County Council of Beaufort County Planning Commission Meeting

Chairman
ED PAPPAS
Vice Chair
CECILY MCMILLAN

Commission Members
PETE COOK
JON HENNEY
EUGENE MEYERS
GLENN MILLER
GAIL MURRAY
DANIEL RIEDEL
DENNIS ROSS

Interim County Administrator
JOHN ROBINSON

Staff Support
ROBERT MERCHANT

Administration Building
Beaufort County Government
Robert Smalls Complex
100 Ribaut Road

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Planning Commission Agenda

Monday, April 1, 2024 at 6:00 PM
Council Chambers
County Administration Building, 100 Ribaut Road, Beaufort, SC

ALL OF OUR MEETINGS ARE AVAILABLE FOR VIEWING ONLINE AT WWW.BEAUFORTCOUNTYSC.GOV AND CAN ALSO BE VIEWED ON HARGRAY CHANNELS 9 AND 113, COMCAST CHANNEL 2, AND SPECTRUM CHANNEL 1304.

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE
3. FOIA – PUBLIC NOTIFICATION OF THIS MEETING HAS BEEN PUBLISHED, POSTED, AND DISTRIBUTED IN COMPLIANCE WITH THE SOUTH CAROLINA FREEDOM OF INFORMATION ACT
4. APPROVAL OF WORKSHOP AND REGULAR MEETING MINUTES – March 4, 2024
5. APPROVAL OF AGENDA
6. CITIZEN COMMENTS – NON-AGENDA ITEMS
   (*Comments are limited to 3 minutes.)*

ACTION ITEMS

7. **TEXT AMENDMENT TO THE COMMUNITY DEVELOPMENT CODE (CDC)**: APPENDIX C.4 (BUCKWALTER PARKWAY) TO UPDATE ACCESS MANAGEMENT STANDARDS.

DISCUSSION ITEMS

8. CHAIRMAN'S REPORT
9. ADJOURNMENT

COUNTY COUNCIL OF BEAUFORT COUNTY
Beaufort County Planning and Zoning Department
Beaufort County Government Robert Smalls Complex
Physical: Administration Building, Room 115 100 Ribaut Road
Mailing: Post Office Drawer 1228, Beaufort, SC 29901-1228
Phone: 843-255-2140

The workshop meeting of the Beaufort County Planning Commission (hereinafter "Commission") was held in the Executive Conference Room on Monday, March 4, 2024 at 5:30 p.m.

MEMBERS PRESENT:
Mr. Ed Pappas, Chairman
Ms. Cecily McMillan, Vice Chair
Mr. Pete Cook
Mr. Jon Henney
Mr. Gene Meyers
Mr. Glenn Miller
Ms. Gail Murray
Mr. Dan Riedel
Mr. Dennis Ross

STAFF PRESENT:
Mr. Rob Merchant, Planning and Zoning Director
Mr. Mark Davis, Planning and Zoning Deputy Director
Ms. Juliana Smith, Long Range Planner
Ms. Kristen Forbus, Long Range Planner

CALL TO ORDER: Chairman Ed Pappas called the meeting to order at 5:31 p.m.

PRESENTATION:
Mike McShane, Chairman of Green Space Committee gave a presentation of the program. Gregorie Neck was introduced and discussed.

ADJOURNMENT: Chairman Pappas adjourned the meeting at 5:57 p.m.

SUBMITTED BY: Kristen Forbus
Long-Range Planner

_____
Ed Pappas
Beaufort County Planning Commission Chairman

Date: _____

COUNTY COUNCIL OF BEAUFORT COUNTY
Beaufort County Planning and Zoning Department
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Phone: 843-255-2140

The regular meeting of the Beaufort County Planning Commission (hereinafter "Commission") was held in Council Chambers on Monday, March 4, 2024 at 6:00 p.m.

MEMBERS PRESENT:
Mr. Ed Pappas, Chairman
Ms. Cecily McMillan, Vice Chair
Mr. Pete Cook
Mr. Jon Henney
Mr. Gene Meyers
Mr. Glenn Miller
Ms. Gail Murray
Mr. Dan Riedel
Mr. Dennis Ross

STAFF PRESENT:
Mr. Rob Merchant, Planning and Zoning Director
Mr. Mark Davis, Planning and Zoning Deputy Director
Ms. Juliana Smith, Long Range Planner
Ms. Kristen Forbus, Long Range Planner

CALL TO ORDER: Chairman Ed Pappas called the meeting to order at 6:00 p.m.

PLEDGE OF ALLEGIANCE: Chairman Pappas led those assembled in the pledge of allegiance.

REVIEW OF MEETING MINUTES: The November 6, 2023 minutes were approved with no objections.

CITIZEN COMMENTS: Mr. Pappas asked if there were any non-agenda related citizen comments; there were none.

ACTION ITEMS:

ZONING MAP AMENDMENT/REZONING REQUEST FOR 86.16 ACRES (R100 028 000 0264 0000) LOCATED AT 98 JENNINGS ROAD FROM T2 RURAL (T2R) TO C3 NEIGHBORHOOD MIXED USE (C3NMU).

Ms. Forbus went over some of the newly proposed changes, explained that staff does not support the amendment, and read excerpts from the staff report.

Mr. Merchant answered questions about the documents necessary to implement a Place Type Overlay. He stated that the lack of staff's support is due to the incompatibility of the proposed zoning with the surrounding area and the Comprehensive Plan's call for any upzoning to be a Place Type Overlay.

There was then the discussion of the drainage and density concern between Mr. Merchant and the Commission members.

The applicant's representative Rob Marek of Pulte homes discussed the need for affordable workforce housing and a traditional neighborhood rather than a Place Type Overlay. He passed out floor plans of

the proposed homes. There was then a discussion between Mr. Marek and the Commission members of a community workshop and a traffic study.

Chairman Pappas opened the meeting up for public comment.

Joyce Ham- spoke against the amendment
Jessie White- spoke against the amendment
Julia Blake- spoke against the amendment

After much discussion, Mr. Henney made a motion to recommend denial of the ZONING MAP AMENDMENT/REZONING REQUEST FOR 86.16 ACRES (R100 028 000 0264 0000) LOCATED AT 98 JENNINGS ROAD FROM T2 RURAL (T2R) TO C3 NEIGHBORHOOD MIXED USE (C3NMU). Mr. Miller seconded the motion. The motion passed unanimously.

TEXT AMENDMENT TO THE COMMUNITY DEVELOPMENT CODE (CDC): APPENDIX C.4 (BUCKWALTER PARKWAY) TO UPDATE ACCESS MANAGEMENT STANDARDS.

Planning Commission delayed action on the item as further review of the study is needed per the request of Mr. Merchant.

COMPREHENSIVE PLAN AMENDMENT TO ADD THE BEAUFORT COUNTY LONG-TERM RESILIENCE STRATEGY AS AN APPENDIX TO THE 2040 COMPREHENSIVE PLAN.

Mr. Merchant introduced Ms. Smith and the background of the Long-Term Resilience Strategy document. Ms. Smith presented a slideshow on the findings of the document and the need for it to be adopted into the 2040 Comprehensive Plan. Bryan Bauer of the Engineering department and Eric Larson of the Facilities Management and Capital Projects department discussed their department strategies.

Mr. Riedel made the motion to recommend approval of the COMPREHENSIVE PLAN AMENDMENT TO ADD THE BEAUFORT COUNTY LONG-TERM RESILIENCE STRATEGY AS AN APPENDIX TO THE 2040 COMPREHENSIVE PLAN. Mr. Meyers seconded the motion. The motion passed unanimously.

DISCUSSSION ITEMS:

COMPREHENSIVE PLAN IMPLEMENTATION STATUS

Mr. Merchant passed out the 2040 Comprehensive Plan status spreadsheet. He then presented a slide show discussing the progress the County has made.

CHAIRMAN'S REPORT:

Vice-chairwoman McMillan was unanimously reappointed by the Commission.
Chairman Pappas was unanimously reappointed by the Commission.

ADJOURNMENT: Chairman Pappas adjourned the meeting at 8:11 p.m.

SUBMITTED BY: Kristen Forbus
Long Range Planner

_____
Ed Pappas
Beaufort County Planning Commission Chairman

Date: _____

MEMORANDUM

To: Beaufort County Planning Commission

From: Kevin Sullivan, Transportation Planner

Subject: TEXT AMENDMENT TO THE COMMUNITY DEVELOPMENT CODE (CDC): APPENDIX C.4 (BUCKWALTER PARKWAY) TO UPDATE ACCESS MANAGEMENT STANDARDS.

Date: March 4, 2024

STAFF REPORT:

Case No.	CDPA-000033-2024
Applicant:	Engineering Department
Proposed Amendment:	Amendment to Appendix C.4 (Buckwalter Parkway) to the Community Development Code

A. SUMMARY AND BACKGROUND:

An access management plan was previously codified in Beaufort County's Community Development Code for the Buckwalter Parkway corridor from just south of Bluffton Parkway (northern connection) to just north of SC 46 (May River Road). This access management plan is an update to the access management plan established in 2022 for the Buckwalter Parkway section to the north and noted in the Buckwalter Parkway access management ordinance.
The corridor segment for this access management plan update extends from Lake Point Drive to Barton's Run Crossing, and the following key points and assumptions were applied in the analysis:
• Approximately 2,000 feet spacing between signalized intersections is desired along the corridor.
• North-south connectivity is desired between parcels along Buckwalter Parkway.
• Review the potential location of the intersections of Buckwalter Parkway at Bluffton Parkway (southern section) and Buckwalter Parkway at Lake Point Drive.
• The Buckwalter Recreation Center redevelopment and a new north-south roadway that connects Buckwalter Recreation Center to the tennis courts on Barton Run Crossing should be included in the development of that parcel.

The following recommendations were made based upon study of the corridor and the associated data.

1. Maintain Existing Signalized Intersection Access
    a. Buckwalter Parkway at Lake Point Drive (existing, potential relocation in future)

b. Buckwalter Parkway at Hampton Hall Boulevard/ Bluffton Parkway (southern section)(existing)
c. Buckwalter Parkway at H.E. McCracken Circle S/Old Bridge Drive (existing)

2. Implement Proposed Right-in, Right-out Access Point Conversion
   a. Buckwalter Recreation Center soccer fields
   b. Buckwalter Recreation Center/H.E. McCracken Middle School Bus Driveway
3. Maintain Existing Full Access Points
   a. Cross Schools
   b. Shell Point Drive
   c. H.E. McCracken Circle N
   d. Farm Lake Drive/Pine Ridge Drive
   e. Barton's Run Crossing
4. Coordinate Cross Access
   a. Cross Schools - Add cross access with Shall Hall Drive
   b. Shell Point Drive - Add cross access with Cross Schools
   c. H.E. McCracken Circle S/Old Bridge Road - Add cross access between Buckwalter Recreation Facility to tennis facilities by May River Road
   d. Farm Lake Drive/Pine Ridge Drive - Add cross access between Buckwalter Recreation Facility to tennis facilities by May River Road
   e. Barton's Run Crossing - Add cross access between Buckwalter Recreation Facility to tennis facilities by May River Road
5. Potential Future Relocation
   a. Lake Point Drive - Change of location to approximately 900’ of the existing intersection to achieve the 2,000’ minimum spacing requirements between Lake Point Drive and potential future relocation of Bluffton Parkway.

6. **RECOMMENDATION:** Staff recommends approval.

7. **ATTACHMENTS:**
   - Amended C.4 Buckwalter Parkway
   - Access Management Plan Reprot
   - Maps

C.4.10 - Application

The following access management standards apply to all properties within Beaufort County's jurisdiction on Buckwalter Parkway between the intersection of US 278 and SC 46 (May River Road).

C.4.20 - Signal Spacing

The recommended spacing between full-signalized accesses is 2,000 feet.

C.4.30 - Future Signal Locations

The specific signalized access locations shall correspond to the planned signal locations provided in *Buckwalter Access Management ~~Study~~* ***Plan*** *Updates (~~2021~~* ***(2021 & 2024)*** and the existing traffic signal locations. Existing and planned intersection locations are subject to change to better meet the spacing guidelines. If a modification of the defined signal locations is desired to meet the demands of a specific development or to better meet prescribed spacing goals noted above, the following conditions shall be satisfied:

A. The modified location must meet the warrants for signalization with the proposed development as defined in the Manual on Uniform Traffic Control Devices (MUTCD) by the Federal Highway Administration (FHWA) with the analysis and specific application of traffic signal warrants to be approved by the Beaufort County traffic engineer.

B. The modified location must provide adequate spacing (as defined in the spacing standards indicated above) from existing traffic signals, programmed traffic signals, and future signalization of primary roadway intersections, including (note that distances shown should be considered approximate):

1. Buckwalter Parkway at US 278
2. Planned location - Buckwalter Parkway at Cinema North (2,026 feet south of US 278)
3. Planned location - Buckwalter Parkway at Mott Street/Parkside Drive (1,788 feet south of Cinema North)
4. Planned location - Buckwalter Parkway to Kroger Fuel Drive (2,176 feet south of Mott Street/Parkside Drive)
5. Buckwalter Parkway at Buckwalter Town Center South (1,496 feet south of Kroger Fuel Drive)
6. Buckwalter Parkway at Bluffton Parkway (1,077 feet south of Buckwalter Town Center South) *Intersection location is subject to change to better reflect the access management goals stated above for the corridor as the current location is less than desired spacing of 1,500 feet from location 5.
7. Buckwalter Parkway at Lake Point Drive (~~1585~~ **2000** feet south of **the proposed future relocation of** Bluffton Parkway) ~~*Intersection location is subject to change to better reflect the access management goals stated above for the corridor as the current location is less than desired spacing of 1,500 feet from location 6.~~
8. Buckwalter Parkway at Bluffton Parkway and Hampton Hall (3,958 feet south of Lake Point Drive/Parker's driveway)
9. Buckwalter Parkway at H.E. McCracken Circle and Old Bridge Drive (4,500 feet south of Hampton Hall)
10. Buckwalter Parkway at SC 46 (May River Road)

C. The future signalized intersection location shall not have an adverse impact on existing or future LOS based on comparative analysis of conditions with the recommended signal locations

indicated in *Buckwalter Access Management ~~Study~~* ***Plan*** *Updates (~~2021~~* ***2021 & 2024****)*. The developer shall be required to conduct LOS and signal system progression analysis to demonstrate compatibility of the proposed signal location with operation of the remainder of the signal system.

(Ord. No. 2022/07 , 2-28-22)

C.4.40 - Driveways

A. **Spacing:** Additional access points above the full accesses indicated in subsection C.4.30.B may be granted for right-in/right-out or other controlled movement access with a minimum spacing of 500 feet. Single parcel access is strongly discouraged and connectivity to adjacent parcels should be provided. Joint access driveways are encouraged for small parcels to adhere to the 500-foot spacing. Driveways should be limited to the number needed to provide adequate access to a development. Factors such as alignment with opposing driveways and minimum spacing requirements will have a bearing on the location and number of driveways approved. For parcels/developments that have frontage on Buckwalter Parkway and have access to a signalized intersection location recommended in the Buckwalter Parkway Access Management Plan, minimum spacing shall be 800 feet unless specified in Figure 5 of the Buckwalter Parkway Access Management Plan **Update 2021**.

B. **Driveway design:** Driveway width and turning radii shall conform to SCDOT's Access and Roadside Management Standards.

C. **Driveway linkages:** See Article VI, Section 6.3.10.D for driveway linkage requirements for non-residential development.

D. **Retrofitting existing driveways:** As changes are made to previously developed property or to the roadway, driveways will be evaluated for the need to be relocated, consolidated, or eliminated if they do not meet the access management standards.

C.4.50 - Deceleration Lanes

Deceleration lanes shall be required when the volume of traffic turning at a site is high enough in relation to the through traffic to constitute the potential for disruption as indicated in the traffic impact analysis.

Access Management Plan Update

Buckwalter Parkway
(Lake Point Drive to Barton's Run Crossing)
Beaufort County, SC

Prepared for:
Beaufort County

BIHL ENGINEERING

Access Management Plan Update – Buckwalter Parkway
(Lake Point Drive to Bartons Run Crossing)
Beaufort County, South Carolina

Prepared for:
Beaufort County

Prepared by:
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Charleston, SC 29417
(843) 637-9187

September 2022

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1.0 Executive Summary

An access management plan was previously codified in Beaufort County's *Community Development Code* for the Buckwalter Parkway corridor from just south of Bluffton Parkway (northern connection) to just north of SC 46 (May River Road). This segment is located primarily in the Town of Bluffton in Beaufort County, South Carolina. This access management plan is a follow-on study to the access management plan established in 2022 for the Buckwalter Parkway section to the north and noted in the Buckwalter Parkway access management ordinance. This plan reviews the current conditions of the corridor and to determine the most appropriate access management plan for the corridor intersections based on the existing and planned developments, existing and future traffic patterns, and crash history.

The corridor segment for this access management plan update extends from Lake Point Drive to Bartons Run Crossing. The location of the corridor is shown in **Figure 1 (Appendix)**. The municipal boundaries for the Town of Bluffton along the corridor are shown in **Figure 2 (Appendix)** based on Beaufort County GIS.

Two scenarios were reviewed: the access points recommended in the *Community Development Code* and an updated access management plan which adjusts the access points to better fit intersection spacing goals and current development patterns.

The following key points and assumptions, which are based on coordination with County staff, were applied in the analysis:

- Approximately 2,000 feet spacing between signalized intersections is desired along the corridor
- North-south connectivity is desired between parcels along Buckwalter Parkway, however due to the gated nature of the residential neighborhoods cross connectivity may not be able to be achieved.
- Review the potential location of the intersections of Buckwalter Parkway at Bluffton Parkway (southern section) and Buckwalter Parkway at Lake Point Drive.
- The Buckwalter Recreation Center redevelopment and a new north-south roadway that connects Buckwalter Recreation Center to the tennis courts on Barton Run Crossing should be included in the development of that parcel.

Based on a review of the corridor and the associated data, the recommended access management plan is shown in **Figures 3A and 3B (Appendix)** and the access locations are listed below by type of access.

- Signalized Intersection Access
    - Buckwalter Parkway at Lake Point Drive (existing, potential relocation in future)
    - Buckwalter Parkway at Hampton Hall Boulevard/ Bluffton Parkway (southern section) (existing)
    - Buckwalter Parkway at H.E. McCracken Circle S/Old Bridge Drive (existing)
- Proposed Right-in, Right-out Access Point Conversion
    - Buckwalter Recreation Center soccer fields

    - Buckwalter Recreation Center/H.E. McCracken Middle School Bus Driveway
- Existing Full Access Points
    - Cross Schools
    - Shell Point Drive
    - H.E. McCracken Circle N
    - Farm Lake Drive/Pine Ridge Drive
    - Bartons Run Crossing

Table 1 shows a comparison of the access management between the two scenarios.

Based on the 2022 Existing conditions analysis, all intersections currently operate acceptably at LOS D or better with the exception of Buckwalter Parkway at Cross Schools Driveway (AM and PM peak hour conditions) and Buckwalter Parkway at Shell Hall Drive (AM and PM peak hour conditions).

Based on the 2030 analysis, all intersections are projected to operate at LOS D or better with the exception of the unsignalized intersections of Buckwalter Parkway at Cross Schools and Buckwalter Parkway at Shell Hall Drive are also expected to operate with elevated delays of LOS F in the AM and PM peak hours. It is not unusual for minor stop-controlled side streets and driveways on major streets to experience longer delays at LOS E and LOS F during peak hours while most of the traffic moving through the corridor typically experiences little or no delay.

In addition, this plan recommends the previously planned and new roadway connection improvements along the corridor. These are shown in **Figures 3A and 3B (Appendix)** as dashed lines. The exact location and design of these connections are conceptual in nature and are expected to be refined in the design process.

- Improve connectivity between Cross Schools and Shell Hall Drive
- New north-south roadway connecting the existing and proposed Buckwalter Recreation Center
- Conversion of the intersection at Buckwalter Recreation Center soccer fields to RIRO operation

Table 1:
Comparison of Traffic Control by Scenario[1]

Location	Current Corridor Plan	2022 Proposed Access Management Plan Update
Lake Point Drive	Existing Signal, 1,575' south of existing Bluffton Parkway (southern section) at Buckwalter Parkway intersection, 1,100' south of planned relocation of Bluffton Parkway (southern section) at Buckwalter Parkway intersection	Change of Location to approximately 900' of the existing intersection to achieve the 2,000' minimum spacing requirements
Cross Schools	Unsignalized Full Access	Remain Full Access/Add cross access with Shall Hall Drive
Shell Point Drive	Unsignalized Full Access	Remain Full Access/Add cross access with Cross Schools
Bluffton Parkway (southern section)/Hampton Hall Boulevard	Existing Signal	No Change
H.E. McCracken Circle N	Unsignalized Full Access	No Change
Buckwalter Recreation Center Soccer Fields	Unsignalized Full Access	Convert Soccer Fields Entrance to Right-in, Right-out
Buckwalter Recreation Center/H.E. McCracken Middle School Bus Driveway	Unsignalized Full Access	Convert to Right-in, Right-out
H.E. McCracken Circle S/Old Bridge Road	Existing Signal	Remain signalized/Add cross access between Buckwalter Recreation Facility to tennis facilities by May River Road
Farm Lake Drive/Pine Ridge Drive	Unsignalized Full Access	Remain unsignalized full access/Add cross access between Buckwalter Recreation Facility to tennis facilities by May River Road
Bartons Run Crossing	Unsignalized Full Access	Remain unsignalized full access/Add cross access between Buckwalter Recreation Facility to tennis facilities by May River Road

2.0 Introduction

An access management plan was codified in Beaufort County's *Community Development Code* for the Buckwalter Parkway corridor to just south of Bluffton Parkway (southern section) to just north of SC 46 (May River Road). This segment is located primarily in the Town of Bluffton, located in Beaufort County, South Carolina. This access management plan is a follow-on study to the plan established in 2022 for the Buckwalter Parkway section to the north and noted in the Buckwalter Parkway access management ordinance. This plan reviews the current conditions of the corridor and to determine the most appropriate access management plan for the corridor intersections based on the existing and planned developments, existing and future traffic patterns, and crash history.

The corridor extends from Lake Point Drive to Bartons Run Crossing. The location of the corridor is shown in **Figure 1 (Appendix)**. The municipal boundaries for the Town of Bluffton along the corridor are shown in **Figure 2 (Appendix)** based on Beaufort County GIS.

3.0 Existing Conditions

The following section discusses the study area, existing roadway conditions, annual average daily traffic (AADT) data, turning movement counts, previous studies, area roadway projects, and crash analysis for the access management plan.

3.1 Study Area

The access management plan study area includes the following existing intersections.

- Buckwalter Parkway at Lake Point Drive
- Buckwalter Parkway at Cross Schools Driveway
- Buckwalter Parkway at Shell Hall Drive
- Buckwalter Parkway at Bluffton Parkway (southern section)/Hampton Hall Boulevard
- Buckwalter Parkway at H.E. McCracken Circle N
- Buckwalter Parkway at Buckwalter Recreation Center Soccer Fields
- Buckwalter Parkway at H.E. McCracken Middle School Bus Driveway/Buckwalter Recreation Center
- Buckwalter Parkway at H.E. McCracken Circle S/Old Bridge Drive
- Buckwalter Parkway at Farm Lake Drive/Pine Ridge Drive
- Buckwalter Parkway at Bartons Run Crossing

Existing laneage at the study area intersections is shown in **Figure 4 (Appendix)**.

3.2 Existing Roadway Conditions

The study area includes South Carolina Department of Transportation (SCDOT), Beaufort County, Town of Bluffton, and privately owned roadways/driveways.

3.2.1 Study Area Roadways

The following section provides descriptions of the roadways in the study area.

Buckwalter Parkway is a four-lane, divided roadway with a landscaped median and a posted speed limit of 45 miles per hour (mph). Per SCDOT counts, Buckwalter Parkway had a 2021 Average Annual Average Daily Traffic (AADT) of 18,800 vehicles per day (vpd) between Bluffton Parkway (northern section) and Bluffton Parkway (southern section)/Hampton Hall Blvd., 8,800 vpd between Bluffton Parkway (southern section)/Hampton Hall Blvd. and Old Bridge Drive/McCracken Circle S, and 6,500 vpd between Old Bridge Drive/McCracken Circle S and May River Road.

Lake Point Drive is a two-lane roadway with a posted speed limit of 30 mph and provides access to residential neighborhoods.

Cross Schools Driveway is a two-lane driveway with a landscaped median providing access to Cross Schools. There is access to the Shell Hall residential neighborhood on the southeast side of the property that is currently inaccessible for vehicles.

Shell Hall Drive is a two-lane, undivided roadway that provides gated access to the Shell Hall residential neighborhood. There is a posted speed limit of 15 mph. There is access to Cross Schools on the northwestern side of the neighborhood that is currently inaccessible for vehicles.

Bluffton Parkway (southern section) is a four-lane roadway that provides access to commercial and residential development. There is a posted speed limit of 35 mph near Buckwalter Parkway. Per SCDOT counts, Bluffton Parkway (southern section) had a 2021 AADT of 23,100 vpd between Buckwalter Parkway and Buck Island Road.

Hampton Hall Boulevard is a two-lane gated roadway providing access to the Hampton Hall residential neighborhood. There is no posted speed limit. Hampton Hall Boulevard is across from Bluffton Parkway (southern section) at its intersection with Buckwalter Parkway.

H.E. McCracken Circle is a two-lane roadway with a posted speed limit of 30 mph. H.E. McCracken Circle connects to Buckwalter Parkway in two locations. The southern connection (H.E. McCracken Circle S) is across from Old Bridge Drive at its signalized intersection with Buckwalter Parkway and has a 20 mph when flashing school zone.

Buckwalter Recreation Soccer Fields access provides access to the soccer fields area.

Buckwalter Recreation Center Driveway is a two-lane driveway with a roundabout providing access to the Buckwalter Recreation Center, soccer fields, and future developments west of Buckwalter Parkway. The driveway is across from the H.E. McCracken Middle School Bus Driveway at its intersection with Buckwalter Parkway. There is no posted speed limit.

H.E. McCracken Middle School Bus Driveway is a two-lane driveway providing access to the middle school. The bus driveway is across from the Buckwalter Recreation Center at its intersection with Buckwalter Parkway.

Old Bridge Drive is a two-lane roadway providing access to The Farm residential neighborhood with a posted speed limit of 20 mph. Old Bridge Drive is across from H.E. McCracken Circle S at its intersection with Buckwalter Parkway.

Farm Lake Drive is a two-lane roadway providing access to The Farm residential neighborhood with a posted speed limit of 20 mph. Farm Lake Drive is across from Pine Ridge Drive at its intersection with Buckwalter Parkway.

Pine Ridge Drive is a two-lane roadway providing access the Pine Ridge residential neighborhood with a posted speed limit of 20 mph. Pine Ridge Drive is across from Farm Lake Drive at its intersection with Buckwalter Parkway.

Bartons Run Crossing is a two-lane roadway providing gated access to the Bartons Run residential neighborhood with a posted speed limit of 20 mph. It is posted that the roadway is for resident access only.

3.3 AADT Data

Table 2 shows the SCDOT annual average daily traffic (AADT) volumes and percent growth per year on the study area roadways from 2011-2021.

3.4 Turning Movement Counts

Peak hour intersection turning movement counts including vehicular, pedestrian, and heavy vehicle traffic were performed in May 2022 from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM at the following intersections. School PM traffic counts were collected at the intersections noted below from 2:00 PM – 4:00 PM.

- Buckwalter Parkway at Lake Point Drive
- Buckwalter Parkway at Cross Schools Driveway (School PM collected)
- Buckwalter Parkway at Shell Hall Drive
- Buckwalter Parkway at Bluffton Parkway (southern section)/Hampton Hall Boulevard
- Buckwalter Parkway at H.E. McCracken Circle N (School PM collected)

Table 2:
SCDOT AADT Counts by Year

Roadway	Road Section		Year											% Growth /Year
	Start	End	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
Buckwalter Parkway	Bluffton Parkway (northern section)	Bluffton Parkway (southern section)	16,900	16,600	16,900	15,300	17,700	19,400	20,000	21,000	19,100	17,700	18,800	**1.07%**
Buckwalter Parkway	Bluffton Parkway (southern section)	Old Bridge Drive	12,300	10,400	10,600	9,100	8,500	9,200	9,000	9,400	10,500	9,800	8,800	**-3.29**
Buckwalter Parkway	Old Bridge Drive	May River Road	5,300	4,800	4,900	4,200	4,800	5,400	5,900	6,200	7,400	6,900	6,500	**2.06%**

Source: SCDOT traffic count data

- Buckwalter Parkway at H.E. McCracken Middle School Bus Driveway/Buckwalter Recreation Center (School PM collected)
- Buckwalter Parkway at H.E. McCracken Circle S/Old Bridge Drive (School PM collected)
- Buckwalter Parkway at Farm Lake Drive/Pine Ridge Drive
- Buckwalter Parkway at Bartons Run Crossing

Existing peak hour intersection turning movement volumes are shown on **Figure 5 (Appendix)**. The turning movement count data is included in the **Appendix**.

3.5 Wetlands

Based on the available data in the Beaufort County GIS, **Figure 6 (Appendix)** shows the wetlands along the corridor. The locations of the wetlands should be considered when reviewing potential connectivity of developments along the corridor.

3.6 Community Development Code

The *Community Development Code* further identifies the access management along Buckwalter Parkway from US 278 to SC 46.

The intersection spacing along the Buckwalter Parkway corridor is recommended to be 2,000 feet between signalized intersections.

The *Community Development Code* outlines three conditions that shall be satisfied if the signalized access locations are desired to be changed.

- "The modified location must meet the warrants for signalization with the proposed development as defined in the Manual on Uniform Traffic Control Devices (MUTCD) by the Federal Highway Administration (FHWA) with the analysis and specific application of traffic signal warrants to be approved by the Beaufort County traffic engineer."
- "The modified location must provide adequate spacing (as defined in the spacing standards indicated above) from existing traffic signals, programmed traffic signals, and future signalization of primary roadway intersections, including:
    - Buckwalter Parkway at US 278
    - Planned location - Buckwalter Parkway at Cinema North (2,026 feet south of US 278)
    - Planned location - Buckwalter Parkway at Mott Street/Parkside Drive (1,788 feet south of Cinema North)
    - Planned location - Buckwalter Parkway to Kroger Fuel Drive (2,176 feet south of Mott Street/Parkside Drive)
    - Buckwalter Parkway at Buckwalter Town Center South (1,496 feet south of Kroger Fuel Drive)
    - Buckwalter Parkway at Bluffton Parkway (northern section) (1,077 feet south of Buckwalter Town Center South) *Intersection location is subject to change to better reflect

the access management goals stated above for the corridor as the current location is less than desired spacing of 1,500 feet from location 5.
    - Buckwalter Parkway at Lake Point Drive (1,585 feet south of Bluffton Parkway (southern section)) *Intersection location is subject to change to better reflect the access management goals stated above for the corridor as the current location is less than desired spacing of 1,500 feet from location 6.
    - Buckwalter Parkway at Bluffton Parkway (southern section) and Hampton Hall (3,958 feet south of Lake Point Drive/Parker's driveway
    - Buckwalter Parkway at H.E. McCracken Circle and Old Bridge Drive (4,500 feet south of Hampton Hall)
    - Buckwalter Parkway at SC 46 (May River Road)"
- "The future signalized intersection location shall not have an adverse impact on existing or future LOS based on comparative analysis of conditions with the recommended signal locations indicated in Appendix 10-D: Buckwalter Parkway Access Management Plan of the Beaufort County Comprehensive Plan above. The developer shall be required to conduct LOS and signal system progression analysis to demonstrate compatibility of the proposed signal location with operation of the remainder of the signal system."

For other intersections along the corridor, right-in, right-out operations are desired. The minimum spacing is noted as a minimum of 500 feet with joint access driveways recommended. Single parcel access is "strongly discouraged." Cross connections between parcels shall be provided. "Driveways should be limited to the number needed to provide adequate access to a development. Factors such as alignment with opposing driveways and minimum spacing requirements will have a bearing on the location and number of driveways approved."

If a parcel has access to a signalized intersection location, any additional access points shall have a minimum spacing of 800 feet.

The *Community Development Code* also noted that "as changes are made to previously developed property or to the roadway, driveways will be evaluated for the need to be relocated, consolidated, or eliminated if they do not meet the access management standards."

3.7 Crash Analysis

Crash data obtained from the Town of Bluffton was reviewed for the Buckwalter Parkway corridor from just south of Bluffton Parkway (southern section) to just north of May River Road. From January 2019 through June 2022, there were 90 crashes on the corridor. Of these 90 crashes, it was found that 37 crashes, or approximately 41%, were angle crashes. **Table 3** summarizes the approximate location along the corridor and the number of angle crashes experienced between January 2019 through June 2022. **Figure 7** and **Figure 8** show the crash locations and a heat map of the data.

The signalized intersections of Lake Point Drive at Buckwalter Parkway and Bluffton Parkway (southern section)/Hampton Hall Boulevard at Buckwalter Parkway experienced the greatest number of angle crashes along the corridor.

Table 3:
Angle Crashes by Location: January 2019 – June 2022

Intersection	# of Angle Crashes
Lake Point Drive	15
Cross Schools	2
Shell Hall Drive	0
Bluffton Parkway (southern section)/Hampton Hall Boulevard	8
H.E. McCracken Circle N	0
H.E. McCracken Middle School Bus Driveway	0
H.E. McCracken Circle S/Old Bridge Drive	5
Farm Lake Drive/Pine Ridge Drive	0
Bartons Run Crossing	0
Along Buckwalter Parkway	7
Total	**37**

Source: Bluffton PD crash data

3.8 Existing Level of Service Analysis - Intersections

Capacity analyses were performed for the AM and PM peak hours in the Existing conditions using the Synchro, Version 10, software to determine the operating characteristics of the adjacent roadway network and the impacts of the proposed project. The analyses were conducted with methodologies contained in the Highway Capacity Manual, 6th Edition (HCM 6) (Transportation Research Board, 2016). The Synchro analysis worksheets are provided in the Appendix.

Capacity of an intersection is defined as the maximum number of vehicles that can pass through an intersection during a specified time, typically an hour. Capacity is described by level of service (LOS) for the operating characteristics of an intersection. LOS is a qualitative measure that describes operational conditions and motorist perceptions within a traffic stream. HCM 6 defines six levels of service, LOS A through LOS F, with A being the best and F being the worst.

LOS for signalized intersections is determined by the overall intersection operations and is reflected in average delay per vehicle. LOS D or better is typically considered acceptable for signalized intersections.

LOS for a two-way stop-controlled (TWSC) intersection is determined by the delay of the poorest performing minor approach, as LOS is not defined for TWSC intersections as a whole. It is not unusual for minor stop-controlled side streets and driveways on major streets to experience longer delays at LOS E and LOS F during peak hours while most of the traffic moving through the corridor typically experiences little or no delay.

Capacity analyses were performed for the Existing AM and PM peak hour conditions for the following intersections:

- Buckwalter Parkway at Lake Point Drive
- Buckwalter Parkway at Cross Schools
- Buckwalter Parkway at Shell Hall Drive
- Buckwalter Parkway at Bluffton Parkway (southern section)/Hampton Hall Boulevard
- Buckwalter Parkway at H.E. McCracken Circle N
- Buckwalter Parkway at H.E. McCracken Middle School Bus Driveway/Buckwalter Recreation Center
- Buckwalter Parkway at H.E. McCracken Circle S/Old Bridge Drive
- Buckwalter Parkway at Farm Lake Drive/Pine Ridge Drive
- Buckwalter Parkway at Bartons Run Crossing

Table 4 summarizes LOS and control delay (average seconds of delay per vehicle) for the Existing AM and PM peak hour conditions at the study area intersections.

Based on the 2022 existing conditions shown in **Table 4**, all intersections currently operate acceptably at LOS D or better with the exception of Buckwalter Parkway at Cross Schools Driveway (AM and PM peak hour conditions) and Buckwalter Parkway at Shell Hall Drive (AM and PM peak hour conditions).

