.21	0.13	0.13
v/c Ratio	0.74	0.53		0.29	0.47		0.25	0.60	0.47	0.41	0.22	0.16
Control Delay	65.2	5.7		65.4	25.3		38.5	67.7	8.0	44.4	54.8	0.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.2	5.7		65.4	25.3		38.5	67.7	8.0	44.4	54.8	0.9
LOS	E	A		E	C		D	E	A	D	D	A
Approach Delay		12.2			26.3			33.8			35.5	
Approach LOS		B			C			C			D	

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 13 (10%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 20.3  
 Intersection LOS: C  
 Intersection Capacity Utilization 64.1%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 1: Buckingham Plantation Drive/Moss Creek & US 278





Timings  
27: SC 46 & Wal-Mart Driveway/Kitties Crossing

FINAL MIDDAY #2

CL=130

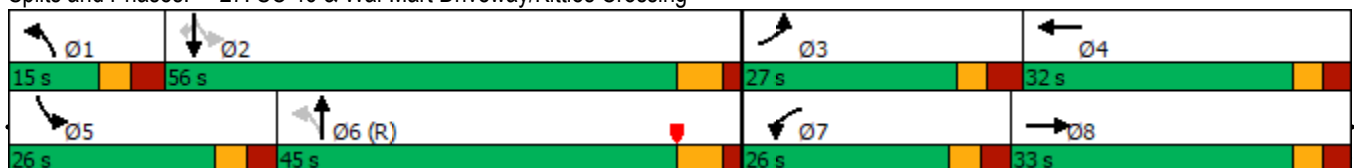


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↖		↖	↖		↖	↖↗		↖	↖↗	↖
Traffic Volume (vph)	285	208	5	134	143	5	5	462	5	215	637	5
Future Volume (vph)	285	208	5	134	143	5	5	462	5	215	637	5
Satd. Flow (prot)	3433	1855	0	1770	1853	0	1761	3514	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.383			0.364		
Satd. Flow (perm)	3433	1855	0	1770	1853	0	710	3514	0	678	3539	1583
Satd. Flow (RTOR)		1			1			1				127
Lane Group Flow (vph)	316	237	0	149	165	0	6	518	0	238	706	6
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases							6			2		2
Detector Phase	3	8		7	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	6.0	8.0		6.0	8.0		6.0	15.0		6.0	15.0	15.0
Minimum Split (s)	15.0	16.0		14.0	16.0		15.0	25.0		14.0	25.0	25.0
Total Split (s)	27.0	33.0		26.0	32.0		15.0	45.0		26.0	56.0	56.0
Total Split (%)	20.8%	25.4%		20.0%	24.6%		11.5%	34.6%		20.0%	43.1%	43.1%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4		3.0	4.4	4.4
All-Red Time (s)	3.4	2.9		3.0	2.9		3.2	2.0		3.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	5.9		6.0	5.9		6.2	6.4		6.0	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max		None	Max	Max
Act Effct Green (s)	16.6	21.0		15.4	19.4		61.6	55.4		75.7	72.9	72.9
Actuated g/C Ratio	0.13	0.16		0.12	0.15		0.47	0.43		0.58	0.56	0.56
v/c Ratio	0.72	0.79		0.71	0.60		0.02	0.35		0.47	0.36	0.01
Control Delay	64.0	70.3		73.2	59.3		16.5	28.5		13.9	14.7	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	64.0	70.3		73.2	59.3		16.5	28.5		13.9	14.7	0.0
LOS	E	E		E	E		B	C		B	B	A
Approach Delay		66.7			65.9			28.3			14.4	
Approach LOS		E			E			C			B	

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 39 (30%), Referenced to phase 6:NBTL, Start of Yellow  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 36.8  
 Intersection LOS: D  
 Intersection Capacity Utilization 64.6%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 27: SC 46 & Wal-Mart Driveway/Kitties Crossing



Timings

44: Buckingham Plantation Drive & Bluffton Parkway

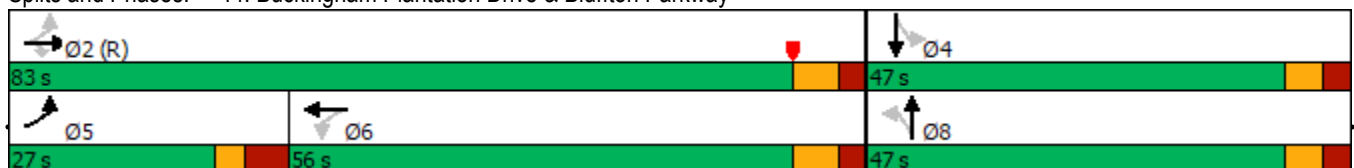


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↗	↖	↕		↖	↗		↖	↗	
Traffic Volume (vph)	100	420	27	25	452	24	30	25	5	10	105	80
Future Volume (vph)	100	420	27	25	452	24	30	25	5	10	105	80
Satd. Flow (prot)	1770	3539	1583	1770	3511	0	1761	1805	0	1770	1742	0
Flt Permitted	0.412			0.484			0.367			0.735		
Satd. Flow (perm)	767	3539	1583	902	3511	0	680	1805	0	1369	1742	0
Satd. Flow (RTOR)			30		5			6			31	
Lane Group Flow (vph)	111	466	30	28	528	0	33	34	0	11	205	0
Turn Type	pm+pt	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8				4
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	15.0	15.0	15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	16.0	27.0	27.0	27.0	27.0		18.0	18.0		18.0	18.0	
Total Split (s)	27.0	83.0	83.0	56.0	56.0		47.0	47.0		47.0	47.0	
Total Split (%)	20.8%	63.8%	63.8%	43.1%	43.1%		36.2%	36.2%		36.2%	36.2%	
Yellow Time (s)	3.0	4.4	4.4	4.4	4.4		3.6	3.6		3.6	3.6	
All-Red Time (s)	4.1	2.7	2.7	2.7	2.7		2.9	2.9		2.9	2.9	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.1	7.1	7.1	7.1	7.1		6.5	6.5		6.5	6.5	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	Max	Max		None	None		None	None	
Act Effct Green (s)	97.7	97.7	97.7	82.8	82.8		18.7	18.7		18.7	18.7	
Actuated g/C Ratio	0.75	0.75	0.75	0.64	0.64		0.14	0.14		0.14	0.14	
v/c Ratio	0.17	0.18	0.03	0.05	0.24		0.34	0.13		0.06	0.74	
Control Delay	5.7	5.3	2.0	11.3	11.1		57.5	40.4		42.0	56.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	5.7	5.3	2.0	11.3	11.1		57.5	40.4		42.0	56.4	
LOS	A	A	A	B	B		E	D		D	E	
Approach Delay		5.2			11.1			48.8			55.7	
Approach LOS		A			B			D			E	

Intersection Summary

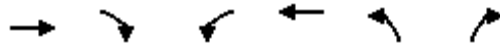
Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 94 (72%), Referenced to phase 2:EBTL, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 17.0  
 Intersection LOS: B  
 Intersection Capacity Utilization 65.0%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 44: Buckingham Plantation Drive & Bluffton Parkway



Timings  
13: Hampton Parkway & US 278

FINAL PM #8  
CL=160



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↓	↑
Traffic Volume (vph)	2235	16	86	2885	65	19
Future Volume (vph)	2235	16	86	2885	65	19
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	5085	1583	1770	5085	1770	1583
Satd. Flow (RTOR)		15				20
Lane Group Flow (vph)	2400	17	92	3098	70	20
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	2		1	6	8	8
Permitted Phases		2				
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	20.0	20.0	6.0	20.0	6.0	6.0
Minimum Split (s)	32.0	32.0	15.0	32.0	15.0	15.0
Total Split (s)	115.0	115.0	24.0	139.0	21.0	21.0
Total Split (%)	71.9%	71.9%	15.0%	86.9%	13.1%	13.1%
Yellow Time (s)	5.1	5.1	3.0	5.1	3.0	3.0
All-Red Time (s)	2.0	2.0	3.2	2.0	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1	6.2	7.1	6.4	6.4
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Max	Max	None	C-Max	None	None
Act Effct Green (s)	111.2	111.2	17.8	135.2	11.3	11.3
Actuated g/C Ratio	0.70	0.70	0.11	0.84	0.07	0.07
v/c Ratio	0.68	0.02	0.47	0.72	0.56	0.15
Control Delay	15.6	3.8	59.6	7.1	88.2	26.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.6	3.8	59.6	7.1	88.2	26.4
LOS	B	A	E	A	F	C
Approach Delay	15.6			8.6	74.5	
Approach LOS	B			A	E	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 4 (3%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.72  
 Intersection Signal Delay: 12.6  
 Intersection LOS: B  
 Intersection Capacity Utilization 73.1%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 13: Hampton Parkway & US 278



Timings  
12: Buckwalter Parkway/Berkeley Hall & US 278

FINAL PM #8  
CL=160

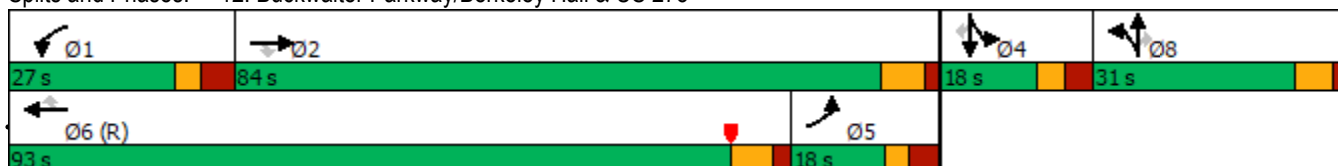


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1661	317	263	2375	36	371	26	144	53	34	33
Future Volume (vph)	25	1661	317	263	2375	36	371	26	144	53	34	33
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	3467	1881	1599	1673	1740	1575
Flt Permitted	0.950			0.950			0.950			0.950	0.988	
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	3467	1881	1599	1673	1740	1575
Satd. Flow (RTOR)			226			120			171			172
Lane Group Flow (vph)	27	1802	344	285	2577	39	403	28	156	46	49	36
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	18.0	32.0	32.0	19.0	32.0	32.0	18.0	18.0	18.0	18.0	18.0	18.0
Total Split (s)	18.0	84.0	84.0	27.0	93.0	93.0	31.0	31.0	31.0	18.0	18.0	18.0
Total Split (%)	11.3%	52.5%	52.5%	16.9%	58.1%	58.1%	19.4%	19.4%	19.4%	11.3%	11.3%	11.3%
Yellow Time (s)	3.0	5.1	5.1	3.0	5.1	5.1	4.4	4.4	4.4	3.3	3.3	3.3
All-Red Time (s)	3.8	2.0	2.0	4.2	2.0	2.0	2.4	2.4	2.4	3.4	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	7.1	7.1	7.2	7.1	7.1	6.8	6.8	6.8	6.7	6.7	6.7
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	9.9	85.4	85.4	17.4	99.2	99.2	22.5	22.5	22.5	9.8	9.8	9.8
Actuated g/C Ratio	0.06	0.53	0.53	0.11	0.62	0.62	0.14	0.14	0.14	0.06	0.06	0.06
v/c Ratio	0.25	0.66	0.36	0.76	0.82	0.04	0.83	0.11	0.42	0.45	0.46	0.14
Control Delay	60.3	18.5	4.7	87.2	18.3	0.1	81.5	60.0	9.4	86.4	86.5	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.3	18.5	4.7	87.2	18.3	0.1	81.5	60.0	9.4	86.4	86.5	1.1
LOS	E	B	A	F	B	A	F	E	A	F	F	A
Approach Delay		16.9			24.8			61.3			63.0	
Approach LOS		B			C			E			E	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 135 (84%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 130  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 26.4  
 Intersection LOS: C  
 Intersection Capacity Utilization 88.2%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 12: Buckwalter Parkway/Berkeley Hall & US 278



Timings  
14: US 278 & Bluffton Fire

FINAL PM #8  
CL=160



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑	↖	↙	↙
Traffic Volume (vph)	25	2156	2767	5	26	5
Future Volume (vph)	25	2156	2767	5	26	5
Satd. Flow (prot)	1770	5085	5085	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	5085	5085	1583	1770	1583
Satd. Flow (RTOR)				3		5
Lane Group Flow (vph)	27	2315	2971	5	28	5
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	6.0	25.0	25.0	25.0	8.0	8.0
Minimum Split (s)	15.0	38.0	38.0	38.0	18.0	18.0
Total Split (s)	15.0	142.0	127.0	127.0	18.0	18.0
Total Split (%)	9.4%	88.8%	79.4%	79.4%	11.3%	11.3%
Yellow Time (s)	3.0	5.1	5.1	5.1	3.0	3.0
All-Red Time (s)	3.1	2.0	2.0	2.0	3.3	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	7.1	7.1	7.1	6.3	6.3
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	Max	C-Max	C-Max	None	None
Act Effct Green (s)	7.6	146.4	137.6	137.6	8.8	8.8
Actuated g/C Ratio	0.05	0.92	0.86	0.86	0.06	0.06
v/c Ratio	0.33	0.50	0.68	0.00	0.29	0.05
Control Delay	69.0	9.2	15.4	7.2	80.0	41.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.0	9.2	15.4	7.2	80.0	41.4
LOS	E	A	B	A	E	D
Approach Delay		9.9	15.4		74.2	
Approach LOS		A	B		E	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 126 (79%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.68  
 Intersection Signal Delay: 13.4  
 Intersection LOS: B  
 Intersection Capacity Utilization 72.4%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 14: US 278 & Bluffton Fire



Timings  
10: Rose Hill WAY & US 278

FINAL PM #8  
CL=160



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗		↑	↗	↖	↗	
Traffic Volume (vph)	36	1819	42	103	2437	64	49	10	69	47	9	31
Future Volume (vph)	36	1819	42	103	2437	64	49	10	69	47	9	31
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	0	1788	1583	1778	1657	0
Flt Permitted	0.040			0.085				0.734		0.716		
Satd. Flow (perm)	75	5085	1583	158	5085	1583	0	1367	1583	1340	1657	0
Satd. Flow (RTOR)			74			69			120		33	
Lane Group Flow (vph)	38	1933	45	109	2589	68	0	63	73	50	43	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	6.0	25.0	25.0	6.0	25.0	25.0	8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	15.0	38.0	38.0	15.0	38.0	38.0	18.0	18.0	18.0	18.0	18.0	
Total Split (s)	17.0	110.0	110.0	27.0	120.0	120.0	23.0	23.0	23.0	23.0	23.0	
Total Split (%)	10.6%	68.8%	68.8%	16.9%	75.0%	75.0%	14.4%	14.4%	14.4%	14.4%	14.4%	
Yellow Time (s)	3.0	5.1	5.1	3.0	5.1	5.1	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	3.4	2.0	2.0	3.7	2.0	2.0	3.4	3.4	3.4	3.4	3.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.4	7.1	7.1	6.7	7.1	7.1		6.7	6.7	6.7	6.7	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	107.4	106.7	106.7	123.8	123.4	123.4		12.5	12.5	12.5	12.5	
Actuated g/C Ratio	0.67	0.67	0.67	0.77	0.77	0.77		0.08	0.08	0.08	0.08	
v/c Ratio	0.32	0.57	0.04	0.33	0.66	0.06		0.59	0.31	0.48	0.27	
Control Delay	24.2	5.9	0.2	24.6	15.3	4.6		92.8	4.3	84.9	30.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	24.2	5.9	0.2	24.6	15.3	4.6		92.8	4.3	84.9	30.9	
LOS	C	A	A	C	B	A		F	A	F	C	
Approach Delay		6.1			15.4			45.3			59.9	
Approach LOS		A			B			D			E	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 1 (1%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 13.3  
 Intersection LOS: B  
 Intersection Capacity Utilization 79.8%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 10: Rose Hill WAY & US 278