Table 4:
2022 Level of Service and delay (average seconds per vehicle)

Intersection	Traffic Control[1]	Approach Direction	Existing Conditions		
			AM Peak Hour	PM Peak Hour	School PM Peak Hour
Buckwalter Parkway at Lake Point Drive/ Carolina Bluff Drive	S	Intersection	B (19.1)	B (13.1)	2
Buckwalter Parkway at Cross Schools	U	WB	F (180.4)	E (38.4)	D (26.6)
Buckwalter Parkway at Shell Hall Drive	U	WB	F (65.0)	F (51.3)	2
Buckwalter Parkway at Hampton Hall Boulevard/ Bluffton Parkway (southern section)	S	Intersection	C (31.5)	C (29.2)	2
Buckwalter Parkway at H.E. McCracken Circle N	U	WB	B (13.4)	B (11.7)	B (15.1)
Buckwalter Parkway at H.E. McCracken Middle School Bus Driveway	U	EB	C (16.1)	B (14.1)	B (13.3)
		WB	B (12.2)	B (11.5)	C (15.3)
Buckwalter Parkway at Old Bridge Drive/H.E. McCracken Circle S	S	Intersection	B (18.9)	B (11.0)	B (17.9)
Buckwalter Parkway at Farm Lake Drive/ Pine Ridge Drive	U	EB	B (13.7)	B (12.0)	2
		WB	B (13.8)	C (12.5)	2
Buckwalter Parkway at Bartons Run Crossing	U	EB	B (12.7)	B (12.6)	2

1. U= Unsignalized, S= Signalized
2. Intersection was not studied in the School PM peak hour because there is no school activity nearby.

4.0 Future/Planned Conditions

Future traffic volumes were based on a combination of historic data, approved developments, and regional travel demand model data.

4.1 AADT Data

The 10-year historic growth rates along the corridor ranged from approximately -3% to 2% per year. The 3-year growth rate along the corridor was approximately -4% to 2% per year.

4.2 LATS Model – LRTP and 2040 Daily Traffic Volumes

The Lowcountry Area Transportation Study (LATS) travel demand model projected future traffic volumes along this corridor as part of the Long-Range Transportation Plan (LRTP) for the metropolitan planning organization (MPO).

The 2010 AADT for this segment of Buckwalter Parkway in the LATS model was 17,300 vpd north of Bluffton Parkway (southern section) and 5,000 south of Bluffton Parkway (southern section). The 2040 loaded network AADT for this segment was projected to be approximately 30,000 vpd north of Bluffton Parkway (southern section) S and 10,000 vpd south of Bluffton Parkway (southern section). The projected volume to capacity ratio was calculated to be 1.1 north of Bluffton Parkway (southern section) and 0.4 south of Bluffton Parkway (southern section).

The annual growth rate based on the projected volumes was found to be 2.4% per year north of Bluffton Parkway (southern section) and 3.3% per year south of Bluffton Parkway (southern section).

4.3 Developments Submitted for Consideration

The Buckwalter Recreation Center has a master plan amendment for consideration for their property west of Buckwalter Parkway from just south of H.E. McCracken Circle N. to May River Road. The following notes the existing and proposed program for the site:

Existing:

- Recreation Center Building: +/- 21,403 SF
- Restroom Building: +/- 2,160 SF

Proposed:

- Renovated Restroom Building: +/- 2,850 SF
- Tennis Center Building: +/- 8,000 SF
- Restroom Building: +/- 2,400 SF
- Maintenance Center Building: +/- 2,400 SF

There is currently access to the site via the Buckwalter Recreation Center Driveway across from H.E. McCracken Middle School Bus Driveway. Access for the proposed masterplan is a new full access driveway on Old Bridge Road with a new access point planned on Bartons Run Crossing for the tennis area. The current driveways for the soccer fields and Buckwalter Recreation Center are proposed to change to RIRO.

4.4 Traffic Generation

The potential trip generation of the proposed development was determined using trip generation information from the Institute of Transportation Engineers' (ITE) *Trip Generation, 11th Edition* (2021).

Table 5 summarizes the AM and PM peak hour trips associated with the proposed redevelopment.

Table 5:
Projected Trip Generation – Buckwalter Recreation Center

Land Use and Intensity	ITE Land Use Code	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
(4) Soccer Fields[1]	488	286	4	2	2	91	60	31
(16) Tennis Courts	490	486	49	25	24	68	34	34
Net New Trips		**772**	**53**	**27**	**26**	**159**	**94**	**65**

Source: *ITE Trip Generation, 11th Edition*

4.5 Year 2030 Projected Traffic Volumes and Capacity Analysis

Year 2030 projected traffic volumes for the corridor were determined using historic growth and modeled growth. A growth rate of 2%/year along the main road and 1.00% on side streets were used for the Buckwalter Parkway corridor.

Table 6 summarizes LOS and control delay (average seconds of delay per vehicle) for the projected Year 2030 AM and PM peak hour conditions at the study area intersections.

The 2030 total traffic volumes include the 2030 background traffic and the proposed development traffic at buildout. The 2030 AM and PM peak hour total traffic volumes are shown in **Figure 9 (Appendix).**

Based on the 2030 analysis shown in **Table 6**, the study area intersections are projected to operate at LOS D or better with the exception of Buckwalter Parkway at Cross Schools and Buckwalter Parkway at Shell Hall Drive which are expected to continue to operate with elevated delays of LOS F in the 2030 AM and PM peak hour conditions. Vehicle queuing for Buckwalter Parkway at Shell Hall Drive is expected to be at nine vehicles during the AM peak hour and 4 vehicles during the PM peak hour. Buckwalter Parkway at Cross Schools is expected to experience queuing of 33 vehicles during the AM peak hour, 3 vehicles during the school PM peak hour, and 4 vehicles during the PM peak hour. It is not unusual for minor stop-controlled side streets and driveways on major streets to experience longer delays at LOS E and LOS F

during peak hours while most of the traffic moving through the corridor typically experiences little or no delay.

A roundabout concept was also tested for Buckwalter Parkway at Hampton Hall Boulevard/Bluffton Parkway (southern section) to determine the feasibility of a potential installation. Based on the results of the analysis, it was found that a two-lane roundabout with bypass lanes is expected to operate at LOS C or better with a projected 38 vehicle southbound queue in the AM peak hour and a 16 vehicle southbound queue in the PM peak hour.

Table 6:
2030 Level of Service and delay (average seconds per vehicle)

Intersection	Traffic Control[1]	Approach Direction	Future Conditions		
			AM Peak Hour	PM Peak Hour	School PM Peak Hour
Buckwalter Parkway at Lake Point Drive/ Carolina Bluff Drive	S	Intersection	C (27.0)	B (14.8)	[2]
Buckwalter Parkway at Cross Schools	U	WB	F (406.5)	F (70.4)	E (40.5)
Buckwalter Parkway at Shell Hall Drive	U	WB	F (155.9)	F (113.5)	[2]
Buckwalter Parkway at Hampton Hall Boulevard/ Bluffton Parkway (southern section)	S	Intersection	E (65.1)	D (40.6)	[2]
Buckwalter Parkway at H.E. McCracken Circle N	U	WB	C (15.3)	B (17.5)	C (17.1)
Buckwalter Parkway at H.E. McCracken Middle School Bus Driveway	U	EB	C (18.1)	C (15.9)	B (14.7)
		WB	B (13.1)	B (12.2)	C (17.3)
Buckwalter Parkway at Old Bridge Drive/ H.E. McCracken Circle S	S	Intersection	C (20.2)	B (18.6)	B (18.6)
Buckwalter Parkway at Farm Lake Drive/ Pine Ridge Drive	U	EB	B (14.6)	B (13.2)	[2]
		WB	C (15.4)	B (13.1)	[2]
Buckwalter Parkway at Bartons Run Crossing	U	EB	B (13.9)	B (13.4)	[2]

1. U= Unsignalized, S= Signalized
2. Intersection was not studied in the School PM peak hour because there is no school activity nearby.

5.0 Benefits of Access Management

Based on information provided by the Federal Highway Administration (FHWA) in "What is Access Management?", access management is the proactive management of vehicular access points to land parcels adjacent to all manner of roadways. In general, as the number of vehicular access points increases, the number of conflict points along a roadway also increases, which causes a decrease in mobility. **Figure 10** shows the relationship between mobility and access within the Roadway Functional Hierarchy.

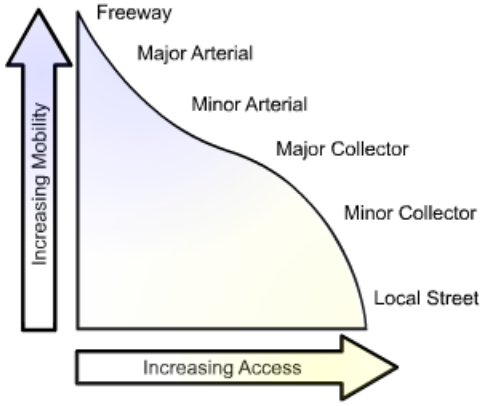


Figure 10: Conceptual Roadway Functional Hierarchy
Source: Figure 1 "What is Access Management?", FHWA. https://ops.fhwa.dot.gov/access_mgmt/what_is_accsmgmt.htm

FHWA identifies the following five main types of access management that can be applied to the transportation system: signalized intersection spacing (signal density), driveway spacing, turning lanes (implementation of designated left- and right-turn lanes at intersections), median treatments, and right-of-way management. Implementation of access management has been found to increase roadway capacity, reduce crashes, and provide economic benefit.

Guide for the Analysis of Multimodal Corridor Access Management (National Cooperative Highway Research Program (NCHRP) Research Report 900, 2018) found that travel speeds increase by two to three miles per hour (mph) for each one-signal-per-mile reduction. This report also shows that as the number of signals per mile decreases, the crash rate (in crashes per million vehicle miles) decreases as well. **Table 7** shows the average crash rate by signal density.

This report also found that providing left-and right-turn lanes increases free-flow and travel speeds along a corridor by a few miles per hour and decreases crash rates. The installation of left-turn lanes has a more significant impact on the reduction of crash rates than right-turn lanes.

Table 7: Average crash rates by different ranges of traffic signal densities	
Signals Per Mile	**Crash Rate (crashes per million vehicle miles)**
≤ 2	3.5
2.01 – 4	6.9
4.01 – 6	7.5
> 6	9.1

Source: Table 21 *Guide for the Analysis of Multimodal Corridor Access Management,* NCHRP Research Report 900, 2018)

Installing an access management plan that uses techniques such as installing non-traversable medians or restricting driveway spacing can often create some concern from business owners along a corridor due to there being limited access to their property. However, based on multiple studies compiled by FHWA in "Intersection Proven Safety Countermeasure", access management plans were shown to have little to no negative impact on business operations across many parts of the United States. In some cases, businesses reported sales increases or property value increases after access management plans were completed.

Access management plans are created to improve the efficiency and the safety of a roadway. Studies have shown that implementing access management techniques along a roadway can increase free-flow and travel speeds as well as decrease the number of accidents that can occur. Access management plans have also shown in some cases to be economically beneficial for businesses as well.

6.0 Access Management Plan

Based on the principles outlined in Section 5.0, the existing conditions and building on the previous 2021 Access Management Plan, an updated Access Management Plan was developed for the Buckwalter Parkway corridor for the study area.

Figures 3A and 3B show each intersection along the corridor, the distance of each intersection from Lake Point Drive to Bartons Run Crossing and the spacing between each of the intersections.

6.1 Signalized Intersection Spacing

The existing intersections on the Buckwalter Parkway corridor are greater than 1,000 feet apart with the exception of Buckwalter Parkway from Bluffton Parkway (southern section) to Lakeshore Drive which is approximately 1,570 feet apart.

The goal for this corridor is 2,000 feet spacing between signalized intersections to "allow progression speeds along Buckwalter Parkway that are in the 30-40 mph range." The SCDOT Access and Roadside Management Standards (ARMS) Manual (2012) guidelines for intersection spacing is 1,320 feet between signalized intersections in urban areas and 2,640 feet between signalized intersection in rural areas.

Therefore, based on the preferred spacing of the signalized access points, one scenario for proposed future signalized intersections were found to be feasible:

- Current access management plan: Existing access management plan in *Community Development Code*
- Proposed access management plan: Consistent with existing access management plan - Signalized intersections at Buckwalter Parkway at Lake Point Drive, Buckwalter Parkway at Bluffton Parkway (southern section)/Hampton Hall Boulevard, Buckwalter Parkway at H.E. McCracken Circle S.

Table 8 shows the signalized intersection spacing for each Scenario.

Table 8:
Signalized Intersection Spacing by Scenario

Segment Start	Segment End	Approximate Distance between Intersections (feet)
Current Access Management Plan		
Bluffton Parkway (northern section)	Lake Point Drive	1,570
Lake Point Drive	Bluffton Parkway (southern section)/Hampton Hall Blvd.	3,975
Bluffton Parkway (southern section)/Hampton Hall Boulevard	H.E. McCracken Cir. S	4,535
H.E. McCracken Cir. S	May River Road	4,110
Proposed Access Management Plan		
Bluffton Parkway (northern section)	Lake Point Drive	1,570
Lake Point Drive	Bluffton Parkway (southern section)/Hampton Hall Blvd.	3,975
Bluffton Parkway (southern section)/Hampton Hall Boulevard	H.E. McCracken Cir. S	4,535
H.E. McCracken Cir. S	May River Road	4,110

6.2 Connections and Cross Access Opportunities

Cross access and connectivity allow for travel between the parcels along Buckwalter Parkway. This reduces travel along Buckwalter Parkway and reduces the number of access and egress movements at intersections along the corridor.

As noted previously, cross connectivity options are somewhat limited in this segment due to wetland locations and the presence of gated communities. The following notes the locations where cross connectivity should be considered.

- Connection between Lake Point Drive and Bluffton Parkway (northern section) at Innovation Drive
- Encourage connectivity between Cross Schools and Shell Hall residential neighborhood
- A connection to tennis courts from Buckwalter Recreation Center
- Potential roundabout at the intersection of Buckwalter Parkway at Bluffton Parkway (southern section)

6.3 Summary

Based on a review of the corridor and the associated data, the recommended access management plan is shown in **Figures 3A and 3B (Appendix)** and the access locations are listed below by type of access. Existing intersection types are noted.

In addition, this plan recommends the previously planned and new roadway connection improvements along the corridor. These are shown in **Figures 3A and 3B (Appendix)** as dashed lines. The exact location and design of these connection are conceptual in nature and are expected to be refined in the design process.

- Relocate intersection of Buckwalter Parkway at Lake Point Drive
- Improve connectivity between Cross Schools and Shell Hall Drive
- New north-south roadway through the Buckwalter Recreation Center redevelopment
- Potential RIRO intersection at Buckwalter Recreation soccer fields and existing driveway

The recommended signalized intersection spacing goal of approximately 2,000 feet between signalized intersections should be applied for any future signalization including the relocation of Buckwalter at Lake Point Drive, to maximize the efficiency of the corridor. This spacing should be reviewed, and the exact locations of these signalized intersections should be studied further as projects develop in the remaining section of the Buckwalter Parkway corridor.

6.4 Next Steps

The following steps should be completed in the near term:

- Development of conceptual design of the intersection of Buckwalter Parkway at Bluffton Parkway (northern section)
- Coordination and additional planning of the connection roadways
- Coordination with property owners along the corridor regarding the updated access management plan for the corridor
- Update *Community Development Code* to reflect proposed changes

Appendix

BIHL ENGINEERING

Buckwalter Access Management Plan Update – Lake Point Drive to Bartons Run Crossing

Corridor Study Area

Figure 1

Source: Beaufort County GIS

BIHL ENGINEERING	**Buckwalter Access Management Plan Update – Lake Point Drive to Bartons Run Crossing**	**Bluffton Town Limits**	**Figure 2**

Recommend better connectivity between Cross Schools and Shell Hall

Future relocation of traffic signal

Move Intersection 2,000' from new Bluffton Parkway alignment

Connection to Innovation Drive Planned

Cross Schools

Carolina Bluff Drive

Lake Point Drive

Buckwalter Parkway

Bluffton Parkway

Hampton Hall Boulevard

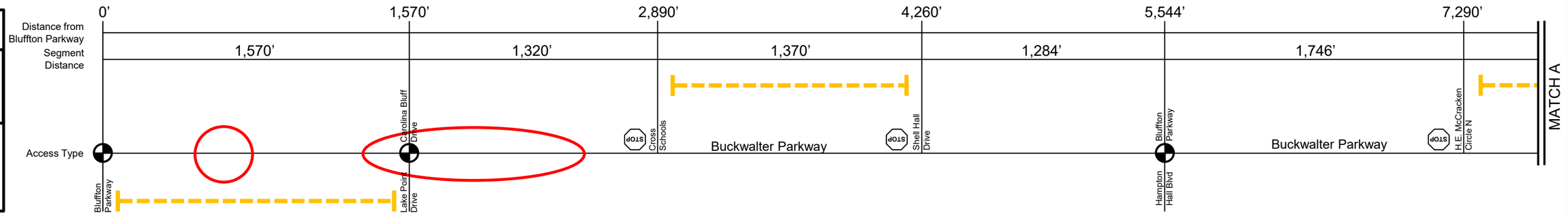
H.E. McCracken Circle N

Aerial Source: Google
Scale: 1:500

Legend

Cross Access Connection

Potential Improvements



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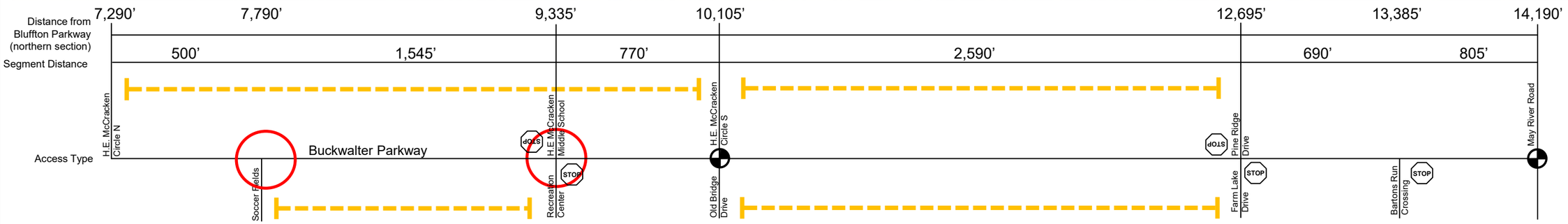
Buckwalter Access Management Plan Update – Lake Point Drive to Bartons Run Crossing

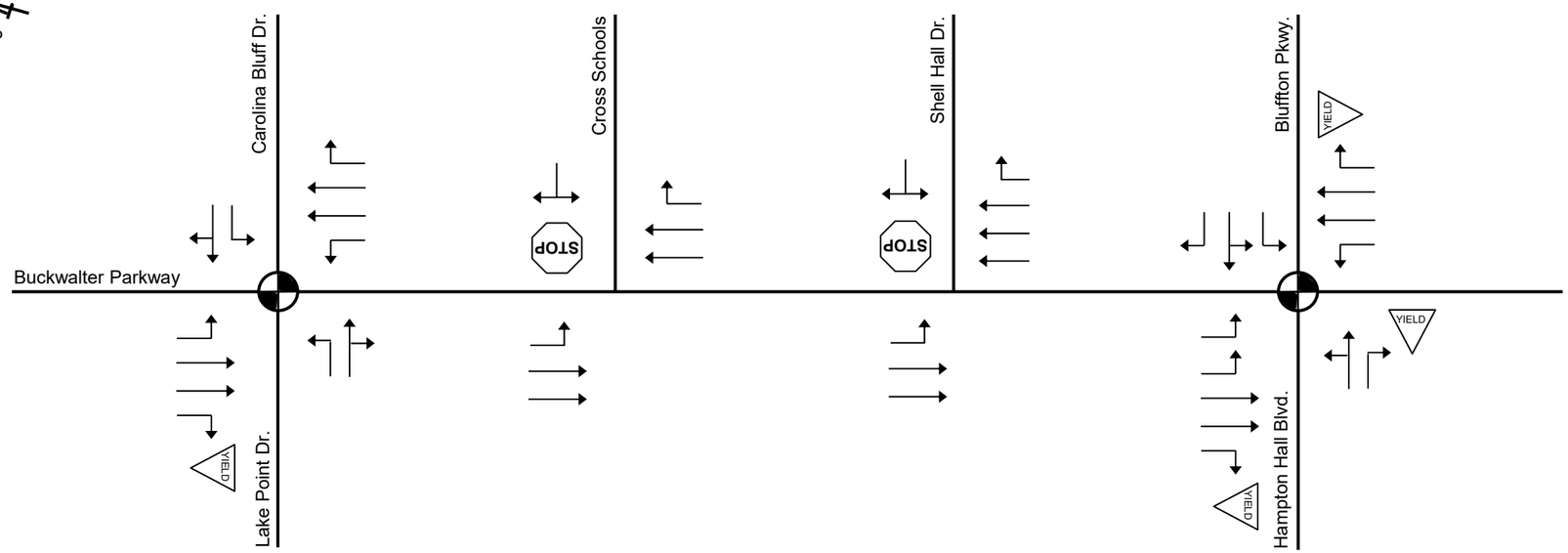
Access Management Plan

Figure 3A



BIHL ENGINEERING	**Buckwalter Access Management Plan Update – Lake Point Drive to Bartons Run Crossing**	**Access Management Plan**	**Figure 3B**

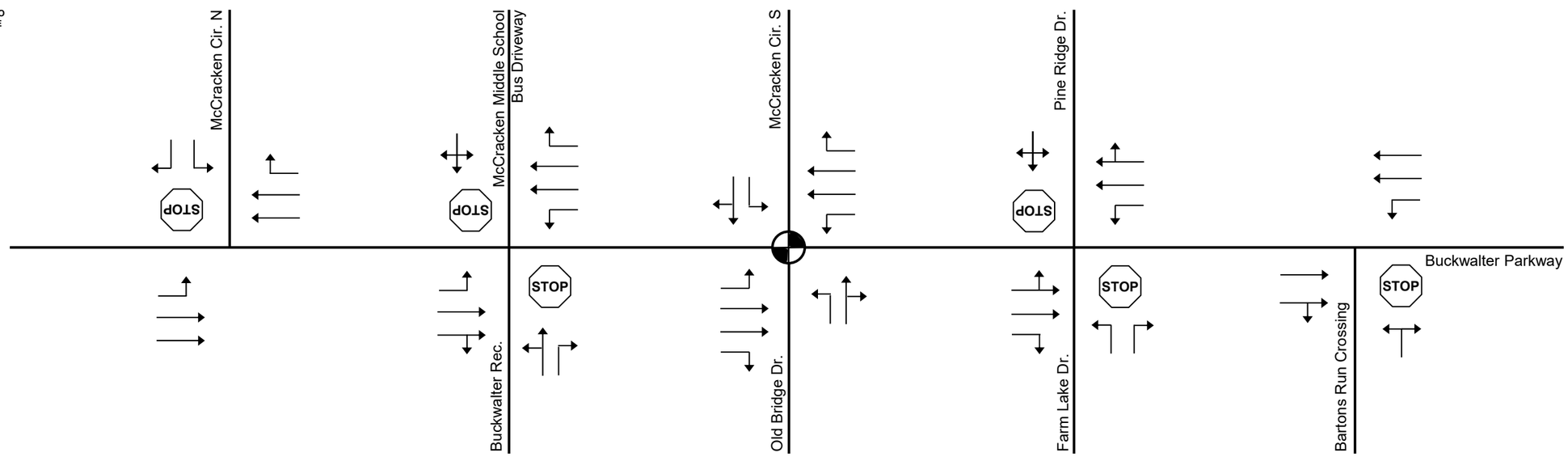
NOT TO SCALE



LEGEND

- Existing Laneage
- Existing Stop Sign
- Existing Yield Sign
- Existing Traffic Signal

NOT TO SCALE



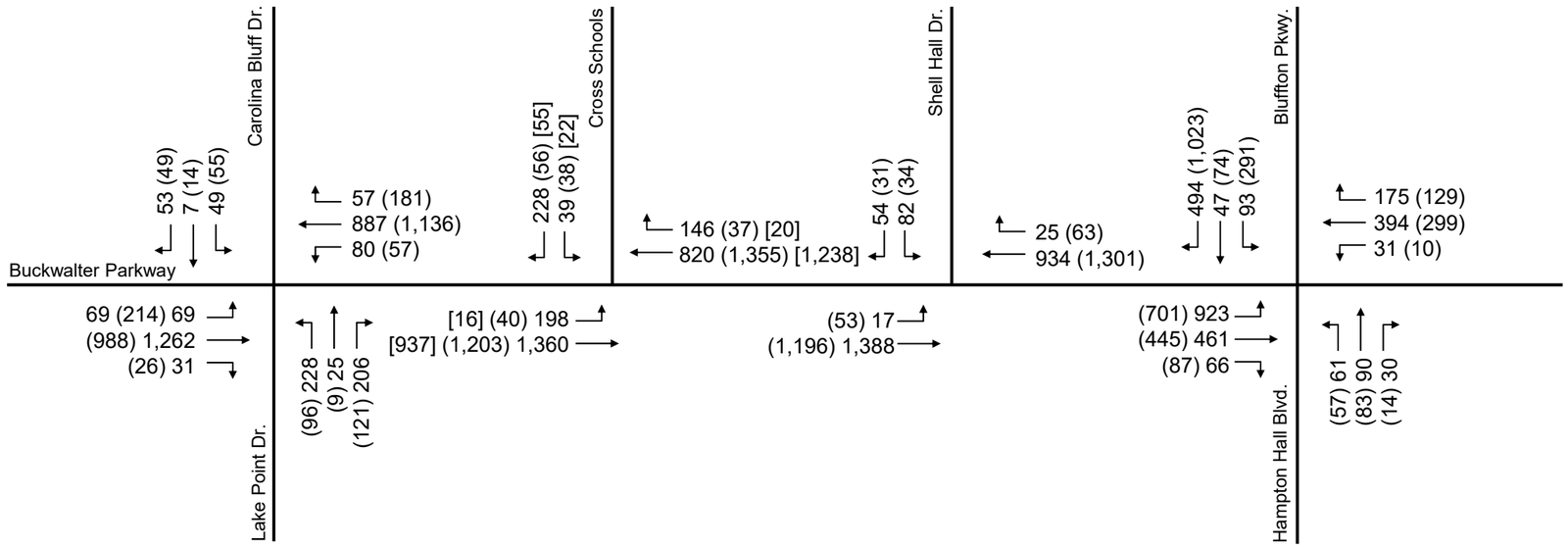
BIHL ENGINEERING

Buckwalter Access Management Plan Update – Lake Point Drive to Bartons Run Crossing

Existing Laneage

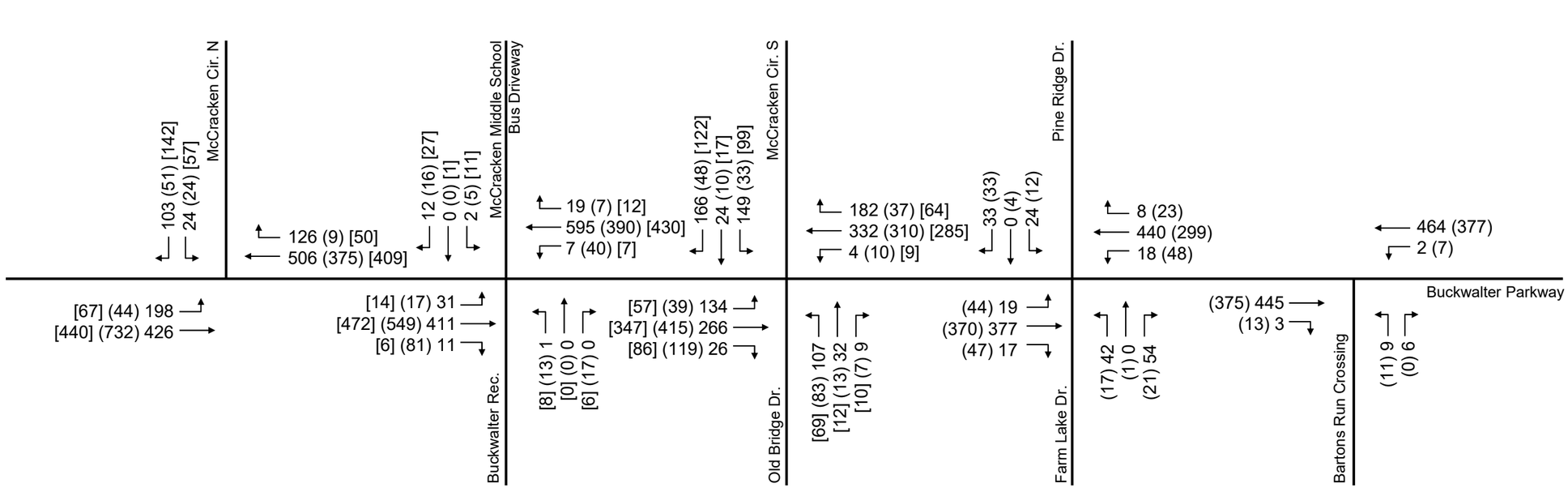
Figure 4

NOT TO SCALE



LEGEND	
XX	AM Peak Hour Traffic
(XX)	PM Peak Hour Traffic
[XX]	School PM Peak Hour Traffic

NOT TO SCALE



BIHL ENGINEERING

Buckwalter Access Management Plan Update – Lake Point Drive to Bartons Run Crossing

Existing 2022 AM and PM Peak Hour Traffic Volumes

Figure 5

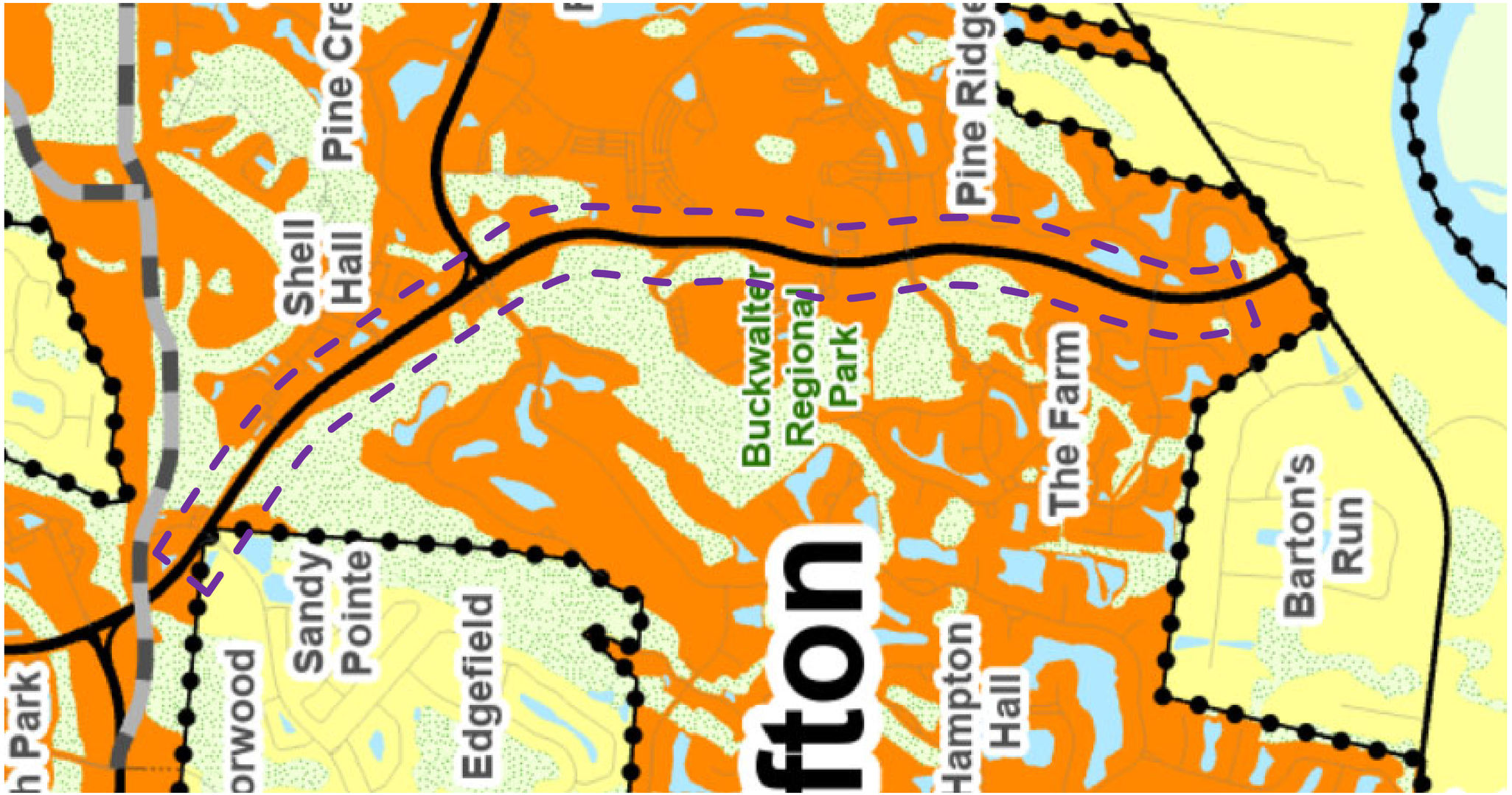
NOT TO SCALE

Town of Bluffton
Beaufort County, SC

GROWTH MANAGEMENT DEPARTMENT

BLUFFTON WATER RESOURCES

Adopted: 9/04/2007
Revised: 12/09/2014
Updated: 3/8/2022



Legend

JURISDICTIONAL

- Bluffton
- Hilton Head Island
- Hardeeville
- Beaufort County
- Jasper County
- Bluffton Town Limits

TRANSPORTATION

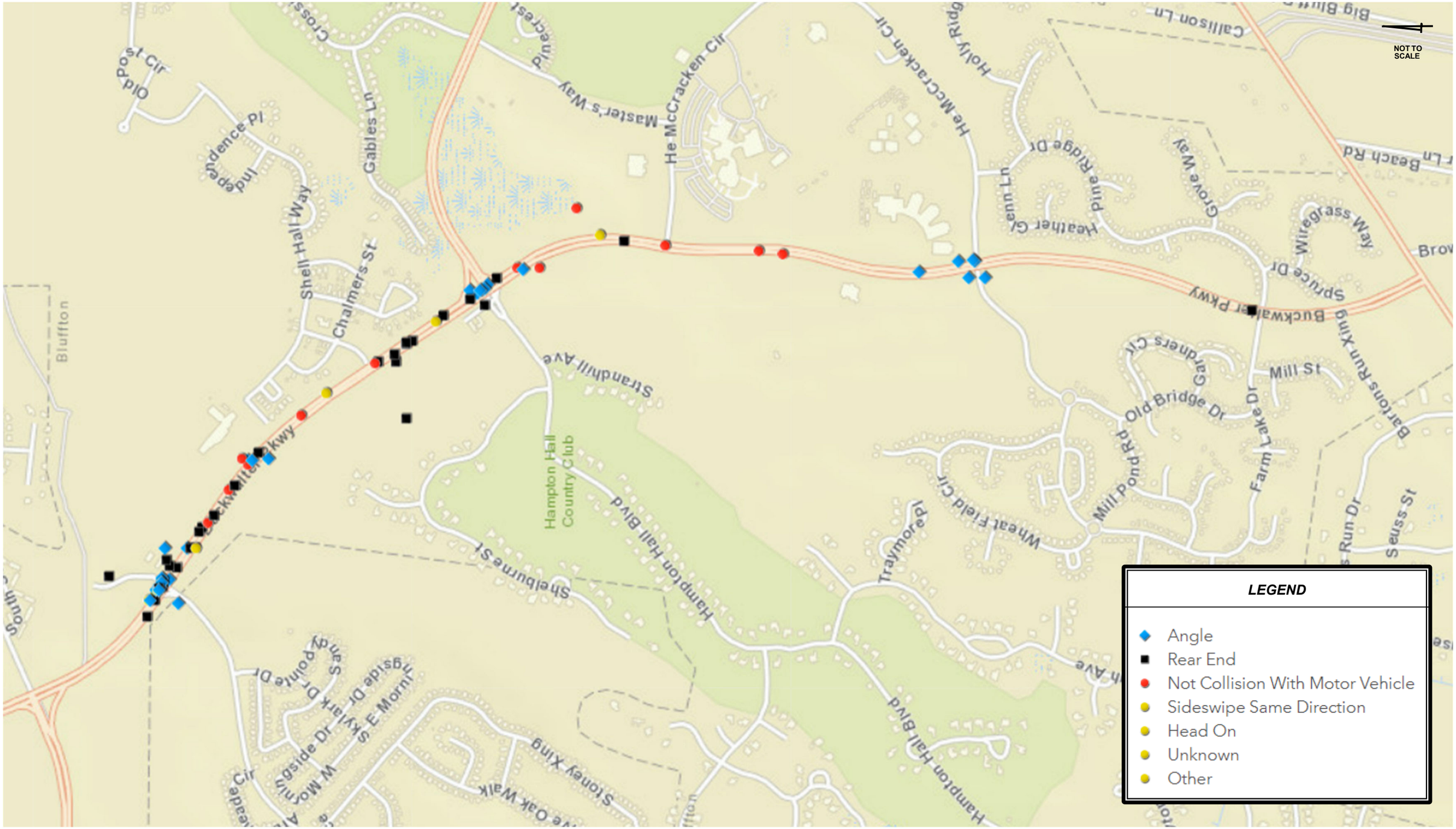
- Roads
- Interstate
- Bluffton Parkway (Proposed)

HYDROLOGY

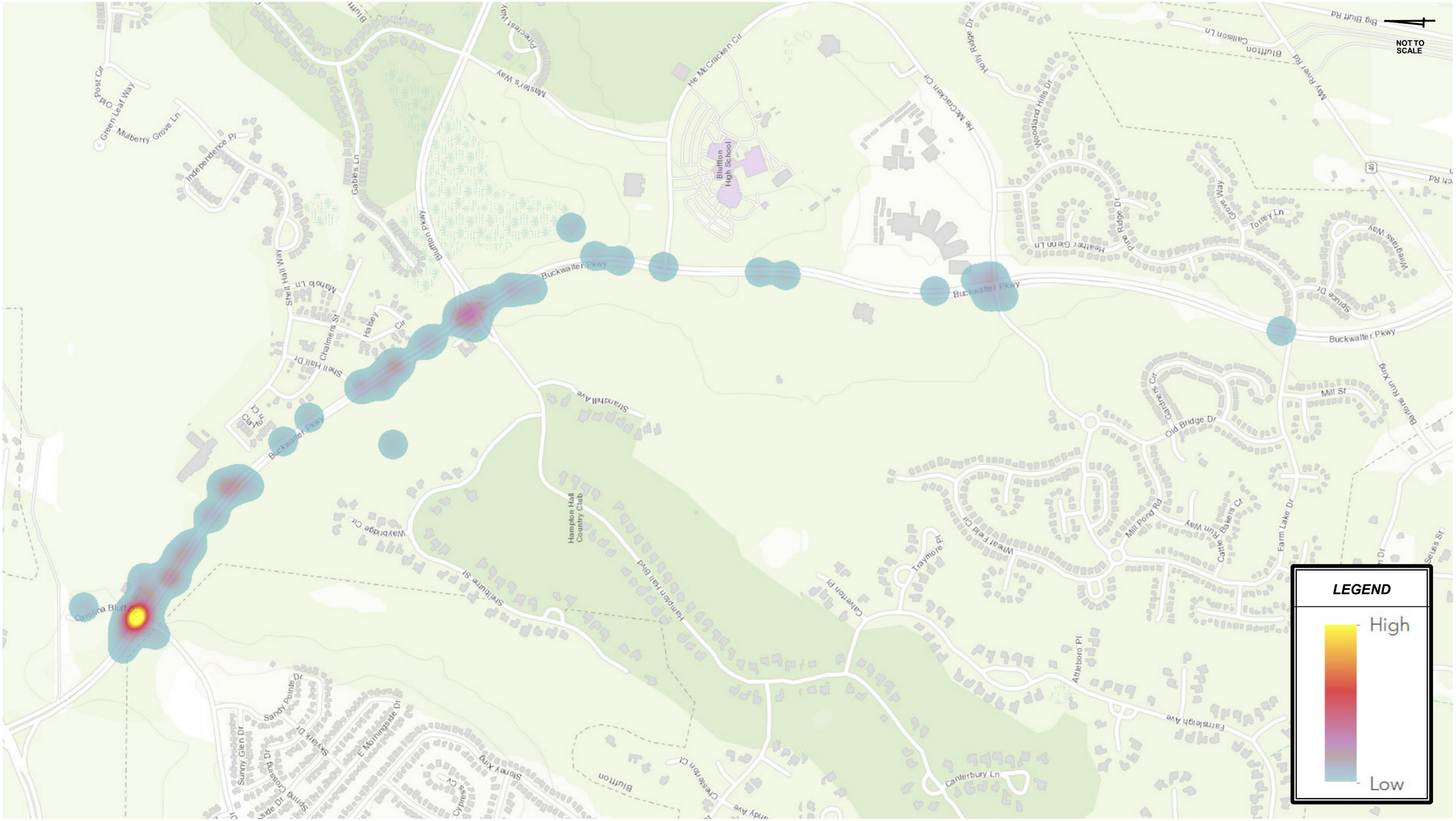
- Water
- Marsh
- Wetland

Source: Town of Bluffton GIS

BIHL ENGINEERING	**Buckwalter Access Management Plan Update – Lake Point Drive to Bartons Run Crossing**	**Wetlands along Corridor**	**Figure 6**

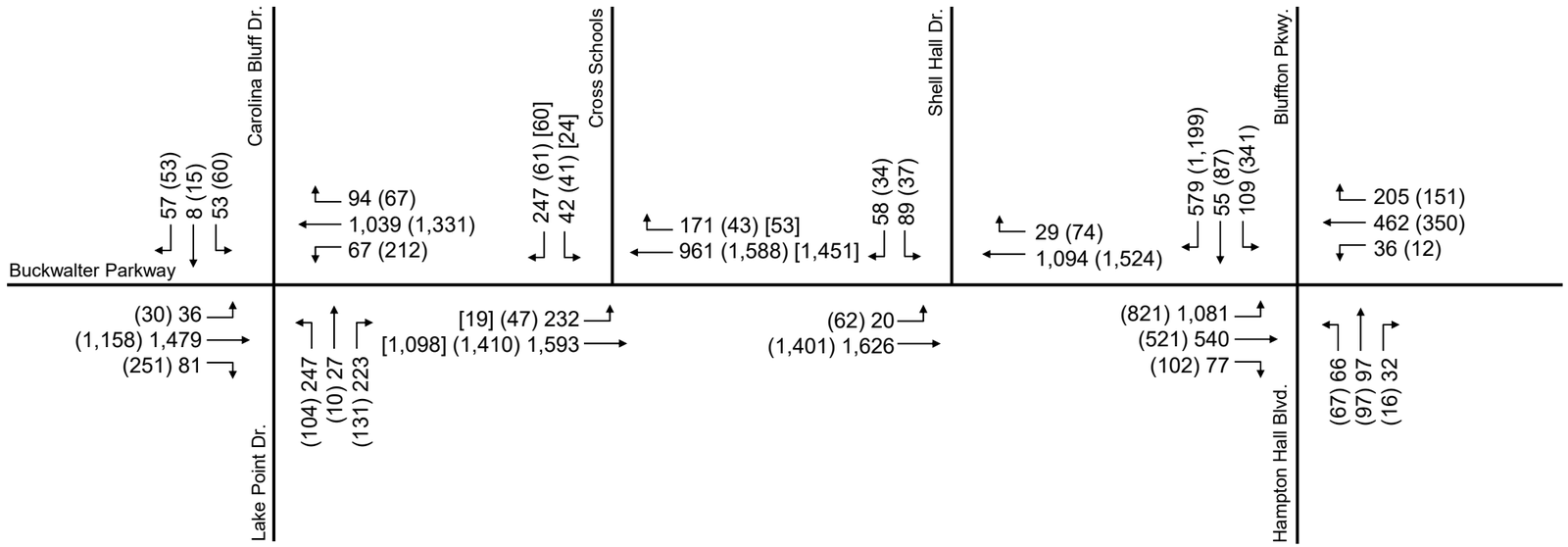


BIHL ENGINEERING	**Buckwalter Access Management Plan Update – Lake Point Drive to Bartons Run Crossing**	**Crash Data**	**Figure 7**



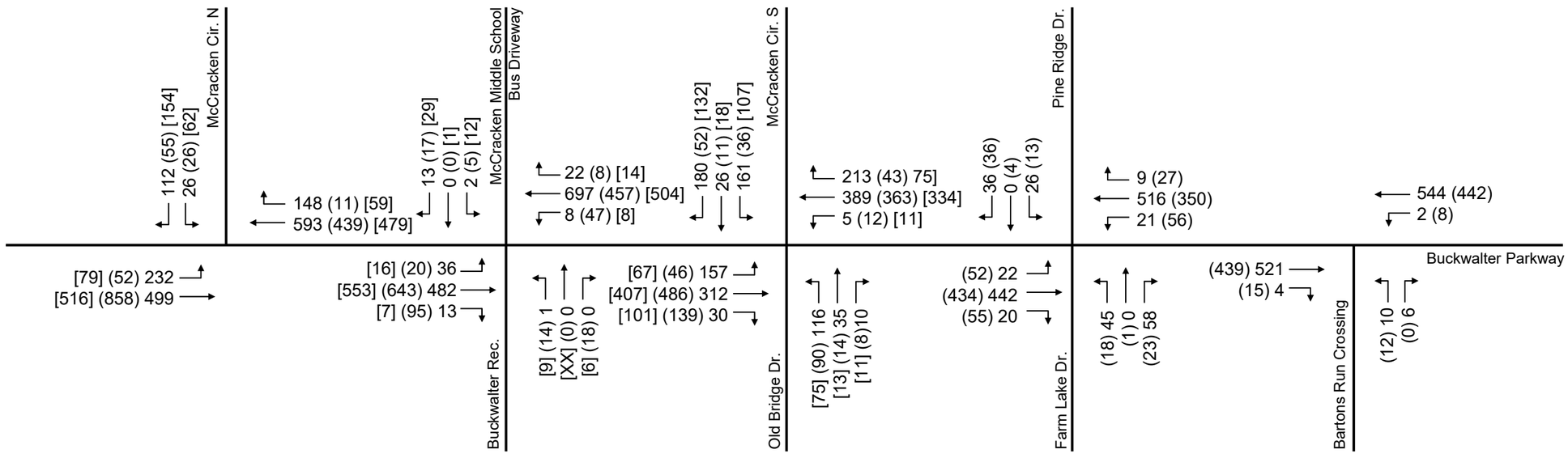
BIHL ENGINEERING	**Buckwalter Access Management Plan Update – Lake Point Drive to Bartons Run Crossing**	**Crash Data Heat Map**	**Figure 8**

NOT TO SCALE



LEGEND	
XX	AM Peak Hour Traffic
(XX)	PM Peak Hour Traffic
[XX]	School PM Peak Hour Traffic

NOT TO SCALE



BIHL ENGINEERING	**Buckwalter Access Management Plan Update – Lake Point Drive to Bartons Run Crossing**	**Future 2030 AM and PM Peak Hour Traffic Volumes**	**Figure 9**

Short Counts

File Name : Buckwatler Pkwy @ Cross School
Site Code :
Start Date : 5/10/2022
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Buckwalter Pkwy From North				Cross Schools From East				Buckwalter Pkwy From South				From West				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00 AM	12	223	0	0	5	0	3	0	0	99	9	0	0	0	0	0	351
07:15 AM	10	272	0	0	8	0	5	0	0	181	9	0	0	0	0	0	485
07:30 AM	20	347	0	0	4	0	13	0	0	203	15	0	0	0	0	0	602
07:45 AM	50	333	0	0	6	0	21	0	0	241	31	0	0	0	0	0	682
Total	92	1175	0	0	23	0	42	0	0	724	64	0	0	0	0	0	2120
08:00 AM	76	333	0	0	13	0	104	0	0	188	71	0	0	0	0	0	785
08:15 AM	52	347	0	0	16	0	90	0	0	188	29	0	0	0	0	0	722
08:30 AM	15	317	0	0	6	0	19	0	0	207	16	0	0	0	0	0	580
08:45 AM	16	256	0	0	7	0	20	0	0	223	12	0	0	0	0	0	534
Total	159	1253	0	0	42	0	233	0	0	806	128	0	0	0	0	0	2621
02:00 PM	3	218	0	0	2	0	1	0	0	218	2	0	0	0	0	0	444
02:15 PM	4	229	0	0	4	0	6	0	0	256	4	0	0	0	0	0	503
02:30 PM	10	227	0	0	3	0	6	1	0	228	10	0	0	0	0	0	485
02:45 PM	15	225	0	0	3	0	11	0	0	246	5	0	0	0	0	0	505
Total	32	899	0	0	12	0	24	1	0	948	21	0	0	0	0	0	1937
03:00 PM	3	217	0	0	8	0	20	0	0	293	6	0	0	0	0	0	547
03:15 PM	4	239	0	0	4	0	11	0	0	344	2	0	0	0	0	0	604
03:30 PM	4	246	0	0	6	0	10	0	0	293	5	0	0	0	0	0	564
03:45 PM	5	235	0	0	4	0	14	2	0	308	7	0	0	0	0	0	575
Total	16	937	0	0	22	0	55	2	0	1238	20	0	0	0	0	0	2290
04:00 PM	11	268	0	0	6	0	14	0	0	352	12	0	0	0	0	0	663
04:15 PM	13	243	0	0	14	0	20	0	0	322	9	0	0	0	0	0	621
04:30 PM	9	283	0	0	6	0	14	0	0	339	8	0	0	0	0	0	659
04:45 PM	10	310	0	0	10	0	12	0	0	354	9	0	0	0	0	0	705
Total	43	1104	0	0	36	0	60	0	0	1367	38	0	0	0	0	0	2648
05:00 PM	9	276	0	0	10	0	15	0	0	322	13	0	0	0	0	0	645
05:15 PM	12	334	0	0	12	0	15	0	0	340	7	0	0	0	0	0	720
05:30 PM	1	269	0	0	5	0	11	0	0	328	6	0	0	0	0	0	620
05:45 PM	4	237	0	0	4	0	5	0	0	334	2	0	0	0	0	0	586
Total	26	1116	0	0	31	0	46	0	0	1324	28	0	0	0	0	0	2571
Grand Total	368	6484	0	0	166	0	460	3	0	6407	299	0	0	0	0	0	14187
Apprch %	5.4	94.6	0	0	26.4	0	73.1	0.5	0	95.5	4.5	0	0	0	0	0	
Total %	2.6	45.7	0	0	1.2	0	3.2	0	0	45.2	2.1	0	0	0	0	0	
Passenger Vehicles	367	6389	0	0	166	0	459	3	0	6333	299	0	0	0	0	0	14016
% Passenger Vehicles	99.7	98.5	0	0	100	0	99.8	100	0	98.8	100	0	0	0	0	0	98.8
Heavy Vehicles	0	54	0	0	0	0	0	0	0	47	0	0	0	0	0	0	101
% Heavy Vehicles	0	0.8	0	0	0	0	0	0	0	0.7	0	0	0	0	0	0	0.7
Buses	1	41	0	0	0	0	1	0	0	27	0	0	0	0	0	0	70
% Buses	0.3	0.6	0	0	0	0	0.2	0	0	0.4	0	0	0	0	0	0	0.5

Short Counts

File Name : Buckwatler Pkwy @ Cross School
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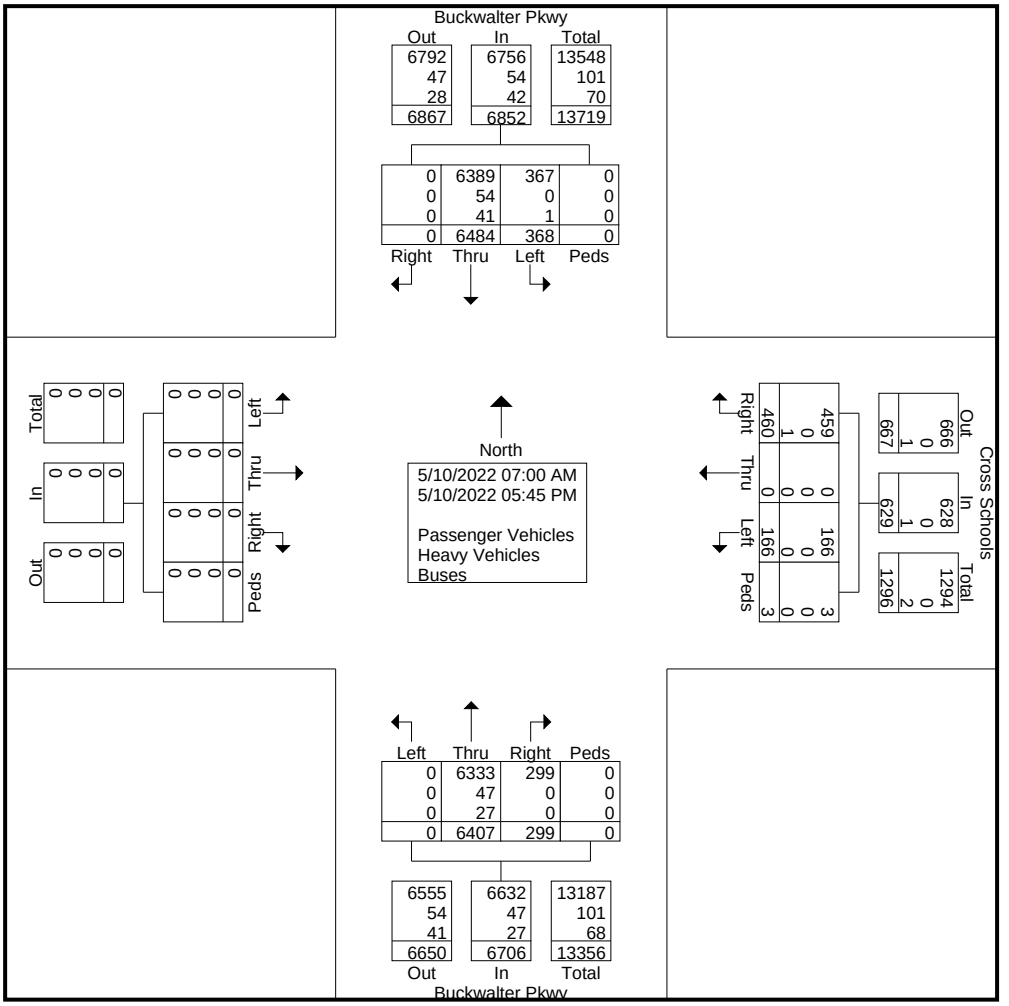

Short Counts

File Name : Buckwatler Pkwy @ Cross School
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Start Date : 5/10/2022
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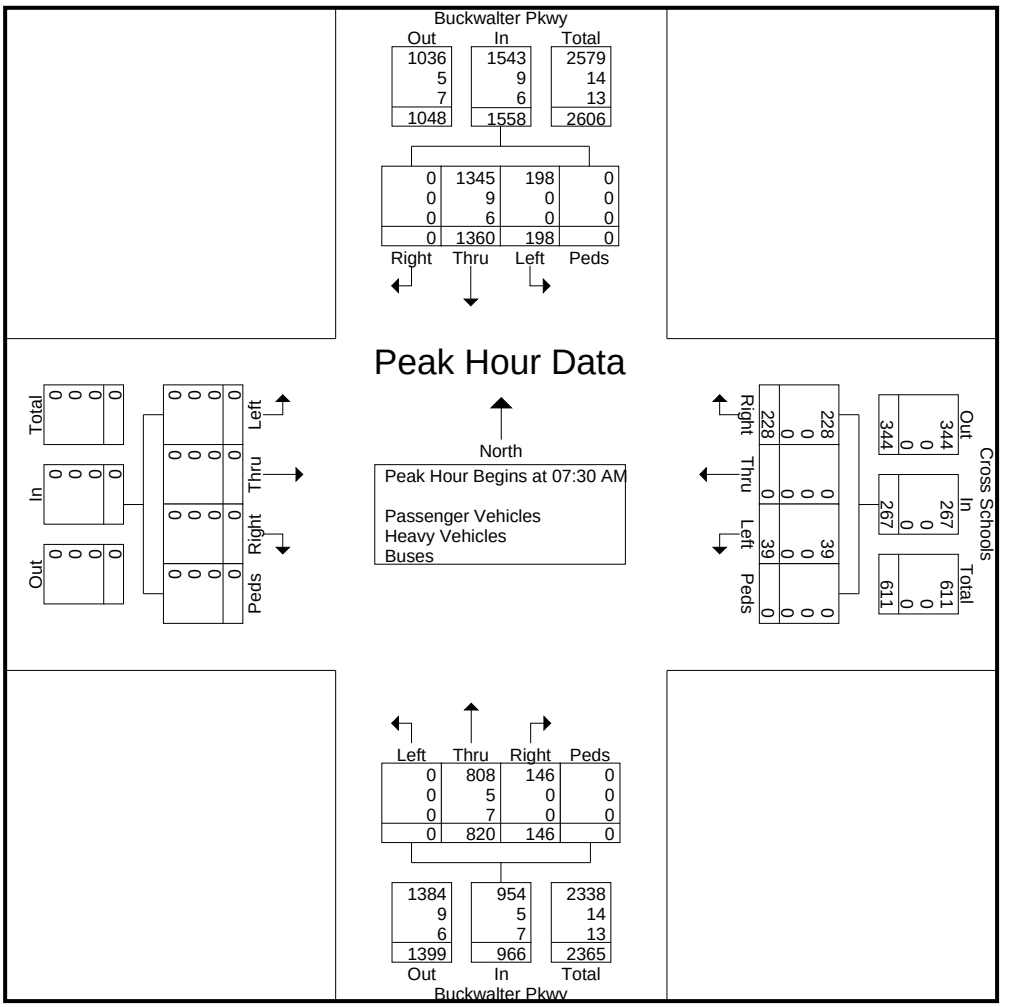
	Buckwalter Pkwy From North					Cross Schools From East					Buckwalter Pkwy From South					From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	20	**347**	0	0	367	4	0	13	0	17	0	203	15	0	218	0	0	0	0	0	602
07:45 AM	50	333	0	0	383	6	0	21	0	27	0	**241**			**272**	0	0	0	0	0	682
08:00 AM	**76**				**409**	13	0	**104**		**117**	0	188	**71**	0	259	0	0	0	0	0	**785**
08:15 AM	52	347	0	0	399	**16**	0	90	0	106	0	188	29	0	217	0	0	0	0	0	722
Total Volume	198	1360	0	0	1558	39	0	228	0	267	0	820	146	0	966	0	0	0	0	0	2791
% App. Total	12.7	87.3	0	0		14.6	0	85.4	0		0	84.9	15.1	0		0	0	0	0		
PHF	.651	.980	.000	.000	.952	.609	.000	.548	.000	.571	.000	.851	.514	.000	.888	.000	.000	.000	.000	.000	.889
Passenger Vehicles	198	1345	0	0	1543	39	0	228	0	267	0	808	146	0	954	0	0	0	0	0	2764
% Passenger Vehicles	100	98.9	0	0	99.0	100	0	100	0	100	0	98.5	100	0	98.8	0	0	0	0	0	99.0
Heavy Vehicles	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	14
% Heavy Vehicles	0	0.7	0	0	0.6	0	0	0	0	0	0	0.6	0	0	0.5	0	0	0	0	0	0.5
Buses	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	13
% Buses	0	0.4	0	0	0.4	0	0	0	0	0	0	0.9	0	0	0.7	0	0	0	0	0	0.5



Short Counts

File Name : Buckwatler Pkwy @ Cross School
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Start Date : 5/10/2022
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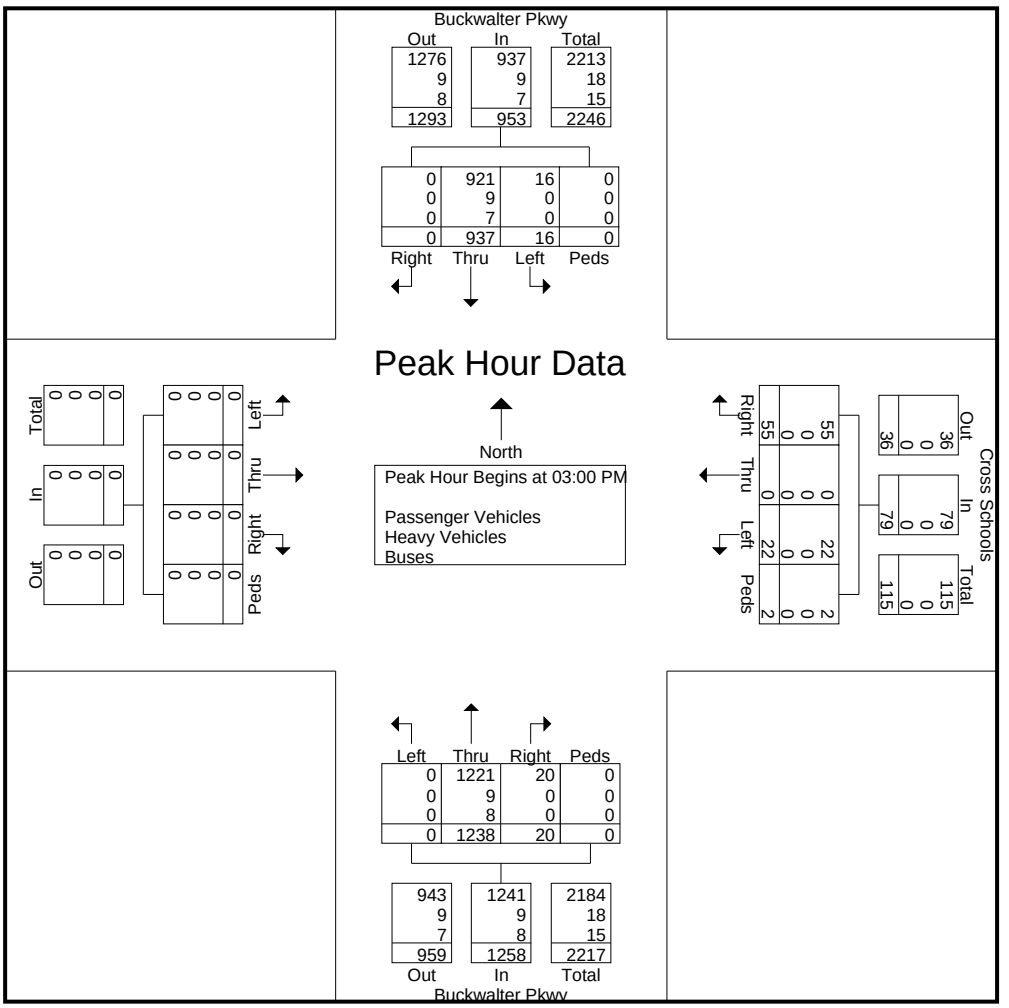
	Buckwalter Pkwy From North					Cross Schools From East					Buckwalter Pkwy From South					From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	3	217	0	0	220	**8**	0	**20**		**28**	0	293	6	0	299	0	0	0	0	0	547
03:15 PM	4	239	0	0	243	4	0	11	0	15	0	**344**			**346**	0	0	0	0	0	**604**
03:30 PM	4	**246**	0	0	**250**	6	0	10	0	16	0	293	5	0	298	0	0	0	0	0	564
03:45 PM	**5**								**2**	20	0	308	**7**	0	315	0	0	0	0	0	575
Total Volume	16	937	0	0	953	22	0	55	2	79	0	1238	20	0	1258	0	0	0	0	0	2290
% App. Total																					
PHF	.800	.952	.000	.000	.953	.688	.000	.688	.250	.705	.000	.900	.714	.000	.909	.000	.000	.000	.000	.000	.948
Passenger Vehicles	16	921	0	0	937	22	0	55	2	79	0	1221	20	0	1241	0	0	0	0	0	2257
% Passenger Vehicles																					
Heavy Vehicles	0	9	0	0	9	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	18
% Heavy Vehicles	0	1.0	0	0	0.9	0	0	0	0	0	0	0.7	0	0	0.7	0	0	0	0	0	0.8
Buses	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	15
% Buses	0	0.7	0	0	0.7	0	0	0	0	0	0	0.6	0	0	0.6	0	0	0	0	0	0.7



Short Counts

File Name : Buckwatler Pkwy @ Cross School
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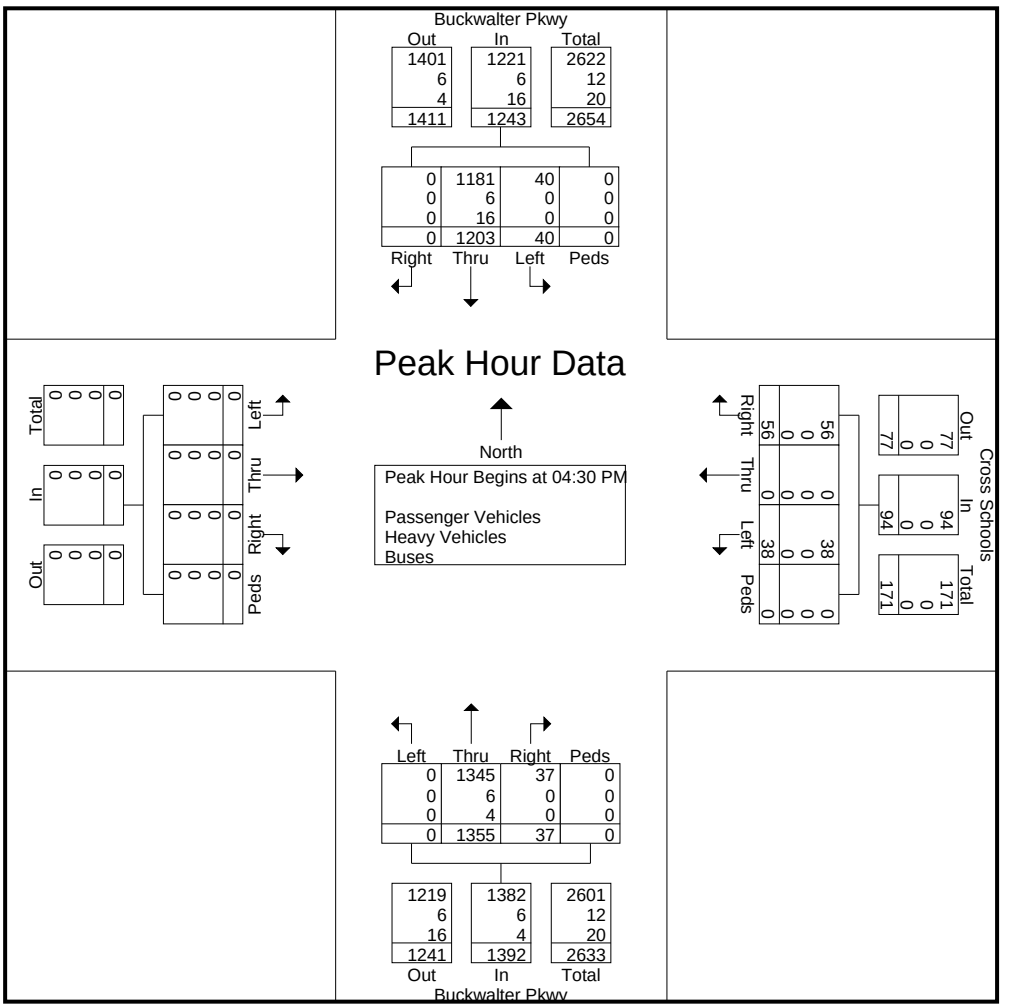
	Buckwalter Pkwy From North					Cross Schools From East					Buckwalter Pkwy From South					From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	9	283	0	0	292	6	0	14	0	20	0	339	8	0	347	0	0	0	0	0	659
04:45 PM	10	310	0	0	320	10	0	12	0	22	0	**354**			**363**	0	0	0	0	0	705
05:00 PM	9	276	0	0	285	10	0	**15**					**13**	0	335	0	0	0	0	0	645
05:15 PM	**12**	**334**	0	0	**346**	**12**	0	15	0	**27**	0	340	7	0	347	0	0	0	0	0	**720**
Total Volume	40	1203	0	0	1243	38	0	56	0	94	0	1355	37	0	1392	0	0	0	0	0	2729
% App. Total																					
PHF	.833	.900	.000	.000	.898	.792	.000	.933	.000	.870	.000	.957	.712	.000	.959	.000	.000	.000	.000	.000	.948
Passenger Vehicles	40	1181	0	0	1221	38	0	56	0	94	0	1345	37	0	1382	0	0	0	0	0	2697
% Passenger Vehicles																					
Heavy Vehicles	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
% Heavy Vehicles	0	0.5	0	0	0.5	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0.4
Buses	0	16	0	0	16	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	20
% Buses	0	1.3	0	0	1.3	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.7



Short Counts

File Name : Buckwalter Pkwy @ H E McCracken Cir (N)
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Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Buckwalter Pkwy From North				H E McCracken Cir (N) From East				Buckwalter Pkwy From South				From West				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00 AM	27	55	0	0	0	0	4	0	0	70	3	0	0	0	0	0	159
07:15 AM	27	69	0	0	2	0	16	0	0	128	11	0	0	0	0	0	253
07:30 AM	57	75	0	0	5	0	15	0	0	138	30	0	0	0	0	0	320
07:45 AM	46	80	0	0	7	0	27	1	0	135	26	0	0	0	0	0	322
Total	157	279	0	0	14	0	62	1	0	471	70	0	0	0	0	0	1054
08:00 AM	36	101	0	0	4	0	11	1	0	110	15	0	0	0	0	0	278
08:15 AM	51	129	0	0	7	0	29	0	0	132	37	0	0	0	0	0	385
08:30 AM	65	116	0	0	6	0	36	0	0	129	48	0	0	0	0	0	400
08:45 AM	15	80	0	0	0	0	8	0	0	111	6	0	0	0	0	0	220
Total	167	426	0	0	17	0	84	1	0	482	106	0	0	0	0	0	1283
02:00 PM	6	91	0	0	4	0	11	0	0	68	5	0	0	0	0	0	185
02:15 PM	15	95	0	0	4	0	10	0	0	87	3	0	0	0	0	0	214
02:30 PM	15	94	0	0	7	0	10	0	0	80	11	0	0	0	0	0	217
02:45 PM	15	83	0	0	8	0	17	0	0	108	11	0	0	0	0	0	242
Total	51	363	0	0	23	0	48	0	0	343	30	0	0	0	0	0	858
03:00 PM	9	110	0	0	11	0	28	0	0	93	5	0	0	0	0	0	256
03:15 PM	10	107	0	0	5	0	19	0	0	96	3	0	0	0	0	0	240
03:30 PM	27	119	0	0	5	0	10	0	0	85	20	0	0	0	0	0	266
03:45 PM	21	104	0	0	36	0	85	0	0	135	22	0	0	0	0	0	403
Total	67	440	0	0	57	0	142	0	0	409	50	0	0	0	0	0	1165
04:00 PM	20	108	0	0	16	0	28	0	0	140	6	0	0	0	0	0	318
04:15 PM	9	118	0	0	7	0	20	0	0	95	1	0	0	0	0	0	250
04:30 PM	8	138	0	0	1	0	12	0	0	107	2	0	0	0	0	0	268
04:45 PM	15	142	0	0	9	0	9	0	0	102	2	0	0	0	0	0	279
Total	52	506	0	0	33	0	69	0	0	444	11	0	0	0	0	0	1115
05:00 PM	7	188	0	0	6	0	14	2	0	85	3	0	0	0	0	0	305
05:15 PM	9	227	0	0	8	0	10	1	0	97	2	0	0	0	0	0	354
05:30 PM	13	175	0	0	1	0	18	0	0	91	2	0	0	0	0	0	300
05:45 PM	10	138	0	0	8	0	7	3	0	97	2	0	0	0	0	0	265
Total	39	728	0	0	23	0	49	6	0	370	9	0	0	0	0	0	1224
Grand Total	533	2742	0	0	167	0	454	8	0	2519	276	0	0	0	0	0	6699
Apprch %	16.3	83.7	0	0	26.6	0	72.2	1.3	0	90.1	9.9	0	0	0	0	0	
Total %	8	40.9	0	0	2.5	0	6.8	0.1	0	37.6	4.1	0	0	0	0	0	
Passenger Vehicles	524	2692	0	0	161	0	446	8	0	2483	262	0	0	0	0	0	6576
% Passenger Vehicles	98.3	98.2	0	0	96.4	0	98.2	100	0	98.6	94.9	0	0	0	0	0	98.2
Heavy Vehicles	0	12	0	0	0	0	1	0	0	10	2	0	0	0	0	0	25
% Heavy Vehicles	0	0.4	0	0	0	0	0.2	0	0	0.4	0.7	0	0	0	0	0	0.4
Buses	9	38	0	0	6	0	7	0	0	26	12	0	0	0	0	0	98
% Buses	1.7	1.4	0	0	3.6	0	1.5	0	0	1	4.3	0	0	0	0	0	1.5