Timings  
9: Buck Island Road/Belfair Plantation & US 278

FINAL PM #8  
CL=160

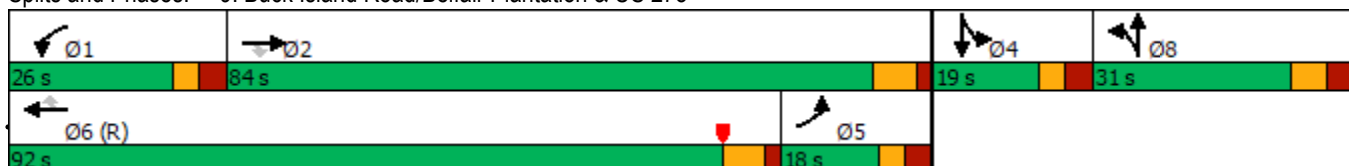


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	1855	172	152	2547	21	334	12	78	23	11	14
Future Volume (vph)	64	1855	172	152	2547	21	334	12	78	23	11	14
Satd. Flow (prot)	1778	5111	1591	1761	5060	1575	1690	1632	0	1778	1711	0
Flt Permitted	0.950			0.950			0.950	0.972		0.950		
Satd. Flow (perm)	1778	5111	1591	1761	5060	1575	1690	1632	0	1778	1711	0
Satd. Flow (RTOR)			119			123		16			16	
Lane Group Flow (vph)	72	2079	193	170	2855	24	243	231	0	26	28	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	25.0	25.0	6.0	25.0	25.0	8.0	8.0		6.0	6.0	
Minimum Split (s)	15.0	38.0	38.0	15.0	38.0	38.0	19.0	19.0		15.0	15.0	
Total Split (s)	18.0	84.0	84.0	26.0	92.0	92.0	31.0	31.0		19.0	19.0	
Total Split (%)	11.3%	52.5%	52.5%	16.3%	57.5%	57.5%	19.4%	19.4%		11.9%	11.9%	
Yellow Time (s)	3.0	5.1	5.1	3.0	5.1	5.1	4.4	4.4		3.3	3.3	
All-Red Time (s)	3.4	2.0	2.0	3.5	2.0	2.0	3.1	3.1		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	7.1	7.1	6.5	7.1	7.1	7.5	7.5		6.5	6.5	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	11.6	81.5	81.5	18.1	88.1	88.1	27.3	27.3		7.9	7.9	
Actuated g/C Ratio	0.07	0.51	0.51	0.11	0.55	0.55	0.17	0.17		0.05	0.05	
v/c Ratio	0.56	0.80	0.22	0.85	1.02	0.03	0.84	0.79		0.30	0.28	
Control Delay	73.0	22.6	4.3	98.4	44.6	0.0	88.9	78.7		81.2	47.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	73.0	22.6	4.3	98.4	44.6	0.0	88.9	78.7		81.2	47.5	
LOS	E	C	A	F	D	A	F	E		F	D	
Approach Delay		22.7			47.3			83.9			63.7	
Approach LOS		C			D			F			E	

Intersection Summary

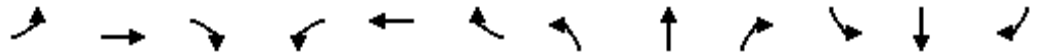
Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 0 (0%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 140  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.02  
 Intersection Signal Delay: 40.6  
 Intersection LOS: D  
 Intersection Capacity Utilization 91.5%  
 ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 9: Buck Island Road/Belfair Plantation & US 278



Timings

8: Simonsville Road/Belfair Towne Village & US 278

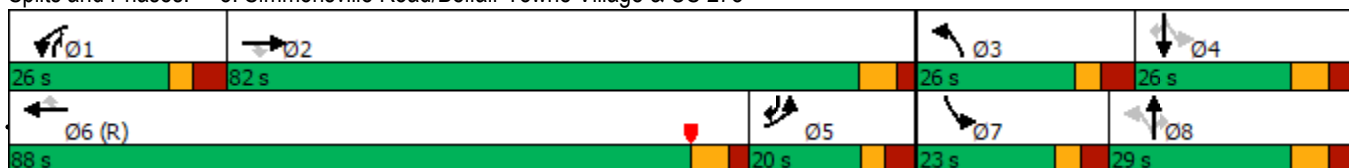


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖	↑	↖	↖	↑	↖
Traffic Volume (vph)	145	1699	151	162	2237	72	213	145	81	170	144	150
Future Volume (vph)	145	1699	151	162	2237	72	213	145	81	170	144	150
Satd. Flow (prot)	3433	5085	1583	3450	5111	1591	1778	1872	1591	1761	1853	1575
Flt Permitted	0.950			0.950			0.355			0.552		
Satd. Flow (perm)	3433	5085	1583	3450	5111	1591	665	1872	1591	1023	1853	1575
Satd. Flow (RTOR)			144			119			115			117
Lane Group Flow (vph)	156	1824	162	174	2402	77	229	156	87	183	155	161
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	8.0	20.0	20.0	8.0	20.0	20.0	6.0	10.0	8.0	6.0	10.0	8.0
Minimum Split (s)	18.0	54.0	54.0	18.0	31.0	31.0	15.0	21.0	18.0	15.0	21.0	18.0
Total Split (s)	20.0	82.0	82.0	26.0	88.0	88.0	26.0	29.0	26.0	23.0	26.0	20.0
Total Split (%)	12.5%	51.3%	51.3%	16.3%	55.0%	55.0%	16.3%	18.1%	16.3%	14.4%	16.3%	12.5%
Yellow Time (s)	3.0	4.4	4.4	3.0	4.4	4.4	3.0	4.4	3.0	3.0	4.4	3.0
All-Red Time (s)	3.6	2.3	2.3	4.0	2.3	2.3	4.0	2.9	4.0	3.5	2.9	3.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.7	6.7	7.0	6.7	6.7	7.0	7.3	7.0	6.5	7.3	6.6
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes			Yes			Yes
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	13.4	83.3	83.3	13.4	83.7	83.7	38.9	20.3	40.9	33.3	17.0	31.1
Actuated g/C Ratio	0.08	0.52	0.52	0.08	0.52	0.52	0.24	0.13	0.26	0.21	0.11	0.19
v/c Ratio	0.54	0.69	0.18	0.60	0.90	0.09	0.79	0.66	0.18	0.64	0.79	0.40
Control Delay	56.0	10.4	0.9	99.7	23.5	0.7	69.7	80.2	3.5	59.0	96.4	13.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.0	10.4	0.9	99.7	23.5	0.7	69.7	80.2	3.5	59.0	96.4	13.5
LOS	E	B	A	F	C	A	E	F	A	E	F	B
Approach Delay		13.0			27.9			61.0			55.9	
Approach LOS		B			C			E			E	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 78 (49%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 27.5  
 Intersection LOS: C  
 Intersection Capacity Utilization 94.1%  
 ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 8: Simonsville Road/Belfair Towne Village & US 278





Timings  
7: SC 46/Crescent Drive & US 278

FINAL PM #8  
CL=160

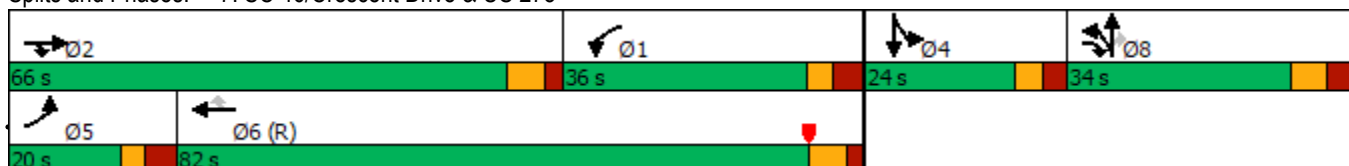


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	1652	326	247	2298	30	522	29	185	25	15	21
Future Volume (vph)	40	1652	326	247	2298	30	522	29	185	25	15	21
Satd. Flow (prot)	1770	5085	2787	3416	5060	1575	3205	1617	1575	1709	1642	0
Flt Permitted	0.950			0.950			0.950	0.959		0.950		
Satd. Flow (perm)	1770	5085	2787	3416	5060	1575	3205	1617	1575	1709	1642	0
Satd. Flow (RTOR)			343			119			162		22	
Lane Group Flow (vph)	42	1737	343	260	2416	32	384	195	195	26	38	0
Turn Type	Prot	NA	pt+ov	Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5	2	2 8	1	6		8	8		4	4	
Permitted Phases						6			8			
Detector Phase	5	2	2 8	1	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	6.0	25.0		6.0	25.0	25.0	12.0	12.0	12.0	6.0	6.0	
Minimum Split (s)	15.0	37.0		15.0	37.0	37.0	23.0	23.0	23.0	15.0	15.0	
Total Split (s)	20.0	66.0		36.0	82.0	82.0	34.0	34.0	34.0	24.0	24.0	
Total Split (%)	12.5%	41.3%		22.5%	51.3%	51.3%	21.3%	21.3%	21.3%	15.0%	15.0%	
Yellow Time (s)	3.0	4.4		3.0	4.4	4.4	4.4	4.4	4.4	3.3	3.3	
All-Red Time (s)	3.7	2.3		4.0	2.3	2.3	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.7	6.7		7.0	6.7	6.7	7.4	7.4	7.4	6.3	6.3	
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	Max		None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	9.4	70.4	105.4	29.0	92.9	92.9	27.6	27.6	27.6	8.0	8.0	
Actuated g/C Ratio	0.06	0.44	0.66	0.18	0.58	0.58	0.17	0.17	0.17	0.05	0.05	
v/c Ratio	0.41	0.78	0.18	0.42	0.82	0.03	0.70	0.70	0.48	0.31	0.37	
Control Delay	82.8	25.9	0.2	37.0	12.0	0.0	74.0	80.6	38.5	81.7	48.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	82.8	25.9	0.2	37.0	12.0	0.0	74.0	80.6	38.5	81.7	48.5	
LOS	F	C	A	D	B	A	E	F	D	F	D	
Approach Delay		22.8			14.2			66.7			62.0	
Approach LOS		C			B			E			E	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 34 (21%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.82  
 Intersection Signal Delay: 25.2  
 Intersection LOS: C  
 Intersection Capacity Utilization 84.6%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 7: SC 46/Crescent Drive & US 278



Timings  
6: Target/Home Depot & US 278

FINAL PM #8  
CL=160



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘↗	↑	↗	↘↗	↑	↗
Traffic Volume (vph)	166	1642	60	100	2246	56	77	29	85	62	25	116
Future Volume (vph)	166	1642	60	100	2246	56	77	29	85	62	25	116
Satd. Flow (prot)	1778	5111	1591	1761	5060	1575	3433	1863	1583	3383	1835	1560
Flt Permitted	0.047			0.084			0.950			0.950		
Satd. Flow (perm)	88	5111	1591	156	5060	1575	3433	1863	1583	3383	1835	1560
Satd. Flow (RTOR)			207			207			164			164
Lane Group Flow (vph)	175	1727	63	105	2362	59	81	30	89	65	26	122
Turn Type	pm+pt	NA	Free	pm+pt	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		Free	6		Free			8			4
Detector Phase	5	2		1	6		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	25.0		6.0	25.0		6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	15.0	37.0		15.0	37.0		15.0	18.0	18.0	15.0	18.0	18.0
Total Split (s)	27.0	103.0		24.0	100.0		15.0	18.0	18.0	15.0	18.0	18.0
Total Split (%)	16.9%	64.4%		15.0%	62.5%		9.4%	11.3%	11.3%	9.4%	11.3%	11.3%
Yellow Time (s)	3.0	4.4		3.0	4.4		3.0	3.3	3.3	3.0	3.3	3.3
All-Red Time (s)	3.7	2.5		3.6	2.5		3.6	3.0	3.0	3.6	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.7	6.9		6.6	6.9		6.6	6.3	6.3	6.6	6.3	6.3
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	107.6	107.4	160.0	96.7	96.4	160.0	8.0	11.6	11.6	7.8	8.8	8.8
Actuated g/C Ratio	0.67	0.67	1.00	0.60	0.60	1.00	0.05	0.07	0.07	0.05	0.06	0.06
v/c Ratio	0.64	0.50	0.04	0.56	0.77	0.04	0.47	0.22	0.33	0.40	0.26	0.51
Control Delay	29.5	1.3	0.0	31.9	11.4	0.0	83.2	76.3	3.4	80.8	78.5	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.5	1.3	0.0	31.9	11.4	0.0	83.2	76.3	3.4	80.8	78.5	10.4
LOS	C	A	A	C	B	A	F	E	A	F	E	B
Approach Delay		3.7			12.0			46.6			40.2	
Approach LOS		A			B			D			D	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 6 (4%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 95  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 11.3  
 Intersection LOS: B  
 Intersection Capacity Utilization 79.1%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 6: Target/Home Depot & US 278



Timings  
5: Burnt Church Road/Trimblestone Road & US 278

FINAL PM #8  
CL=160

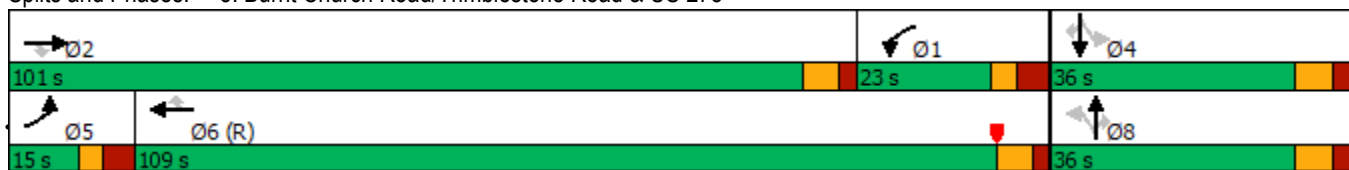


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘↗	↑↑↑	↗	↘	↑	↗	↘	↑	↗
Traffic Volume (vph)	29	1595	117	82	2240	44	127	42	112	45	29	32
Future Volume (vph)	29	1595	117	82	2240	44	127	42	112	45	29	32
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	1752	1844	1567	1770	1863	1583
Flt Permitted	0.950			0.950			0.736			0.726		
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	1357	1844	1567	1352	1863	1583
Satd. Flow (RTOR)			130			72			124			118
Lane Group Flow (vph)	32	1768	130	91	2483	49	141	47	124	50	32	35
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	6.0	20.0	20.0	12.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	49.0	49.0	23.0	31.0	31.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	15.0	101.0	101.0	23.0	109.0	109.0	36.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	9.4%	63.1%	63.1%	14.4%	68.1%	68.1%	22.5%	22.5%	22.5%	22.5%	22.5%	22.5%
Yellow Time (s)	3.0	4.4	4.4	3.0	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	3.7	2.1	2.1	4.1	2.1	2.1	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.7	6.5	6.5	7.1	6.5	6.5	6.9	6.9	6.9	6.9	6.9	6.9
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	7.7	102.0	102.0	15.9	113.1	113.1	21.6	21.6	21.6	21.6	21.6	21.6
Actuated g/C Ratio	0.05	0.64	0.64	0.10	0.71	0.71	0.14	0.14	0.14	0.14	0.14	0.14
v/c Ratio	0.38	0.55	0.12	0.27	0.69	0.04	0.77	0.19	0.39	0.27	0.13	0.11
Control Delay	104.2	13.9	0.9	49.4	7.1	0.5	92.2	60.7	12.3	63.8	59.2	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	104.2	13.9	0.9	49.4	7.1	0.5	92.2	60.7	12.3	63.8	59.2	0.7
LOS	F	B	A	D	A	A	F	E	B	E	E	A
Approach Delay		14.5			8.4			55.7			43.7	
Approach LOS		B			A			E			D	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 130 (81%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 95  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 14.6  
 Intersection LOS: B  
 Intersection Capacity Utilization 77.7%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 5: Burnt Church Road/Trimblestone Road & US 278