Short Counts

File Name : Buckwalter Pkwy @ H E McCracken Cir (N)
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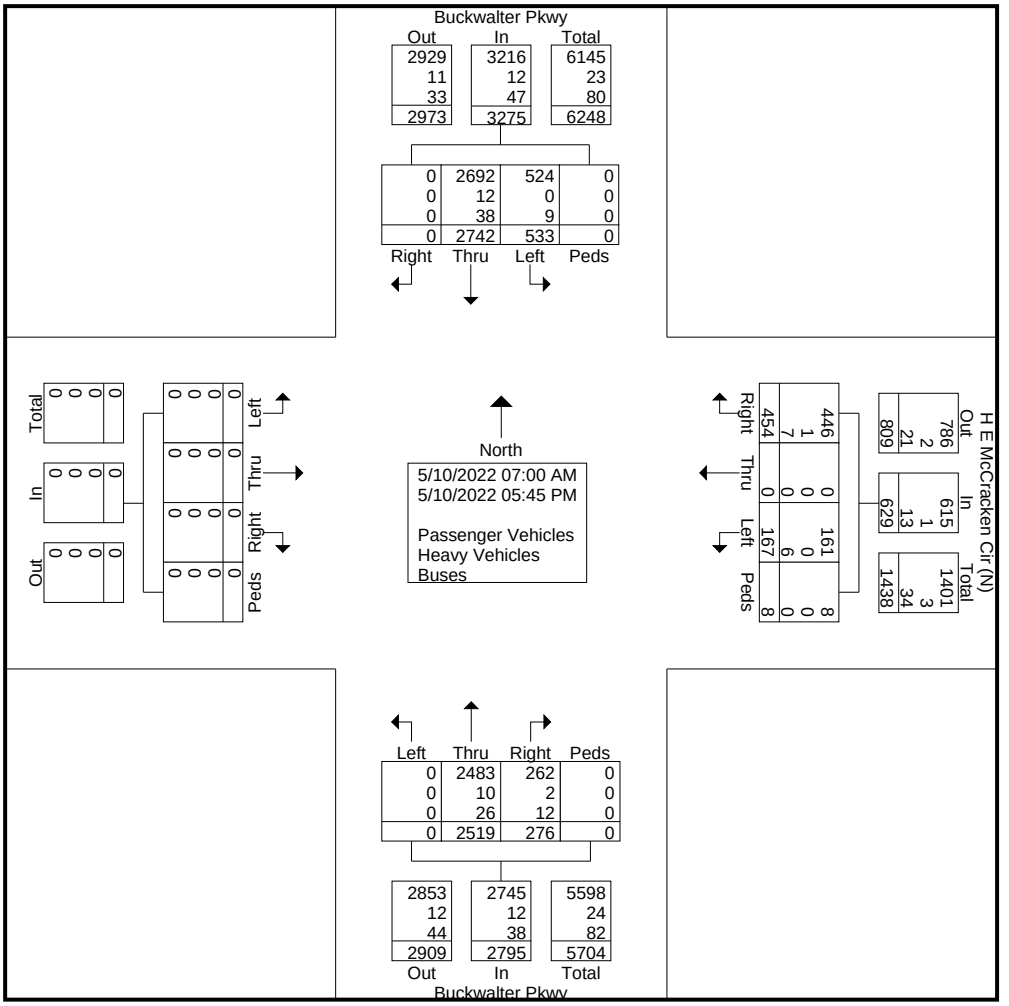

Short Counts

File Name : Buckwalter Pkwy @ H E McCracken Cir (N)
Site Code :
Start Date : 5/10/2022
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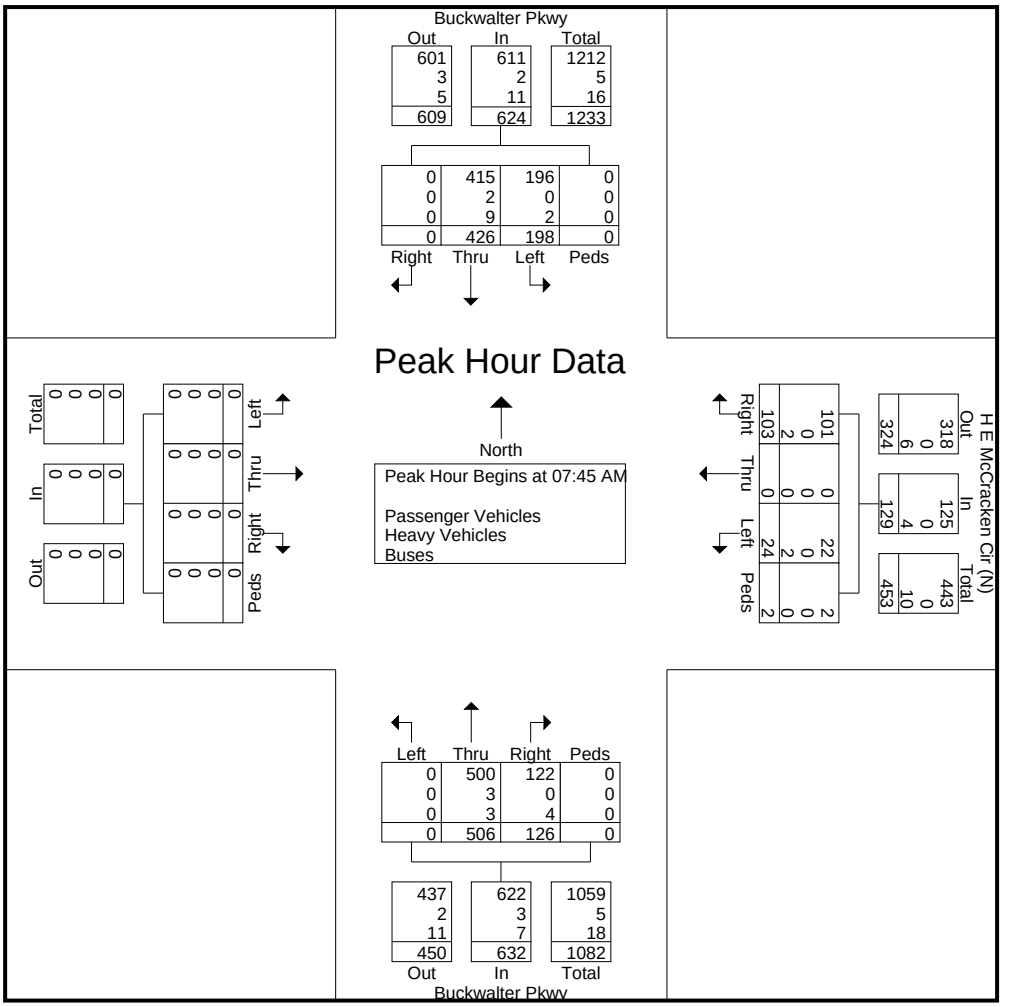
	Buckwalter Pkwy From North					H E McCracken Cir (N) From East					Buckwalter Pkwy From South					From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	46	80	0	0	126	**7**	0	27	**1**	35	0	**135**									
08:00 AM	**36**	**101**	**0**	**0**	**137**	**4**	**0**	**11**	**1**	**16**	**0**	**110**	**15**	**0**	**125**	**0**	**0**	**0**	**0**	**0**	**278**
08:15 AM	**51**	**129**	0	0	180	7	0	29	0	36	0	132	37	0	169	0	0	0	0	0	385
08:30 AM	**65**				**181**	6	0	**36**		**42**	0	129	**48**	0	**177**	0	0	0	0	0	**400**
Total Volume	198	426	0	0	624	24	0	103	2	129	0	506	126	0	632	0	0	0	0	0	1385
% App. Total	31.7	68.3	0	0		18.6	0	79.8	1.6		0	80.1	19.9	0		0	0	0	0		
PHF	.762	.826	.000	.000	.862	.857	.000	.715	.500	.768	.000	.937	.656	.000	.893	.000	.000	.000	.000	.000	.866
Passenger Vehicles	196	415	0	0	611	22	0	101	2	125	0	500	122	0	622	0	0	0	0	0	1358
% Passenger Vehicles	99.0	97.4	0	0	97.9	91.7	0	98.1	100	96.9	0	98.8	96.8	0	98.4	0	0	0	0	0	98.1
Heavy Vehicles	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
% Heavy Vehicles	0	0.5	0	0	0.3	0	0	0	0	0	0	0.6	0	0	0.5	0	0	0	0	0	0.4
Buses	2	9	0	0	11	2	0	2	0	4	0	3	4	0	7	0	0	0	0	0	22
% Buses	1.0	2.1	0	0	1.8	8.3	0	1.9	0	3.1	0	0.6	3.2	0	1.1	0	0	0	0	0	1.6



Short Counts

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Site Code :
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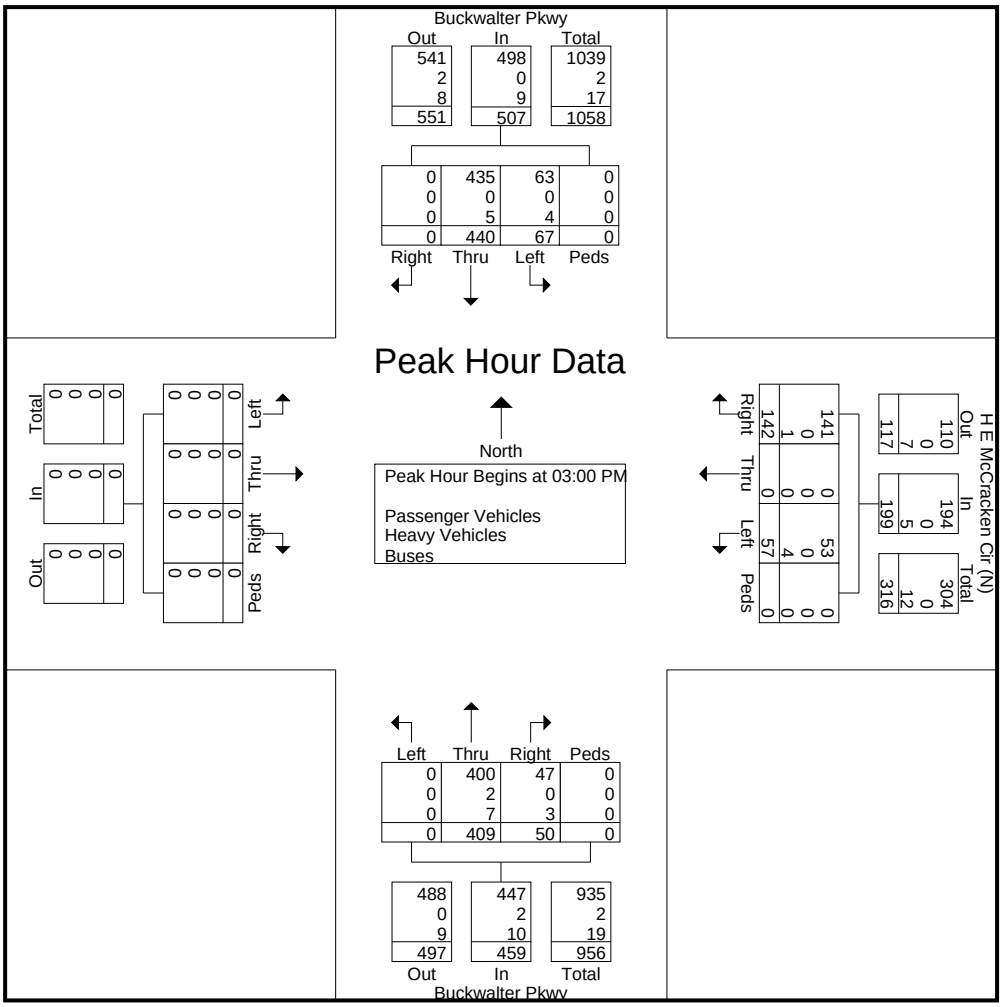
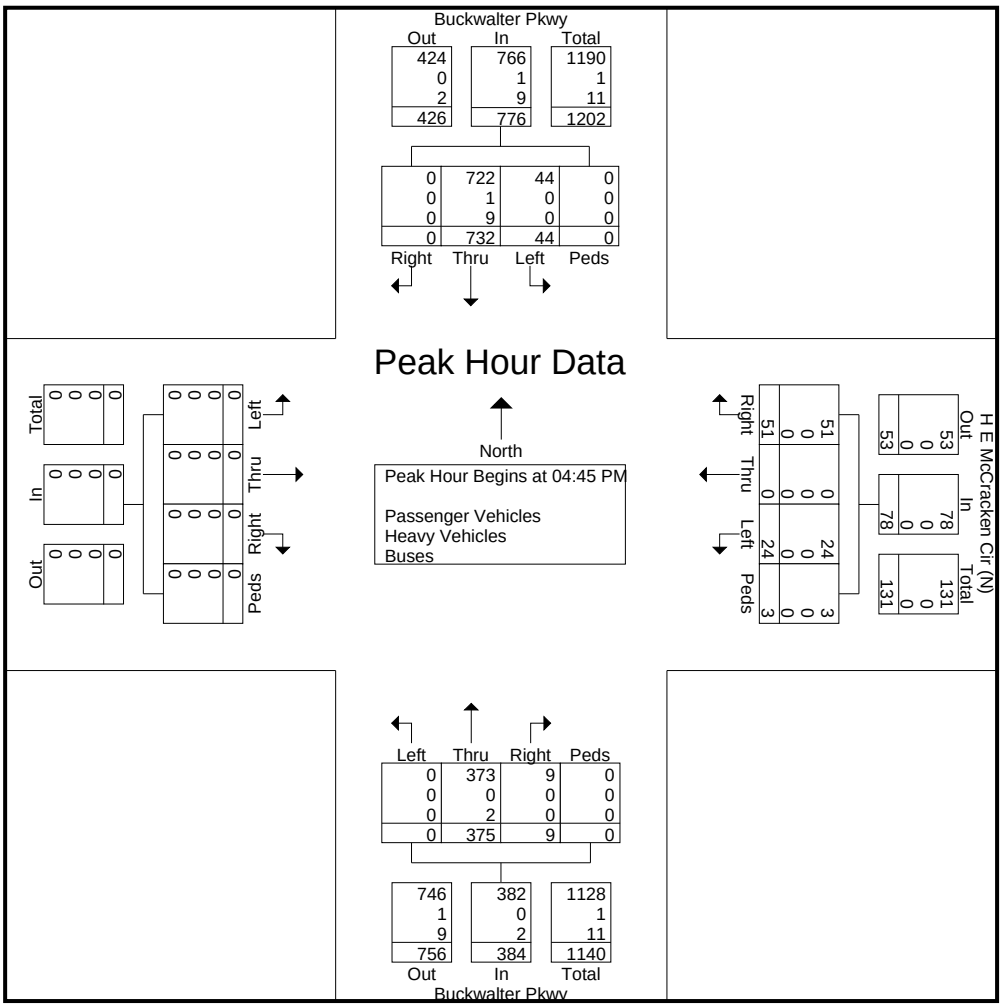
	Buckwalter Pkwy From North					H E McCracken Cir (N) From East					Buckwalter Pkwy From South					From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	9	110	0	0	119	11	0	28	0	39	0	93	5	0	98	0	0	0	0	0	256
03:15 PM	10	107	0	0	117	5	0	19	0	24	0	96	3	0	99	0	0	0	0	0	240
03:30 PM	**27**	**119**	0	0	**146**	5	0	10	0	15	0	85	20	0	105	0	0	0	0	0	266
03:45 PM	21	104	0	0	125	**36**	0	**85**		**121**	0	**135**	**22**	0	**157**	0	0	0	0	0	**403**
Total Volume	67	440	0	0	507	57	0	142	0	199	0	409	50	0	459	0	0	0	0	0	1165
% App. Total	13.2	86.8	0	0		28.6	0	71.4	0		0	89.1	10.9	0		0	0	0	0		
PHF	.620	.924	.000	.000	.868	.396	.000	.418	.000	.411	.000	.757	.568	.000	.731	.000	.000	.000	.000	.000	.723
Passenger Vehicles	63	435	0	0	498	53	0	141	0	194	0	400	47	0	447	0	0	0	0	0	1139
% Passenger Vehicles	94.0	98.9	0	0	98.2	93.0	0	99.3	0	97.5	0	97.8	94.0	0	97.4	0	0	0	0	0	97.8
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0.4	0	0	0	0	0	0.2
Buses	4	5	0	0	9	4	0	1	0	5	0	7	3	0	10	0	0	0	0	0	24
% Buses	6.0	1.1	0	0	1.8	7.0	0	0.7	0	2.5	0	1.7	6.0	0	2.2	0	0	0	0	0	2.1



Short Counts

File Name : Buckwalter Pkwy @ H E McCracken Cir (N)
Site Code :
Start Date : 5/10/2022
Page No : 5

	Buckwalter Pkwy From North					H E McCracken Cir (N) From East					Buckwalter Pkwy From South					From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	**15**					**9**	0	9	0	18	0	**102**			**104**	0	0	0	0	0	279
05:00 PM	7	188	0	0	195	6	0	14	**2**	**22**	0	85	**3**	0	88	0	0	0	0	0	305
05:15 PM	9	**227**	0	0	**236**	8	0	10	1	19	0	97	2	0	99	0	0	0	0	0	**354**
05:30 PM	13	175	0	0	188	1	0	**18**													
Total Volume	44	732	0	0	776	24	0	51	3	78	0	375	9	0	384	0	0	0	0	0	1238
% App. Total	5.7	94.3	0	0		30.8	0	65.4	3.8		0	97.7	2.3	0		0	0	0	0		
PHF	.733	.806	.000	.000	.822	.667	.000	.708	.375	.886	.000	.919	.750	.000	.923	.000	.000	.000	.000	.000	.874
Passenger Vehicles	44	722	0	0	766	24	0	51	3	78	0	373	9	0	382	0	0	0	0	0	1226
% Passenger Vehicles	100	98.6	0	0	98.7	100	0	100	100	100	0	99.5	100	0	99.5	0	0	0	0	0	99.0
Heavy Vehicles	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Heavy Vehicles	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Buses	0	9	0	0	9	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	11
% Buses	0	1.2	0	0	1.2	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0.9



Short Counts

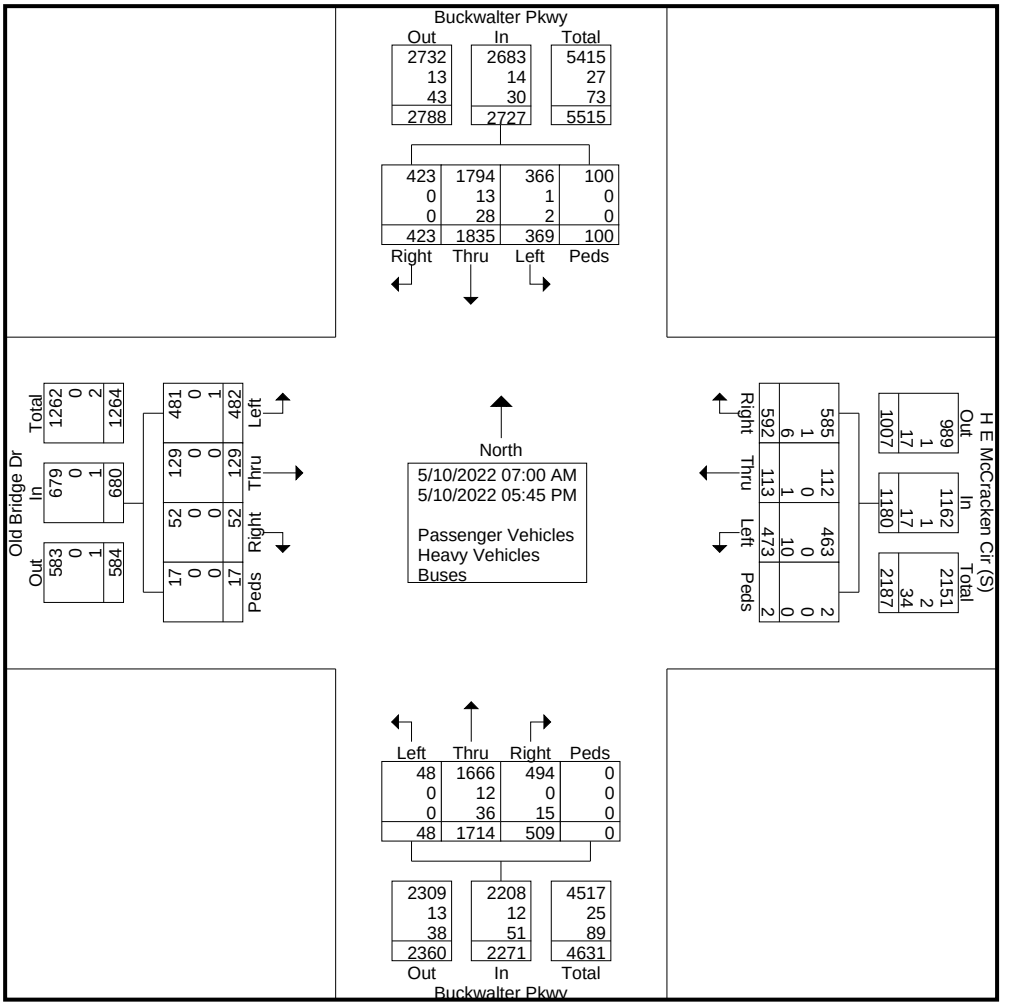
File Name : Buckwalter Pkwy @ Old Bridge-H E McCracken Cir (S)
Site Code :
Start Date : 5/10/2022
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Buckwalter Pkwy From North				H E McCracken Cir (S) From East				Buckwalter Pkwy From South				Old Bridge Dr From West				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00 AM	14	34	6	0	8	1	10	0	0	53	27	0	30	11	3	0	197
07:15 AM	20	45	4	2	39	9	33	0	0	71	45	0	37	24	5	0	334
07:30 AM	19	51	3	0	44	11	63	0	1	104	37	0	22	16	1	0	372
07:45 AM	14	53	5	1	18	9	20	0	3	78	17	0	32	5	2	0	257
Total	67	183	18	3	109	30	126	0	4	306	126	0	121	56	11	0	1160
08:00 AM	30	61	7	12	22	1	27	1	0	87	40	0	32	5	1	3	329
08:15 AM	51	79	7	11	50	7	60	0	0	79	68	0	27	11	2	2	454
08:30 AM	39	73	7	1	59	7	59	0	1	88	57	0	16	11	4	0	422
08:45 AM	8	53	9	0	11	2	14	0	0	60	17	0	18	0	1	1	194
Total	128	266	30	24	142	17	160	1	1	314	182	0	93	27	8	6	1399
02:00 PM	11	74	12	0	8	3	12	0	3	53	10	0	11	5	3	1	206
02:15 PM	15	69	11	0	7	1	10	0	2	64	23	0	17	3	2	1	225
02:30 PM	12	68	15	0	11	10	27	0	3	57	14	0	13	5	3	0	238
02:45 PM	9	62	19	15	27	11	28	0	0	56	15	0	11	0	0	0	253
Total	47	273	57	15	53	25	77	0	8	230	62	0	52	13	8	2	922
03:00 PM	14	91	15	0	7	3	23	0	0	73	14	0	15	4	1	0	260
03:15 PM	20	70	23	0	9	2	20	0	2	57	20	0	13	3	1	0	240
03:30 PM	10	97	23	11	7	0	9	0	3	80	14	0	21	2	2	0	279
03:45 PM	13	89	25	39	76	12	70	0	4	75	16	0	20	3	6	3	451
Total	57	347	86	50	99	17	122	0	9	285	64	0	69	12	10	3	1230
04:00 PM	10	89	37	6	14	5	28	0	5	72	11	0	20	3	2	0	302
04:15 PM	8	74	21	0	8	2	11	0	4	58	9	0	17	1	3	3	219
04:30 PM	6	114	32	1	10	2	17	0	1	67	5	0	19	2	2	2	280
04:45 PM	12	104	25	0	6	1	9	0	5	74	8	0	19	2	2	0	267
Total	36	381	115	7	38	10	65	0	15	271	33	0	75	8	9	5	1068
05:00 PM	12	88	25	0	9	5	15	0	2	82	11	0	25	5	3	0	282
05:15 PM	9	109	37	0	8	2	7	1	2	87	13	0	20	4	0	0	299
05:30 PM	5	98	31	1	6	5	12	0	1	71	7	0	13	2	2	0	254
05:45 PM	8	90	24	0	9	2	8	0	6	68	11	0	14	2	1	1	244
Total	34	385	117	1	32	14	42	1	11	308	42	0	72	13	6	1	1079
Grand Total	369	1835	423	100	473	113	592	2	48	1714	509	0	482	129	52	17	6858
Apprch %	13.5	67.3	15.5	3.7	40.1	9.6	50.2	0.2	2.1	75.5	22.4	0	70.9	19	7.6	2.5	
Total %	5.4	26.8	6.2	1.5	6.9	1.6	8.6	0	0.7	25	7.4	0	7	1.9	0.8	0.2	
Passenger Vehicles	366	1794	423	100	463	112	585	2	48	1666	494	0	481	129	52	17	6732
% Passenger Vehicles	99.2	97.8	100	100	97.9	99.1	98.8	100	100	97.2	97.1	0	99.8	100	100	100	98.2
Heavy Vehicles	1	13	0	0	0	0	1	0	0	12	0	0	0	0	0	0	27
% Heavy Vehicles	0.3	0.7	0	0	0	0	0.2	0	0	0.7	0	0	0	0	0	0	0.4
Buses	2	28	0	0	10	1	6	0	0	36	15	0	1	0	0	0	99
% Buses	0.5	1.5	0	0	2.1	0.9	1	0	0	2.1	2.9	0	0.2	0	0	0	1.4

Short Counts

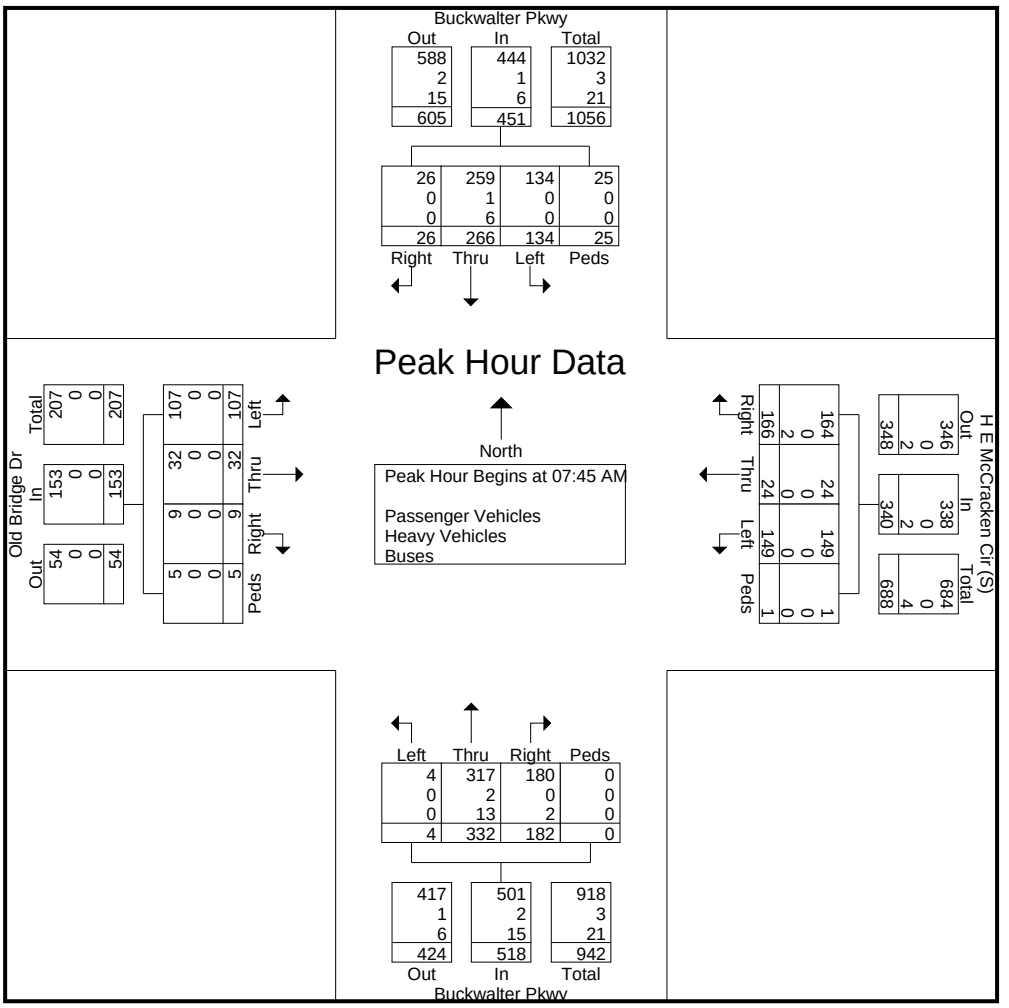
File Name : Buckwalter Pkwy @ Old Bridge-H E McCracken Cir (S)
Site Code :
Start Date : 5/10/2022
Page No : 2



Short Counts

File Name : Buckwalter Pkwy @ Old Bridge-H E McCracken Cir (S)
Site Code :
Start Date : 5/10/2022
Page No : 3

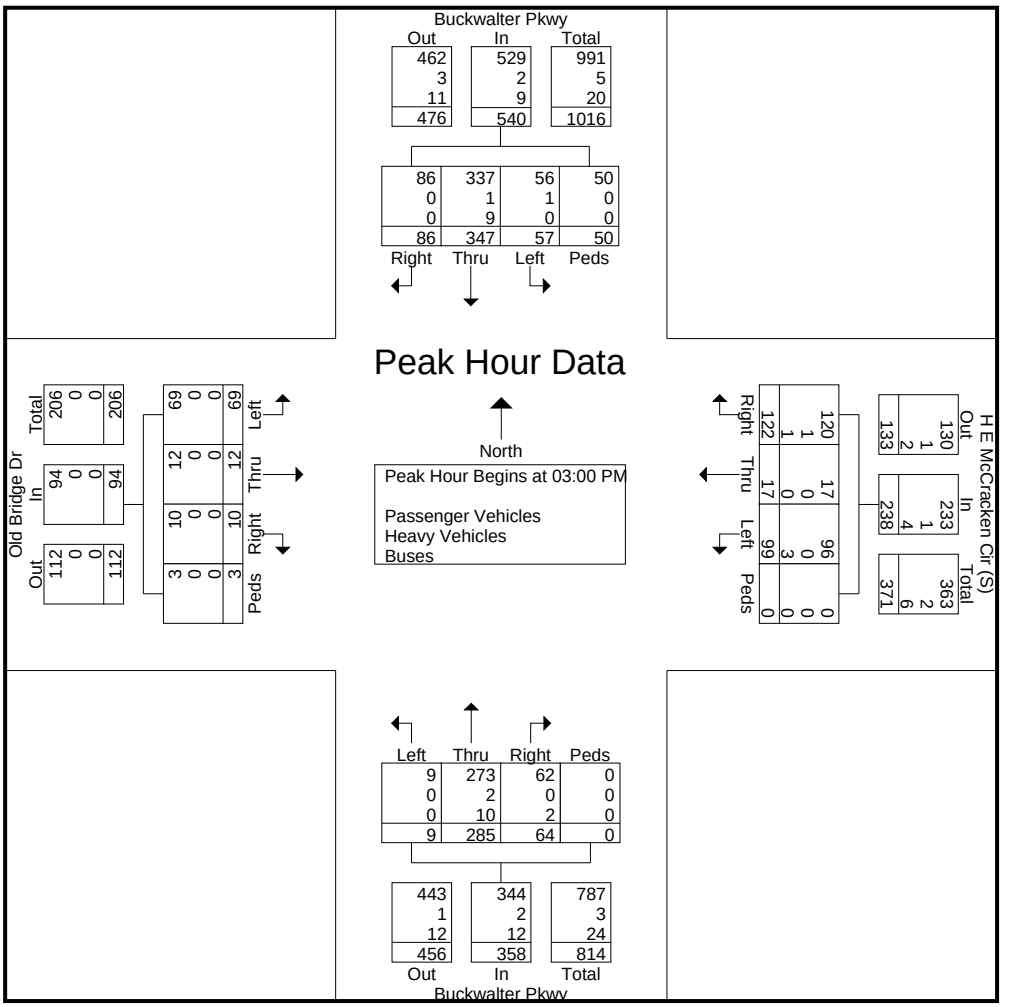
	Buckwalter Pkwy From North					H E McCracken Cir (S) From East					Buckwalter Pkwy From South					Old Bridge Dr From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	14	53	5	1	73	18	**9**				**3**					**32**					
08:00 AM	**30**	**61**	**7**	**12**	**110**	**22**	**1**	**27**	**1**	51	0	87	40	0	127	32	5	1	**3**	**41**	**329**
08:15 AM	**51**	**79**	7	11	**148**	50	7	**60**	**0**	**117**	**0**	**79**	**68**	0	**147**	27	**11**	2	2	**42**	**454**
08:30 AM	39	73	7	1	120	**59**	7	59	0	**125**	1	**88**						**4**			
Total Volume	134	266	26	25	451	149	24	166	1	340	4	332	182	0	518	107	32	9	5	153	1462
% App. Total	29.7	59	5.8	5.5		43.8	7.1	48.8	0.3		0.8	64.1	35.1	0		69.9	20.9	5.9	3.3		
PHF	.657	.842	.929	.521	.762	.631	.667	.692	.250	.680	.333	.943	.669	.000	.881	.836	.727	.563	.417	.911	.805
Passenger Vehicles	134	259	26	25	444	149	24	164	1	338	4	317	180	0	501	107	32	9	5	153	1436
% Passenger Vehicles	100	97.4	100	100	98.4	100	100	98.8	100	99.4	100	95.5	98.9	0	96.7	100	100	100	100	100	98.2
Heavy Vehicles	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
% Heavy Vehicles	0	0.4	0	0	0.2	0	0	0	0	0	0	0.6	0	0	0.4	0	0	0	0	0	0.2
Buses	0	6	0	0	6	0	0	2	0	2	0	13	2	0	15	0	0	0	0	0	23
% Buses	0	2.3	0	0	1.3	0	0	1.2	0	0.6	0	3.9	1.1	0	2.9	0	0	0	0	0	1.6



Short Counts

File Name : Buckwalter Pkwy @ Old Bridge-H E McCracken Cir (S)
Site Code :
Start Date : 5/10/2022
Page No : 4

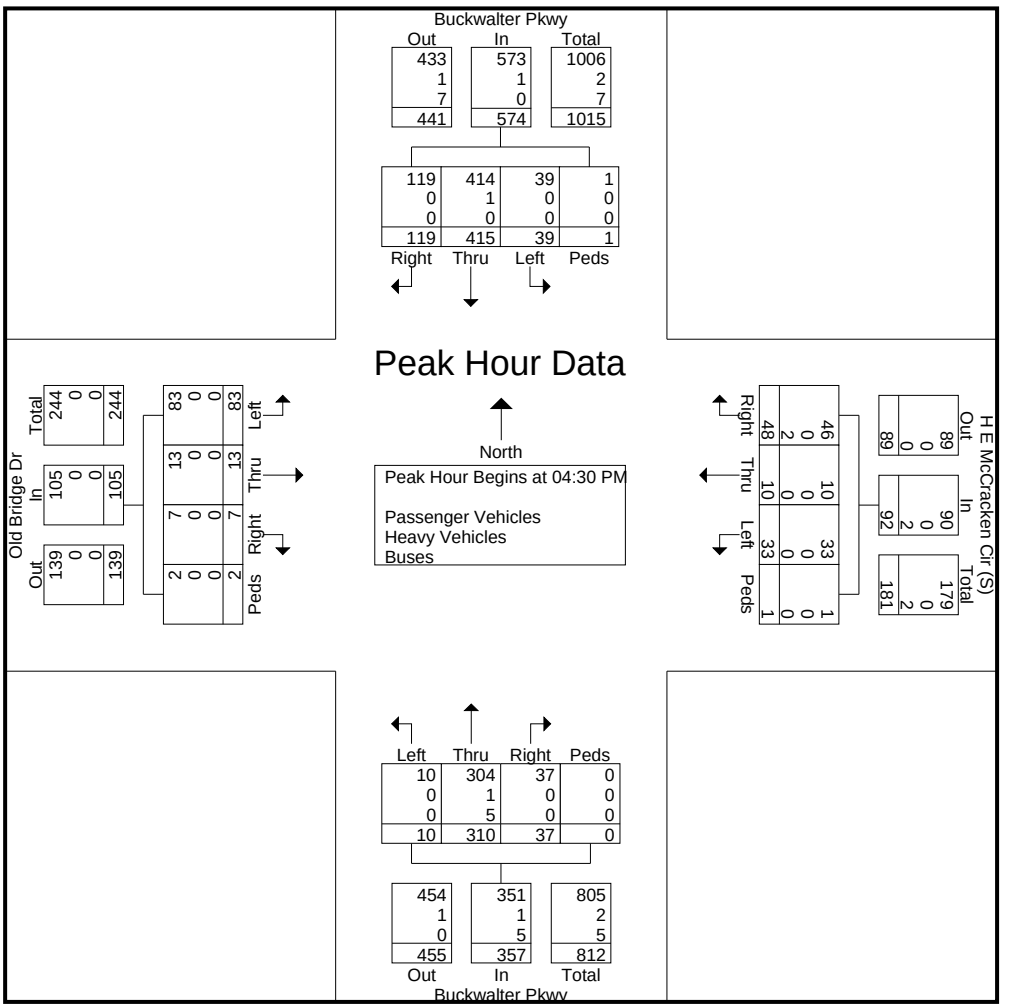
	Buckwalter Pkwy From North					H E McCracken Cir (S) From East					Buckwalter Pkwy From South					Old Bridge Dr From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	14	91	15	0	120	7	3	23	0	33	0	73	14	0	87	15	**4**	1	0	20	260
03:15 PM	**20**												**20**	0	79	13	3	1	0	17	240
03:30 PM	10	**97**	23	11	141	7	0	9	0	16	3	**80**			**97**	**21**					
03:45 PM	**13**	**89**	**25**	**39**	**166**	**76**	**12**	**70**	**0**	**158**	**4**	**75**	**16**	**0**	**95**	**20**	**3**	**6**	**3**	**32**	**451**
Total Volume	57	347	86	50	540	99	17	122	0	238	9	285	64	0	358	69	12	10	3	94	1230
% App. Total	10.6	64.3	15.9	9.3		41.6	7.1	51.3	0		2.5	79.6	17.9	0		73.4	12.8	10.6	3.2		
PHF	.713	.894	.860	.321	.813	.326	.354	.436	.000	.377	.563	.891	.800	.000	.923	.821	.750	.417	.250	.734	.682
Passenger Vehicles	56	337	86	50	529	96	17	120	0	233	9	273	62	0	344	69	12	10	3	94	1200
% Passenger Vehicles	98.2	97.1	100	100	98.0	97.0	100	98.4	0	97.9	100	95.8	96.9	0	96.1	100	100	100	100	100	97.6
Heavy Vehicles	1	1	0	0	2	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	5
% Heavy Vehicles	1.8	0.3	0	0	0.4	0	0	0.8	0	0.4	0	0.7	0	0	0.6	0	0	0	0	0	0.4
Buses	0	9	0	0	9	3	0	1	0	4	0	10	2	0	12	0	0	0	0	0	25
% Buses	0	2.6	0	0	1.7	3.0	0	0.8	0	1.7	0	3.5	3.1	0	3.4	0	0	0	0	0	2.0



Short Counts

File Name : Buckwalter Pkwy @ Old Bridge-H E McCracken Cir (S)
Site Code :
Start Date : 5/10/2022
Page No : 5

	Buckwalter Pkwy From North					H E McCracken Cir (S) From East					Buckwalter Pkwy From South					Old Bridge Dr From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	6	**114**	32	**1**		**10**	2	**17**		**29**	1	67	5	0	73	19	2	2	**2**		
04:45 PM	**12**	**104**	**25**	**0**	**141**	**6**	**1**	**9**	**0**	**16**	**5**	**74**	**8**	**0**	**87**	**19**	**2**	**2**	**0**	**23**	**267**
05:00 PM	**12**	**88**	**25**	**0**	**125**	**9**	**5**	**15**	**0**	**29**	**2**	**82**	**11**	**0**	**95**	**25**	**5**	**3**	**0**	**33**	282
05:15 PM	9	109	**37**		**155**	8	2	7	**1**	18	2	**87**	**13**	0	**102**	20	4	0	0	24	**299**
Total Volume	39	415	119	1	574	33	10	48	1	92	10	310	37	0	357	83	13	7	2	105	1128
% App. Total	6.8	72.3	20.7	0.2		35.9	10.9	52.2	1.1		2.8	86.8	10.4	0		79	12.4	6.7	1.9		
PHF	.813	.910	.804	.250	.926	.825	.500	.706	.250	.793	.500	.891	.712	.000	.875	.830	.650	.583	.250	.795	.943
Passenger Vehicles	39	414	119	1	573	33	10	46	1	90	10	304	37	0	351	83	13	7	2	105	1119
% Passenger Vehicles	100	99.8	100	100	99.8	100	100	95.8	100	97.8	100	98.1	100	0	98.3	100	100	100	100	100	99.2
Heavy Vehicles	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Heavy Vehicles	0	0.2	0	0	0.2	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.2
Buses	0	0	0	0	0	0	0	2	0	2	0	5	0	0	5	0	0	0	0	0	7
% Buses	0	0	0	0	0	0	0	4.2	0	2.2	0	1.6	0	0	1.4	0	0	0	0	0	0.6



Short Counts

File Name : Buckwalter Pkwy @ Middle School Drive
Site Code :
Start Date : 5/10/2022
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Buckwalter Pkwy From North				H E McCracken Middle School From East				Buckwalter Pkwy From South				Rec Complex From West				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00 AM	2	48	0	0	0	0	0	0	1	75	0	0	0	0	0	0	126
07:15 AM	1	59	1	0	0	0	0	1	0	122	1	0	0	0	1	0	186
07:30 AM	9	63	1	0	0	0	1	1	1	163	3	0	0	0	0	0	242
07:45 AM	7	83	4	0	0	0	0	0	2	133	1	0	0	0	0	0	230
Total	19	253	6	0	0	0	1	2	4	493	5	0	0	0	1	0	784
08:00 AM	10	91	3	0	0	0	0	0	1	122	3	0	0	0	0	0	230
08:15 AM	5	123	1	0	0	0	1	0	2	161	3	0	0	0	0	0	296
08:30 AM	9	114	3	0	2	0	9	0	2	179	12	0	1	0	0	0	331
08:45 AM	3	70	0	0	2	0	4	0	2	96	2	0	3	0	2	0	184
Total	27	398	7	0	4	0	14	0	7	558	20	0	4	0	2	0	1041
02:00 PM	4	89	1	0	4	0	4	0	1	67	1	0	1	0	0	0	172
02:15 PM	1	104	1	0	4	0	2	0	2	88	2	0	0	0	0	0	204
02:30 PM	4	95	1	0	0	0	4	0	0	86	1	1	4	0	0	0	196
02:45 PM	0	87	2	0	0	0	6	0	1	106	1	0	2	0	1	0	206
Total	9	375	5	0	8	0	16	0	4	347	5	1	7	0	1	0	778
03:00 PM	2	118	2	0	0	0	4	0	2	91	2	0	2	0	0	0	223
03:15 PM	2	104	0	0	1	0	5	0	0	94	5	0	3	0	0	0	214
03:30 PM	6	123	3	0	2	0	4	0	2	95	4	0	3	0	3	0	245
03:45 PM	4	127	1	0	8	1	14	2	3	150	1	0	0	0	3	0	314
Total	14	472	6	0	11	1	27	2	7	430	12	0	8	0	6	0	996
04:00 PM	1	127	4	0	2	0	11	0	3	128	0	0	2	0	0	0	278
04:15 PM	3	114	3	0	1	0	4	0	1	96	4	0	1	0	2	0	229
04:30 PM	7	122	6	0	3	0	8	0	1	94	4	0	3	0	0	0	248
04:45 PM	7	140	5	0	2	0	5	4	2	96	3	0	2	0	2	0	268
Total	18	503	18	0	8	0	28	4	7	414	11	0	8	0	4	0	1023
05:00 PM	3	138	26	0	2	0	5	0	13	92	1	0	1	0	2	0	283
05:15 PM	3	142	31	0	0	0	4	1	18	108	1	0	5	0	8	0	321
05:30 PM	4	129	19	0	1	0	2	0	7	94	2	0	5	0	5	0	268
05:45 PM	0	118	13	0	1	0	3	1	2	92	1	0	4	0	0	0	235
Total	10	527	89	0	4	0	14	2	40	386	5	0	15	0	15	0	1107
Grand Total	97	2528	131	0	35	1	100	10	69	2628	58	1	42	0	29	0	5729
Apprch %	3.5	91.7	4.8	0	24	0.7	68.5	6.8	2.5	95.4	2.1	0	59.2	0	40.8	0	
Total %	1.7	44.1	2.3	0	0.6	0	1.7	0.2	1.2	45.9	1	0	0.7	0	0.5	0	
Passenger Vehicles	62	2511	131	0	17	1	83	10	69	2615	19	1	42	0	29	0	5590
% Passenger Vehicles	63.9	99.3	100	0	48.6	100	83	100	100	99.5	32.8	100	100	0	100	0	97.6
Heavy Vehicles	0	12	0	0	1	0	0	0	0	7	1	0	0	0	0	0	21
% Heavy Vehicles	0	0.5	0	0	2.9	0	0	0	0	0.3	1.7	0	0	0	0	0	0.4
Buses	35	5	0	0	17	0	17	0	0	6	38	0	0	0	0	0	118
% Buses	36.1	0.2	0	0	48.6	0	17	0	0	0.2	65.5	0	0	0	0	0	2.1

Short Counts

File Name : Buckwalter Pkwy @ Middle School Drive
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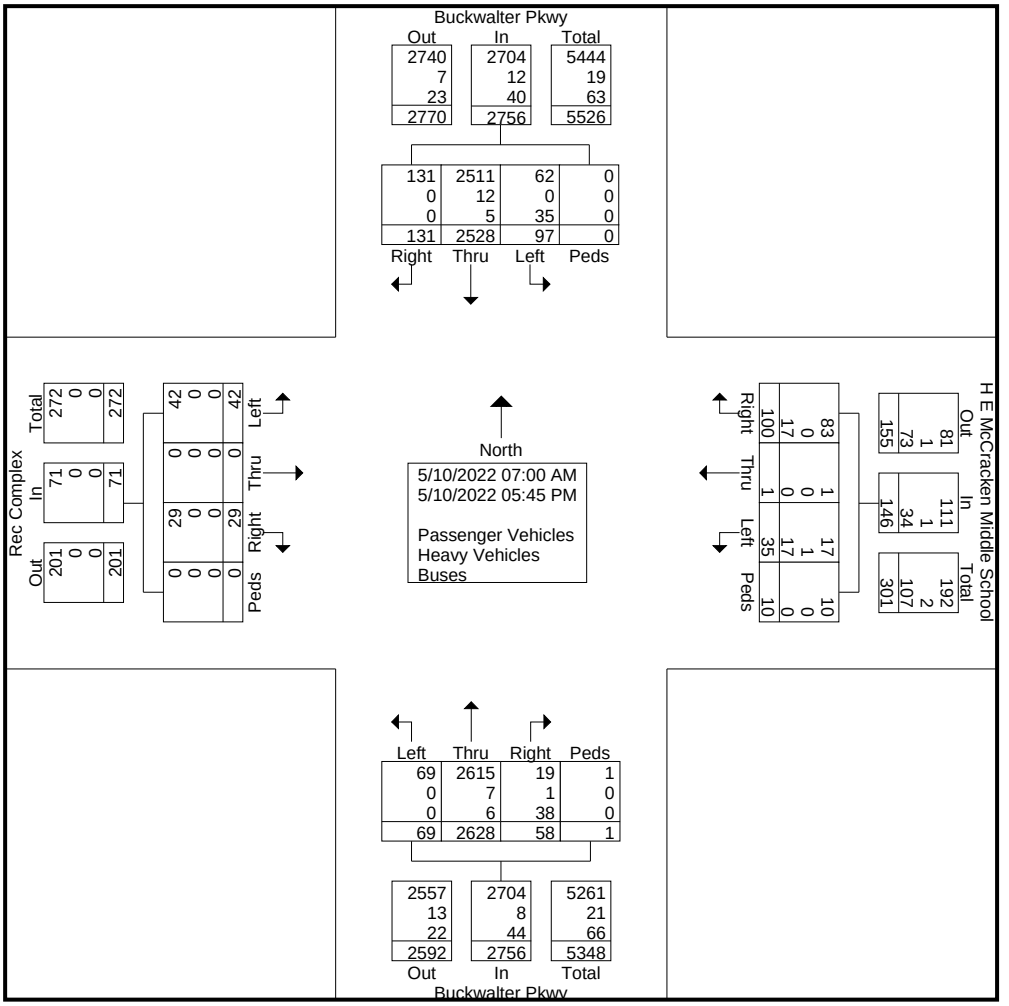
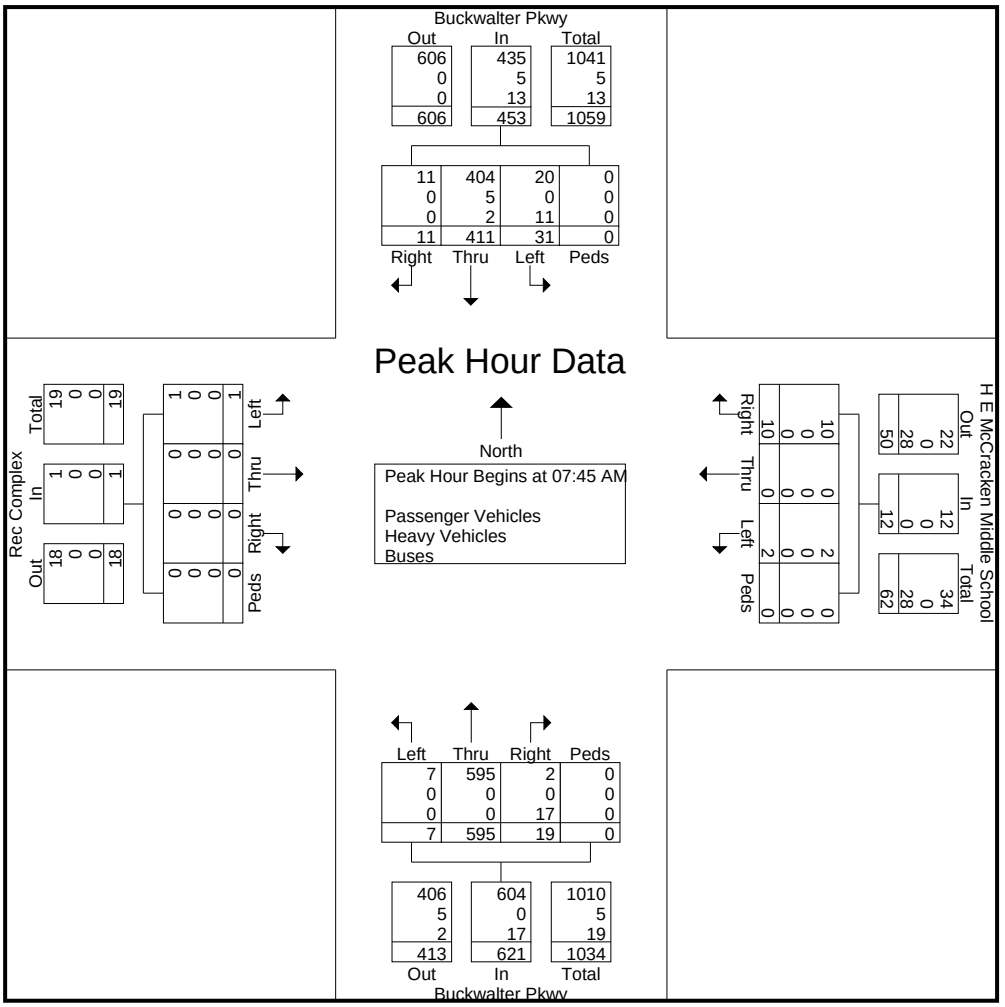


Short Counts

File Name : Buckwalter Pkwy @ Middle School Drive
Site Code :
Start Date : 5/10/2022
Page No : 3

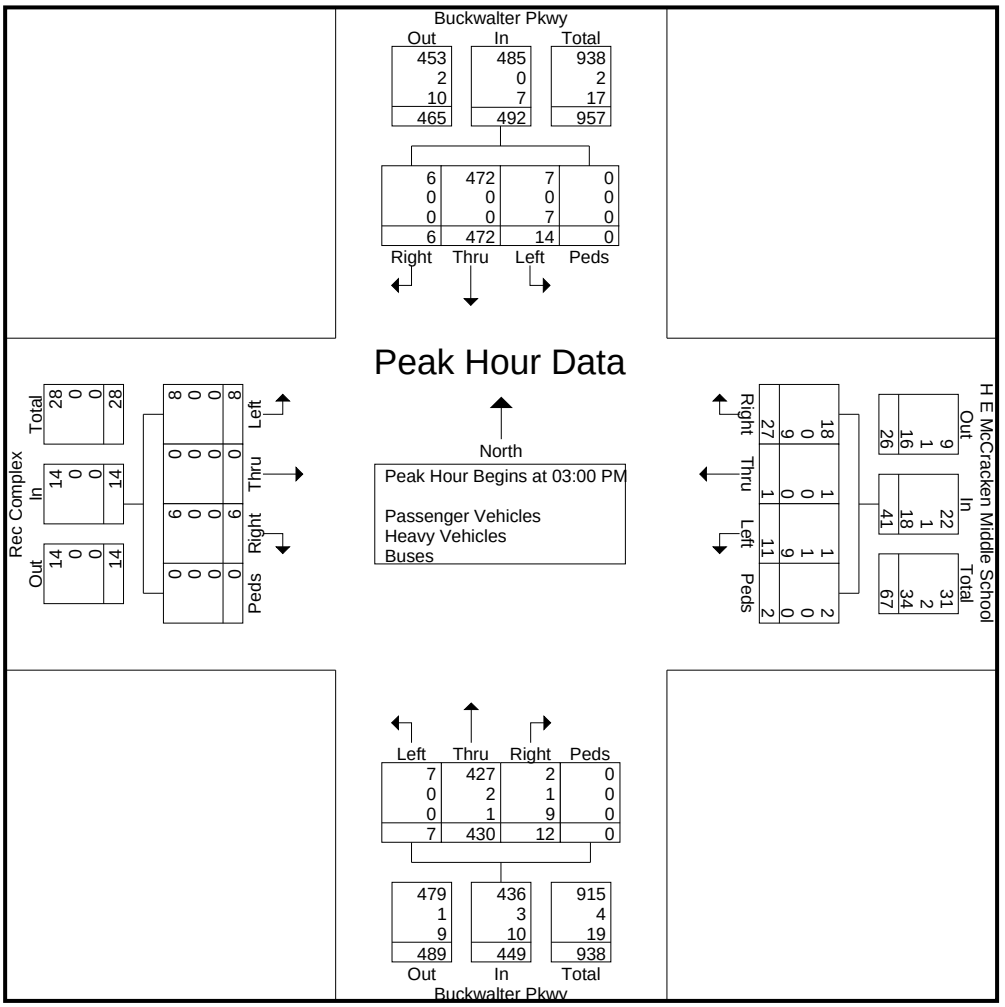
	Buckwalter Pkwy From North					H E McCracken Middle School From East					Buckwalter Pkwy From South					Rec Complex From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	7	83	**4**	**0**	**94**	**0**	**0**	**0**	**0**	**0**	**2**	**133**	**1**	**0**	**136**	**0**	**0**	**0**	**0**	**0**	**230**
08:00 AM	**10**	**91**	**3**	**0**	**104**	**0**	**0**	**0**	**0**	**0**	**1**	**122**	**3**	**0**	**126**	**0**	**0**	**0**	**0**	**0**	**230**
08:15 AM	**5**	**123**	1	0	**129**	0	0	1	0	1	2	161	3	0	166	0	0	0	0	0	296
08:30 AM	9	114	3	0	126	**2**	0	**9**	**0**	**11**	2	**179**	**12**	0	**193**	**1**	**0**	**0**	**0**	**1**	**331**
Total Volume	31	411	11	0	453	2	0	10	0	12	7	595	19	0	621	1	0	0	0	1	1087
% App. Total	6.8	90.7	2.4	0		16.7	0	83.3	0		1.1	95.8	3.1	0		100	0	0	0		
PHF	.775	.835	.688	.000	.878	.250	.000	.278	.000	.273	.875	.831	.396	.000	.804	.250	.000	.000	.000	.250	.821
Passenger Vehicles	20	404	11	0	435	2	0	10	0	12	7	595	2	0	604	1	0	0	0	1	1052
% Passenger Vehicles	64.5	98.3	100	0	96.0	100	0	100	0	100	100	100	10.5	0	97.3	100	0	0	0	100	96.8
Heavy Vehicles																					
% Heavy Vehicles	0	1.2	0	0	1.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5
Buses	11	2	0	0	13	0	0	0	0	0	0	0	17	0	17	0	0	0	0	0	30
% Buses	35.5	0.5	0	0	2.9	0	0	0	0	0	0	0	89.5	0	2.7	0	0	0	0	0	2.8



Short Counts

File Name : Buckwalter Pkwy @ Middle School Drive
Site Code :
Start Date : 5/10/2022
Page No : 4

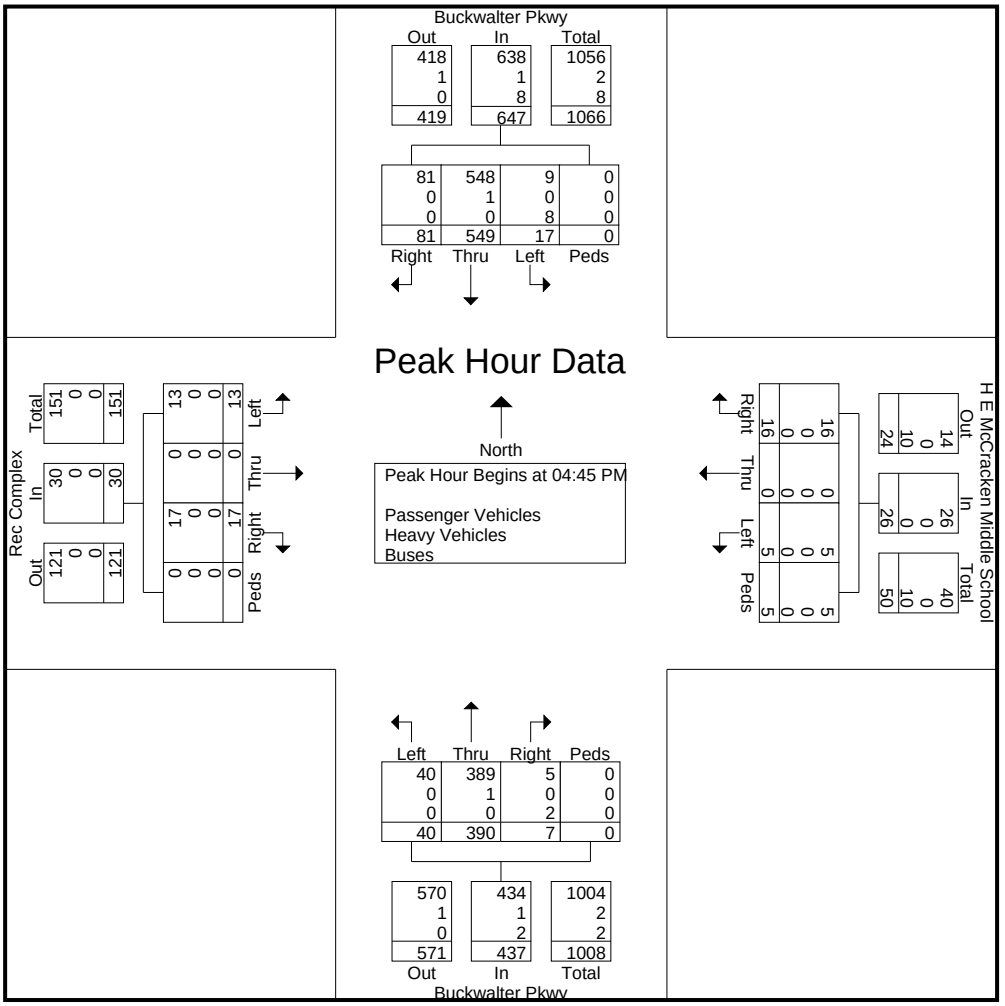
	Buckwalter Pkwy From North					H E McCracken Middle School From East					Buckwalter Pkwy From South					Rec Complex From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	2	118	2	0	122	0	0	4	0	4	2	91	2	0	95	2	0	0	0	2	223
03:15 PM	2	104	0	0	106	1	0	5	0	6	0	94	**5**	0	99	**3**	**0**	**0**	**0**	**3**	**214**
03:30 PM	**6**	**123**	**3**	**0**	**132**	2	0	4	0	6	2	95	4	0	101	3	0	**3**	**0**	**6**	245
03:45 PM	4	**127**	1	0	132	**8**	**1**	**14**	**2**	**25**	**3**	**150**	**1**	**0**	**154**	0	0	3	0	3	**314**
Total Volume	14	472	6	0	492	11	1	27	2	41	7	430	12	0	449	8	0	6	0	14	996
% App. Total	2.8	95.9	1.2	0		26.8	2.4	65.9	4.9		1.6	95.8	2.7	0		57.1	0	42.9	0		
PHF	.583	.929	.500	.000	.932	.344	.250	.482	.250	.410	.583	.717	.600	.000	.729	.667	.000	.500	.000	.583	.793
Passenger Vehicles	7	472	6	0	485	1	1	18	2	22	7	427	2	0	436	8	0	6	0	14	957
% Passenger Vehicles	50.0	100	100	0	98.6	9.1	100	66.7	100	53.7	100	99.3	16.7	0	97.1	100	0	100	0	100	96.1
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	9.1	0	0	0	2.4	0	0.5	8.3	0	0.7	0	0	0	0	0	0.4
Buses	7	0	0	0	7	9	0	9	0	18	0	1	9	0	10	0	0	0	0	0	35
% Buses	50.0	0	0	0	1.4	81.8	0	33.3	0	43.9	0	0.2	75.0	0	2.2	0	0	0	0	0	3.5



Short Counts

File Name : Buckwalter Pkwy @ Middle School Drive
Site Code :
Start Date : 5/10/2022
Page No : 5

	Buckwalter Pkwy From North					H E McCracken Middle School From East					Buckwalter Pkwy From South					Rec Complex From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	**7**	**140**	**5**	**0**	**152**	**2**	0	**5**	**4**	**11**	2	96	**3**	0	101	2	0	2	0	4	268
05:00 PM	3	138	26	0	167	2	0	5	0	7	13	92	1	0	106	1	0	2	0	3	283
05:15 PM	3	**142**	**31**	**0**	**176**	0	0	4	1	5	**18**	**108**	**1**	**0**	**127**	**5**	**0**	**8**	**0**	**13**	**321**
05:30 PM	4	129	19	0	152	1	0	2	0	3	7	94	2	0	103	5	0	5	0	10	268
Total Volume	17	549	81	0	647	5	0	16	5	26	40	390	7	0	437	13	0	17	0	30	1140
% App. Total	2.6	84.9	12.5	0		19.2	0	61.5	19.2		9.2	89.2	1.6	0		43.3	0	56.7	0		
PHF	.607	.967	.653	.000	.919	.625	.000	.800	.313	.591	.556	.903	.583	.000	.860	.650	.000	.531	.000	.577	.888
Passenger Vehicles	9	548	81	0	638	5	0	16	5	26	40	389	5	0	434	13	0	17	0	30	1128
% Passenger Vehicles	52.9	99.8	100	0	98.6	100	0	100	100	100	100	99.7	71.4	0	99.3	100	0	100	0	100	98.9
Heavy Vehicles																					
% Heavy Vehicles	0	0.2	0	0	0.2	0	0	0	0	0	0	0.3	0	0	0.2	0	0	0	0	0	0.2
Buses	8	0	0	0	8	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	10
% Buses	47.1	0	0	0	1.2	0	0	0	0	0	0	0	28.6	0	0.5	0	0	0	0	0	0.9



Short Counts

File Name : Buckwalter Pkwy @ Shell Hall Dr
Site Code :
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Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Buckwalter Pkwy From North				Shell Hall Dr From East				Buckwalter Pkwy From South				From West				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00 AM	1	236	0	0	16	0	12	0	0	105	3	0	0	0	0	0	373
07:15 AM	3	284	0	0	25	0	18	1	0	169	0	0	0	0	0	0	500
07:30 AM	3	341	0	0	24	0	18	0	0	228	9	0	0	0	0	0	623
07:45 AM	5	339	0	0	12	0	7	0	0	262	9	0	0	0	0	0	634
Total	12	1200	0	0	77	0	55	1	0	764	21	0	0	0	0	0	2130
08:00 AM	7	340	0	0	13	0	18	0	0	251	4	0	0	0	0	0	633
08:15 AM	2	368	0	0	33	0	11	0	0	193	3	0	0	0	0	0	610
08:30 AM	5	296	0	0	21	0	12	0	0	245	8	0	0	0	0	0	587
08:45 AM	5	267	0	0	12	0	9	0	0	197	5	0	0	0	0	0	495
Total	19	1271	0	0	79	0	50	0	0	886	20	0	0	0	0	0	2325
04:00 PM	16	277	0	0	10	0	14	0	0	354	18	0	0	0	0	0	689
04:15 PM	11	228	0	0	6	0	2	0	0	308	11	0	0	0	0	0	566
04:30 PM	16	288	0	0	5	0	9	0	0	345	14	0	0	0	0	0	677
04:45 PM	12	305	0	0	9	0	10	0	0	297	11	0	0	0	0	0	644
Total	55	1098	0	0	30	0	35	0	0	1304	54	0	0	0	0	0	2576
05:00 PM	11	276	0	0	5	0	6	0	0	321	16	0	0	0	0	0	635
05:15 PM	14	327	0	0	15	0	6	0	0	338	22	0	0	0	0	0	722
05:30 PM	11	257	0	0	7	0	8	0	0	332	18	0	0	0	0	0	633
05:45 PM	13	231	0	0	7	0	10	1	0	311	14	0	0	0	0	0	587
Total	49	1091	0	0	34	0	30	1	0	1302	70	0	0	0	0	0	2577
Grand Total	135	4660	0	0	220	0	170	2	0	4256	165	0	0	0	0	0	9608
Apprch %	2.8	97.2	0	0	56.1	0	43.4	0.5	0	96.3	3.7	0	0	0	0	0	
Total %	1.4	48.5	0	0	2.3	0	1.8	0	0	44.3	1.7	0	0	0	0	0	
Passenger Vehicles	134	4593	0	0	218	0	170	2	0	4218	163	0	0	0	0	0	9498
% Passenger Vehicles	99.3	98.6	0	0	99.1	0	100	100	0	99.1	98.8	0	0	0	0	0	98.9
Heavy Vehicles	1	27	0	0	0	0	0	0	0	19	0	0	0	0	0	0	47
% Heavy Vehicles	0.7	0.6	0	0	0	0	0	0	0	0.4	0	0	0	0	0	0	0.5
Buses	0	40	0	0	2	0	0	0	0	19	2	0	0	0	0	0	63
% Buses	0	0.9	0	0	0.9	0	0	0	0	0.4	1.2	0	0	0	0	0	0.7

Short Counts

File Name : Buckwalter Pkwy @ Shell Hall Dr
Site Code :
Start Date : 5/10/2022
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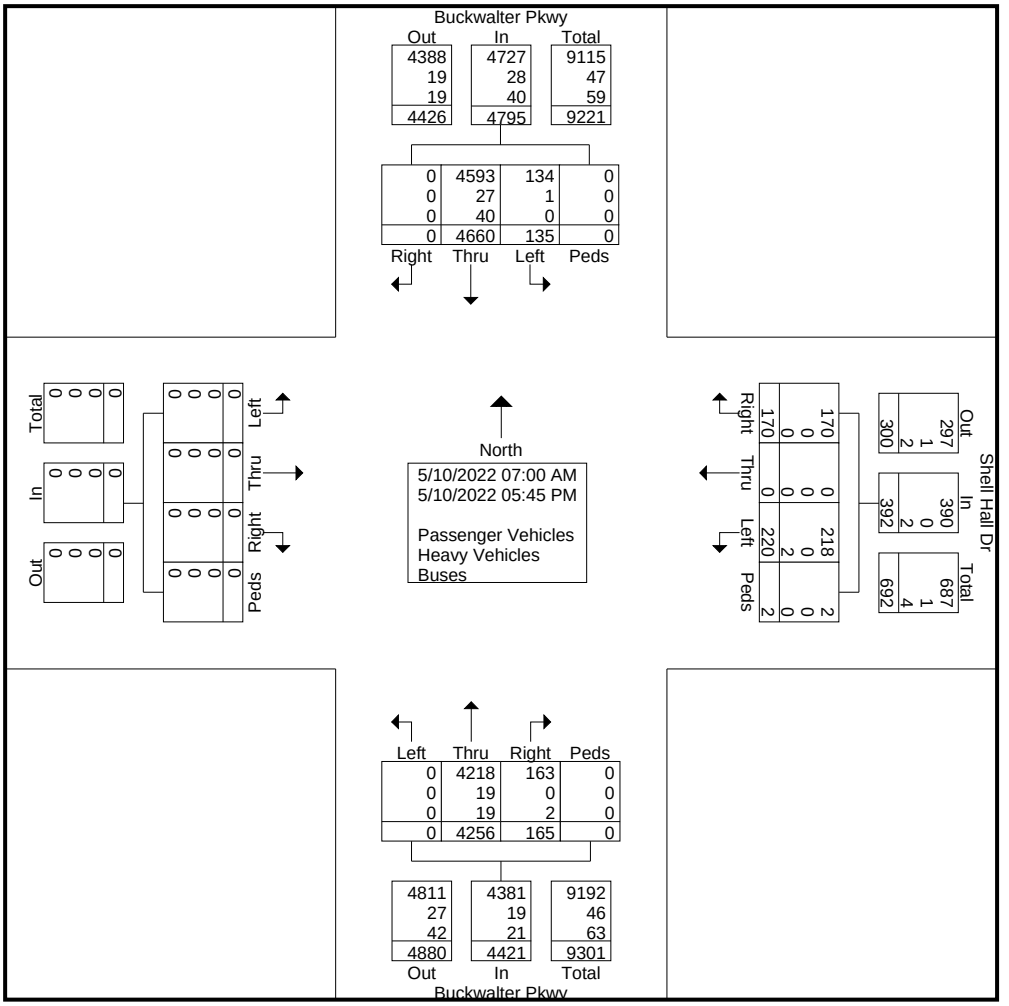
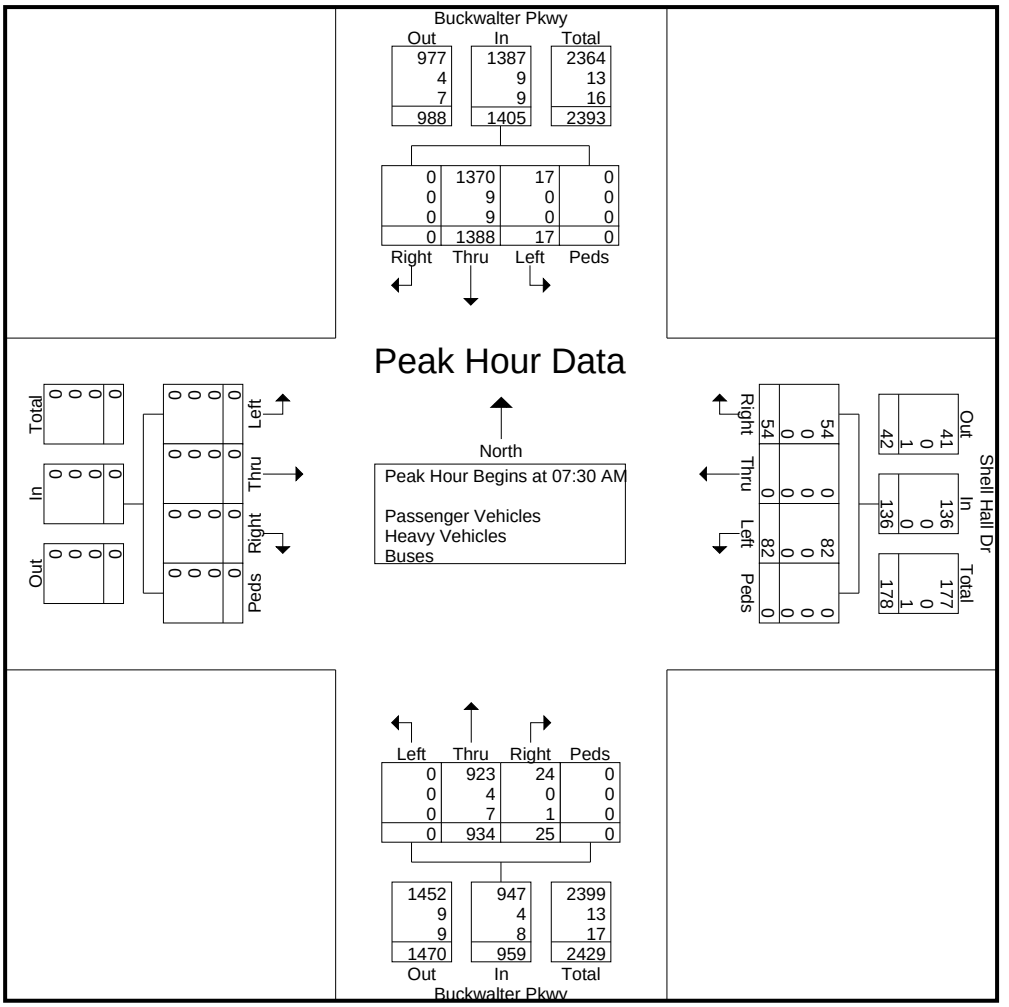