Timings  
4: Tanger Outlet #1/Sawmill Creek Road & US 278

FINAL PM #8  
CL=160

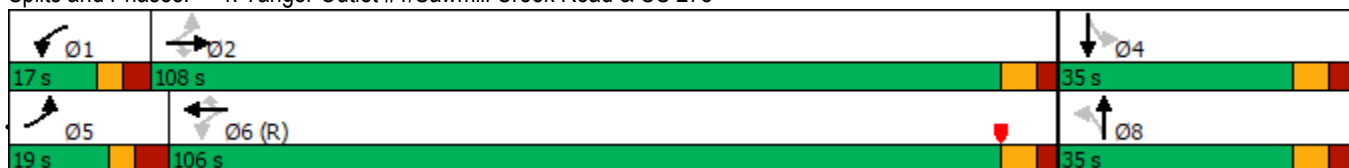


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘	↗	↘	↘	↗	↗
Traffic Volume (vph)	50	1573	139	40	2213	29	96	8	40	24	5	100
Future Volume (vph)	50	1573	139	40	2213	29	96	8	40	24	5	100
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1778	1640	0	1796	1620	0
Flt Permitted	0.043			0.115			0.606			0.723		
Satd. Flow (perm)	80	5085	1583	214	5085	1583	1134	1640	0	1367	1620	0
Satd. Flow (RTOR)			149			73		43			107	
Lane Group Flow (vph)	54	1689	149	43	2376	31	103	52	0	26	112	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	20.0	20.0	6.0	20.0	20.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	15.0	31.0	31.0	15.0	31.0	31.0	21.0	21.0		21.0	21.0	
Total Split (s)	19.0	108.0	108.0	17.0	106.0	106.0	35.0	35.0		35.0	35.0	
Total Split (%)	11.9%	67.5%	67.5%	10.6%	66.3%	66.3%	21.9%	21.9%		21.9%	21.9%	
Yellow Time (s)	3.0	4.4	4.4	3.0	4.4	4.4	4.4	4.4		4.4	4.4	
All-Red Time (s)	4.0	2.6	2.6	3.5	2.6	2.6	2.8	2.8		2.8	2.8	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	6.5	7.0	7.0	7.2	7.2		7.2	7.2	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	122.4	116.4	116.4	121.2	115.4	115.4	18.9	18.9		18.9	18.9	
Actuated g/C Ratio	0.76	0.73	0.73	0.76	0.72	0.72	0.12	0.12		0.12	0.12	
v/c Ratio	0.40	0.46	0.12	0.19	0.65	0.03	0.77	0.23		0.16	0.39	
Control Delay	36.3	6.5	2.2	5.6	18.9	1.3	101.8	22.3		62.7	15.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	36.3	6.5	2.2	5.6	18.9	1.3	101.8	22.3		62.7	15.1	
LOS	D	A	A	A	B	A	F	C		E	B	
Approach Delay		7.0			18.5			75.2			24.1	
Approach LOS		A			B			E			C	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 111 (69%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 15.8  
 Intersection LOS: B  
 Intersection Capacity Utilization 67.5%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 4: Tanger Outlet #1/Sawmill Creek Road & US 278



Timings  
3: Malphrus Road/Colleton River Road & US 278

FINAL PM #8  
CL=160

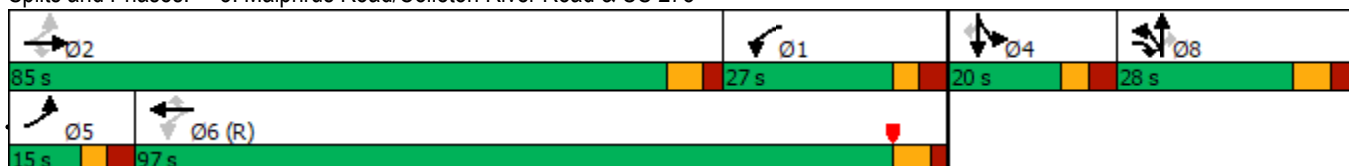


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘	↗	↗		↗	↗
Traffic Volume (vph)	6	1448	192	109	2107	16	190	11	123	18	5	9
Future Volume (vph)	6	1448	192	109	2107	16	190	11	123	18	5	9
Satd. Flow (prot)	1778	5111	1591	1761	5060	1575	1681	1694	1583	0	1783	1575
Flt Permitted	0.048			0.116			0.950	0.957			0.962	
Satd. Flow (perm)	90	5111	1591	215	5060	1575	1681	1694	1583	0	1783	1575
Satd. Flow (RTOR)			206			118			161			163
Lane Group Flow (vph)	6	1555	206	117	2262	17	108	108	132	0	24	10
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2	8	1	6		8	8		4	4	
Permitted Phases	2		2	6		6			8			4
Detector Phase	5	2	8	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	6.0	25.0	10.0	6.0	25.0	25.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	37.0	21.0	15.0	37.0	37.0	21.0	21.0	21.0	20.0	20.0	20.0
Total Split (s)	15.0	85.0	28.0	27.0	97.0	97.0	28.0	28.0	28.0	20.0	20.0	20.0
Total Split (%)	9.4%	53.1%	17.5%	16.9%	60.6%	60.6%	17.5%	17.5%	17.5%	12.5%	12.5%	12.5%
Yellow Time (s)	3.0	4.4	4.4	3.0	4.4	4.4	4.4	4.4	4.4	3.3	3.3	3.3
All-Red Time (s)	3.4	2.3	2.7	3.7	2.3	2.3	2.7	2.7	2.7	3.5	3.5	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.4	6.7	7.1	6.7	6.7	6.7	7.1	7.1	7.1		6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	Max	None	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	93.0	92.7	115.8	117.3	117.3	117.3	16.3	16.3	16.3		10.0	10.0
Actuated g/C Ratio	0.58	0.58	0.72	0.73	0.73	0.73	0.10	0.10	0.10		0.06	0.06
v/c Ratio	0.05	0.52	0.17	0.33	0.61	0.01	0.63	0.63	0.43		0.22	0.04
Control Delay	11.2	9.3	1.5	15.3	8.3	0.0	84.3	83.9	8.1		76.2	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	11.2	9.3	1.5	15.3	8.3	0.0	84.3	83.9	8.1		76.2	0.3
LOS	B	A	A	B	A	A	F	F	A		E	A
Approach Delay		8.4			8.6			55.3			53.9	
Approach LOS		A			A			E			D	

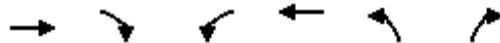
Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 32 (20%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 105  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.63  
 Intersection Signal Delay: 12.4  
 Intersection LOS: B  
 Intersection Capacity Utilization 75.7%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 3: Malphrus Road/Colleton River Road & US 278



Timings  
2: Tanger Outlet #2 & US 278

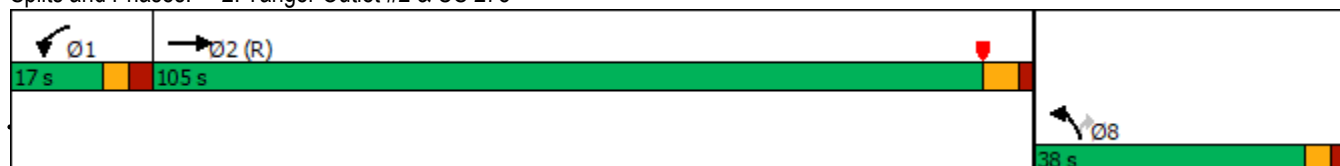


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↘	↑↑↑	↘	↗
Traffic Volume (vph)	1347	128	30	2072	106	83
Future Volume (vph)	1347	128	30	2072	106	83
Satd. Flow (prot)	5085	1583	1734	4984	1796	1607
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	5085	1583	1734	4984	1796	1607
Satd. Flow (RTOR)		83				89
Lane Group Flow (vph)	1446	137	32	2225	114	89
Turn Type	NA	Free	Prot	NA	Prot	Perm
Protected Phases	2		1		8	
Permitted Phases		Free		Free		8
Detector Phase	2		1		8	8
Switch Phase						
Minimum Initial (s)	20.0		6.0		10.0	10.0
Minimum Split (s)	31.0		14.0		19.0	19.0
Total Split (s)	105.0		17.0		38.0	38.0
Total Split (%)	65.6%		10.6%		23.8%	23.8%
Yellow Time (s)	4.4		3.0		3.0	3.0
All-Red Time (s)	2.0		3.0		2.9	2.9
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.4		6.0		5.9	5.9
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Recall Mode	C-Max		None		None	None
Act Effct Green (s)	120.1	160.0	8.5	160.0	15.5	15.5
Actuated g/C Ratio	0.75	1.00	0.05	1.00	0.10	0.10
v/c Ratio	0.38	0.09	0.35	0.45	0.66	0.38
Control Delay	0.8	0.1	109.0	1.0	86.6	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.8	0.1	109.0	1.0	86.6	15.9
LOS	A	A	F	A	F	B
Approach Delay	0.7			2.5	55.6	
Approach LOS	A			A	E	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 45 (28%), Referenced to phase 2:EBT, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 4.5  
 Intersection Capacity Utilization 57.4%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service B

Splits and Phases: 2: Tanger Outlet #2 & US 278



Timings

1: Buckingham Plantation Drive/Moss Creek & US 278

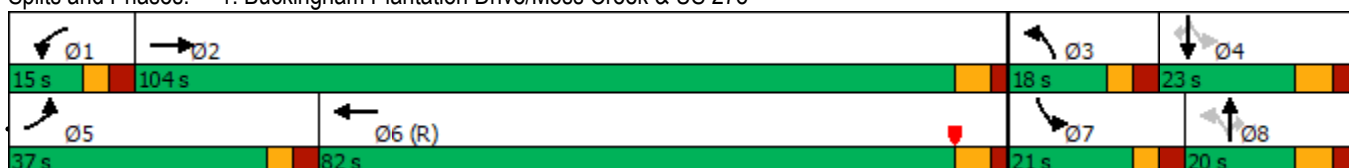


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↗	↖	↕	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	145	1559	37	20	1405	76	37	40	21	64	24	64
Future Volume (vph)	145	1559	37	20	1405	76	37	40	21	64	24	64
Satd. Flow (prot)	1778	5095	0	1761	5019	0	1761	1853	1575	1778	1872	1591
Flt Permitted	0.950			0.950			0.740			0.494		
Satd. Flow (perm)	1778	5095	0	1761	5019	0	1372	1853	1575	925	1872	1591
Satd. Flow (RTOR)		4			7				151			151
Lane Group Flow (vph)	157	1732	0	22	1607	0	40	43	23	69	26	69
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	25.0		6.0	25.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	15.0	37.0		15.0	37.0		14.0	20.0	20.0	14.0	20.0	20.0
Total Split (s)	37.0	104.0		15.0	82.0		18.0	20.0	20.0	21.0	23.0	23.0
Total Split (%)	23.1%	65.0%		9.4%	51.3%		11.3%	12.5%	12.5%	13.1%	14.4%	14.4%
Yellow Time (s)	3.0	4.4		3.0	4.4		3.0	4.4	4.4	3.0	4.4	4.4
All-Red Time (s)	3.2	2.0		3.2	2.0		3.3	2.4	2.4	3.2	2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.4		6.2	6.4		6.3	6.8	6.8	6.2	6.8	6.8
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	19.2	112.9		7.5	96.3		17.5	10.6	10.6	22.8	12.7	12.7
Actuated g/C Ratio	0.12	0.71		0.05	0.60		0.11	0.07	0.07	0.14	0.08	0.08
v/c Ratio	0.74	0.48		0.27	0.53		0.24	0.35	0.09	0.36	0.18	0.26
Control Delay	83.6	16.7		80.9	21.1		58.0	79.4	0.9	61.2	70.6	2.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.6	16.7		80.9	21.1		58.0	79.4	0.9	61.2	70.6	2.4
LOS	F	B		F	C		E	E	A	E	E	A
Approach Delay		22.2			21.9			54.3			38.0	
Approach LOS		C			C			D			D	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 132 (83%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 23.7  
 Intersection LOS: C  
 Intersection Capacity Utilization 64.1%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 1: Buckingham Plantation Drive/Moss Creek & US 278



Timings  
27: SC 46 & Wal-Mart Driveway/Kitties Crossing

FINAL PM #8  
CL=160

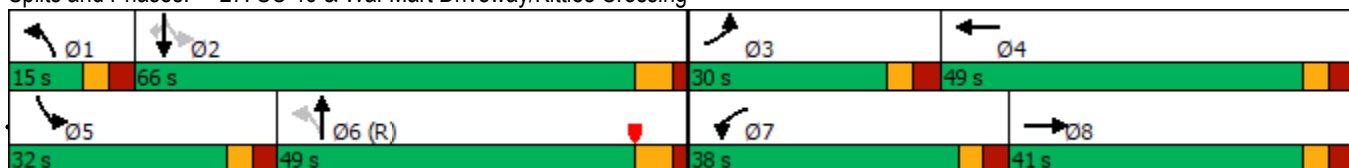


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗↗	↗		↖	↖		↖	↕↖		↖	↕↕	↖
Traffic Volume (vph)	255	222	5	181	135	5	5	487	5	206	672	5
Future Volume (vph)	255	222	5	181	135	5	5	487	5	206	672	5
Satd. Flow (prot)	3433	1855	0	1770	1852	0	1761	3514	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.366			0.351		
Satd. Flow (perm)	3433	1855	0	1770	1852	0	678	3514	0	654	3539	1583
Satd. Flow (RTOR)		1			1			1				147
Lane Group Flow (vph)	283	252	0	201	156	0	6	546	0	228	745	6
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases							6			2		2
Detector Phase	3	8		7	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	6.0	8.0		6.0	8.0		6.0	15.0		6.0	15.0	15.0
Minimum Split (s)	15.0	16.0		14.0	16.0		15.0	25.0		14.0	25.0	25.0
Total Split (s)	30.0	41.0		38.0	49.0		15.0	49.0		32.0	66.0	66.0
Total Split (%)	18.8%	25.6%		23.8%	30.6%		9.4%	30.6%		20.0%	41.3%	41.3%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4		3.0	4.4	4.4
All-Red Time (s)	3.4	2.9		3.0	2.9		3.2	2.0		3.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	5.9		6.0	5.9		6.2	6.4		6.0	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max		None	Max	Max
Act Effct Green (s)	18.0	26.5		23.0	31.1		76.9	70.7		92.7	89.8	89.8
Actuated g/C Ratio	0.11	0.17		0.14	0.19		0.48	0.44		0.58	0.56	0.56
v/c Ratio	0.74	0.82		0.79	0.43		0.02	0.35		0.47	0.38	0.01
Control Delay	80.1	84.7		87.3	58.5		20.8	33.4		25.8	26.5	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	80.1	84.7		87.3	58.5		20.8	33.4		25.8	26.5	0.0
LOS	F	F		F	E		C	C		C	C	A
Approach Delay		82.3			74.7			33.2			26.2	
Approach LOS		F			E			C			C	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 4 (3%), Referenced to phase 6:NBTL, Start of Yellow  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.82  
 Intersection Signal Delay: 47.3  
 Intersection LOS: D  
 Intersection Capacity Utilization 68.2%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 27: SC 46 & Wal-Mart Driveway/Kitties Crossing