Short Counts

File Name : Buckwalter Pkwy @ Shell Hall Dr
Site Code :
Start Date : 5/10/2022
Page No : 3

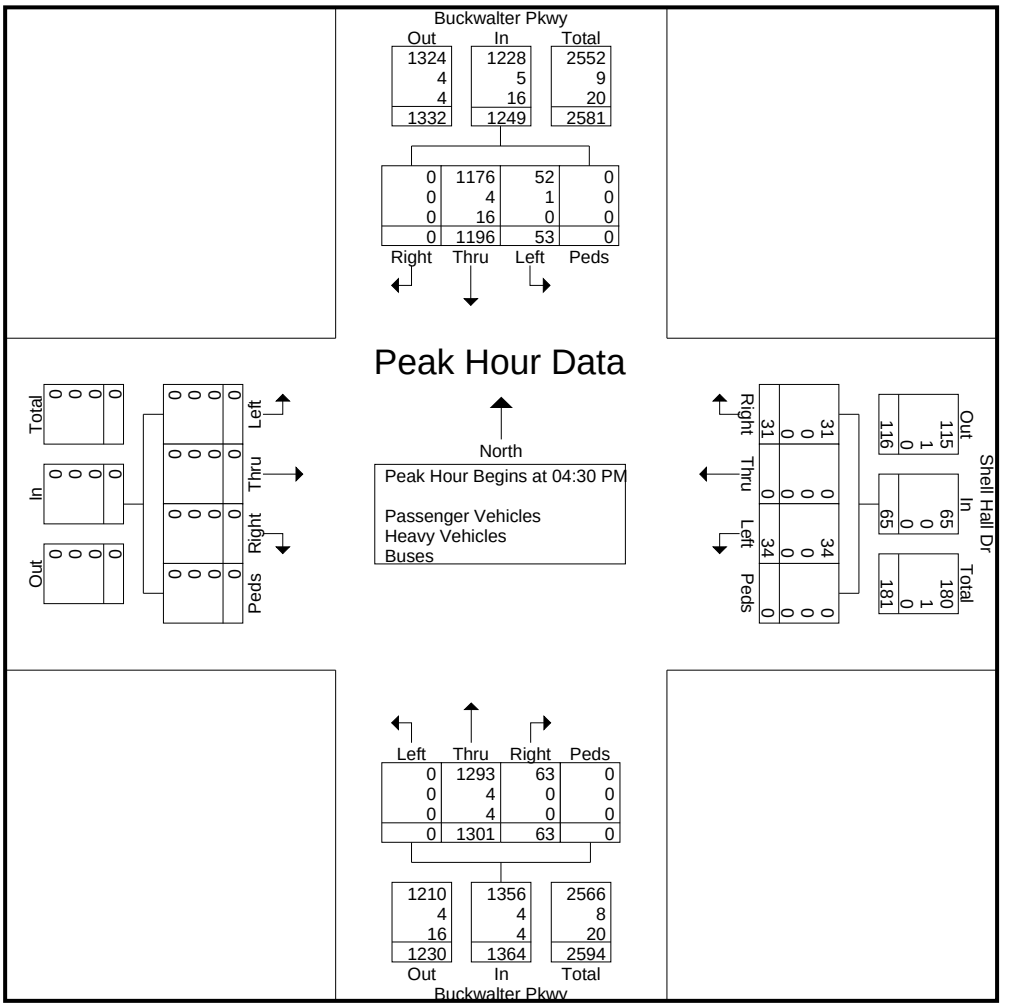
	Buckwalter Pkwy From North					Shell Hall Dr From East					Buckwalter Pkwy From South					From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	3	341	0	0	344	24	0	**18**	**0**	**42**	**0**	**228**	**9**	0	237	0	0	0	0	0	623
07:45 AM	5	339	0	0	344	12	0	7	0	19	0	**262**	**9**	**0**	**271**	0	0	0	0	0	**634**
08:00 AM	**7**	**340**	**0**	**0**	**347**	**13**	**0**	**18**	**0**	**31**	**0**	**251**	**4**	**0**	**255**	**0**	**0**	**0**	**0**	**0**	**633**
08:15 AM	**2**	**368**	0	0	**370**	**33**	0	11	0	**44**	0	193	3	0	196	0	0	0	0	0	610
Total Volume	17	1388	0	0	1405	82	0	54	0	136	0	934	25	0	959	0	0	0	0	0	2500
% App. Total	1.2	98.8	0	0		60.3	0	39.7	0		0	97.4	2.6	0		0	0	0	0		
PHF	.607	.943	.000	.000	.949	.621	.000	.750	.000	.773	.000	.891	.694	.000	.885	.000	.000	.000	.000	.000	.986
Passenger Vehicles	17	1370	0	0	1387	82	0	54	0	136	0	923	24	0	947	0	0	0	0	0	2470
% Passenger Vehicles	100	98.7	0	0	98.7	100	0	100	0	100	0	98.8	96.0	0	98.7	0	0	0	0	0	98.8
Heavy Vehicles																					
% Heavy Vehicles	0	0.6	0	0	0.6	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0.5
Buses	0	9	0	0	9	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	17
% Buses	0	0.6	0	0	0.6	0	0	0	0	0	0	0.7	4.0	0	0.8	0	0	0	0	0	0.7



Short Counts

File Name : Buckwalter Pkwy @ Shell Hall Dr
Site Code :
Start Date : 5/10/2022
Page No : 4

	Buckwalter Pkwy From North					Shell Hall Dr From East					Buckwalter Pkwy From South					From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	**16**	**288**	**0**	**0**	**304**	**5**	**0**	**9**	**0**	**14**	**0**	**345**	**14**	**0**	**359**	**0**	**0**	**0**	**0**	**0**	**677**
04:45 PM	**12**	**305**	**0**	**0**	**317**	**9**	**0**	**10**	**0**	**19**	**0**	**297**	**11**	**0**	**308**	**0**	**0**	**0**	**0**	**0**	**644**
05:00 PM	**11**	**276**	**0**	**0**	**287**	**5**	**0**	**6**	**0**	**11**	**0**	**321**	**16**	**0**	**337**	**0**	**0**	**0**	**0**	**0**	**635**
05:15 PM	**14**	**327**	0	0	**341**	**15**	0	6	0	**21**	0	338	**22**	0	**360**	0	0	0	0	0	**722**
Total Volume	53	1196	0	0	1249	34	0	31	0	65	0	1301	63	0	1364	0	0	0	0	0	2678
% App. Total																					
PHF	.828	.914	.000	.000	.916	.567	.000	.775	.000	.774	.000	.943	.716	.000	.947	.000	.000	.000	.000	.000	.927
Passenger Vehicles	52	1176	0	0	1228	34	0	31	0	65	0	1293	63	0	1356	0	0	0	0	0	2649
% Passenger Vehicles	98.1	98.3	0	0	98.3	100	0	100	0	100	0	99.4	100	0	99.4	0	0	0	0	0	98.9
Heavy Vehicles																					
% Heavy Vehicles	1.9	0.3	0	0	0.4	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.3
Buses	0	16	0	0	16	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	20
% Buses	0	1.3	0	0	1.3	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.7



Short Counts

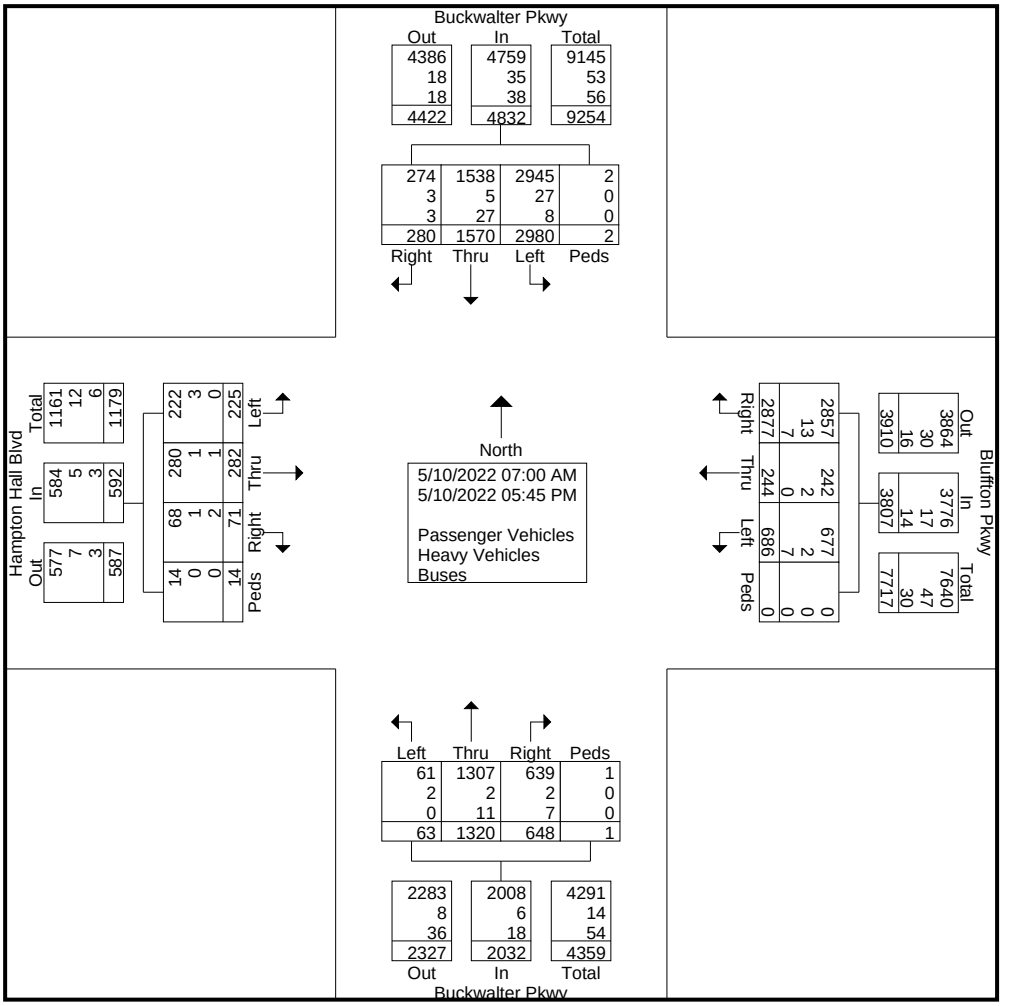
File Name : Buckwalter Pkwy @ Hampton Hall-Bluffton Pkwy
Site Code :
Start Date : 5/10/2022
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Buckwalter Pkwy From North				Bluffton Pkwy From East				Buckwalter Pkwy From South				Hampton Hall Blvd From West				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00 AM	191	70	4	0	9	4	67	0	1	36	40	0	10	11	4	0	447
07:15 AM	208	80	13	0	15	8	86	0	3	85	57	1	8	9	5	0	578
07:30 AM	233	95	15	0	27	11	123	0	9	106	44	0	16	24	9	0	712
07:45 AM	230	95	14	1	16	20	132	0	6	107	42	0	21	28	4	0	716
Total	862	340	46	1	67	43	408	0	19	334	183	1	55	72	22	0	2453
08:00 AM	216	111	23	0	23	11	143	0	5	87	32	0	13	14	10	0	688
08:15 AM	244	160	14	0	27	5	96	0	11	94	57	0	11	24	7	1	751
08:30 AM	172	109	15	0	39	21	114	0	7	108	45	0	25	25	8	2	690
08:45 AM	201	68	19	0	17	11	111	0	2	74	43	0	13	17	0	0	576
Total	833	448	71	0	106	48	464	0	25	363	177	0	62	80	25	3	2705
04:00 PM	181	91	21	0	43	24	256	0	0	123	38	0	15	11	1	0	804
04:15 PM	134	68	12	0	46	19	232	0	8	62	51	0	15	16	3	2	668
04:30 PM	193	83	31	0	72	21	256	0	5	84	29	0	20	22	3	2	821
04:45 PM	188	103	14	0	60	18	210	0	1	69	41	0	19	21	5	1	750
Total	696	345	78	0	221	82	954	0	14	338	159	0	69	70	12	5	3043
05:00 PM	146	108	22	0	65	14	284	0	3	68	30	0	12	20	5	1	778
05:15 PM	174	151	20	0	94	21	273	0	1	78	29	0	6	20	1	1	869
05:30 PM	136	97	24	0	75	23	262	0	0	79	39	0	13	11	4	2	765
05:45 PM	133	81	19	1	58	13	232	0	1	60	31	0	8	9	2	2	650
Total	589	437	85	1	292	71	1051	0	5	285	129	0	39	60	12	6	3062
Grand Total	2980	1570	280	2	686	244	2877	0	63	1320	648	1	225	282	71	14	11263
Apprch %	61.7	32.5	5.8	0	18	6.4	75.6	0	3.1	65	31.9	0	38	47.6	12	2.4	
Total %	26.5	13.9	2.5	0	6.1	2.2	25.5	0	0.6	11.7	5.8	0	2	2.5	0.6	0.1	
Passenger Vehicles	2945	1538	274	2	677	242	2857	0	61	1307	639	1	222	280	68	14	11127
% Passenger Vehicles	98.8	98	97.9	100	98.7	99.2	99.3	0	96.8	99	98.6	100	98.7	99.3	95.8	100	98.8
Heavy Vehicles	27	5	3	0	2	2	13	0	2	2	2	0	3	1	1	0	63
% Heavy Vehicles	0.9	0.3	1.1	0	0.3	0.8	0.5	0	3.2	0.2	0.3	0	1.3	0.4	1.4	0	0.6
Buses	8	27	3	0	7	0	7	0	0	11	7	0	0	1	2	0	73
% Buses	0.3	1.7	1.1	0	1	0	0.2	0	0	0.8	1.1	0	0	0.4	2.8	0	0.6

Short Counts

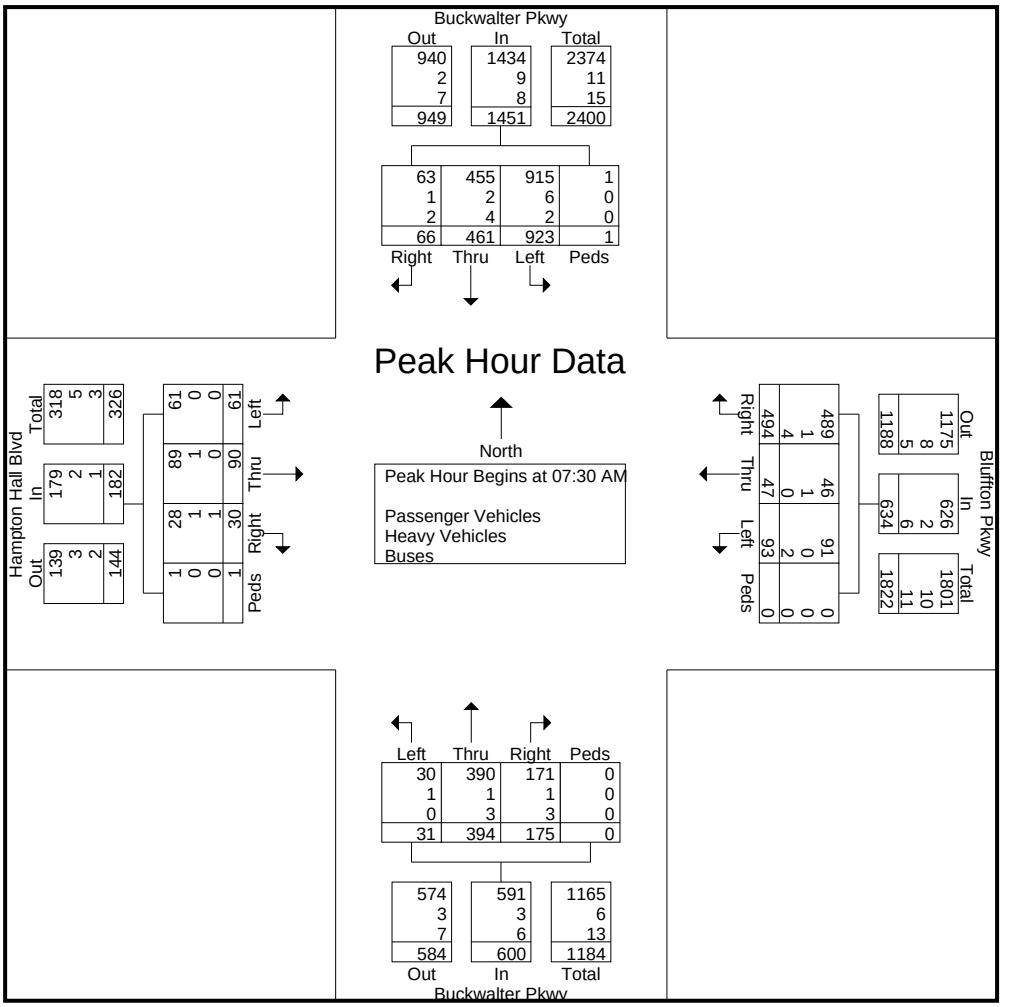
File Name : Buckwalter Pkwy @ Hampton Hall-Bluffton Pkwy
Site Code :
Start Date : 5/10/2022
Page No : 2



Short Counts

File Name : Buckwalter Pkwy @ Hampton Hall-Bluffton Pkwy
Site Code :
Start Date : 5/10/2022
Page No : 3

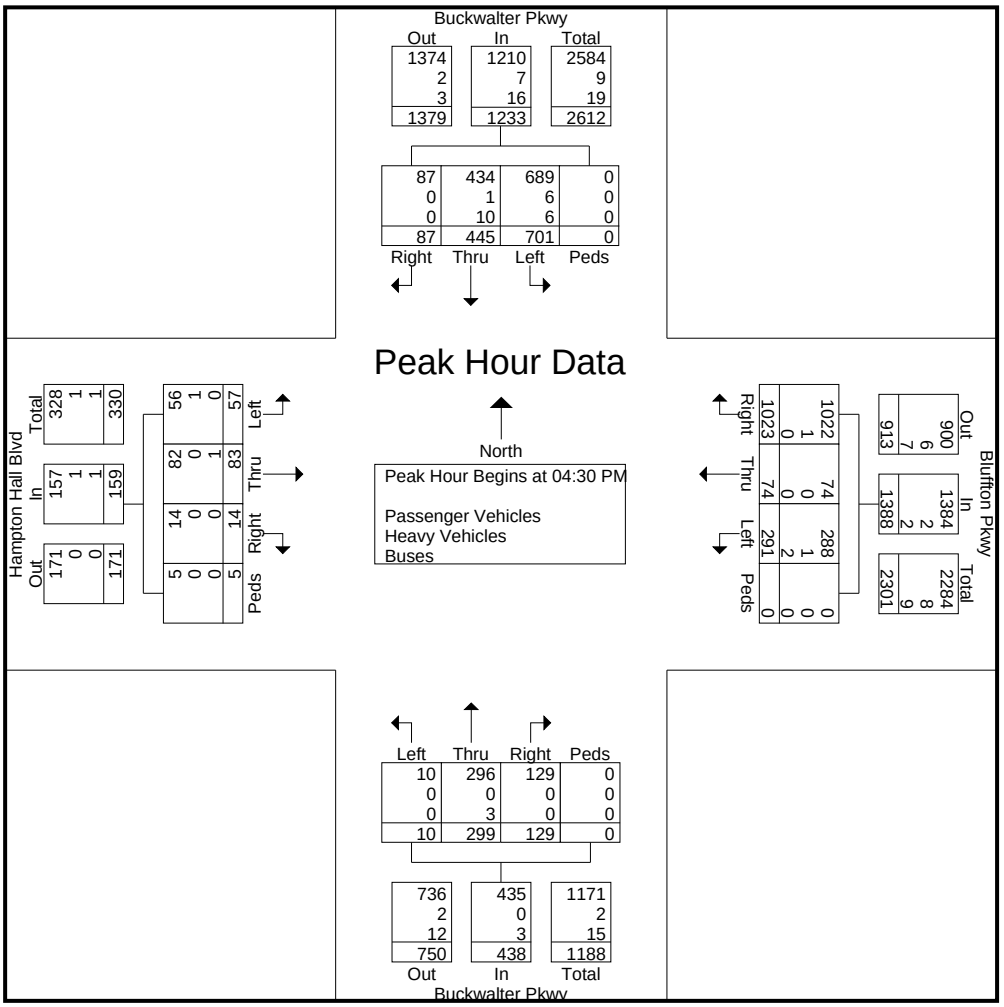
	Buckwalter Pkwy From North					Bluffton Pkwy From East					Buckwalter Pkwy From South					Hampton Hall Blvd From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	233	95	15	0	343	**27**	11	123	0	161	9	106	44	0	159	16	24	9	0	49	712
07:45 AM	230	95	14	**1**	**340**	**16**	**20**	**132**	**0**	**168**	**6**	**107**	**42**	**0**	**155**	**21**	**28**	4	0	**53**	716
08:00 AM	216	111	**23**	**0**	**350**	**23**	**11**	**143**	**0**	**177**	5	87	32	0	124	13	14	**10**	**0**	**37**	**688**
08:15 AM	**244**	**160**	14	0	**418**	27	5	96	0	128	**11**	**94**	**57**	0	**162**	11	24	7	**1**	**43**	**751**
Total Volume	923	461	66	1	1451	93	47	494	0	634	31	394	175	0	600	61	90	30	1	182	2867
% App. Total	63.6	31.8	4.5	0.1		14.7	7.4	77.9	0		5.2	65.7	29.2	0		33.5	49.5	16.5	0.5		
PHF	.946	.720	.717	.250	.868	.861	.588	.864	.000	.895	.705	.921	.768	.000	.926	.726	.804	.750	.250	.858	.954
Passenger Vehicles	915	455	63	1	1434	91	46	489	0	626	30	390	171	0	591	61	89	28	1	179	2830
% Passenger Vehicles	99.1	98.7	95.5	100	98.8	97.8	97.9	99.0	0	98.7	96.8	99.0	97.7	0	98.5	100	98.9	93.3	100	98.4	98.7
Heavy Vehicles																					
% Heavy Vehicles	0.7	0.4	1.5	0	0.6	0	2.1	0.2	0	0.3	3.2	0.3	0.6	0	0.5	0	1.1	3.3	0	1.1	0.6
Buses	2	4	2	0	8	2	0	4	0	6	0	3	3	0	6	0	0	1	0	1	21
% Buses	0.2	0.9	3.0	0	0.6	2.2	0	0.8	0	0.9	0	0.8	1.7	0	1.0	0	0	3.3	0	0.5	0.7



Short Counts

File Name : Buckwalter Pkwy @ Hampton Hall-Bluffton Pkwy
Site Code :
Start Date : 5/10/2022
Page No : 4

	Buckwalter Pkwy From North					Bluffton Pkwy From East					Buckwalter Pkwy From South					Hampton Hall Blvd From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	**193**	**83**	**31**	**0**	**307**	**72**	**21**	**256**	**0**	**349**	**5**	**84**	**29**	**0**	**118**	**20**	**22**	3	**2**	**47**	821
04:45 PM	188	103	14	0	305	60	18	210	0	288	1	69	**41**	0	111	19	21	**5**	**1**	**46**	**750**
05:00 PM	**146**	**108**	**22**	**0**	**276**	**65**	**14**	**284**	**0**	**363**	**3**	**68**	**30**	**0**	**101**	**12**	**20**	**5**	**1**	**38**	**778**
05:15 PM	**174**	**151**	20	0	**345**	**94**	21	273	0	**388**	1	78	29	0	108	6	20	1	1	28	**869**
Total Volume	701	445	87	0	1233	291	74	1023	0	1388	10	299	129	0	438	57	83	14	5	159	3218
% App. Total																					
PHF	.908	.737	.702	.000	.893	.774	.881	.901	.000	.894	.500	.890	.787	.000	.928	.713	.943	.700	.625	.846	.926
Passenger Vehicles	689	434	87	0	1210	288	74	1022	0	1384	10	296	129	0	435	56	82	14	5	157	3186
% Passenger Vehicles	98.3	97.5	100	0	98.1	99.0	100	99.9	0	99.7	100	99.0	100	0	99.3	98.2	98.8	100	100	98.7	99.0
Heavy Vehicles																					
% Heavy Vehicles	0.9	0.2	0	0	0.6	0.3	0	0.1	0	0.1	0	0	0	0	0	1.8	0	0	0	0.6	0.3
Buses	6	10	0	0	16	2	0	0	0	2	0	3	0	0	3	0	1	0	0	1	22
% Buses	0.9	2.2	0	0	1.3	0.7	0	0	0	0.1	0	1.0	0	0	0.7	0	1.2	0	0	0.6	0.7



Short Counts

File Name : Buckwalter Pkwy @ Farm Lake-Pine Ridge Dr
Site Code :
Start Date : 5/10/2022
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Buckwalter Pkwy From North				Pine Ridge Dr From East				Buckwalter Pkwy From South				Farm Lake Dr From West				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00 AM	0	40	2	0	8	0	17	0	1	65	2	0	12	1	14	1	163
07:15 AM	6	77	5	0	3	0	16	0	1	92	3	0	12	0	12	0	227
07:30 AM	2	91	9	0	3	0	14	0	4	108	3	0	19	0	15	0	268
07:45 AM	1	68	2	1	4	0	9	0	6	81	0	0	11	0	20	1	204
Total	9	276	18	1	18	0	56	0	12	346	8	0	54	1	61	2	862
08:00 AM	3	75	3	0	6	0	11	1	4	113	2	0	7	0	12	1	238
08:15 AM	5	122	3	1	8	0	9	1	3	127	5	0	10	0	12	1	307
08:30 AM	10	112	9	0	6	0	4	0	5	119	1	1	14	0	10	0	291
08:45 AM	1	67	3	0	3	0	5	1	5	68	4	0	2	0	8	1	168
Total	19	376	18	1	23	0	29	3	17	427	12	1	33	0	42	3	1004
04:00 PM	11	81	11	1	2	0	6	0	9	75	7	2	5	2	4	5	221
04:15 PM	11	67	10	0	4	1	4	0	6	67	8	0	4	1	8	0	191
04:30 PM	11	92	13	0	5	0	8	0	12	62	9	0	4	1	6	0	223
04:45 PM	11	83	16	0	3	1	12	0	11	64	7	0	4	0	6	0	218
Total	44	323	50	1	14	2	30	0	38	268	31	2	17	4	24	5	853
05:00 PM	12	94	9	0	2	3	7	0	11	86	4	0	6	0	4	0	238
05:15 PM	10	101	9	0	2	0	6	0	14	87	3	0	3	0	5	0	240
05:30 PM	6	81	14	0	1	0	5	1	10	82	7	0	7	0	4	0	218
05:45 PM	8	81	18	1	3	1	9	1	16	66	6	0	4	0	5	1	220
Total	36	357	50	1	8	4	27	2	51	321	20	0	20	0	18	1	916
Grand Total	108	1332	136	4	63	6	142	5	118	1362	71	3	124	5	145	11	3635
Apprch %	6.8	84.3	8.6	0.3	29.2	2.8	65.7	2.3	7.6	87.6	4.6	0.2	43.5	1.8	50.9	3.9	
Total %	3	36.6	3.7	0.1	1.7	0.2	3.9	0.1	3.2	37.5	2	0.1	3.4	0.1	4	0.3	
Passenger Vehicles	108	1306	136	4	62	6	141	5	116	1326	71	3	123	5	145	11	3568
% Passenger Vehicles	100	98	100	100	98.4	100	99.3	100	98.3	97.4	100	100	99.2	100	100	100	98.2
Heavy Vehicles	0	7	0	0	1	0	0	0	1	4	0	0	0	0	0	0	13
% Heavy Vehicles	0	0.5	0	0	1.6	0	0	0	0.8	0.3	0	0	0	0	0	0	0.4
Buses	0	19	0	0	0	0	1	0	1	32	0	0	1	0	0	0	54
% Buses	0	1.4	0	0	0	0	0.7	0	0.8	2.3	0	0	0.8	0	0	0	1.5

Short Counts

File Name : Buckwalter Pkwy @ Farm Lake-Pine Ridge Dr
Site Code :
Start Date : 5/10/2022
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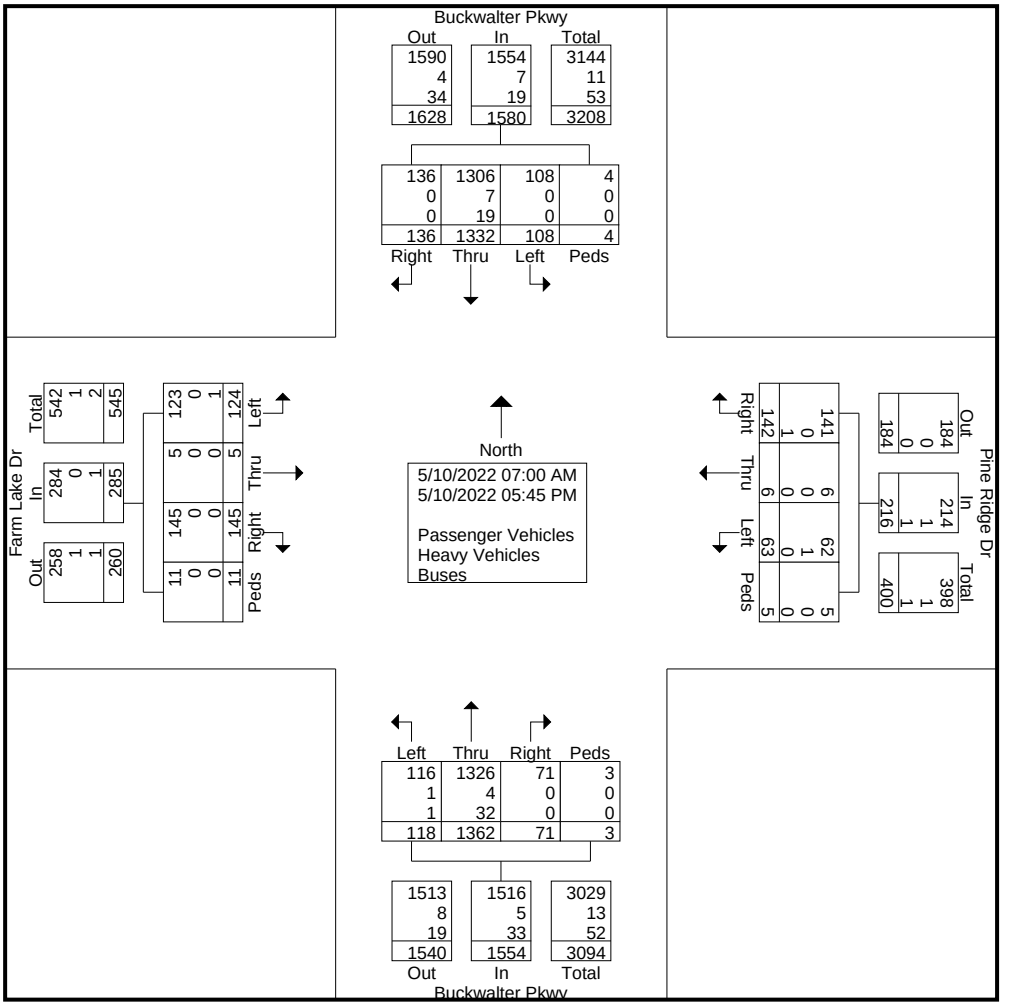
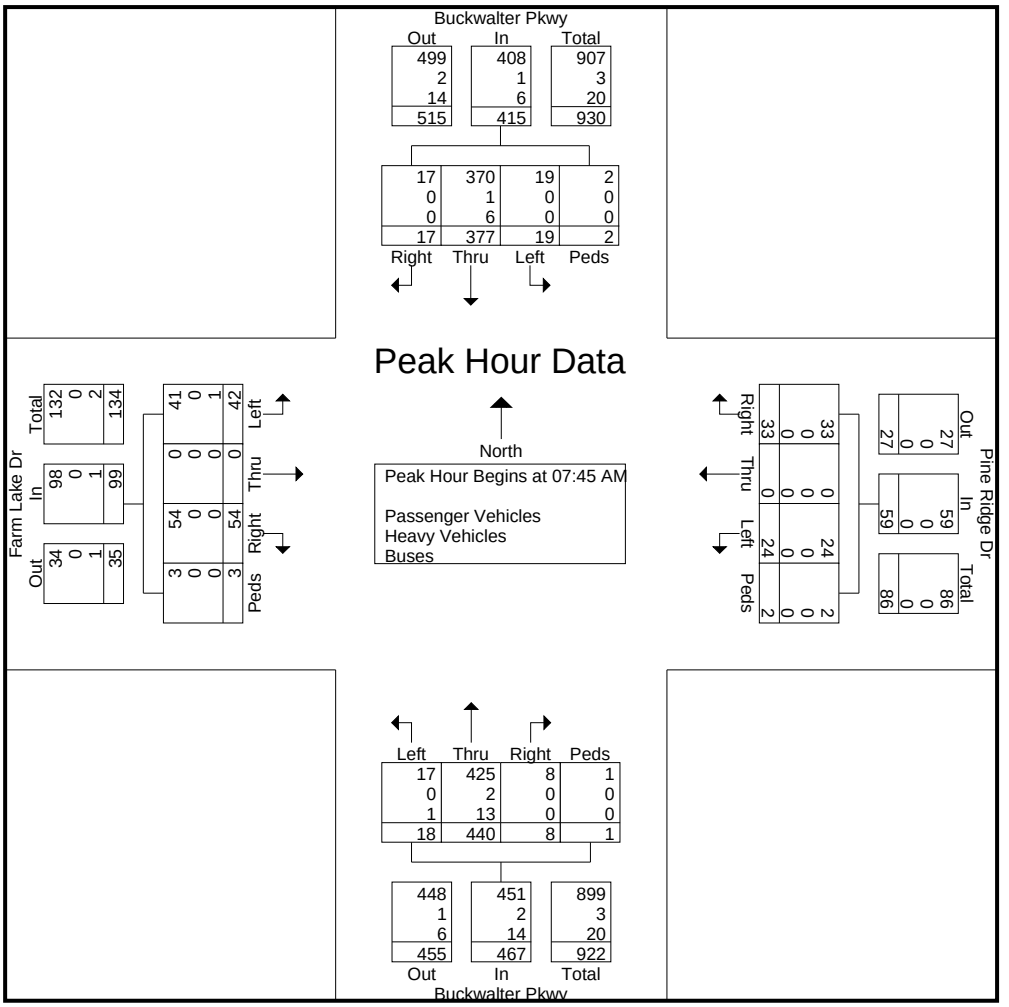


Short Counts

File Name : Buckwalter Pkwy @ Farm Lake-Pine Ridge Dr
Site Code :
Start Date : 5/10/2022
Page No : 3