Timings  
44: Buckingham Plantation Drive & Bluffton Parkway

FINAL PM #8  
CL=160

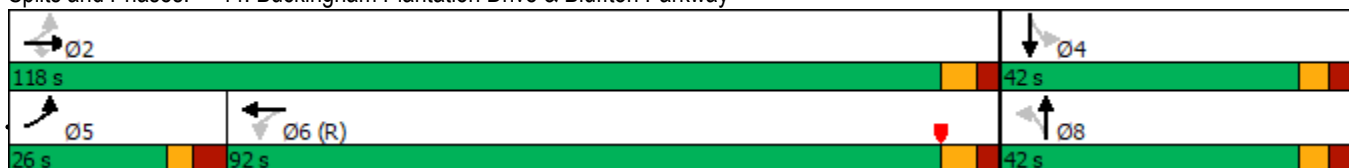


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑	↗	↖	↑↑		↖	↗		↖	↗	
Traffic Volume (vph)	106	483	40	58	970	39	30	32	6	5	110	58
Future Volume (vph)	106	483	40	58	970	39	30	32	6	5	110	58
Satd. Flow (prot)	1770	3539	1583	1770	3518	0	1761	1807	0	1770	1766	0
Flt Permitted	0.202			0.453			0.348			0.730		
Satd. Flow (perm)	376	3539	1583	844	3518	0	645	1807	0	1360	1766	0
Satd. Flow (RTOR)			44		4			6			15	
Lane Group Flow (vph)	118	536	44	64	1118	0	33	42	0	6	186	0
Turn Type	pm+pt	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	15.0	15.0	15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	16.0	27.0	27.0	27.0	27.0		18.0	18.0		18.0	18.0	
Total Split (s)	26.0	118.0	118.0	92.0	92.0		42.0	42.0		42.0	42.0	
Total Split (%)	16.3%	73.8%	73.8%	57.5%	57.5%		26.3%	26.3%		26.3%	26.3%	
Yellow Time (s)	3.0	4.4	4.4	4.4	4.4		3.6	3.6		3.6	3.6	
All-Red Time (s)	4.1	2.7	2.7	2.7	2.7		2.9	2.9		2.9	2.9	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.1	7.1	7.1	7.1	7.1		6.5	6.5		6.5	6.5	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	C-Max	C-Max		None	None		None	None	
Act Effct Green (s)	125.5	125.5	125.5	110.3	110.3		20.9	20.9		20.9	20.9	
Actuated g/C Ratio	0.78	0.78	0.78	0.69	0.69		0.13	0.13		0.13	0.13	
v/c Ratio	0.32	0.19	0.04	0.11	0.46		0.39	0.17		0.03	0.77	
Control Delay	6.9	4.9	1.4	10.3	12.8		75.4	53.1		60.7	82.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	6.9	4.9	1.4	10.3	12.8		75.4	53.1		60.7	82.6	
LOS	A	A	A	B	B		E	D		E	F	
Approach Delay		5.1			12.6			62.9			81.9	
Approach LOS		A			B			E			F	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 98 (61%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 18.1  
 Intersection LOS: B  
 Intersection Capacity Utilization 73.5%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 44: Buckingham Plantation Drive & Bluffton Parkway



Timings  
13: Hampton Parkway & US 278



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↓	↑
Traffic Volume (vph)	1980	33	58	2360	55	7
Future Volume (vph)	1980	33	58	2360	55	7
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	5085	1583	1770	5085	1770	1583
Satd. Flow (RTOR)		32				8
Lane Group Flow (vph)	2126	35	62	2534	59	8
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	2		1	6	8	8
Permitted Phases		2				
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	20.0	20.0	6.0	20.0	6.0	6.0
Minimum Split (s)	32.0	32.0	15.0	32.0	15.0	15.0
Total Split (s)	122.0	122.0	24.0	146.0	24.0	24.0
Total Split (%)	71.8%	71.8%	14.1%	85.9%	14.1%	14.1%
Yellow Time (s)	5.1	5.1	3.0	5.1	3.0	3.0
All-Red Time (s)	2.0	2.0	3.2	2.0	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1	6.2	7.1	6.4	6.4
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Max	Max	None	C-Max	None	None
Act Effct Green (s)	124.1	124.1	17.8	149.5	11.0	11.0
Actuated g/C Ratio	0.73	0.73	0.10	0.88	0.06	0.06
v/c Ratio	0.57	0.03	0.34	0.57	0.52	0.07
Control Delay	12.1	2.7	61.4	0.8	91.8	36.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.1	2.7	61.4	0.8	91.8	36.4
LOS	B	A	E	A	F	D
Approach Delay	12.0			2.2	85.2	
Approach LOS	B			A	F	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 163 (96%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.57  
 Intersection Signal Delay: 7.7  
 Intersection LOS: A  
 Intersection Capacity Utilization 65.4%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 13: Hampton Parkway & US 278



Timings  
12: Buckwalter Parkway/Berkeley Hall & US 278

FINAL SAT-OUT #10  
CL=170

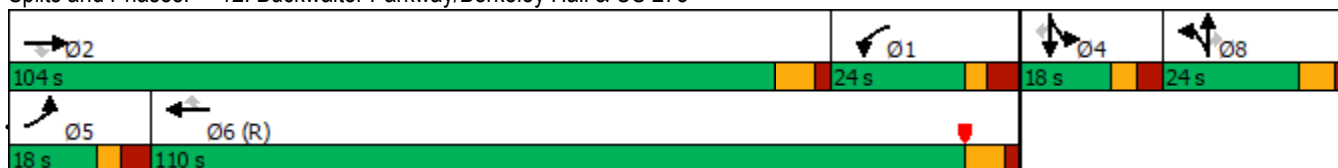


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑	↗	↘	↗	↗
Traffic Volume (vph)	39	1985	290	197	2552	32	173	21	167	46	19	34
Future Volume (vph)	39	1985	290	197	2552	32	173	21	167	46	19	34
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	3467	1881	1599	1673	1724	1575
Flt Permitted	0.950			0.950			0.950			0.950	0.979	
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	3467	1881	1599	1673	1724	1575
Satd. Flow (RTOR)			196			111			179			160
Lane Group Flow (vph)	42	2131	311	212	2740	34	186	23	179	34	35	37
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	18.0	32.0	32.0	19.0	32.0	32.0	18.0	18.0	18.0	18.0	18.0	18.0
Total Split (s)	18.0	104.0	104.0	24.0	110.0	110.0	24.0	24.0	24.0	18.0	18.0	18.0
Total Split (%)	10.6%	61.2%	61.2%	14.1%	64.7%	64.7%	14.1%	14.1%	14.1%	10.6%	10.6%	10.6%
Yellow Time (s)	3.0	5.1	5.1	3.0	5.1	5.1	4.4	4.4	4.4	3.3	3.3	3.3
All-Red Time (s)	3.8	2.0	2.0	4.2	2.0	2.0	2.4	2.4	2.4	3.4	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	7.1	7.1	7.2	7.1	7.1	6.8	6.8	6.8	6.7	6.7	6.7
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	9.3	104.9	104.9	16.8	115.7	115.7	14.2	14.2	14.2	9.3	9.3	9.3
Actuated g/C Ratio	0.05	0.62	0.62	0.10	0.68	0.68	0.08	0.08	0.08	0.05	0.05	0.05
v/c Ratio	0.44	0.68	0.30	0.63	0.79	0.03	0.64	0.15	0.60	0.37	0.37	0.16
Control Delay	79.4	43.7	18.8	61.6	8.1	0.0	85.6	73.2	17.7	89.0	88.5	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.4	43.7	18.8	61.6	8.1	0.0	85.6	73.2	17.7	89.0	88.5	1.4
LOS	E	D	B	E	A	A	F	E	B	F	F	A
Approach Delay		41.2			11.8			53.6			58.3	
Approach LOS		D			B			D			E	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 96 (56%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 130  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 27.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 85.9%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 12: Buckwalter Parkway/Berkeley Hall & US 278



Timings  
14: US 278 & Bluffton Fire

FINAL SAT-OUT #10  
CL=170

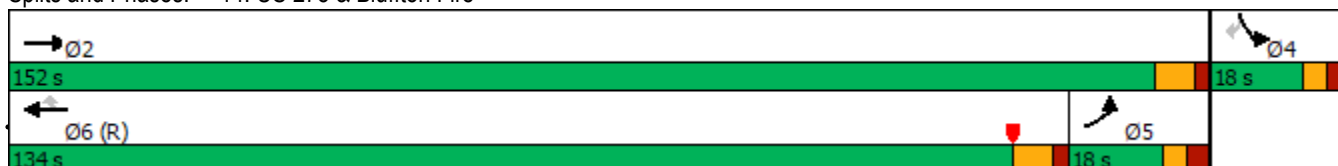


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑	↖	↙	↙
Traffic Volume (vph)	42	1990	2440	5	34	5
Future Volume (vph)	42	1990	2440	5	34	5
Satd. Flow (prot)	1770	5085	5085	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	5085	5085	1583	1770	1583
Satd. Flow (RTOR)				4		5
Lane Group Flow (vph)	45	2137	2620	5	37	5
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	6.0	25.0	25.0	25.0	8.0	8.0
Minimum Split (s)	15.0	38.0	38.0	38.0	18.0	18.0
Total Split (s)	18.0	152.0	134.0	134.0	18.0	18.0
Total Split (%)	10.6%	89.4%	78.8%	78.8%	10.6%	10.6%
Yellow Time (s)	3.0	5.1	5.1	5.1	3.0	3.0
All-Red Time (s)	3.1	2.0	2.0	2.0	3.3	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	7.1	7.1	7.1	6.3	6.3
Lead/Lag	Lag		Lead	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	Max	C-Max	C-Max	None	None
Act Effct Green (s)	10.7	151.5	137.1	137.1	9.4	9.4
Actuated g/C Ratio	0.06	0.89	0.81	0.81	0.06	0.06
v/c Ratio	0.41	0.47	0.64	0.00	0.38	0.05
Control Delay	81.7	0.5	13.1	1.4	88.2	41.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.7	0.5	13.1	1.4	88.2	41.8
LOS	F	A	B	A	F	D
Approach Delay		2.1	13.0		82.7	
Approach LOS		A	B		F	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 103 (61%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.64  
 Intersection Signal Delay: 8.7  
 Intersection Capacity Utilization 65.9%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service C

Splits and Phases: 14: US 278 & Bluffton Fire



Timings  
10: Rose Hill Way & US 278

FINAL SAT-OUT #10  
CL=170



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗		↖	↗	↖	↗	
Traffic Volume (vph)	27	1995	42	86	2350	12	25	5	89	60	15	23
Future Volume (vph)	27	1995	42	86	2350	12	25	5	89	60	15	23
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	0	1788	1583	1778	1702	0
Flt Permitted	0.038			0.061				0.731		0.736		
Satd. Flow (perm)	71	5085	1583	114	5085	1583	0	1362	1583	1378	1702	0
Satd. Flow (RTOR)			112			67			115		25	
Lane Group Flow (vph)	29	2142	45	92	2523	13	0	32	96	64	41	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	6.0	25.0	25.0	6.0	25.0	25.0	8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	15.0	38.0	38.0	15.0	38.0	38.0	18.0	18.0	18.0	18.0	18.0	
Total Split (s)	15.0	118.0	118.0	27.0	130.0	130.0	25.0	25.0	25.0	25.0	25.0	
Total Split (%)	8.8%	69.4%	69.4%	15.9%	76.5%	76.5%	14.7%	14.7%	14.7%	14.7%	14.7%	
Yellow Time (s)	3.0	5.1	5.1	3.0	5.1	5.1	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	3.4	2.0	2.0	3.7	2.0	2.0	3.4	3.4	3.4	3.4	3.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.4	7.1	7.1	6.7	7.1	7.1		6.7	6.7	6.7	6.7	
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	127.5	120.7	120.7	143.3	132.9	132.9		13.3	13.3	13.3	13.3	
Actuated g/C Ratio	0.75	0.71	0.71	0.84	0.78	0.78		0.08	0.08	0.08	0.08	
v/c Ratio	0.25	0.59	0.04	0.37	0.63	0.01		0.30	0.42	0.60	0.26	
Control Delay	15.3	3.7	0.1	39.0	11.9	0.0		79.5	11.9	97.0	39.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	15.3	3.7	0.1	39.0	11.9	0.0		79.5	11.9	97.0	39.2	
LOS	B	A	A	D	B	A		E	B	F	D	
Approach Delay		3.8			12.8			28.8			74.4	
Approach LOS		A			B			C			E	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 8 (5%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.63  
 Intersection Signal Delay: 10.6  
 Intersection LOS: B  
 Intersection Capacity Utilization 78.2%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 10: Rose Hill Way & US 278



Timings  
9: Buck Island Road/Belfair Plantation & US 278

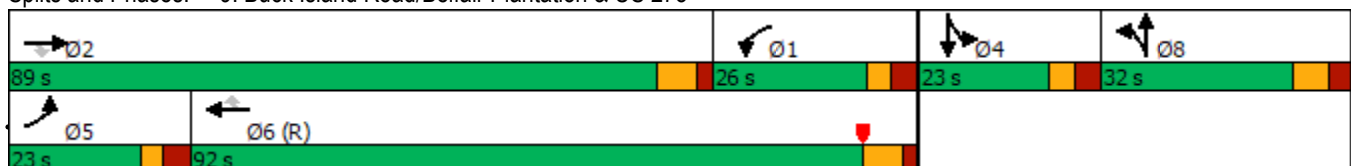
FINAL SAT-OUT #10  
CL=170

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	2000	244	111	2260	20	259	18	94	29	20	17
Future Volume (vph)	26	2000	244	111	2260	20	259	18	94	29	20	17
Satd. Flow (prot)	1778	5111	1591	1761	5060	1575	1690	1608	0	1778	1743	0
Flt Permitted	0.950			0.950			0.950	0.982		0.950		
Satd. Flow (perm)	1778	5111	1591	1761	5060	1575	1690	1608	0	1778	1743	0
Satd. Flow (RTOR)			139			112		27			18	
Lane Group Flow (vph)	28	2147	262	119	2427	21	206	192	0	31	39	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	25.0	25.0	6.0	25.0	25.0	8.0	8.0		6.0	6.0	
Minimum Split (s)	15.0	38.0	38.0	15.0	38.0	38.0	19.0	19.0		15.0	15.0	
Total Split (s)	23.0	89.0	89.0	26.0	92.0	92.0	32.0	32.0		23.0	23.0	
Total Split (%)	13.5%	52.4%	52.4%	15.3%	54.1%	54.1%	18.8%	18.8%		13.5%	13.5%	
Yellow Time (s)	3.0	5.1	5.1	3.0	5.1	5.1	4.4	4.4		3.3	3.3	
All-Red Time (s)	3.4	2.0	2.0	3.5	2.0	2.0	3.1	3.1		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	7.1	7.1	6.5	7.1	7.1	7.5	7.5		6.5	6.5	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	7.9	90.9	90.9	19.5	107.7	107.7	26.0	26.0		8.5	8.5	
Actuated g/C Ratio	0.05	0.53	0.53	0.11	0.63	0.63	0.15	0.15		0.05	0.05	
v/c Ratio	0.34	0.79	0.29	0.59	0.76	0.02	0.80	0.72		0.35	0.38	
Control Delay	96.1	28.1	4.9	89.4	38.0	0.0	91.4	73.4		88.0	57.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	96.1	28.1	4.9	89.4	38.0	0.0	91.4	73.4		88.0	57.8	
LOS	F	C	A	F	D	A	F	E		F	E	
Approach Delay		26.4			40.1			82.7			71.2	
Approach LOS		C			D			F			E	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 82 (48%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.80  
 Intersection Signal Delay: 37.5  
 Intersection LOS: D  
 Intersection Capacity Utilization 84.4%  
 ICU Level of Service E  
 Analysis Period (min) 15

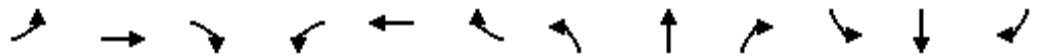
Splits and Phases: 9: Buck Island Road/Belfair Plantation & US 278





Timings  
7: SC 46/Crescent Drive & US 278

FINAL SAT-OUT #10  
CL=170



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	2000	374	278	2225	28	493	25	282	37	21	21
Future Volume (vph)	52	2000	374	278	2225	28	493	25	282	37	21	21
Satd. Flow (prot)	1770	5085	2787	3416	5060	1575	3205	1617	1575	1725	1680	0
Flt Permitted	0.950			0.950			0.950	0.959		0.950		
Satd. Flow (perm)	1770	5085	2787	3416	5060	1575	3205	1617	1575	1725	1680	0
Satd. Flow (RTOR)			402			112			245		23	
Lane Group Flow (vph)	56	2147	402	298	2389	30	370	186	303	40	46	0
Turn Type	Prot	NA	pt+ov	Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5	2	2 8	1	6		8	8		4	4	
Permitted Phases						6			8			
Detector Phase	5	2	2 8	1	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	6.0	25.0		6.0	25.0	25.0	12.0	12.0	12.0	6.0	6.0	
Minimum Split (s)	15.0	37.0		15.0	37.0	37.0	23.0	23.0	23.0	15.0	15.0	
Total Split (s)	20.0	76.0		36.0	92.0	92.0	34.0	34.0	34.0	24.0	24.0	
Total Split (%)	11.8%	44.7%		21.2%	54.1%	54.1%	20.0%	20.0%	20.0%	14.1%	14.1%	
Yellow Time (s)	3.0	4.4		3.0	4.4	4.4	4.4	4.4	4.4	3.3	3.3	
All-Red Time (s)	3.7	2.3		4.0	2.3	2.3	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.7	6.7		7.0	6.7	6.7	7.4	7.4	7.4	6.3	6.3	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	Max		None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	10.6	87.9	118.1	19.6	99.9	99.9	28.2	28.2	28.2	9.4	9.4	
Actuated g/C Ratio	0.06	0.52	0.69	0.12	0.59	0.59	0.17	0.17	0.17	0.06	0.06	
v/c Ratio	0.51	0.82	0.20	0.76	0.80	0.03	0.70	0.70	0.65	0.42	0.40	
Control Delay	104.2	19.8	1.3	100.3	15.5	0.0	54.3	59.9	30.6	90.2	54.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	104.2	19.8	1.3	100.3	15.5	0.0	54.3	59.9	30.6	90.2	54.0	
LOS	F	B	A	F	B	A	D	E	C	F	D	
Approach Delay		18.7			24.6			47.1			70.8	
Approach LOS		B			C			D			E	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 6 (4%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.82  
 Intersection Signal Delay: 25.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 82.6%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 7: SC 46/Crescent Drive & US 278





Timings  
6: Target/Home Depot & US 278

FINAL SAT-OUT #10

CL=170



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘↗	↑	↗	↘↗	↑	↗
Traffic Volume (vph)	297	2000	105	163	2275	110	80	73	138	124	45	153
Future Volume (vph)	297	2000	105	163	2275	110	80	73	138	124	45	153
Satd. Flow (prot)	1778	5111	1591	1761	5060	1575	3433	1863	1583	3416	1853	1575
Flt Permitted	0.040			0.043			0.950			0.950		
Satd. Flow (perm)	75	5111	1591	80	5060	1575	3433	1863	1583	3416	1853	1575
Satd. Flow (RTOR)			195			195			155			164
Lane Group Flow (vph)	319	2147	113	175	2443	118	86	78	148	133	48	164
Turn Type	pm+pt	NA	Free	pm+pt	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		Free	6		Free			8			4
Detector Phase	5	2		1	6		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	25.0		6.0	25.0		6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	15.0	37.0		15.0	37.0		15.0	18.0	18.0	15.0	18.0	18.0
Total Split (s)	42.0	104.0		33.0	95.0		15.0	18.0	18.0	15.0	18.0	18.0
Total Split (%)	24.7%	61.2%		19.4%	55.9%		8.8%	10.6%	10.6%	8.8%	10.6%	10.6%
Yellow Time (s)	3.0	4.4		3.0	4.4		3.0	3.3	3.3	3.0	3.3	3.3
All-Red Time (s)	3.7	2.5		3.6	2.5		3.6	3.0	3.0	3.6	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.7	6.9		6.6	6.9		6.6	6.3	6.3	6.6	6.3	6.3
Lead/Lag	Lag	Lead		Lag	Lead		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	129.8	101.8	170.0	114.3	92.8	170.0	10.8	10.9	10.9	9.7	9.8	9.8
Actuated g/C Ratio	0.76	0.60	1.00	0.67	0.55	1.00	0.06	0.06	0.06	0.06	0.06	0.06
v/c Ratio	0.89	0.70	0.07	0.67	0.88	0.07	0.39	0.66	0.60	0.69	0.45	0.67
Control Delay	49.5	24.7	0.1	84.4	29.7	0.1	82.4	102.2	19.4	95.8	90.5	23.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.5	24.7	0.1	84.4	29.7	0.1	82.4	102.2	19.4	95.8	90.5	23.7
LOS	D	C	A	F	C	A	F	F	B	F	F	C
Approach Delay		26.7			31.9			57.4			60.8	
Approach LOS		C			C			E			E	

Intersection Summary

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 165 (97%), Referenced to phase 6:WBTL, Start of Yellow

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 32.6

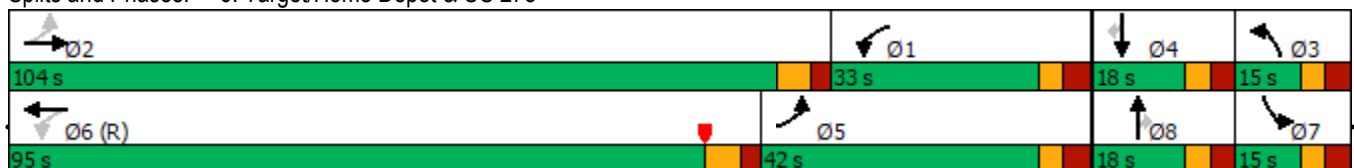
Intersection LOS: C

Intersection Capacity Utilization 88.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 6: Target/Home Depot & US 278





Timings  
4: Tanger Outlet #1/Sawmill Creek Road & US 278

FINAL SAT-OUT #10  
CL=170

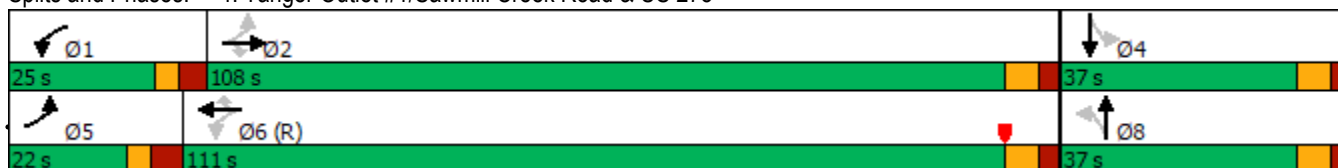


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑↑	↘	↙	↑↑↑	↘	↙	↘		↙	↘	
Traffic Volume (vph)	78	2000	176	96	2260	43	109	11	71	45	10	92
Future Volume (vph)	78	2000	176	96	2260	43	109	11	71	45	10	92
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1778	1629	0	1796	1635	0
Flt Permitted	0.038			0.057			0.608			0.686		
Satd. Flow (perm)	71	5085	1583	106	5085	1583	1138	1629	0	1297	1635	0
Satd. Flow (RTOR)			163			72		76			99	
Lane Group Flow (vph)	84	2147	189	103	2427	46	117	88	0	48	110	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	20.0	20.0	6.0	20.0	20.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	15.0	31.0	31.0	15.0	31.0	31.0	21.0	21.0		21.0	21.0	
Total Split (s)	22.0	108.0	108.0	25.0	111.0	111.0	37.0	37.0		37.0	37.0	
Total Split (%)	12.9%	63.5%	63.5%	14.7%	65.3%	65.3%	21.8%	21.8%		21.8%	21.8%	
Yellow Time (s)	3.0	4.4	4.4	3.0	4.4	4.4	4.4	4.4		4.4	4.4	
All-Red Time (s)	4.0	2.6	2.6	3.5	2.6	2.6	2.8	2.8		2.8	2.8	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	6.5	7.0	7.0	7.2	7.2		7.2	7.2	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	126.0	116.8	116.8	129.4	118.0	118.0	21.6	21.6		21.6	21.6	
Actuated g/C Ratio	0.74	0.69	0.69	0.76	0.69	0.69	0.13	0.13		0.13	0.13	
v/c Ratio	0.58	0.61	0.17	0.55	0.69	0.04	0.81	0.32		0.29	0.37	
Control Delay	48.2	10.9	4.1	31.9	18.0	3.0	108.5	19.1		69.5	17.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	48.2	10.9	4.1	31.9	18.0	3.0	108.5	19.1		69.5	17.1	
LOS	D	B	A	C	B	A	F	B		E	B	
Approach Delay		11.7			18.3			70.1			33.0	
Approach LOS		B			B			E			C	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 93 (55%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.81  
 Intersection Signal Delay: 17.7  
 Intersection LOS: B  
 Intersection Capacity Utilization 80.0%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 4: Tanger Outlet #1/Sawmill Creek Road & US 278



Timings  
3: Malphrus Road/Colleton River Road & US 278

FINAL SAT-OUT #10  
CL=170



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	2000	276	129	2260	5	223	14	170	12	9	5
Future Volume (vph)	7	2000	276	129	2260	5	223	14	170	12	9	5
Satd. Flow (prot)	1778	5111	1591	1761	5060	1575	1681	1695	1583	0	1803	1575
Flt Permitted	0.044			0.042			0.950	0.958			0.973	
Satd. Flow (perm)	82	5111	1591	78	5060	1575	1681	1695	1583	0	1803	1575
Satd. Flow (RTOR)			296			113			183			155
Lane Group Flow (vph)	8	2147	296	139	2427	5	127	127	183	0	23	5
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2	8	1	6		8	8		4	4	
Permitted Phases	2		2	6		6			8			4
Detector Phase	5	2	8	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	6.0	25.0	10.0	6.0	25.0	25.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	37.0	21.0	15.0	37.0	37.0	21.0	21.0	21.0	20.0	20.0	20.0
Total Split (s)	15.0	92.0	29.0	29.0	106.0	106.0	29.0	29.0	29.0	20.0	20.0	20.0
Total Split (%)	8.8%	54.1%	17.1%	17.1%	62.4%	62.4%	17.1%	17.1%	17.1%	11.8%	11.8%	11.8%
Yellow Time (s)	3.0	4.4	4.4	3.0	4.4	4.4	4.4	4.4	4.4	3.3	3.3	3.3
All-Red Time (s)	3.4	2.3	2.7	3.7	2.3	2.3	2.7	2.7	2.7	3.5	3.5	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.7	7.1	6.7	6.7	6.7	7.1	7.1	7.1		6.8	6.8
Lead/Lag	Lag	Lag		Lead	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	Max	None	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	108.2	107.9	129.2	124.2	124.2	124.2	18.9	18.9	18.9		10.0	10.0
Actuated g/C Ratio	0.64	0.63	0.76	0.73	0.73	0.73	0.11	0.11	0.11		0.06	0.06
v/c Ratio	0.07	0.66	0.23	0.77	0.66	0.00	0.68	0.68	0.54		0.22	0.02
Control Delay	38.1	30.9	3.6	72.7	13.9	0.0	90.3	89.7	14.2		81.4	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	38.1	30.9	3.6	72.7	13.9	0.0	90.3	89.7	14.2		81.4	0.2
LOS	D	C	A	E	B	A	F	F	B		F	A
Approach Delay		27.6			17.1			58.2			66.9	
Approach LOS		C			B			E			E	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 7 (4%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 115  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 25.3  
 Intersection LOS: C  
 Intersection Capacity Utilization 79.7%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 3: Malphrus Road/Colleton River Road & US 278



Timings  
2: Tanger Outlet #2 & US 278



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↘	↑↑↑	↘	↗
Traffic Volume (vph)	2000	220	50	2260	151	81
Future Volume (vph)	2000	220	50	2260	151	81
Satd. Flow (prot)	5085	1583	1734	4984	1796	1607
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	5085	1583	1734	4984	1796	1607
Satd. Flow (RTOR)		90				87
Lane Group Flow (vph)	2147	236	54	2427	162	87
Turn Type	NA	Free	Prot	NA	Prot	Perm
Protected Phases	2		1		8	
Permitted Phases		Free		Free		8
Detector Phase	2		1		8	8
Switch Phase						
Minimum Initial (s)	20.0		6.0		10.0	10.0
Minimum Split (s)	30.0		14.0		19.0	19.0
Total Split (s)	113.0		19.0		38.0	38.0
Total Split (%)	66.5%		11.2%		22.4%	22.4%
Yellow Time (s)	4.4		3.0		3.0	3.0
All-Red Time (s)	2.0		3.0		2.9	2.9
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.4		6.0		5.9	5.9
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Recall Mode	C-Max		None		None	None
Act Effct Green (s)	122.9	170.0	10.7	170.0	20.6	20.6
Actuated g/C Ratio	0.72	1.00	0.06	1.00	0.12	0.12
v/c Ratio	0.58	0.15	0.50	0.49	0.75	0.32
Control Delay	10.5	0.2	120.3	0.2	92.1	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.5	0.2	120.3	0.2	92.1	14.3
LOS	B	A	F	A	F	B
Approach Delay	9.5			2.8	64.9	
Approach LOS	A			A	E	

Intersection Summary

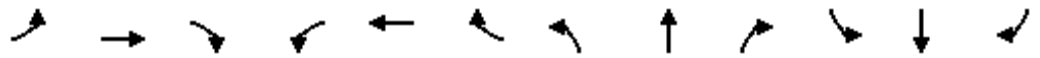
Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 32 (19%), Referenced to phase 2:EBT, Start of Yellow  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.75  
 Intersection Signal Delay: 9.0  
 Intersection LOS: A  
 Intersection Capacity Utilization 61.3%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 2: Tanger Outlet #2 & US 278



Timings

1: Buckingham Plantation Drive/Moss Creek & US 278



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↗	↖	↕	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	130	2000	65	34	2200	61	63	40	29	67	41	127
Future Volume (vph)	130	2000	65	34	2200	61	63	40	29	67	41	127
Satd. Flow (prot)	1778	5085	0	1761	5040	0	1761	1853	1575	1778	1872	1591
Flt Permitted	0.950			0.950			0.728			0.520		
Satd. Flow (perm)	1778	5085	0	1761	5040	0	1349	1853	1575	973	1872	1591
Satd. Flow (RTOR)		5			4				142			142
Lane Group Flow (vph)	140	2217	0	37	2427	0	68	43	31	72	44	136
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	25.0		6.0	25.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	15.0	37.0		15.0	37.0		14.0	20.0	20.0	14.0	20.0	20.0
Total Split (s)	29.0	110.0		15.0	96.0		24.0	21.0	21.0	24.0	21.0	21.0
Total Split (%)	17.1%	64.7%		8.8%	56.5%		14.1%	12.4%	12.4%	14.1%	12.4%	12.4%
Yellow Time (s)	3.0	4.4		3.0	4.4		3.0	4.4	4.4	3.0	4.4	4.4
All-Red Time (s)	3.2	2.0		3.2	2.0		3.3	2.4	2.4	3.2	2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.4		6.2	6.4		6.3	6.8	6.8	6.2	6.8	6.8
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	18.5	115.6		9.1	103.8		20.3	10.7	10.7	24.1	10.9	10.9
Actuated g/C Ratio	0.11	0.68		0.05	0.61		0.12	0.06	0.06	0.14	0.06	0.06
v/c Ratio	0.73	0.64		0.40	0.79		0.36	0.37	0.13	0.35	0.37	0.58
Control Delay	87.1	25.1		89.2	28.6		64.5	83.9	1.4	64.7	84.9	19.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.1	25.1		89.2	28.6		64.5	83.9	1.4	64.7	84.9	19.6
LOS	F	C		F	C		E	F	A	E	F	B
Approach Delay		28.7			29.5			56.6			43.9	
Approach LOS		C			C			E			D	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 139 (82%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 30.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 78.7%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 1: Buckingham Plantation Drive/Moss Creek & US 278