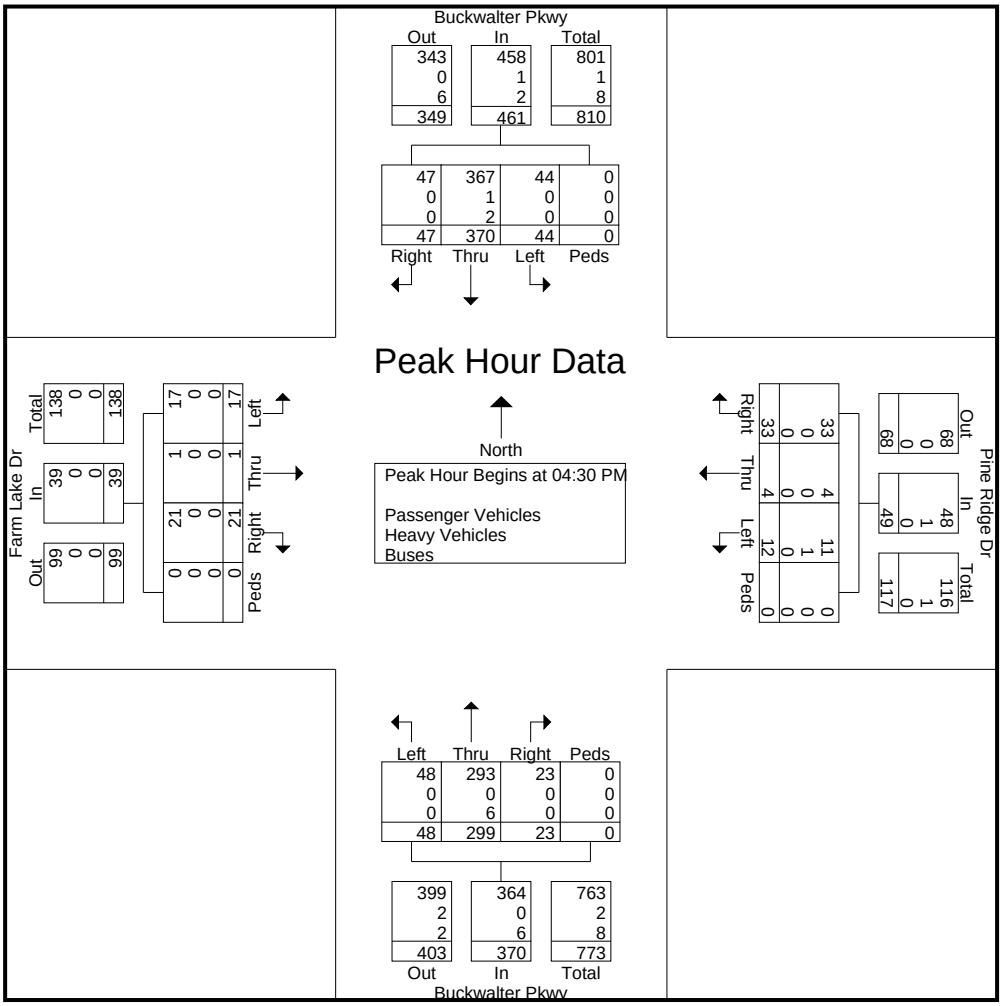
	Buckwalter Pkwy From North					Pine Ridge Dr From East					Buckwalter Pkwy From South					Farm Lake Dr From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	1	68	2	**1**	**72**	**4**	**0**	**9**	**0**	**13**	**6**	**81**	**0**	**0**	**87**	**11**	**0**	**20**	**1**	**32**	204
08:00 AM	3	75	3	0	81	6	0	**11**	**1**	**18**	4	113	2	0	119	7	0	12	1	20	238
08:15 AM	5	**122**	3	1	**131**	**8**	0	9	1	18	3	**127**	**5**	0	**135**	10	0	12	1	23	**307**
08:30 AM	**10**	**112**	**9**	**0**	**131**	**6**	**0**	**4**	**0**	**10**	**5**	**119**	**1**	**1**	**126**	**14**	**0**	**10**	**0**	**24**	**291**
Total Volume	19	377	17	2	415	24	0	33	2	59	18	440	8	1	467	42	0	54	3	99	1040
% App. Total	4.6	90.8	4.1	0.5		40.7	0	55.9	3.4		3.9	94.2	1.7	0.2		42.4	0	54.5	3		
PHF	.475	.773	.472	.500	.792	.750	.000	.750	.500	.819	.750	.866	.400	.250	.865	.750	.000	.675	.750	.773	.847
Passenger Vehicles	19	370	17	2	408	24	0	33	2	59	17	425	8	1	451	41	0	54	3	98	1016
% Passenger Vehicles	100	98.1	100	100	98.3	100	0	100	100	100	94.4	96.6	100	100	96.6	97.6	0	100	100	99.0	97.7
Heavy Vehicles																					
% Heavy Vehicles	0	0.3	0	0	0.2	0	0	0	0	0	0	0.5	0	0	0.4	0	0	0	0	0	0.3
Buses	0	6	0	0	6	0	0	0	0	0	1	13	0	0	14	1	0	0	0	1	21
% Buses	0	1.6	0	0	1.4	0	0	0	0	0	5.6	3.0	0	0	3.0	2.4	0	0	0	1.0	2.0



Short Counts

File Name : Buckwalter Pkwy @ Farm Lake-Pine Ridge Dr
Site Code :
Start Date : 5/10/2022
Page No : 4

	Buckwalter Pkwy From North					Pine Ridge Dr From East					Buckwalter Pkwy From South					Farm Lake Dr From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	11	92	13	0	116	**5**	0	8	0	13	12	62	**9**	0	83	4	**1**	**6**	**0**	**11**	223
04:45 PM	11	83	**16**	**0**	**110**	**3**	**1**	**12**	**0**	**16**	11	64	7	0	82	4	0	6	0	10	218
05:00 PM	**12**	**94**	**9**	**0**	**115**	**2**	**3**	**7**	**0**	**12**	**11**	**86**	**4**	**0**	**101**	**6**	**0**	**4**	**0**	**10**	**238**
05:15 PM	**10**	**101**	9	0	**120**	2	0	6	0	8	**14**	**87**	**3**	**0**	**104**	3	0	5	0	8	**240**
Total Volume	44	370	47	0	461	12	4	33	0	49	48	299	23	0	370	17	1	21	0	39	919
% App. Total	9.5	80.3	10.2	0		24.5	8.2	67.3	0		13	80.8	6.2	0		43.6	2.6	53.8	0		
PHF	.917	.916	.734	.000	.960	.600	.333	.688	.000	.766	.857	.859	.639	.000	.889	.708	.250	.875	.000	.886	.957
Passenger Vehicles	44	367	47	0	458	11	4	33	0	48	48	293	23	0	364	17	1	21	0	39	909
% Passenger Vehicles	100	99.2	100	0	99.3	91.7	100	100	0	98.0	100	98.0	100	0	98.4	100	100	100	0	100	98.9
Heavy Vehicles																					
% Heavy Vehicles	0	0.3	0	0	0.2	8.3	0	0	0	2.0	0	0	0	0	0	0	0	0	0	0	0.2
Buses	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
% Buses	0	0.5	0	0	0.4	0	0	0	0	0	0	2.0	0	0	1.6	0	0	0	0	0	0.9



Short Counts

File Name : Buckwalter Pkwy @ Lake Point-Carolina Bluff Dr
Site Code :
Start Date : 5/10/2022
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Carolina Bluff Dr From North				Buckwalter Pkwy From East				Lake Point Dr From South				Buckwalter Pkwy From West				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00 AM	15	0	3	0	4	91	10	0	36	3	61	0	6	162	8	0	399
07:15 AM	13	2	9	0	9	160	14	0	35	3	55	0	5	231	17	0	553
07:30 AM	13	2	15	0	16	199	22	1	44	5	61	0	7	288	12	0	685
07:45 AM	9	2	15	0	16	229	22	0	61	4	47	0	4	352	19	0	780
Total	50	6	42	0	45	679	68	1	176	15	224	0	22	1033	56	0	2417
08:00 AM	14	1	8	0	11	224	24	0	63	8	53	0	8	317	16	0	747
08:15 AM	13	2	15	0	14	235	12	0	60	8	45	0	12	305	22	0	743
08:30 AM	20	3	9	0	15	207	18	0	45	4	49	0	6	223	21	0	620
08:45 AM	7	1	24	1	16	198	13	0	18	4	42	0	5	235	43	0	607
Total	54	7	56	1	56	864	67	0	186	24	189	0	31	1080	102	0	2717
04:00 PM	14	2	15	0	48	320	11	0	20	1	32	0	6	249	71	0	789
04:15 PM	18	5	11	0	42	285	17	0	26	2	23	2	7	207	50	0	695
04:30 PM	11	1	6	0	50	269	13	0	22	4	30	0	4	262	41	0	713
04:45 PM	12	6	17	0	41	262	16	0	28	2	36	0	9	270	52	0	751
Total	55	14	49	0	181	1136	57	0	96	9	121	2	26	988	214	0	2948
05:00 PM	7	1	12	0	39	268	19	1	25	4	33	0	4	238	40	0	691
05:15 PM	11	5	16	0	41	240	17	0	23	2	35	0	12	302	61	0	765
05:30 PM	11	4	10	0	63	249	15	0	21	1	22	0	7	226	36	0	665
05:45 PM	6	8	13	0	56	264	19	0	29	2	20	0	5	220	53	0	695
Total	35	18	51	0	199	1021	70	1	98	9	110	0	28	986	190	0	2816
Grand Total	194	45	198	1	481	3700	262	2	556	57	644	2	107	4087	562	0	10898
Apprch %	44.3	10.3	45.2	0.2	10.8	83.2	5.9	0	44.2	4.5	51.2	0.2	2.2	85.9	11.8	0	
Total %	1.8	0.4	1.8	0	4.4	34	2.4	0	5.1	0.5	5.9	0	1	37.5	5.2	0	
Passenger Vehicles	192	44	196	1	477	3657	260	2	549	57	635	2	103	4024	547	0	10746
% Passenger Vehicles	99	97.8	99	100	99.2	98.8	99.2	100	98.7	100	98.6	100	96.3	98.5	97.3	0	98.6
Heavy Vehicles	1	1	2	0	0	36	2	0	0	0	1	0	3	29	5	0	80
% Heavy Vehicles	0.5	2.2	1	0	0	1	0.8	0	0	0	0.2	0	2.8	0.7	0.9	0	0.7
Buses	1	0	0	0	4	7	0	0	7	0	8	0	1	34	10	0	72
% Buses	0.5	0	0	0	0.8	0.2	0	0	1.3	0	1.2	0	0.9	0.8	1.8	0	0.7

Short Counts

File Name : Buckwalter Pkwy @ Lake Point-Carolina Bluff Dr
Site Code :
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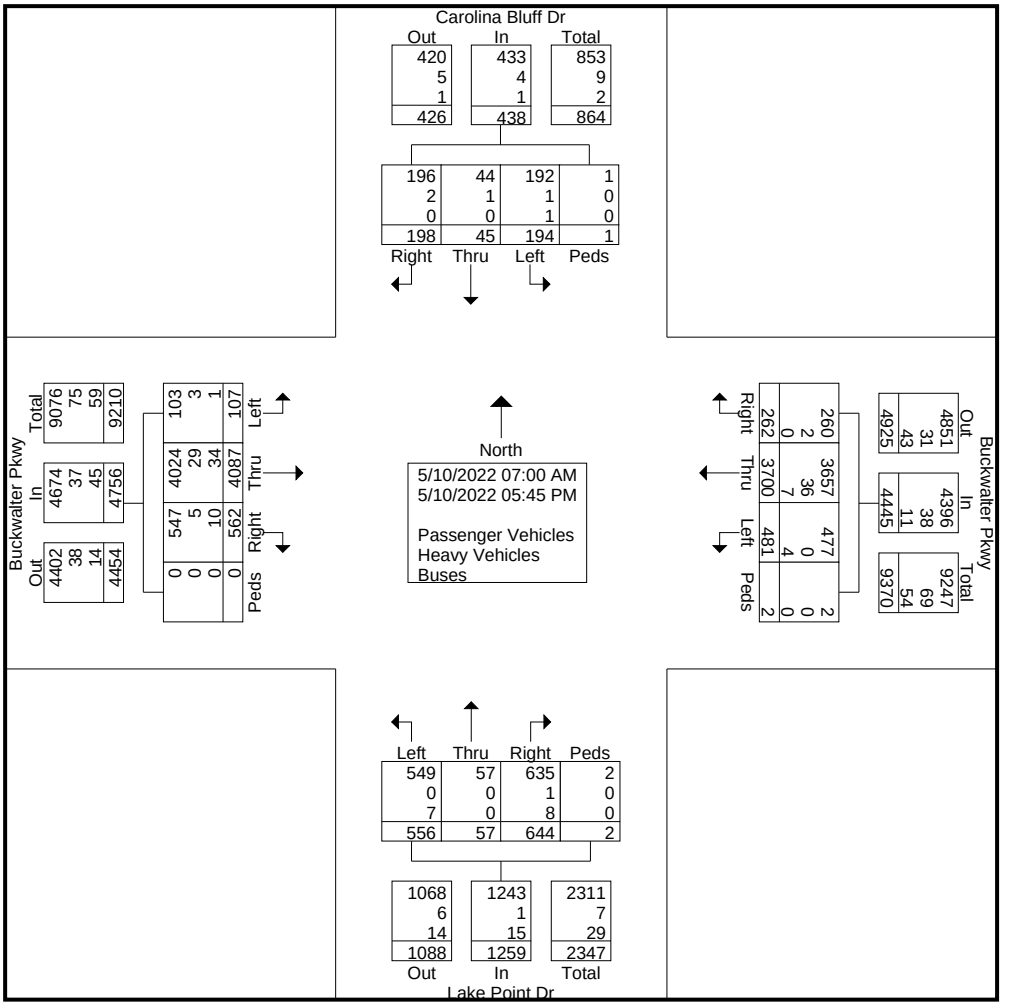

Short Counts

File Name : Buckwalter Pkwy @ Lake Point-Carolina Bluff Dr
Site Code :
Start Date : 5/10/2022
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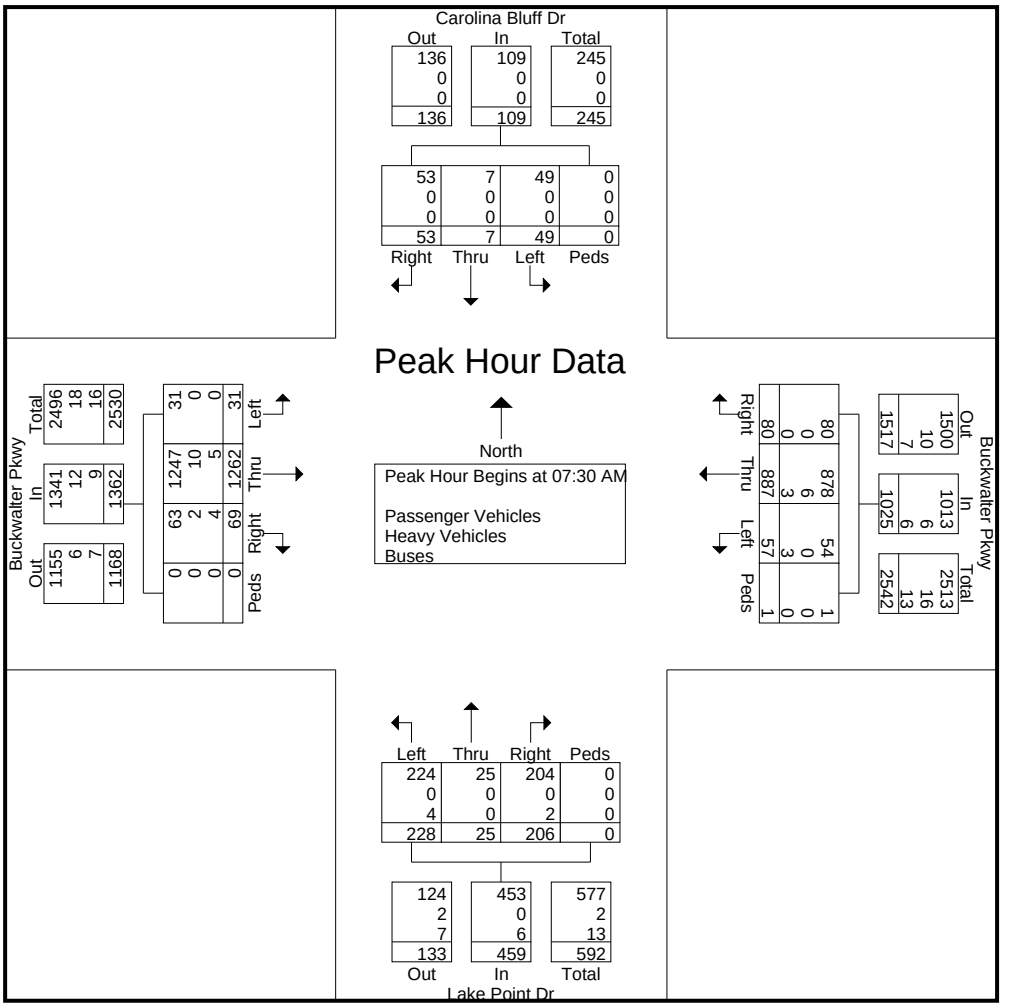
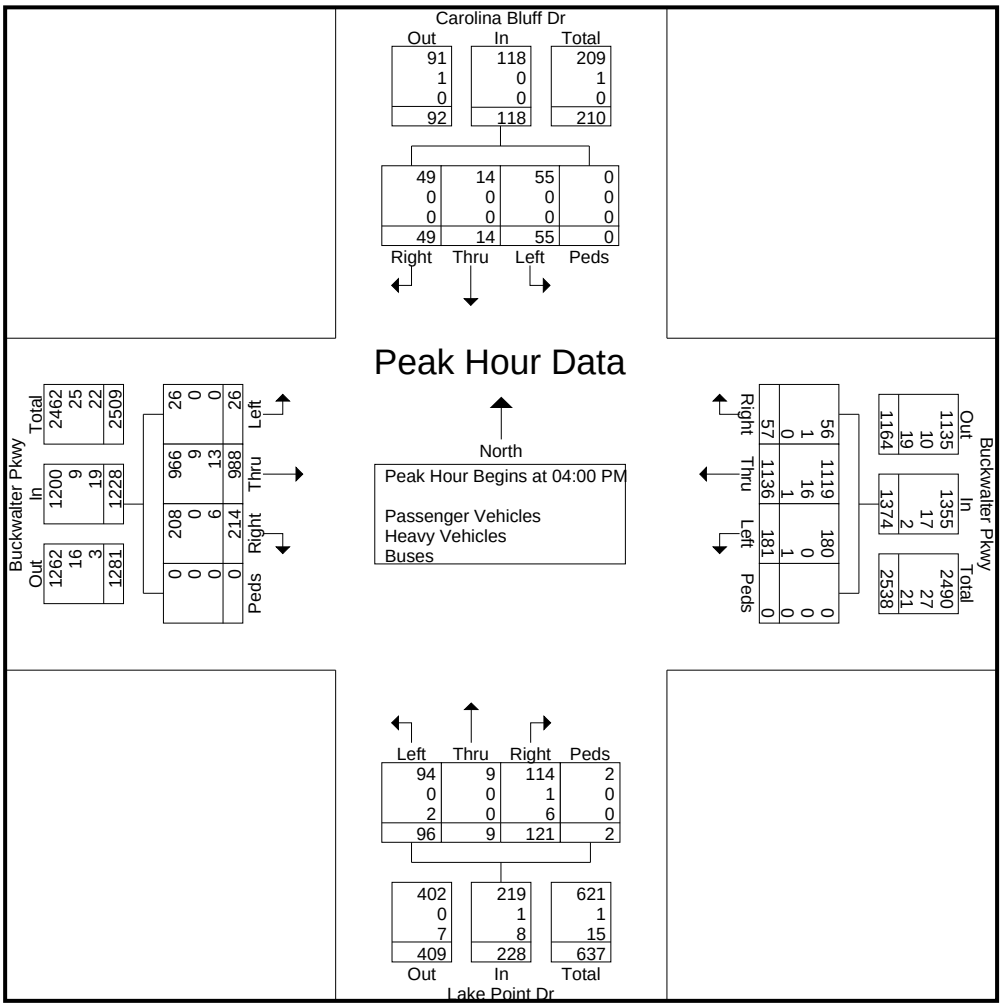
	Carolina Bluff Dr From North					Buckwalter Pkwy From East					Lake Point Dr From South					Buckwalter Pkwy From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	13	**2**	**15**	**0**	**30**	**16**	199	22	**1**	238	44	5	**61**	0	110	7	288	12	0	307	685
07:45 AM	9	2	15	0	26	16	229	22	0	**267**	61	4	47	0	112	4	**352**	19	0	**375**	**780**
08:00 AM	**14**	**1**	**8**	**0**	**23**	**11**	**224**	**24**	**0**	**259**	**63**	**8**	**53**	**0**	**124**	8	317	16	0	341	747
08:15 AM	13	2	15	0	30	14	**235**	**12**	**0**	**261**	**60**	**8**	**45**	**0**	**113**	**12**	**305**	**22**	**0**	**339**	**743**
Total Volume	49	7	53	0	109	57	887	80	1	1025	228	25	206	0	459	31	1262	69	0	1362	2955
% App. Total	45	6.4	48.6	0		5.6	86.5	7.8	0.1		49.7	5.4	44.9	0		2.3	92.7	5.1	0		
PHF	.875	.875	.883	.000	.908	.891	.944	.833	.250	.960	.905	.781	.844	.000	.925	.646	.896	.784	.000	.908	.947
Passenger Vehicles	49	7	53	0	109	54	878	80	1	1013	224	25	204	0	453	31	1247	63	0	1341	2916
% Passenger Vehicles	100	100	100	0	100	94.7	99.0	100	100	98.8	98.2	100	99.0	0	98.7	100	98.8	91.3	0	98.5	98.7
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0.7	0	0	0.6	0	0	0	0	0	0	0.8	2.9	0	0.9	0.6
Buses	0	0	0	0	0	3	3	0	0	6	4	0	2	0	6	0	5	4	0	9	21
% Buses	0	0	0	0	0	5.3	0.3	0	0	0.6	1.8	0	1.0	0	1.3	0	0.4	5.8	0	0.7	0.7



Short Counts

File Name : Buckwalter Pkwy @ Lake Point-Carolina Bluff Dr
Site Code :
Start Date : 5/10/2022
Page No : 4

	Carolina Bluff Dr From North					Buckwalter Pkwy From East					Lake Point Dr From South					Buckwalter Pkwy From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	14	2	15	0	31	48	**320**	**11**	**0**	**379**	20	1	32	0	53	6	249	**71**	**0**	**326**	**789**
04:15 PM	**18**	**5**	**11**	**0**	**34**	**42**	**285**	**17**	**0**	**344**	**26**	**2**	**23**	**2**	**53**	**7**	**207**	**50**	**0**	**264**	**695**
04:30 PM	**11**	**1**	**6**	**0**	**18**	**50**	269	13	0	332	22	**4**	**30**	**0**	**56**	**4**	**262**	**41**	**0**	**307**	**713**
04:45 PM	**12**	**6**	**17**	**0**	**35**	41	262	16	0	319	**28**	**2**	**36**	0	**66**	**9**	**270**	52	0	**331**	751
Total Volume	55	14	49	0	118	181	1136	57	0	1374	96	9	121	2	228	26	988	214	0	1228	2948
% App. Total																					
PHF	.764	.583	.721	.000	.843	.905	.888	.838	.000	.906	.857	.563	.840	.250	.864	.722	.915	.754	.000	.927	.934
Passenger Vehicles	55	14	49	0	118	180	1119	56	0	1355	94	9	114	2	219	26	966	208	0	1200	2892
% Passenger Vehicles	100	100	100	0	100	99.4	98.5	98.2	0	98.6	97.9	100	94.2	100	96.1	100	97.8	97.2	0	97.7	98.1
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.4	1.8	0	1.2	0	0	0.8	0	0.4	0	0.9	0	0	0.7	0.9
Buses	0	0	0	0	0	1	1	0	0	2	2	0	6	0	8	0	13	6	0	19	29
% Buses	0	0	0	0	0	0.6	0.1	0	0	0.1	2.1	0	5.0	0	3.5	0	1.3	2.8	0	1.5	1.0



Short Counts

File Name : Buckwalter Pkwy @ Bartons Run Crossing
Site Code :
Start Date : 5/10/2022
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Buckwalter Pkwy From North				From East				Buckwalter Pkwy From South				Bartons Run Crossing From West				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00 AM	0	69	0	0	0	0	0	0	0	52	0	0	3	0	0	1	125
07:15 AM	0	80	3	0	0	0	0	0	0	79	0	0	8	0	4	0	174
07:30 AM	0	96	1	0	0	0	0	0	0	118	0	0	5	0	1	0	221
07:45 AM	0	102	1	0	0	0	0	0	1	88	0	0	2	0	1	0	195
Total	0	347	5	0	0	0	0	0	1	337	0	0	18	0	6	1	715
08:00 AM	0	79	0	0	0	0	0	0	0	102	0	0	3	0	1	0	185
08:15 AM	0	143	2	0	0	0	0	0	0	136	0	0	3	0	3	0	287
08:30 AM	0	121	0	0	0	0	0	0	1	138	0	0	1	0	1	1	263
08:45 AM	0	94	1	0	0	0	0	0	0	82	0	0	1	0	0	0	178
Total	0	437	3	0	0	0	0	0	1	458	0	0	8	0	5	1	913
04:00 PM	0	113	5	0	0	0	0	0	4	97	0	0	1	0	1	0	221
04:15 PM	0	83	0	0	0	0	0	0	0	84	0	0	3	0	1	0	171
04:30 PM	0	86	1	0	0	0	0	0	0	81	0	0	1	0	2	0	171
04:45 PM	0	100	3	0	0	0	0	0	3	86	0	0	3	0	0	0	195
Total	0	382	9	0	0	0	0	0	7	348	0	0	8	0	4	0	758
05:00 PM	0	96	5	0	0	0	0	0	3	83	0	0	4	0	0	0	191
05:15 PM	0	95	2	0	0	0	0	0	1	121	0	0	0	0	0	0	219
05:30 PM	0	84	3	1	0	0	0	0	0	87	0	0	4	0	0	0	179
05:45 PM	0	80	4	1	0	0	0	0	1	88	0	0	1	0	2	1	178
Total	0	355	14	2	0	0	0	0	5	379	0	0	9	0	2	1	767
Grand Total	0	1521	31	2	0	0	0	0	14	1522	0	0	43	0	17	3	3153
Apprch %	0	97.9	2	0.1	0	0	0	0	0.9	99.1	0	0	68.3	0	27	4.8	
Total %	0	48.2	1	0.1	0	0	0	0	0.4	48.3	0	0	1.4	0	0.5	0.1	
Passenger Vehicles	0	1499	31	2	0	0	0	0	14	1492	0	0	43	0	17	3	3101
% Passenger Vehicles	0	98.6	100	100	0	0	0	0	100	98	0	0	100	0	100	100	98.4
Heavy Vehicles	0	8	0	0	0	0	0	0	0	4	0	0	0	0	0	0	12
% Heavy Vehicles	0	0.5	0	0	0	0	0	0	0	0.3	0	0	0	0	0	0	0.4
Buses	0	14	0	0	0	0	0	0	0	26	0	0	0	0	0	0	40
% Buses	0	0.9	0	0	0	0	0	0	0	1.7	0	0	0	0	0	0	1.3

Short Counts

File Name : Buckwalter Pkwy @ Bartons Run Crossing
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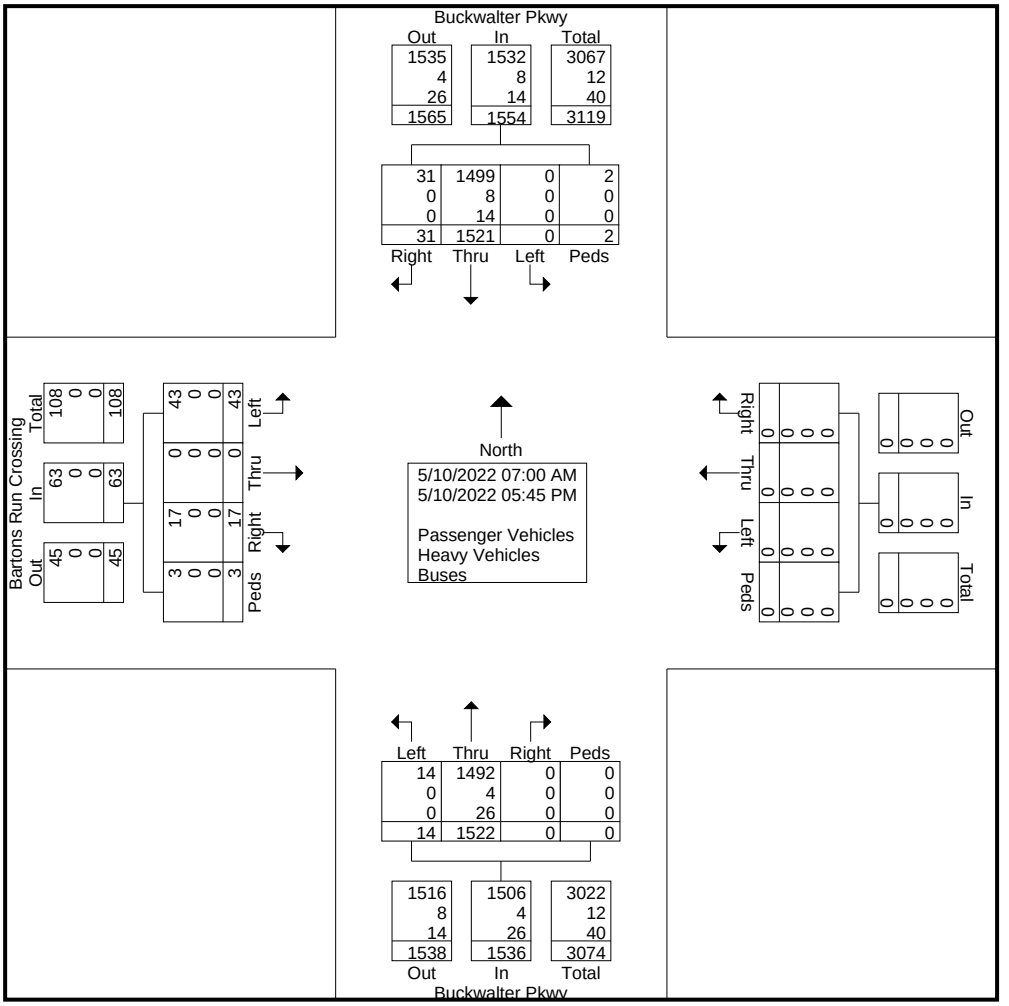
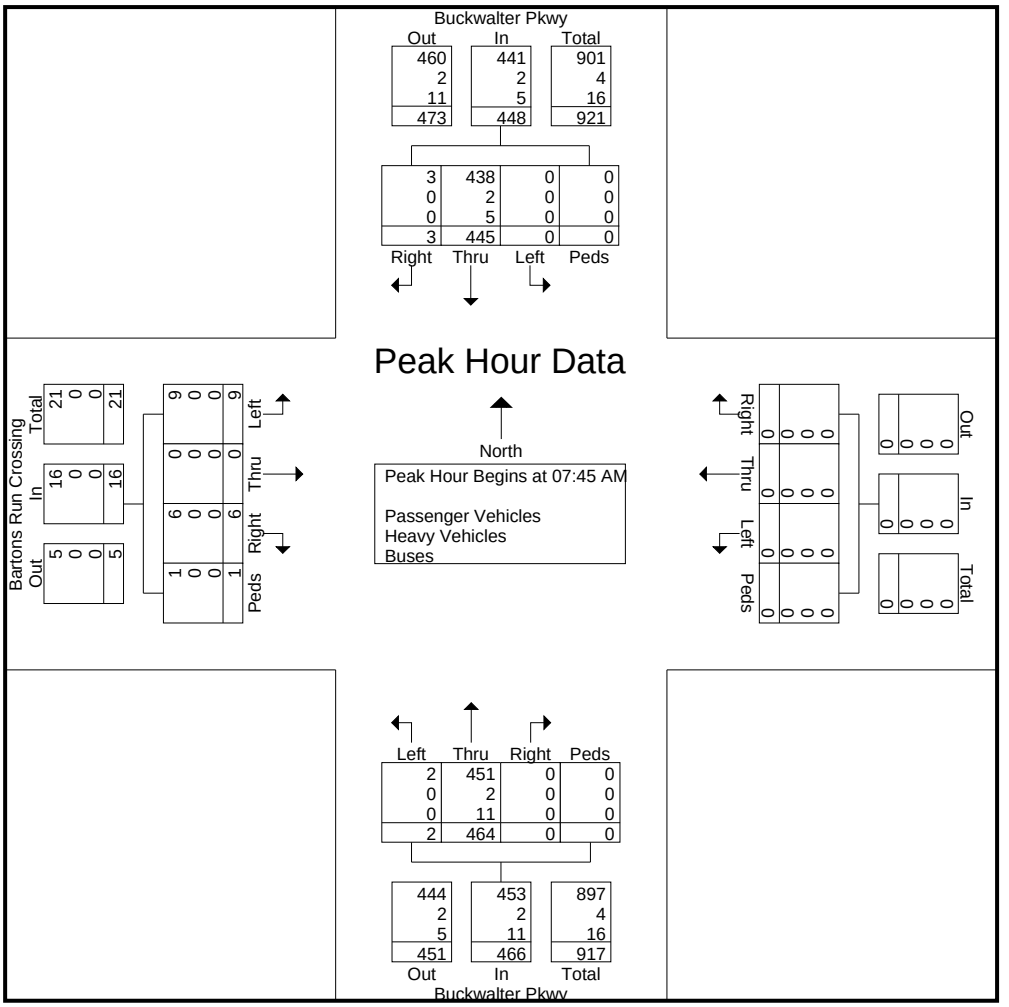


Short Counts

File Name : Buckwalter Pkwy @ Bartons Run Crossing
Site Code :
Start Date : 5/10/2022
Page No : 3