Timings  
27: SC 46 & Wal-Mart Driveway/Kitties Crossing

FINAL SAT-OUT #10

CL=170

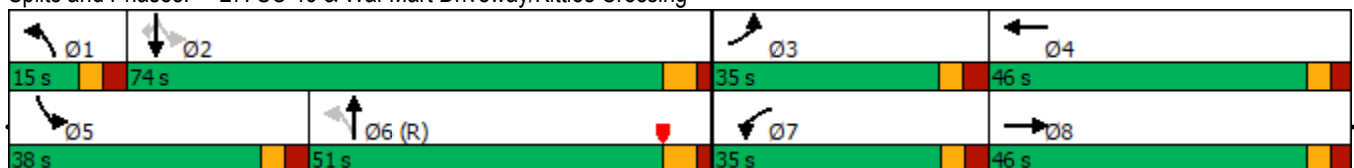


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗↘	↗		↗	↗		↗	↗↘		↗	↗↘	↗
Traffic Volume (vph)	328	240	5	155	165	5	5	532	5	248	733	5
Future Volume (vph)	328	240	5	155	165	5	5	532	5	248	733	5
Satd. Flow (prot)	3433	1857	0	1770	1855	0	1761	3518	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.354			0.342		
Satd. Flow (perm)	3433	1857	0	1770	1855	0	656	3518	0	637	3539	1583
Satd. Flow (RTOR)		1			1							99
Lane Group Flow (vph)	352	263	0	166	182	0	5	576	0	266	787	5
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases							6			2		2
Detector Phase	3	8		7	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	6.0	8.0		6.0	8.0		6.0	15.0		6.0	15.0	15.0
Minimum Split (s)	15.0	16.0		14.0	16.0		15.0	25.0		14.0	25.0	25.0
Total Split (s)	35.0	46.0		35.0	46.0		15.0	51.0		38.0	74.0	74.0
Total Split (%)	20.6%	27.1%		20.6%	27.1%		8.8%	30.0%		22.4%	43.5%	43.5%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4		3.0	4.4	4.4
All-Red Time (s)	3.4	2.9		3.0	2.9		3.2	2.0		3.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	5.9		6.0	5.9		6.2	6.4		6.0	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max		None	Max	Max
Act Effct Green (s)	22.2	28.8		20.7	27.0		84.7	78.5		102.5	99.7	99.7
Actuated g/C Ratio	0.13	0.17		0.12	0.16		0.50	0.46		0.60	0.59	0.59
v/c Ratio	0.79	0.83		0.77	0.62		0.01	0.35		0.53	0.38	0.01
Control Delay	84.2	89.3		94.5	74.3		20.0	33.3		14.1	12.8	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	84.2	89.3		94.5	74.3		20.0	33.3		14.1	12.8	0.0
LOS	F	F		F	E		B	C		B	B	A
Approach Delay		86.4			83.9			33.2			13.1	
Approach LOS		F			F			C			B	

Intersection Summary

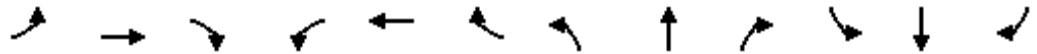
Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 2 (1%), Referenced to phase 6:NBTL, Start of Yellow  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 44.4  
 Intersection LOS: D  
 Intersection Capacity Utilization 71.4%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 27: SC 46 & Wal-Mart Driveway/Kitties Crossing



Timings

44: Buckingham Plantation Drive & Bluffton Parkway

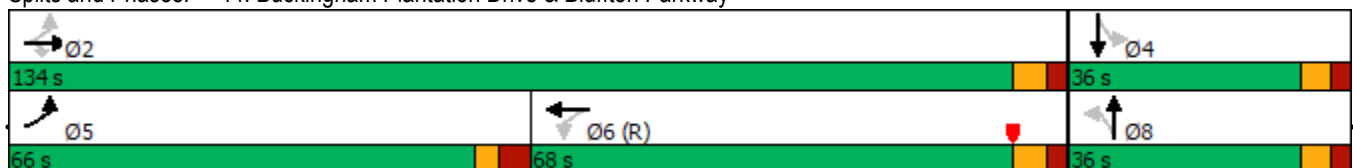


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗		↖	↗		↖	↗	
Traffic Volume (vph)	371	961	48	20	583	16	45	51	5	12	97	24
Future Volume (vph)	371	961	48	20	583	16	45	51	5	12	97	24
Satd. Flow (prot)	1770	3539	1583	1770	3525	0	1761	1829	0	1770	1807	0
Flt Permitted	0.367			0.278			0.459			0.718		
Satd. Flow (perm)	684	3539	1583	518	3525	0	851	1829	0	1337	1807	0
Satd. Flow (RTOR)			52		2			2			6	
Lane Group Flow (vph)	398	1032	52	21	643	0	48	60	0	13	130	0
Turn Type	pm+pt	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	15.0	15.0	15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	16.0	27.0	27.0	27.0	27.0		18.0	18.0		18.0	18.0	
Total Split (s)	66.0	134.0	134.0	68.0	68.0		36.0	36.0		36.0	36.0	
Total Split (%)	38.8%	78.8%	78.8%	40.0%	40.0%		21.2%	21.2%		21.2%	21.2%	
Yellow Time (s)	3.0	4.4	4.4	4.4	4.4		3.6	3.6		3.6	3.6	
All-Red Time (s)	4.1	2.7	2.7	2.7	2.7		2.9	2.9		2.9	2.9	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.1	7.1	7.1	7.1	7.1		6.5	6.5		6.5	6.5	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	C-Max	C-Max		None	None		None	None	
Act Effct Green (s)	139.4	139.4	139.4	116.8	116.8		17.0	17.0		17.0	17.0	
Actuated g/C Ratio	0.82	0.82	0.82	0.69	0.69		0.10	0.10		0.10	0.10	
v/c Ratio	0.60	0.36	0.04	0.06	0.27		0.56	0.33		0.10	0.70	
Control Delay	8.0	4.5	1.0	11.9	11.5		96.5	71.9		55.7	72.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.0	4.5	1.0	11.9	11.5		96.5	71.9		55.7	72.4	
LOS	A	A	A	B	B		F	E		E	E	
Approach Delay		5.3			11.5			82.8			70.9	
Approach LOS		A			B			F			E	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 41 (24%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.70  
 Intersection Signal Delay: 14.4  
 Intersection LOS: B  
 Intersection Capacity Utilization 75.6%  
 ICU Level of Service D  
 Analysis Period (min) 15

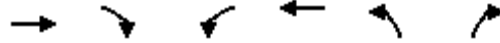
Splits and Phases: 44: Buckingham Plantation Drive & Bluffton Parkway





Timings  
13: Hampton Parkway & US 278

FINAL SAT-IN #11  
CL=170



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↓	↑
Traffic Volume (vph)	2606	3	79	1700	37	10
Future Volume (vph)	2606	3	79	1700	37	10
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	5085	1583	1770	5085	1770	1583
Satd. Flow (RTOR)		2				11
Lane Group Flow (vph)	2798	3	85	1825	40	11
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	2		1	6	8	8
Permitted Phases		2				
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	20.0	20.0	6.0	20.0	6.0	6.0
Minimum Split (s)	32.0	32.0	15.0	32.0	15.0	15.0
Total Split (s)	130.0	130.0	23.0	153.0	17.0	17.0
Total Split (%)	76.5%	76.5%	13.5%	90.0%	10.0%	10.0%
Yellow Time (s)	5.1	5.1	3.0	5.1	3.0	3.0
All-Red Time (s)	2.0	2.0	3.2	2.0	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1	6.2	7.1	6.4	6.4
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Max	Max	None	C-Max	None	None
Act Effct Green (s)	127.1	127.1	16.8	151.6	8.8	8.8
Actuated g/C Ratio	0.75	0.75	0.10	0.89	0.05	0.05
v/c Ratio	0.74	0.00	0.49	0.40	0.43	0.12
Control Delay	14.2	4.7	103.7	9.4	92.3	35.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.2	4.7	103.7	9.4	92.3	35.6
LOS	B	A	F	A	F	D
Approach Delay	14.2			13.6	80.0	
Approach LOS	B			B	F	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 14 (8%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 14.7  
 Intersection LOS: B  
 Intersection Capacity Utilization 77.8%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 13: Hampton Parkway & US 278



Timings  
12: Buckwalter Parkway/Berkeley Hall & US 278

FINAL SAT-IN #11  
CL=170

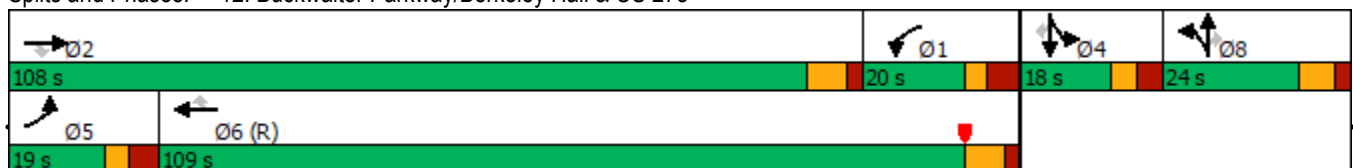


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	2616	290	197	1750	32	244	32	211	46	19	34
Future Volume (vph)	55	2616	290	197	1750	32	244	32	211	46	19	34
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	3467	1881	1599	1673	1724	1575
Flt Permitted	0.950			0.950			0.950			0.950	0.979	
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	3467	1881	1599	1673	1724	1575
Satd. Flow (RTOR)			157			111			159			160
Lane Group Flow (vph)	59	2809	311	212	1879	34	262	34	227	34	35	37
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	18.0	32.0	32.0	19.0	32.0	32.0	18.0	18.0	18.0	18.0	18.0	18.0
Total Split (s)	19.0	108.0	108.0	20.0	109.0	109.0	24.0	24.0	24.0	18.0	18.0	18.0
Total Split (%)	11.2%	63.5%	63.5%	11.8%	64.1%	64.1%	14.1%	14.1%	14.1%	10.6%	10.6%	10.6%
Yellow Time (s)	3.0	5.1	5.1	3.0	5.1	5.1	4.4	4.4	4.4	3.3	3.3	3.3
All-Red Time (s)	3.8	2.0	2.0	4.2	2.0	2.0	2.4	2.4	2.4	3.4	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	7.1	7.1	7.2	7.1	7.1	6.8	6.8	6.8	6.7	6.7	6.7
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	10.3	106.4	106.4	12.8	112.2	112.2	16.7	16.7	16.7	9.3	9.3	9.3
Actuated g/C Ratio	0.06	0.63	0.63	0.08	0.66	0.66	0.10	0.10	0.10	0.05	0.05	0.05
v/c Ratio	0.55	0.88	0.30	0.82	0.56	0.03	0.77	0.18	0.76	0.37	0.37	0.16
Control Delay	110.2	19.9	1.8	116.9	31.9	1.2	90.0	72.3	39.5	89.0	88.5	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	110.2	19.9	1.8	116.9	31.9	1.2	90.0	72.3	39.5	89.0	88.5	1.4
LOS	F	B	A	F	C	A	F	E	D	F	F	A
Approach Delay		19.8			39.9			66.9			58.3	
Approach LOS		B			D			E			E	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 52 (31%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 130  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay: 31.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 89.6%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 12: Buckwalter Parkway/Berkeley Hall & US 278



Timings  
14: US 278 & Bluffton Fire



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑	↖	↙	↙
Traffic Volume (vph)	42	2613	1700	5	34	5
Future Volume (vph)	42	2613	1700	5	34	5
Satd. Flow (prot)	1770	5085	5085	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	5085	5085	1583	1770	1583
Satd. Flow (RTOR)				5		5
Lane Group Flow (vph)	45	2806	1825	5	37	5
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	6.0	25.0	25.0	25.0	8.0	8.0
Minimum Split (s)	15.0	38.0	38.0	38.0	18.0	18.0
Total Split (s)	20.0	151.0	131.0	131.0	19.0	19.0
Total Split (%)	11.8%	88.8%	77.1%	77.1%	11.2%	11.2%
Yellow Time (s)	3.0	5.1	5.1	5.1	3.0	3.0
All-Red Time (s)	3.1	2.0	2.0	2.0	3.3	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	7.1	7.1	7.1	6.3	6.3
Lead/Lag	Lag		Lead	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	Max	C-Max	C-Max	None	None
Act Effct Green (s)	12.3	151.4	135.4	135.4	9.5	9.5
Actuated g/C Ratio	0.07	0.89	0.80	0.80	0.06	0.06
v/c Ratio	0.35	0.62	0.45	0.00	0.37	0.05
Control Delay	90.2	1.0	2.2	0.6	87.6	41.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.2	1.0	2.2	0.6	87.6	41.6
LOS	F	A	A	A	F	D
Approach Delay		2.4	2.2		82.1	
Approach LOS		A	A		F	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 86 (51%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.62  
 Intersection Signal Delay: 3.0  
 Intersection LOS: A  
 Intersection Capacity Utilization 69.3%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 14: US 278 & Bluffton Fire



Timings  
10: Rose Hill Way & US 278

FINAL SAT-IN #11  
CL=170



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗		↑	↗	↖	↗	
Traffic Volume (vph)	27	2611	42	86	1650	12	25	5	89	60	15	23
Future Volume (vph)	27	2611	42	86	1650	12	25	5	89	60	15	23
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	0	1788	1583	1778	1702	0
Flt Permitted	0.100			0.035				0.731		0.736		
Satd. Flow (perm)	186	5085	1583	65	5085	1583	0	1362	1583	1378	1702	0
Satd. Flow (RTOR)			69			65			113		25	
Lane Group Flow (vph)	29	2803	45	92	1772	13	0	32	96	64	41	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	6.0	25.0	25.0	6.0	25.0	25.0	8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	15.0	38.0	38.0	15.0	38.0	38.0	18.0	18.0	18.0	18.0	18.0	
Total Split (s)	15.0	125.0	125.0	24.0	134.0	134.0	21.0	21.0	21.0	21.0	21.0	
Total Split (%)	8.8%	73.5%	73.5%	14.1%	78.8%	78.8%	12.4%	12.4%	12.4%	12.4%	12.4%	
Yellow Time (s)	3.0	5.1	5.1	3.0	5.1	5.1	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	3.4	2.0	2.0	3.7	2.0	2.0	3.4	3.4	3.4	3.4	3.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.4	7.1	7.1	6.7	7.1	7.1		6.7	6.7	6.7	6.7	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	120.8	120.1	120.1	134.3	133.9	133.9		12.1	12.1	12.1	12.1	
Actuated g/C Ratio	0.71	0.71	0.71	0.79	0.79	0.79		0.07	0.07	0.07	0.07	
v/c Ratio	0.15	0.78	0.04	0.41	0.44	0.01		0.33	0.44	0.65	0.28	
Control Delay	3.3	4.9	0.0	20.5	3.1	0.1		83.4	13.7	106.2	41.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	3.3	4.9	0.0	20.5	3.1	0.1		83.4	13.7	106.2	41.3	
LOS	A	A	A	C	A	A		F	B	F	D	
Approach Delay		4.8			4.0			31.1			80.9	
Approach LOS		A			A			C			F	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 5 (3%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 6.8  
 Intersection LOS: A  
 Intersection Capacity Utilization 83.6%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 10: Rose Hill Way & US 278



Timings  
9: Buck Island Road/Belfair Plantation & US 278

FINAL SAT-IN #11  
CL=170

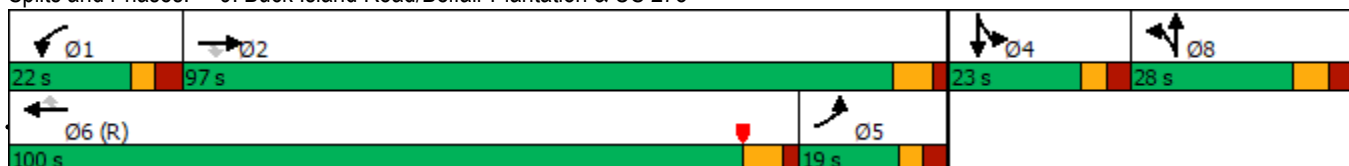


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	2436	244	111	1600	20	259	18	94	29	20	17
Future Volume (vph)	26	2436	244	111	1600	20	259	18	94	29	20	17
Satd. Flow (prot)	1778	5111	1591	1761	5060	1575	1690	1608	0	1778	1743	0
Flt Permitted	0.950			0.950			0.950	0.982		0.950		
Satd. Flow (perm)	1778	5111	1591	1761	5060	1575	1690	1608	0	1778	1743	0
Satd. Flow (RTOR)			125			116		27			18	
Lane Group Flow (vph)	28	2615	262	119	1718	21	206	192	0	31	39	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	25.0	25.0	6.0	25.0	25.0	8.0	8.0		6.0	6.0	
Minimum Split (s)	15.0	38.0	38.0	15.0	38.0	38.0	19.0	19.0		15.0	15.0	
Total Split (s)	19.0	97.0	97.0	22.0	100.0	100.0	28.0	28.0		23.0	23.0	
Total Split (%)	11.2%	57.1%	57.1%	12.9%	58.8%	58.8%	16.5%	16.5%		13.5%	13.5%	
Yellow Time (s)	3.0	5.1	5.1	3.0	5.1	5.1	4.4	4.4		3.3	3.3	
All-Red Time (s)	3.4	2.0	2.0	3.5	2.0	2.0	3.1	3.1		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	7.1	7.1	6.5	7.1	7.1	7.5	7.5		6.5	6.5	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	10.0	94.6	94.6	14.3	104.0	104.0	27.5	27.5		8.5	8.5	
Actuated g/C Ratio	0.06	0.56	0.56	0.08	0.61	0.61	0.16	0.16		0.05	0.05	
v/c Ratio	0.27	0.92	0.28	0.80	0.55	0.02	0.75	0.68		0.35	0.38	
Control Delay	57.6	19.7	2.3	85.2	28.3	0.1	85.7	70.7		88.0	57.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	57.6	19.7	2.3	85.2	28.3	0.1	85.7	70.7		88.0	57.8	
LOS	E	B	A	F	C	A	F	E		F	E	
Approach Delay		18.5			31.6			78.5			71.2	
Approach LOS		B			C			E			E	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 169 (99%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.92  
 Intersection Signal Delay: 28.4  
 Intersection LOS: C  
 Intersection Capacity Utilization 89.3%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 9: Buck Island Road/Belfair Plantation & US 278



Timings

8: Simmonsville Road/Belfair Towne Village & US 278

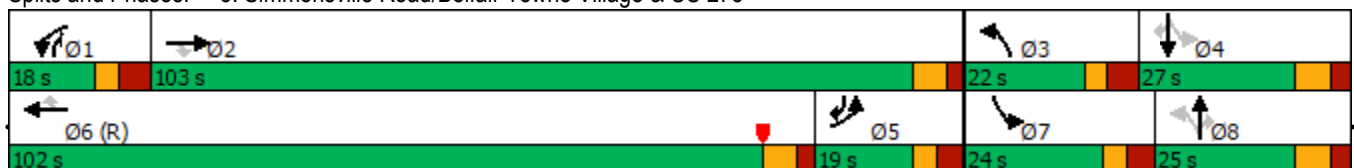


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖	↑	↖	↖	↑	↖
Traffic Volume (vph)	138	2260	70	81	1574	56	151	107	108	163	89	149
Future Volume (vph)	138	2260	70	81	1574	56	151	107	108	163	89	149
Satd. Flow (prot)	3433	5085	1583	3450	5111	1591	1778	1872	1591	1761	1853	1575
Flt Permitted	0.950			0.950			0.695			0.481		
Satd. Flow (perm)	3433	5085	1583	3450	5111	1591	1301	1872	1591	892	1853	1575
Satd. Flow (RTOR)			117			116			112			114
Lane Group Flow (vph)	148	2427	75	87	1690	60	162	115	116	175	96	160
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	8.0	20.0	20.0	8.0	20.0	20.0	6.0	10.0	8.0	6.0	10.0	8.0
Minimum Split (s)	18.0	54.0	54.0	18.0	31.0	31.0	15.0	21.0	18.0	15.0	21.0	18.0
Total Split (s)	19.0	103.0	103.0	18.0	102.0	102.0	22.0	25.0	18.0	24.0	27.0	19.0
Total Split (%)	11.2%	60.6%	60.6%	10.6%	60.0%	60.0%	12.9%	14.7%	10.6%	14.1%	15.9%	11.2%
Yellow Time (s)	3.0	4.4	4.4	3.0	4.4	4.4	3.0	4.4	3.0	3.0	4.4	3.0
All-Red Time (s)	3.6	2.3	2.3	4.0	2.3	2.3	4.0	2.9	4.0	3.5	2.9	3.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.7	6.7	7.0	6.7	6.7	7.0	7.3	7.0	6.5	7.3	6.6
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes			Yes			Yes
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	12.4	101.5	101.5	9.6	99.1	99.1	29.7	14.9	31.8	33.8	16.5	29.6
Actuated g/C Ratio	0.07	0.60	0.60	0.06	0.58	0.58	0.17	0.09	0.19	0.20	0.10	0.17
v/c Ratio	0.59	0.80	0.08	0.45	0.57	0.06	0.61	0.70	0.30	0.67	0.54	0.44
Control Delay	58.9	6.6	0.1	65.4	40.3	2.2	66.5	97.4	11.6	69.2	83.5	16.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.9	6.6	0.1	65.4	40.3	2.2	66.5	97.4	11.6	69.2	83.5	16.6
LOS	E	A	A	E	D	A	E	F	B	E	F	B
Approach Delay		9.3			40.2			59.3			52.9	
Approach LOS		A			D			E			D	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 78 (46%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.80  
 Intersection Signal Delay: 27.2  
 Intersection LOS: C  
 Intersection Capacity Utilization 84.6%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 8: Simmonsville Road/Belfair Towne Village & US 278



Timings  
7: SC 46/Crescent Drive & US 278

FINAL SAT-IN #11  
CL=170

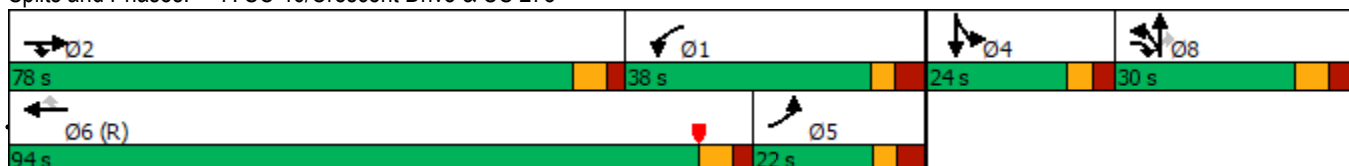


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘	↗	↗	↘	↗	↗
Traffic Volume (vph)	52	2290	374	278	1575	28	493	25	282	37	21	21
Future Volume (vph)	52	2290	374	278	1575	28	493	25	282	37	21	21
Satd. Flow (prot)	1770	5085	2787	3416	5060	1575	3205	1617	1575	1725	1680	0
Flt Permitted	0.950			0.950			0.950	0.959		0.950		
Satd. Flow (perm)	1770	5085	2787	3416	5060	1575	3205	1617	1575	1725	1680	0
Satd. Flow (RTOR)			402			114			239		23	
Lane Group Flow (vph)	56	2459	402	298	1691	30	370	186	303	40	46	0
Turn Type	Prot	NA	pt+ov	Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5	2	2 8	1	6		8	8		4	4	
Permitted Phases						6			8			
Detector Phase	5	2	2 8	1	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	6.0	25.0		6.0	25.0	25.0	12.0	12.0	12.0	6.0	6.0	
Minimum Split (s)	15.0	37.0		15.0	37.0	37.0	23.0	23.0	23.0	15.0	15.0	
Total Split (s)	22.0	78.0		38.0	94.0	94.0	30.0	30.0	30.0	24.0	24.0	
Total Split (%)	12.9%	45.9%		22.4%	55.3%	55.3%	17.6%	17.6%	17.6%	14.1%	14.1%	
Yellow Time (s)	3.0	4.4		3.0	4.4	4.4	4.4	4.4	4.4	3.3	3.3	
All-Red Time (s)	3.7	2.3		4.0	2.3	2.3	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.7	6.7		7.0	6.7	6.7	7.4	7.4	7.4	6.3	6.3	
Lead/Lag	Lag	Lead		Lag	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	Max		None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	10.9	82.8	118.0	25.0	100.0	100.0	27.8	27.8	27.8	9.4	9.4	
Actuated g/C Ratio	0.06	0.49	0.69	0.15	0.59	0.59	0.16	0.16	0.16	0.06	0.06	
v/c Ratio	0.50	0.99	0.20	0.59	0.57	0.03	0.71	0.70	0.66	0.42	0.40	
Control Delay	78.5	35.0	0.2	104.6	39.5	1.6	92.2	98.9	57.4	90.2	54.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	78.5	35.0	0.2	104.6	39.5	1.6	92.2	98.9	57.4	90.2	54.0	
LOS	E	C	A	F	D	A	F	F	E	F	D	
Approach Delay		31.0			48.6			81.4			70.8	
Approach LOS		C			D			F			E	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 156 (92%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.99  
 Intersection Signal Delay: 45.0  
 Intersection LOS: D  
 Intersection Capacity Utilization 87.2%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 7: SC 46/Crescent Drive & US 278



Timings  
6: Target/Home Depot & US 278

FINAL SAT-IN #11  
CL=170



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘↘	↑	↗	↘↘	↑	↗
Traffic Volume (vph)	297	2320	105	163	1575	110	80	73	138	124	45	153
Future Volume (vph)	297	2320	105	163	1575	110	80	73	138	124	45	153
Satd. Flow (prot)	1778	5111	1591	1761	5060	1575	3433	1863	1583	3416	1853	1575
Flt Permitted	0.059			0.059			0.950			0.950		
Satd. Flow (perm)	110	5111	1591	109	5060	1575	3433	1863	1583	3416	1853	1575
Satd. Flow (RTOR)			195			195			155			164
Lane Group Flow (vph)	319	2491	113	175	1691	118	86	78	148	133	48	164
Turn Type	pm+pt	NA	Free	pm+pt	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		Free	6		Free			8			4
Detector Phase	5	2		1	6		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	25.0		6.0	25.0		6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	15.0	37.0		15.0	37.0		15.0	18.0	18.0	15.0	18.0	18.0
Total Split (s)	49.0	103.0		31.0	85.0		15.0	19.0	19.0	17.0	21.0	21.0
Total Split (%)	28.8%	60.6%		18.2%	50.0%		8.8%	11.2%	11.2%	10.0%	12.4%	12.4%
Yellow Time (s)	3.0	4.4		3.0	4.4		3.0	3.3	3.3	3.0	3.3	3.3
All-Red Time (s)	3.7	2.5		3.6	2.5		3.6	3.0	3.0	3.6	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.7	6.9		6.6	6.9		6.6	6.3	6.3	6.6	6.3	6.3
Lead/Lag	Lead	Lead		Lag	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	98.0	97.8	170.0	92.8	92.5	170.0	11.1	11.3	11.3	10.1	10.4	10.4
Actuated g/C Ratio	0.58	0.58	1.00	0.55	0.54	1.00	0.07	0.07	0.07	0.06	0.06	0.06
v/c Ratio	0.90	0.85	0.07	0.59	0.61	0.07	0.39	0.63	0.59	0.66	0.42	0.66
Control Delay	60.3	21.9	0.0	75.1	38.7	0.1	81.6	99.5	18.9	93.7	87.7	22.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.3	21.9	0.0	75.1	38.7	0.1	81.6	99.5	18.9	93.7	87.7	22.6
LOS	E	C	A	E	D	A	F	F	B	F	F	C
Approach Delay		25.2			39.6			56.3			59.1	
Approach LOS		C			D			E			E	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 63 (37%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 105  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 34.2  
 Intersection LOS: C  
 Intersection Capacity Utilization 81.7%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 6: Target/Home Depot & US 278





Timings  
5: Burnt Church Road/Trimblestone Road & US 278

FINAL SAT-IN #11  
CL=170

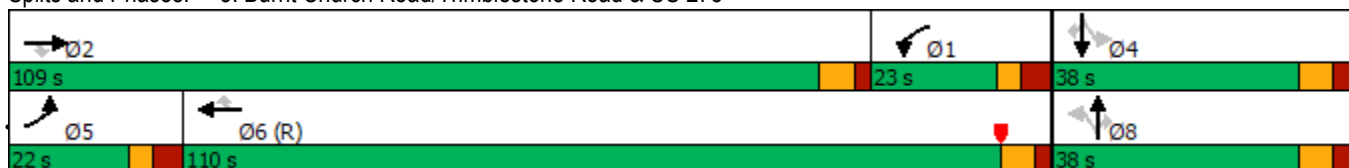


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘↗	↑↑↑	↗	↘	↑	↗	↘	↑	↗
Traffic Volume (vph)	76	2349	109	96	1578	78	138	66	195	89	34	17
Future Volume (vph)	76	2349	109	96	1578	78	138	66	195	89	34	17
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	1752	1844	1567	1770	1863	1583
Flt Permitted	0.950			0.950			0.733			0.711		
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	1352	1844	1567	1324	1863	1583
Satd. Flow (RTOR)			82			81			158			111
Lane Group Flow (vph)	82	2522	117	103	1694	84	148	71	209	96	37	18
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	6.0	20.0	20.0	12.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	49.0	49.0	23.0	31.0	31.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	22.0	109.0	109.0	23.0	110.0	110.0	38.0	38.0	38.0	38.0	38.0	38.0
Total Split (%)	12.9%	64.1%	64.1%	13.5%	64.7%	64.7%	22.4%	22.4%	22.4%	22.4%	22.4%	22.4%
Yellow Time (s)	3.0	4.4	4.4	3.0	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	3.7	2.1	2.1	4.1	2.1	2.1	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.7	6.5	6.5	7.1	6.5	6.5	6.9	6.9	6.9	6.9	6.9	6.9
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	12.5	110.1	110.1	15.9	113.9	113.9	23.5	23.5	23.5	23.5	23.5	23.5
Actuated g/C Ratio	0.07	0.65	0.65	0.09	0.67	0.67	0.14	0.14	0.14	0.14	0.14	0.14
v/c Ratio	0.64	0.77	0.11	0.32	0.50	0.08	0.79	0.28	0.59	0.52	0.14	0.06
Control Delay	113.2	4.6	0.3	62.3	10.8	1.5	98.4	66.6	24.8	77.1	62.9	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	113.2	4.6	0.3	62.3	10.8	1.5	98.4	66.6	24.8	77.1	62.9	0.4
LOS	F	A	A	E	B	A	F	E	C	E	E	A
Approach Delay		7.7			13.2			57.1			64.5	
Approach LOS		A			B			E			E	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 99 (58%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 95  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 15.4  
 Intersection LOS: B  
 Intersection Capacity Utilization 87.8%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 5: Burnt Church Road/Trimblestone Road & US 278



Timings  
4: Tanger Outlet #1/Sawmill Creek Road & US 278

FINAL SAT-IN #11  
CL=170

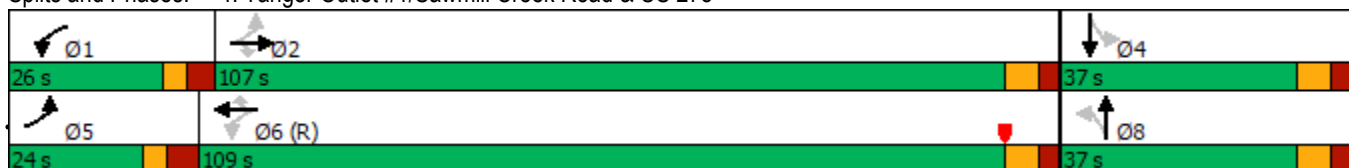


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑↑	↗	↙	↑↑↑	↗	↙	↗		↙	↗	
Traffic Volume (vph)	78	2123	176	96	1625	43	109	11	71	45	10	92
Future Volume (vph)	78	2123	176	96	1625	43	109	11	71	45	10	92
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1778	1629	0	1796	1635	0
Flt Permitted	0.106			0.045			0.608			0.686		
Satd. Flow (perm)	197	5085	1583	84	5085	1583	1138	1629	0	1297	1635	0
Satd. Flow (RTOR)			151			72		76			99	
Lane Group Flow (vph)	84	2279	189	103	1745	46	117	88	0	48	110	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	20.0	20.0	6.0	20.0	20.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	15.0	31.0	31.0	15.0	31.0	31.0	21.0	21.0		21.0	21.0	
Total Split (s)	24.0	107.0	107.0	26.0	109.0	109.0	37.0	37.0		37.0	37.0	
Total Split (%)	14.1%	62.9%	62.9%	15.3%	64.1%	64.1%	21.8%	21.8%		21.8%	21.8%	
Yellow Time (s)	3.0	4.4	4.4	3.0	4.4	4.4	4.4	4.4		4.4	4.4	
All-Red Time (s)	4.0	2.6	2.6	3.5	2.6	2.6	2.8	2.8		2.8	2.8	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	6.5	7.0	7.0	7.2	7.2		7.2	7.2	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	124.0	116.6	116.6	131.3	119.8	119.8	21.6	21.6		21.6	21.6	
Actuated g/C Ratio	0.73	0.69	0.69	0.77	0.70	0.70	0.13	0.13		0.13	0.13	
v/c Ratio	0.40	0.65	0.17	0.59	0.49	0.04	0.81	0.32		0.29	0.37	
Control Delay	11.6	10.1	3.2	40.2	16.3	2.2	108.5	19.1		69.5	17.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	11.6	10.1	3.2	40.2	16.3	2.2	108.5	19.1		69.5	17.1	
LOS	B	B	A	D	B	A	F	B		E	B	
Approach Delay		9.6			17.2			70.1			33.0	
Approach LOS		A			B			E			C	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 93 (55%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.81  
 Intersection Signal Delay: 16.0  
 Intersection LOS: B  
 Intersection Capacity Utilization 77.3%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 4: Tanger Outlet #1/Sawmill Creek Road & US 278



Timings  
3: Malphrus Road/Colleton River Road & US 278

FINAL SAT-IN #11  
CL=170

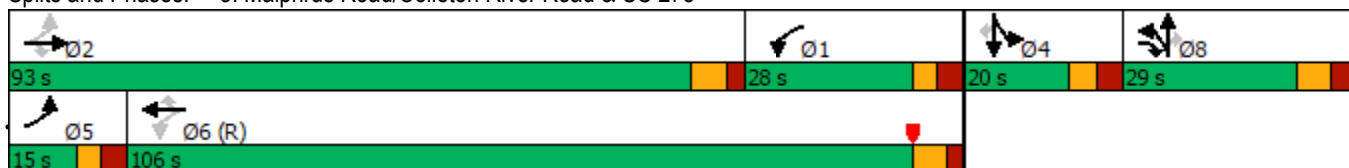


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘	↗	↗		↗	↗
Traffic Volume (vph)	9	2125	332	144	1625	8	250	14	245	17	9	11
Future Volume (vph)	9	2125	332	144	1625	8	250	14	245	17	9	11
Satd. Flow (prot)	1778	5111	1591	1761	5060	1575	1681	1694	1583	0	1796	1575
Flt Permitted	0.079			0.046			0.950	0.957			0.969	
Satd. Flow (perm)	148	5111	1591	85	5060	1575	1681	1694	1583	0	1796	1575
Satd. Flow (RTOR)			356			111			263			153
Lane Group Flow (vph)	10	2282	356	155	1745	9	142	141	263	0	28	12
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2	8	1	6		8	8		4	4	
Permitted Phases	2		2	6		6			8			4
Detector Phase	5	2	8	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	6.0	25.0	10.0	6.0	25.0	25.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	37.0	21.0	15.0	37.0	37.0	21.0	21.0	21.0	20.0	20.0	20.0
Total Split (s)	15.0	93.0	29.0	28.0	106.0	106.0	29.0	29.0	29.0	20.0	20.0	20.0
Total Split (%)	8.8%	54.7%	17.1%	16.5%	62.4%	62.4%	17.1%	17.1%	17.1%	11.8%	11.8%	11.8%
Yellow Time (s)	3.0	4.4	4.4	3.0	4.4	4.4	4.4	4.4	4.4	3.3	3.3	3.3
All-Red Time (s)	3.4	2.3	2.7	3.7	2.3	2.3	2.7	2.7	2.7	3.5	3.5	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.7	7.1	6.7	6.7	6.7	7.1	7.1	7.1		6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	Max	None	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	94.3	94.0	121.3	117.0	117.0	117.0	20.6	20.6	20.6		10.2	10.2
Actuated g/C Ratio	0.55	0.55	0.71	0.69	0.69	0.69	0.12	0.12	0.12		0.06	0.06
v/c Ratio	0.07	0.81	0.29	0.58	0.50	0.01	0.70	0.69	0.62		0.26	0.05
Control Delay	8.2	13.6	0.5	44.4	10.4	0.0	89.4	88.4	13.6		82.6	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	8.2	13.6	0.5	44.4	10.4	0.0	89.4	88.4	13.6		82.6	0.4
LOS	A	B	A	D	B	A	F	F	B		F	A
Approach Delay		11.8			13.1			52.6			57.9	
Approach LOS		B			B			D			E	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 156 (92%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 105  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.81  
 Intersection Signal Delay: 17.0  
 Intersection LOS: B  
 Intersection Capacity Utilization 82.9%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 3: Malphrus Road/Colleton River Road & US 278



Timings  
2: Tanger Outlet #2 & US 278



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↘	↑↑↑	↘	↗
Traffic Volume (vph)	2125	220	50	1625	151	81
Future Volume (vph)	2125	220	50	1625	151	81
Satd. Flow (prot)	5085	1583	1734	4984	1796	1607
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	5085	1583	1734	4984	1796	1607
Satd. Flow (RTOR)		85				87
Lane Group Flow (vph)	2282	236	54	1745	162	87
Turn Type	NA	Free	Prot	NA	Prot	Perm
Protected Phases	2		1		8	
Permitted Phases		Free		Free		8
Detector Phase	2		1		8	8
Switch Phase						
Minimum Initial (s)	20.0		6.0		10.0	10.0
Minimum Split (s)	31.0		14.0		19.0	19.0
Total Split (s)	116.0		18.0		36.0	36.0
Total Split (%)	68.2%		10.6%		21.2%	21.2%
Yellow Time (s)	4.4		3.0		3.0	3.0
All-Red Time (s)	2.0		3.0		2.9	2.9
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.4		6.0		5.9	5.9
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Recall Mode	C-Max		None		None	None
Act Effct Green (s)	123.0	170.0	10.6	170.0	20.6	20.6
Actuated g/C Ratio	0.72	1.00	0.06	1.00	0.12	0.12
v/c Ratio	0.62	0.15	0.50	0.35	0.75	0.32
Control Delay	3.1	0.1	80.3	0.2	92.1	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.1	0.1	80.3	0.2	92.1	14.3
LOS	A	A	F	A	F	B
Approach Delay	2.9			2.6	64.9	
Approach LOS	A			A	E	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 36 (21%), Referenced to phase 2:EBT, Start of Yellow  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.75  
 Intersection Signal Delay: 6.1  
 Intersection Capacity Utilization 60.7%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service B

Splits and Phases: 2: Tanger Outlet #2 & US 278



Timings

1: Buckingham Plantation Drive/Moss Creek & US 278



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕↕		↖	↕	↖	↖	↕	↖
Traffic Volume (vph)	130	1900	65	34	1650	61	63	40	29	67	41	127
Future Volume (vph)	130	1900	65	34	1650	61	63	40	29	67	41	127
Satd. Flow (prot)	1778	5085	0	1761	5035	0	1761	1853	1575	1778	1872	1591
Flt Permitted	0.950			0.950			0.728			0.520		
Satd. Flow (perm)	1778	5085	0	1761	5035	0	1349	1853	1575	973	1872	1591
Satd. Flow (RTOR)		5			4				143			143
Lane Group Flow (vph)	140	2110	0	37	1837	0	68	43	31	72	44	136
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	25.0		6.0	25.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	15.0	37.0		15.0	37.0		14.0	20.0	20.0	14.0	20.0	20.0
Total Split (s)	33.0	102.0		17.0	86.0		24.0	27.0	27.0	24.0	27.0	27.0
Total Split (%)	19.4%	60.0%		10.0%	50.6%		14.1%	15.9%	15.9%	14.1%	15.9%	15.9%
Yellow Time (s)	3.0	4.4		3.0	4.4		3.0	4.4	4.4	3.0	4.4	4.4
All-Red Time (s)	3.2	2.0		3.2	2.0		3.3	2.4	2.4	3.2	2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.4		6.2	6.4		6.3	6.8	6.8	6.2	6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	18.5	114.8		9.8	103.8		20.3	10.7	10.7	24.1	10.9	10.9
Actuated g/C Ratio	0.11	0.68		0.06	0.61		0.12	0.06	0.06	0.14	0.06	0.06
v/c Ratio	0.73	0.61		0.37	0.60		0.36	0.37	0.13	0.35	0.37	0.58
Control Delay	82.8	20.2		86.8	22.3		60.2	79.6	2.3	64.7	84.8	19.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.8	20.2		86.8	22.3		60.2	79.6	2.3	64.7	84.8	19.2
LOS	F	C		F	C		E	E	A	E	F	B
Approach Delay		24.1			23.6			53.5			43.6	
Approach LOS		C			C			D			D	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 109 (64%), Referenced to phase 6:WBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.73  
 Intersection Signal Delay: 25.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 70.5%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 1: Buckingham Plantation Drive/Moss Creek & US 278



Timings  
27: SC 46 & Wal-Mart Driveway/Kitties Crossing

FINAL SAT-IN #11  
CL=170

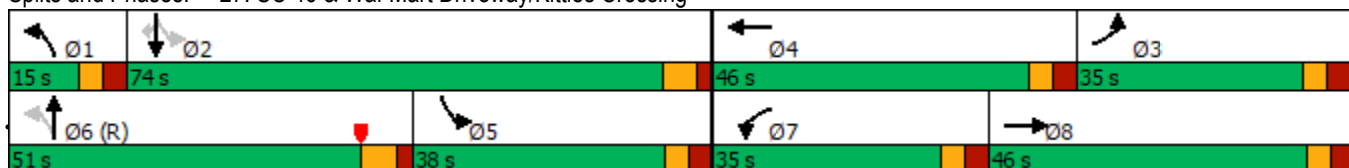


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↖		↖	↖		↖	↖↗		↖	↖↗	↖
Traffic Volume (vph)	328	240	5	155	165	5	5	532	5	248	733	5
Future Volume (vph)	328	240	5	155	165	5	5	532	5	248	733	5
Satd. Flow (prot)	3433	1857	0	1770	1855	0	1761	3518	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.218			0.371		
Satd. Flow (perm)	3433	1857	0	1770	1855	0	404	3518	0	691	3539	1583
Satd. Flow (RTOR)		1			1							138
Lane Group Flow (vph)	352	263	0	166	182	0	5	576	0	266	787	5
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases							6			2		2
Detector Phase	3	8		7	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	6.0	8.0		6.0	8.0		6.0	15.0		6.0	15.0	15.0
Minimum Split (s)	15.0	16.0		14.0	16.0		15.0	25.0		14.0	25.0	25.0
Total Split (s)	35.0	46.0		35.0	46.0		15.0	51.0		38.0	74.0	74.0
Total Split (%)	20.6%	27.1%		20.6%	27.1%		8.8%	30.0%		22.4%	43.5%	43.5%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4		3.0	4.4	4.4
All-Red Time (s)	3.4	2.9		3.0	2.9		3.2	2.0		3.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	5.9		6.0	5.9		6.2	6.4		6.0	6.4	6.4
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max		None	Max	Max
Act Effct Green (s)	27.6	28.8		20.7	21.5		64.3	64.1		100.0	99.6	99.6
Actuated g/C Ratio	0.16	0.17		0.12	0.13		0.38	0.38		0.59	0.59	0.59
v/c Ratio	0.63	0.83		0.77	0.77		0.03	0.43		0.44	0.38	0.01
Control Delay	71.0	89.3		94.5	92.2		40.4	42.8		17.5	11.7	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	71.0	89.3		94.5	92.2		40.4	42.8		17.5	11.7	0.0
LOS	E	F		F	F		D	D		B	B	A
Approach Delay		78.8			93.3			42.7			13.1	
Approach LOS		E			F			D			B	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 161 (95%), Referenced to phase 6:NBTL, Start of Yellow  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 46.0  
 Intersection LOS: D  
 Intersection Capacity Utilization 71.4%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 27: SC 46 & Wal-Mart Driveway/Kitties Crossing



Timings  
44: Buckingham Plantation Drive & Bluffton Parkway

FINAL SAT-IN #11  
CL=170



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑	↗	↖	↑↑		↖	↗		↖	↗	
Traffic Volume (vph)	106	499	23	12	486	23	34	18	5	6	144	58
Future Volume (vph)	106	499	23	12	486	23	34	18	5	6	144	58
Satd. Flow (prot)	1770	3539	1583	1770	3514	0	1761	1796	0	1770	1783	0
Flt Permitted	0.410			0.453			0.293			0.742		
Satd. Flow (perm)	764	3539	1583	844	3514	0	543	1796	0	1382	1783	0
Satd. Flow (RTOR)			25		3			5			13	
Lane Group Flow (vph)	114	536	25	13	547	0	37	24	0	6	217	0
Turn Type	pm+pt	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8				4
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	15.0	15.0	15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	16.0	27.0	27.0	27.0	27.0		18.0	18.0		18.0	18.0	
Total Split (s)	33.0	107.0	107.0	74.0	74.0		63.0	63.0		63.0	63.0	
Total Split (%)	19.4%	62.9%	62.9%	43.5%	43.5%		37.1%	37.1%		37.1%	37.1%	
Yellow Time (s)	3.0	4.4	4.4	4.4	4.4		3.6	3.6		3.6	3.6	
All-Red Time (s)	4.1	2.7	2.7	2.7	2.7		2.9	2.9		2.9	2.9	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.1	7.1	7.1	7.1	7.1		6.5	6.5		6.5	6.5	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	C-Max	C-Max		None	None		None	None	
Act Effct Green (s)	131.2	131.2	131.2	115.8	115.8		25.2	25.2		25.2	25.2	
Actuated g/C Ratio	0.77	0.77	0.77	0.68	0.68		0.15	0.15		0.15	0.15	
v/c Ratio	0.18	0.20	0.02	0.02	0.23		0.46	0.09		0.03	0.79	
Control Delay	6.1	5.9	2.0	11.2	11.2		82.7	50.0		53.7	78.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	6.1	5.9	2.0	11.2	11.2		82.7	50.0		53.7	78.7	
LOS	A	A	A	B	B		F	D		D	E	
Approach Delay		5.8			11.2			69.9			78.0	
Approach LOS		A			B			E			E	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 41 (24%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 21.0  
 Intersection LOS: C  
 Intersection Capacity Utilization 67.2%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 44: Buckingham Plantation Drive & Bluffton Parkway