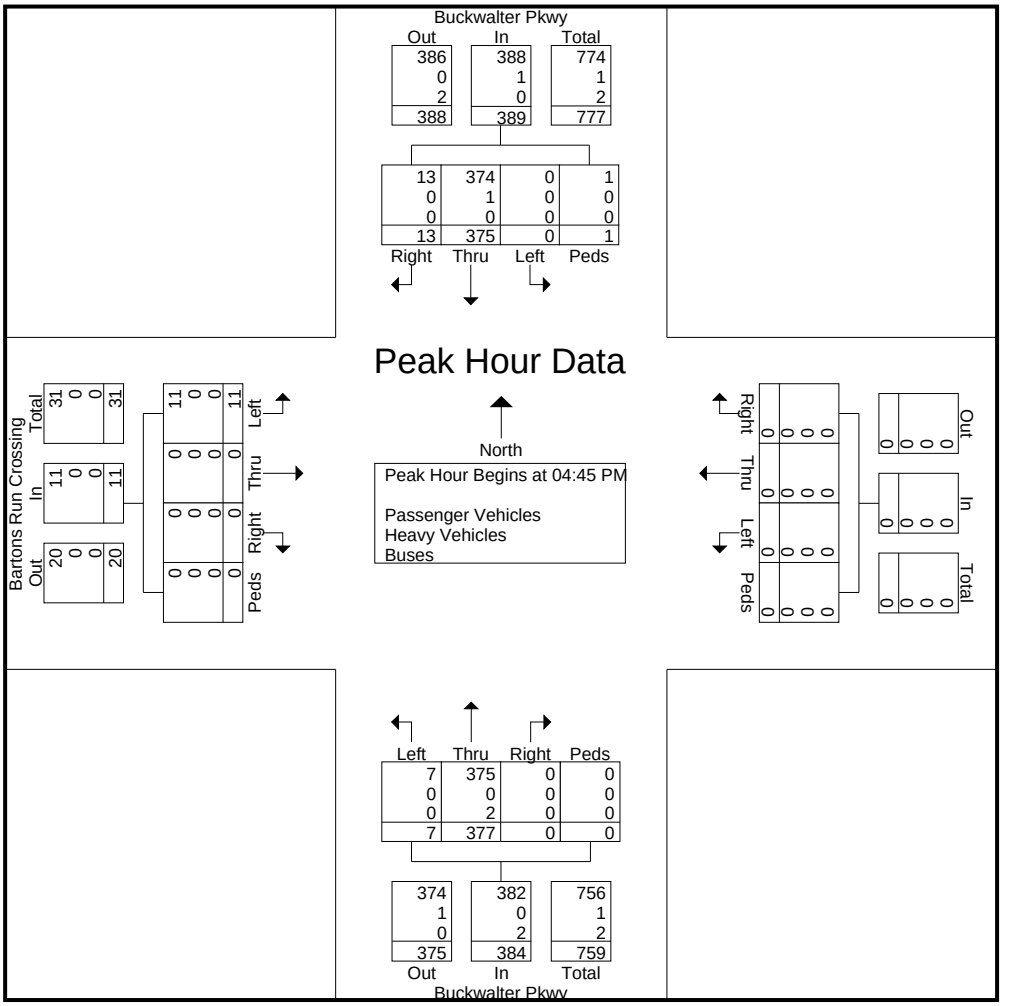
	Buckwalter Pkwy From North					From East					Buckwalter Pkwy From South					Bartons Run Crossing From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	102	1	0	103	0	0	0	0	0	**1**	**88**	**0**	**0**	**89**	**2**	**0**	**1**	**0**	**3**	**195**
08:00 AM	**0**	**79**	**0**	**0**	**79**	**0**	**0**	**0**	**0**	**0**	**0**	**102**	**0**	**0**	**102**	**3**	**0**	**1**	**0**	**4**	**185**
08:15 AM	**0**	**143**	**2**	**0**	**145**	0	0	0	0	0	0	136	0	0	136	3	0	**3**	**0**	**6**	**287**
08:30 AM	0	121	0	0	121	0	0	0	0	0	1	**138**	**0**	**0**	**139**	1	0	1	**1**	**3**	**263**
Total Volume	0	445	3	0	448	0	0	0	0	0	2	464	0	0	466	9	0	6	1	16	930
% App. Total	0	99.3	0.7	0		0	0	0	0		0.4	99.6	0	0		56.2	0	37.5	6.2		
PHF	.000	.778	.375	.000	.772	.000	.000	.000	.000	.000	.500	.841	.000	.000	.838	.750	.000	.500	.250	.667	.810
Passenger Vehicles	0	438	3	0	441	0	0	0	0	0	2	451	0	0	453	9	0	6	1	16	910
% Passenger Vehicles	0	98.4	100	0	98.4	0	0	0	0	0	100	97.2	0	0	97.2	100	0	100	100	100	97.8
Heavy Vehicles																					
% Heavy Vehicles	0	0.4	0	0	0.4	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0.4
Buses	0	5	0	0	5	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	16
% Buses	0	1.1	0	0	1.1	0	0	0	0	0	0	2.4	0	0	2.4	0	0	0	0	0	1.7



Short Counts

File Name : Buckwalter Pkwy @ Bartons Run Crossing
Site Code :
Start Date : 5/10/2022
Page No : 4

	Buckwalter Pkwy From North					From East					Buckwalter Pkwy From South					Bartons Run Crossing From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	**100**	3	0	**103**	0	0	0	0	0	**3**	**86**	**0**	**0**	**89**	**3**	**0**	**0**	**0**	**3**	**195**
05:00 PM	**0**	**96**	**5**	**0**	**101**	**0**	**0**	**0**	**0**	**0**	**3**	**83**	**0**	**0**	**86**	**4**	**0**	**0**	**0**	**4**	191
05:15 PM	0	95	2	0	97	0	0	0	0	0	1	**121**	**0**	**0**	**122**	0	0	0	0	0	**219**
05:30 PM	0	84	3	**1**	**88**	**0**	**0**	**0**	**0**	**0**	**0**	**87**	**0**	**0**	**87**	**4**	**0**	**0**	**0**	**4**	**179**
Total Volume	0	375	13	1	389	0	0	0	0	0	7	377	0	0	384	11	0	0	0	11	784
% App. Total	0	96.4	3.3	0.3		0	0	0	0		1.8	98.2	0	0		100	0	0	0		
PHF	.000	.938	.650	.250	.944	.000	.000	.000	.000	.000	.583	.779	.000	.000	.787	.688	.000	.000	.000	.688	.895
Passenger Vehicles	0	374	13	1	388	0	0	0	0	0	7	375	0	0	382	11	0	0	0	11	781
% Passenger Vehicles	0	99.7	100	100	99.7	0	0	0	0	0	100	99.5	0	0	99.5	100	0	0	0	100	99.6
Heavy Vehicles																					
% Heavy Vehicles	0	0.3	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0.3



INTERSECTION VOLUME DEVELOPMENT
Buckwalter Access Management TIA
Buckwalter Parkway at Lake Point Drive/Carolina Bluff Drive
AM PEAK HOUR (7:30 AM TO 8:30 AM)

Description	Lake Point Drive Eastbound			Carolina Bluff Drive Westbound			Buckwalter Parkway Southbound			Buckwalter Parkway Northbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing 2022 AM Volumes	228	25	206	49	7	53	31	1,262	69	57	887	80
Pedestrians		0			0			0			1	
Heavy Vehicle %		1.3%			0.0%			1.6%			1.2%	
Peak Hour Factor		0.93			0.91			0.91			0.96	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.083	1.083	1.083	1.083	1.083	1.083	1.126	1.126	1.126	1.126	1.126	1.126
Adjacent Site Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2030 Background Traffic	247	27	223	53	8	57	35	1,422	78	64	999	90
Trip Distribution												
New Trips IN												
New Trips OUT												
Pass By Distribution												
Pass By IN												
Pass By OUT												
New Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
2030 Buildout Total	**247**	**27**	**223**	**53**	**8**	**57**	**35**	**1,422**	**78**	**64**	**999**	**90**

PM PEAK HOUR (4:00 PM TO 5:00 PM)

Description	Lake Point Drive Eastbound			Carolina Bluff Drive Westbound			Buckwalter Parkway Southbound			Buckwalter Parkway Northbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing 2022 PM Volumes	96	9	121	55	14	49	26	988	214	181	1,136	57
Pedestrians		2			0			0			0	
Heavy Vehicle %		3.9%			0.0%			2.2%			1.3%	
Peak Hour Factor		0.86			0.84			0.93			0.91	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.083	1.083	1.083	1.083	1.083	1.083	1.126	1.126	1.126	1.126	1.126	1.126
Adjacent Site Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2030 Background Traffic	104	10	131	60	15	53	29	1,113	241	204	1,280	64
Trip Distribution												
New Trips IN												
New Trips OUT												
Pass By Distribution												
Pass By IN												
Pass By OUT												
New Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
2030 Buildout Total	**104**	**10**	**131**	**60**	**15**	**53**	**29**	**1,113**	**241**	**204**	**1,280**	**64**

INTERSECTION VOLUME DEVELOPMENT
Buckwalter Access Management TIA
Buckwalter Parkway at Old Bridge Drive/McCracken Circle South
AM PEAK HOUR (7:45 AM TO 8:45 AM)

Description	Old Bridge Drive Eastbound			McCracken Circle (S) Westbound			Buckwalter Parkway Southbound			Buckwalter Parkway Northbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing 2022 AM Volumes	107	32	9	149	24	166	134	266	26	4	332	182
Pedestrians		5			1			25			0	
Heavy Vehicle %		0.0%			0.6%			1.5%			3.3%	
Peak Hour Factor		0.91			0.68			0.76			0.88	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.083	1.083	1.083	1.083	1.083	1.083	1.126	1.126	1.126	1.126	1.126	1.126
Adjacent Site Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2030 Background Traffic	116	35	10	161	26	180	151	300	29	5	374	205
Trip Distribution												
New Trips IN												
New Trips OUT												
Pass By Distribution												
Pass By IN												
Pass By OUT												
New Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
2030 Buildout Total	**116**	**35**	**10**	**161**	**26**	**180**	**151**	**300**	**29**	**5**	**374**	**205**

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

Description	Old Bridge Drive Eastbound			McCracken Circle (S) Westbound			Buckwalter Parkway Southbound			Buckwalter Parkway Northbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing 2022 PM Volumes	83	13	7	33	10	48	39	415	119	10	310	37
Pedestrians		2			1			1			0	
Heavy Vehicle %		0.0%			2.2%			0.2%			1.7%	
Peak Hour Factor		0.80			0.79			0.93			0.88	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.083	1.083	1.083	1.083	1.083	1.083	1.126	1.126	1.126	1.126	1.126	1.126
Adjacent Site Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2030 Background Traffic	90	14	8	36	11	52	44	467	134	11	349	42
Trip Distribution												
New Trips IN												
New Trips OUT												
Pass By Distribution												
Pass By IN												
Pass By OUT												
New Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
2030 Buildout Total	**90**	**14**	**8**	**36**	**11**	**52**	**44**	**467**	**134**	**11**	**349**	**42**

INTERSECTION VOLUME DEVELOPMENT
Buckwalter Access Management TIA
Buckwalter Parkway at McCracken Circle North
AM PEAK HOUR (7:45 AM TO 8:45 AM)

Description	Eastbound			McCracken Circle (N) Westbound			Buckwalter Parkway Southbound			Buckwalter Parkway Northbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing 2022 AM Volumes				24	0	103	198	426	0	0	506	126
Pedestrians					2			0			0	
Heavy Vehicle %					3.1%			2.1%			1.6%	
Peak Hour Factor					0.77			0.86			0.89	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.083	1.083	1.083	1.083	1.083	1.083	1.126	1.126	1.126	1.126	1.126	1.126
Adjacent Site Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2030 Background Traffic	0	0	0	26	0	112	223	480	0	0	570	142
Trip Distribution												
New Trips IN												
New Trips OUT												
Pass By Distribution												
Pass By IN												
Pass By OUT												
New Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
2030 Buildout Total	**0**	**0**	**0**	**26**	**0**	**112**	**223**	**480**	**0**	**0**	**570**	**142**

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

Description	0 Eastbound			McCracken Circle (N) Westbound			Buckwalter Parkway Southbound			Buckwalter Parkway Northbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing 2022 PM Volumes				24	0	51	44	732	0	0	375	9
Pedestrians					3			0			0	
Heavy Vehicle %					0.0%			1.3%			0.5%	
Peak Hour Factor					0.89			0.82			0.92	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.083	1.083	1.083	1.083	1.083	1.083	1.126	1.126	1.126	1.126	1.126	1.126
Adjacent Site Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2030 Background Traffic	0	0	0	26	0	55	50	825	0	0	422	10
Trip Distribution												
New Trips IN												
New Trips OUT												
Pass By Distribution												
Pass By IN												
Pass By OUT												
New Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
2030 Buildout Total	**0**	**0**	**0**	**26**	**0**	**55**	**50**	**825**	**0**	**0**	**422**	**10**

INTERSECTION VOLUME DEVELOPMENT
Buckwalter Access Management TIA
Buckwalter Parkway at Cross Schools
AM PEAK HOUR (7:30 AM TO 8:30 AM)

Description	- Eastbound			Cross Schools Westbound			Buckwalter Parkway Southbound			Buckwalter Parkway Northbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing 2022 AM Volumes				39	0	228	198	1,360	0	0	820	146
Pedestrians					0			0			0	
Heavy Vehicle %					0.0%			1.0%			1.2%	
Peak Hour Factor					0.57			0.95			0.89	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.083	1.083	1.083	1.083	1.083	1.083	1.126	1.126	1.126	1.126	1.126	1.126
Adjacent Site Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2030 Background Traffic	0	0	0	42	0	247	223	1,532	0	0	924	164
Trip Distribution												
New Trips IN												
New Trips OUT												
Pass By Distribution												
Pass By IN												
Pass By OUT												
New Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
2030 Buildout Total	**0**	**0**	**0**	**42**	**0**	**247**	**223**	**1,532**	**0**	**0**	**924**	**164**

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

Description	- Eastbound			Cross Schools Westbound			Buckwalter Parkway Southbound			Buckwalter Parkway Northbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing 2022 PM Volumes				38	0	56	40	1,203	0	0	1,355	37
Pedestrians					0			0			0	
Heavy Vehicle %					0.0%			1.8%			0.7%	
Peak Hour Factor					0.87			0.90			0.96	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.083	1.083	1.083	1.083	1.083	1.083	1.126	1.126	1.126	1.126	1.126	1.126
Adjacent Site Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2030 Background Traffic	0	0	0	41	0	61	45	1,355	0	0	1,526	42
Trip Distribution												
New Trips IN												
New Trips OUT												
Pass By Distribution												
Pass By IN												
Pass By OUT												
New Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
2030 Buildout Total	**0**	**0**	**0**	**41**	**0**	**61**	**45**	**1,355**	**0**	**0**	**1,526**	**42**

INTERSECTION VOLUME DEVELOPMENT
Buckwalter Access Management TIA
Buckwalter Parkway at Buckwalter Recreation Center/McCracken Middle School
AM PEAK HOUR (7:45 AM TO 8:45 AM)

Description	Recreation Center Eastbound			McCracken Middle School Westbound			Buckwalter Parkway Southbound			Buckwalter Parkway Northbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing 2022 AM Volumes	1	0	0	2	0	12	31	411	11	7	595	19
Pedestrians		0			0			0			0	
Heavy Vehicle %		0.0%			0.0%			4.0%			2.7%	
Peak Hour Factor		0.25			0.27			0.88			0.80	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.083	1.083	1.083	1.083	1.083	1.083	1.126	1.126	1.126	1.126	1.126	1.126
Adjacent Site Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2030 Background Traffic	1	0	0	2	0	13	35	463	12	8	670	21
Trip Distribution												
New Trips IN												
New Trips OUT												
Pass By Distribution												
Pass By IN												
Pass By OUT												
New Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
2030 Buildout Total	**1**	**0**	**0**	**2**	**0**	**13**	**35**	**463**	**12**	**8**	**670**	**21**

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

Description	Recreation Center Eastbound			McCracken Middle School Westbound			Buckwalter Parkway Southbound			Buckwalter Parkway Northbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing 2022 PM Volumes	13	0	17	5	0	16	17	549	81	40	390	7
Pedestrians		0			5			0			0	
Heavy Vehicle %		0.0%			0.0%			1.4%			0.7%	
Peak Hour Factor		0.58			0.59			0.92			0.86	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.083	1.083	1.083	1.083	1.083	1.083	1.126	1.126	1.126	1.126	1.126	1.126
Adjacent Site Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2030 Background Traffic	14	0	18	5	0	17	19	618	91	45	439	8
Trip Distribution												
New Trips IN												
New Trips OUT												
Pass By Distribution												
Pass By IN												
Pass By OUT												
New Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
2030 Buildout Total	**14**	**0**	**18**	**5**	**0**	**17**	**19**	**618**	**91**	**45**	**439**	**8**

INTERSECTION VOLUME DEVELOPMENT
Buckwalter Access Management TIA
Buckwalter Parkway at Farm Lake Drive/Pine Ridge Drive
AM PEAK HOUR (7:45 AM TO 8:45 AM)

Description	Farm Lake Drive Eastbound			Pine Ridge Drive Westbound			Buckwalter Parkway Southbound			Buckwalter Parkway Northbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing 2022 AM Volumes	42	0	54	24	0	33	19	377	17	18	440	8
Pedestrians		3			2			2			1	
Heavy Vehicle %		1.0%			0.0%			1.6%			3.4%	
Peak Hour Factor		0.77			0.82			0.79			0.87	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.083	1.083	1.083	1.083	1.083	1.083	1.126	1.126	1.126	1.126	1.126	1.126
Adjacent Site Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2030 Background Traffic	45	0	58	26	0	36	21	425	19	20	496	9
Trip Distribution												
New Trips IN												
New Trips OUT												
Pass By Distribution												
Pass By IN												
Pass By OUT												
New Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
2030 Buildout Total	**45**	**0**	**58**	**26**	**0**	**36**	**21**	**425**	**19**	**20**	**496**	**9**

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

Description	Farm Lake Drive Eastbound			Pine Ridge Drive Westbound			Buckwalter Parkway Southbound			Buckwalter Parkway Northbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing 2022 PM Volumes	17	1	21	12	4	33	44	370	47	48	299	23
Pedestrians		0			0			0			0	
Heavy Vehicle %		0.0%			2.0%			0.6%			1.6%	
Peak Hour Factor		0.89			0.77			0.96			0.89	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.083	1.083	1.083	1.083	1.083	1.083	1.126	1.126	1.126	1.126	1.126	1.126
Adjacent Site Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2030 Background Traffic	18	1	23	13	4	36	50	417	53	54	337	26
Trip Distribution												
New Trips IN												
New Trips OUT												
Pass By Distribution												
Pass By IN												
Pass By OUT												
New Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
2030 Buildout Total	**18**	**1**	**23**	**13**	**4**	**36**	**50**	**417**	**53**	**54**	**337**	**26**

INTERSECTION VOLUME DEVELOPMENT
Buckwalter Access Management TIA
Buckwalter Parkway at Bartons Run Crossing
AM PEAK HOUR (7:45 AM TO 8:45 AM)

Description	Bartons Run Crossing Eastbound			Westbound			Buckwalter Parkway Southbound			Buckwalter Parkway Northbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing 2022 AM Volumes	9	0	6				0	445	3	2	464	0
Pedestrians		1						0			0	
Heavy Vehicle %		0.0%						1.5%			2.8%	
Peak Hour Factor		0.67						0.77			0.84	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.083	1.083	1.083	1.083	1.083	1.083	1.126	1.126	1.126	1.126	1.126	1.126
Adjacent Site Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2030 Background Traffic	10	0	6	0	0	0	0	501	3	2	523	0
Trip Distribution												
New Trips IN												
New Trips OUT												
Pass By Distribution												
Pass By IN												
Pass By OUT												
New Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
2030 Buildout Total	**10**	**0**	**6**	**0**	**0**	**0**	**0**	**501**	**3**	**2**	**523**	**0**

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

Description	Bartons Run Crossing Eastbound			0 Westbound			Buckwalter Parkway Southbound			Buckwalter Parkway Northbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing 2022 PM Volumes	11	0	0				0	375	13	7	377	0
Pedestrians		375						1			0	
Heavy Vehicle %		0.0%						0.3%			0.5%	
Peak Hour Factor		0.69						0.94			0.79	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.5%	1.5%	1.5%	1.5%	1.5%	0.9%
Growth Factor	1.083	1.083	1.083	1.083	1.083	1.083	1.126	1.126	1.126	1.126	1.126	1.078
Adjacent Site Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2030 Background Traffic	12	0	0	0	0	0	0	422	15	8	425	0
Trip Distribution												
New Trips IN												
New Trips OUT												
Pass By Distribution												
Pass By IN												
Pass By OUT												
New Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
2030 Buildout Total	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**422**	**15**	**8**	**425**	**0**

INTERSECTION VOLUME DEVELOPMENT
Buckwalter Access Management TIA
Buckwalter Parkway at Shell Hall Drive
AM PEAK HOUR (7:30 AM TO 8:30 AM)

Description	Eastbound			Shell Hall Drive Westbound			Buckwalter Parkway Southbound			Buckwalter Parkway Northbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing 2022 AM Volumes				82	0	54	17	1,388	0	0	934	25
Pedestrians					0			0			0	
Heavy Vehicle %					0.0%			1.5%			1.2%	
Peak Hour Factor					0.77			0.95			0.89	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.083	1.083	1.083	1.083	1.083	1.083	1.126	1.126	1.126	1.126	1.126	1.126
Adjacent Site Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2030 Background Traffic	0	0	0	89	0	58	19	1,564	0	0	1,052	28
Trip Distribution												
New Trips IN												
New Trips OUT												
Pass By Distribution												
Pass By IN												
Pass By OUT												
New Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
2030 Buildout Total	**0**	**0**	**0**	**89**	**0**	**58**	**19**	**1,564**	**0**	**0**	**1,052**	**28**

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

Description	0 Eastbound			Shell Hall Drive Westbound			Buckwalter Parkway Southbound			Buckwalter Parkway Northbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing 2022 PM Volumes				34	0	31	53	1,196	0	0	1,301	63
Pedestrians					0			0			0	
Heavy Vehicle %					0.0%			1.7%			0.6%	
Peak Hour Factor					0.77			0.92			0.95	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.083	1.083	1.083	1.083	1.083	1.083	1.126	1.126	1.126	1.126	1.126	1.126
Adjacent Site Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2030 Background Traffic	0	0	0	37	0	34	60	1,347	0	0	1,466	71
Trip Distribution												
New Trips IN												
New Trips OUT												
Pass By Distribution												
Pass By IN												
Pass By OUT												
New Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
2030 Buildout Total	**0**	**0**	**0**	**37**	**0**	**34**	**60**	**1,347**	**0**	**0**	**1,466**	**71**

INTERSECTION VOLUME DEVELOPMENT
Buckwalter Access Management TIA
Buckwalter Parkway at Hampton Hall Boulevard/Bluffton Parkway
AM PEAK HOUR (7:30 AM TO 8:30 AM)

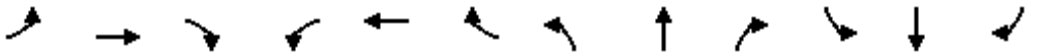
Description	Hampton Hall Boulevard Eastbound			Bluffton Parkway Westbound			Buckwalter Parkway Southbound			Buckwalter Parkway Northbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing 2022 AM Volumes	61	90	30	93	47	494	923	461	66	31	394	175
Pedestrians		1			0			1			0	
Heavy Vehicle %		1.6%			1.2%			1.2%			1.5%	
Peak Hour Factor		0.86			0.90			0.87			0.93	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.083	1.083	1.083	1.083	1.083	1.083	1.126	1.126	1.126	1.126	1.126	1.126
Adjacent Site Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2030 Background Traffic	66	97	32	101	51	535	1,040	519	74	35	444	197
Trip Distribution												
New Trips IN												
New Trips OUT												
Pass By Distribution												
Pass By IN												
Pass By OUT												
New Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
2030 Buildout Total	**66**	**97**	**32**	**101**	**51**	**535**	**1,040**	**519**	**74**	**35**	**444**	**197**

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

Description	Hampton Hall Boulevard Eastbound			Bluffton Parkway Westbound			Buckwalter Parkway Southbound			Buckwalter Parkway Northbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing 2022 PM Volumes	57	83	14	291	74	1,023	701	445	87	10	299	129
Pedestrians		5			0			0			0	
Heavy Vehicle %		1.2%			0.2%			1.9%			0.7%	
Peak Hour Factor		0.85			0.89			0.89			0.93	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.083	1.083	1.083	1.083	1.083	1.083	1.126	1.126	1.126	1.126	1.126	1.126
Adjacent Site Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2030 Background Traffic	62	90	15	315	80	1,108	790	501	98	11	337	145
Trip Distribution												
New Trips IN												
New Trips OUT												
Pass By Distribution												
Pass By IN												
Pass By OUT												
New Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
2030 Buildout Total	**62**	**90**	**15**	**315**	**80**	**1,108**	**790**	**501**	**98**	**11**	**337**	**145**

HCM 6th Signalized Intersection Summary
1: Buckwalter Parkway & Lake Point Drive/Carolina Bluff Drive

Existing AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	228	25	206	49	7	53	57	887	80	31	1262	69
Future Volume (veh/h)	228	25	206	49	7	53	57	887	80	31	1262	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	245	27	222	54	8	58	63	975	88	33	1328	0
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.91	0.91	0.91	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	375	44	361	211	49	356	287	2182	973	331	1744	
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.07	0.61	0.61	0.49	0.49	0.00
Sat Flow, veh/h	1335	175	1437	1131	196	1419	1781	3554	1585	531	3554	1585
Grp Volume(v), veh/h	245	0	249	54	0	66	63	975	88	33	1328	0
Grp Sat Flow(s),veh/h/ln	1335	0	1612	1131	0	1615	1781	1777	1585	531	1777	1585
Q Serve(g_s), s	15.3	0.0	12.0	3.9	0.0	2.8	1.3	12.8	2.0	3.1	26.6	0.0
Cycle Q Clear(g_c), s	18.1	0.0	12.0	15.9	0.0	2.8	1.3	12.8	2.0	5.1	26.6	0.0
Prop In Lane	1.00		0.89	1.00		0.88	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	375	0	405	211	0	405	287	2182	973	331	1744	
V/C Ratio(X)	0.65	0.00	0.62	0.26	0.00	0.16	0.22	0.45	0.09	0.10	0.76	
Avail Cap(c_a), veh/h	513	0	571	244	0	452	475	2182	973	331	1744	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.7	0.0	29.0	36.0	0.0	25.6	13.3	9.0	6.9	13.2	18.1	0.0
Incr Delay (d2), s/veh	1.9	0.0	1.5	0.6	0.0	0.2	0.4	0.7	0.2	0.6	3.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	4.7	1.1	0.0	1.1	0.5	4.3	0.6	0.4	10.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.6	0.0	30.5	36.7	0.0	25.8	13.7	9.6	7.1	13.8	21.3	0.0
LnGrp LOS	C	A	C	D	A	C	B	A	A	B	C	
Approach Vol, veh/h		494			120			1126			1361	A
Approach Delay, s/veh		32.5			30.7			9.7			21.1	
Approach LOS		C			C			A			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.8	49.2		27.5		60.0		27.5				
Change Period (Y+Rc), s	4.5	6.3		5.5		6.3		5.5				
Max Green Setting (Gmax), s	15.5	33.7		24.5		53.7		31.0				
Max Q Clear Time (g_c+I1), s	3.3	28.6		17.9		14.8		20.1				
Green Ext Time (p_c), s	0.1	3.6		0.2		8.3		1.8				

Intersection Summary			
HCM 6th Ctrl Delay		19.1	
HCM 6th LOS		B	

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	90	30	93	47	494	31	394	175	923	461	66
Future Volume (veh/h)	61	90	30	93	47	494	31	394	175	923	461	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	105	0	78	88	0	33	424	0	1061	530	0
Peak Hour Factor	0.86	0.86	0.86	0.90	0.90	0.90	0.93	0.93	0.93	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	90	133		134	140		59	622		1129	1665	
Arrive On Green	0.12	0.12	0.00	0.08	0.08	0.00	0.03	0.18	0.00	0.33	0.47	0.00
Sat Flow, veh/h	740	1094	1585	1781	1870	1585	1781	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	176	0	0	78	88	0	33	424	0	1061	530	0
Grp Sat Flow(s),veh/h/ln	1833	0	1585	1781	1870	1585	1781	1777	1585	1728	1777	1585
Q Serve(g_s), s	7.0	0.0	0.0	3.2	3.4	0.0	1.4	8.3	0.0	22.3	7.0	0.0
Cycle Q Clear(g_c), s	7.0	0.0	0.0	3.2	3.4	0.0	1.4	8.3	0.0	22.3	7.0	0.0
Prop In Lane	0.40		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	224	0		134	140		59	622		1129	1665	
V/C Ratio(X)	0.79	0.00		0.58	0.63		0.56	0.68		0.94	0.32	
Avail Cap(c_a), veh/h	356	0		346	363		227	1856		1134	2570	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.8	0.0	0.0	33.4	33.5	0.0	35.6	28.9	0.0	24.4	12.4	0.0
Incr Delay (d2), s/veh	6.0	0.0	0.0	4.0	4.5	0.0	8.0	1.3	0.0	14.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	0.0	1.5	1.7	0.0	0.7	3.4	0.0	10.4	2.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.9	0.0	0.0	37.4	38.1	0.0	43.6	30.2	0.0	39.0	12.5	0.0
LnGrp LOS	D	A		D	D		D	C		D	B	
Approach Vol, veh/h		176	A		166	A		457	A		1591	A
Approach Delay, s/veh		37.9			37.8			31.2			30.2	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	41.0		11.1	29.9	19.1		14.6
Change Period (Y+Rc), s	5.5	* 6		5.5	5.5	* 6		5.5
Max Green Setting (Gmax), s	9.5	* 54		14.5	24.5	* 39		14.5
Max Q Clear Time (g_c+I1), s	3.4	9.0		5.4	24.3	10.3		9.0
Green Ext Time (p_c), s	0.0	3.7		0.4	0.1	2.7		0.4

Intersection Summary		
HCM 6th Ctrl Delay	31.5	
HCM 6th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

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

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

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	0	54	24	0	33	19	377	17	18	440	8
Future Vol, veh/h	42	0	54	24	0	33	19	377	17	18	440	8
Conflicting Peds, #/hr	3	0	2	2	0	3	2	0	1	16	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Yield
Storage Length	116	-	0	-	-	-	215	-	-	-	-	221
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	82	82	82	79	79	79	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	55	0	70	29	0	40	24	477	22	22	537	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	873	-	273	867	1135	269	539	0	0	515	0	0
Stage 1	583	-	-	552	552	-	-	-	-	-	-	-
Stage 2	290	-	-	315	583	-	-	-	-	-	-	-
Critical Hdwy	7.54	-	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	-	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	-	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	-	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	244	0	725	247	201	729	1025	-	-	1047	-	-
Stage 1	465	0	-	486	513	-	-	-	-	-	-	-
Stage 2	694	0	-	671	497	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	220	-	722	210	187	716	1023	-	-	1031	-	-
Mov Cap-2 Maneuver	335	-	-	328	302	-	-	-	-	-	-	-
Stage 1	453	-	-	468	494	-	-	-	-	-	-	-
Stage 2	638	-	-	586	481	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.7	13.8	0.4	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1023	-	-	335	722	478	1031	-	-
HCM Lane V/C Ratio	0.024	-	-	0.163	0.097	0.145	0.021	-	-
HCM Control Delay (s)	8.6	-	-	17.8	10.5	13.8	8.6	0.1	-
HCM Lane LOS	A	-	-	C	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.3	0.5	0.1	-	-

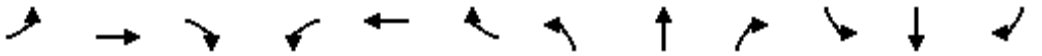
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	6	2	464	445	3
Future Vol, veh/h	9	6	2	464	445	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	190	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	67	67	84	84	77	77
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	13	9	2	552	578	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	860	291	582	0	-	0
Stage 1	580	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.16	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.23	-	-	-
Pot Cap-1 Maneuver	295	706	981	-	-	-
Stage 1	523	-	-	-	-	-
Stage 2	742	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	294	706	981	-	-	-
Mov Cap-2 Maneuver	406	-	-	-	-	-
Stage 1	522	-	-	-	-	-
Stage 2	742	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	981	-	489	-	-
HCM Lane V/C Ratio	0.002	-	0.046	-	-
HCM Control Delay (s)	8.7	-	12.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	32	9	149	24	166	4	332	182	134	266	26
Future Volume (veh/h)	107	32	9	149	24	166	4	332	182	134	266	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	118	35	10	219	35	244	5	377	207	176	350	34
Peak Hour Factor	0.91	0.91	0.91	0.68	0.68	0.68	0.88	0.88	0.88	0.76	0.76	0.76
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	2	2	2
Cap, veh/h	229	393	112	442	57	397	552	1615	720	541	1859	829
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.01	0.46	0.46	0.07	0.52	0.52
Sat Flow, veh/h	1100	1398	400	1360	203	1412	1767	3526	1572	1781	3554	1585
Grp Volume(v), veh/h	118	0	45	219	0	279	5	377	207	176	350	34
Grp Sat Flow(s),veh/h/ln	1100	0	1798	1360	0	1614	1767	1763	1572	1781	1777	1585
Q Serve(g_s), s	8.9	0.0	1.6	12.1	0.0	12.8	0.1	5.5	7.0	4.2	4.4	0.9
Cycle Q Clear(g_c), s	21.7	0.0	1.6	13.6	0.0	12.8	0.1	5.5	7.0	4.2	4.4	0.9
Prop In Lane	1.00		0.22	1.00		0.87	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	229	0	506	442	0	454	552	1615	720	541	1859	829
V/C Ratio(X)	0.52	0.00	0.09	0.50	0.00	0.61	0.01	0.23	0.29	0.33	0.19	0.04
Avail Cap(c_a), veh/h	268	0	570	491	0	512	746	1615	720	620	1859	829
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	0.0	22.6	27.6	0.0	26.6	12.2	14.0	14.4	9.8	10.7	9.9
Incr Delay (d2), s/veh	1.8	0.0	0.1	0.9	0.0	1.8	0.0	0.3	1.0	0.3	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.7	3.9	0.0	5.0	0.0	2.1	2.5	1.5	1.6	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	0.0	22.6	28.5	0.0	28.4	12.2	14.3	15.4	10.1	11.0	10.0
LnGrp LOS	D	A	C	C	A	C	B	B	B	B	B	A
Approach Vol, veh/h		163			498			589			560	
Approach Delay, s/veh		33.6			28.4			14.7			10.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	50.5		28.9	11.2	45.0		28.9				
Change Period (Y+Rc), s	5.0	6.0		5.0	5.0	6.0		5.0				
Max Green Setting (Gmax), s	10.0	39.0		27.0	10.0	39.0		27.0				
Max Q Clear Time (g_c+I1), s	2.1	6.4		15.6	6.2	9.0		23.7				
Green Ext Time (p_c), s	0.0	2.3		1.9	0.2	3.1		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		18.9	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	103	506	126	198	426
Future Vol, veh/h	24	103	506	126	198	426
Conflicting Peds, #/hr	0	2	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	127	-	300	259	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	77	77	89	89	86	86
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	31	134	569	142	230	495

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1277	287	0	0	711	0
Stage 1	569	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.14	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.22	-
Pot Cap-1 Maneuver	157	707	-	-	884	-
Stage 1	527	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	116	706	-	-	884	-
Mov Cap-2 Maneuver	235	-	-	-	-	-
Stage 1	527	-	-	-	-	-
Stage 2	331	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.4	0	3.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	235	706	884	-
HCM Lane V/C Ratio	-	-	0.133	0.189	0.26	-
HCM Control Delay (s)	-	-	22.6	11.3	10.5	-
HCM Lane LOS	-	-	C	B	B	-
HCM 95th %tile Q(veh)	-	-	0.5	0.7	1	-

Intersection	
Int Delay, s/veh	27.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	228	820	146	198	1360
Future Vol, veh/h	39	228	820	146	198	1360
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	188	191	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	57	57	89	89	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	68	400	921	164	208	1432

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2053	461	0	0	1085	0
Stage 1	921	-	-	-	-	-
Stage 2	1132	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 48	547	-	-	639	-
Stage 1	348	-	-	-	-	-
Stage 2	270	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 32	547	-	-	639	-
Mov Cap-2 Maneuver	122	-	-	-	-	-
Stage 1	348	-	-	-	-	-
Stage 2	182	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	180.4	0	1.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	363	639	-
HCM Lane V/C Ratio	-	-	1.29	0.326	-
HCM Control Delay (s)	-	-	180.4	13.3	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	21.4	1.4	-

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

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	2	0	12	7	595	19	31	411	11
Future Vol, veh/h	1	0	0	2	0	12	7	595	19	31	411	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	91	-	136	287	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	80	80	80	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	4	4	4
Mvmt Flow	2	0	0	4	0	24	9	744	24	35	467	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	934	1330	240	1066	1312	372	480	0	0	768	0	0
Stage 1	544	544	-	762	762	-	-	-	-	-	-	-
Stage 2	390	786	-	304	550	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.16	-	-	4.18	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.23	-	-	2.24	-	-
Pot Cap-1 Maneuver	221	153	761	177	157	625	1072	-	-	829	-	-
Stage 1	491	517	-	363	412	-	-	-	-	-	-	-
Stage 2	606	401	-	681	514	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	204	145	761	170	149	625	1072	-	-	829	-	-
Mov Cap-2 Maneuver	327	255	-	279	269	-	-	-	-	-	-	-
Stage 1	487	495	-	360	409	-	-	-	-	-	-	-
Stage 2	578	398	-	652	492	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.1	12.2	0.1	0.7
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1072	-	-	327	-	531	829	-	-
HCM Lane V/C Ratio	0.008	-	-	0.006	-	0.053	0.042	-	-
HCM Control Delay (s)	8.4	-	-	16.1	0	12.2	9.5	-	-
HCM Lane LOS	A	-	-	C	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	82	54	934	25	17	1388
Future Vol, veh/h	82	54	934	25	17	1388
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	215	240	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	77	77	89	89	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	106	70	1049	28	18	1461

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1816	525	0	0	1077	0
Stage 1	1049	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Critical Hdwy	6.29	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.67	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	~ 90	426	-	-	359	-
Stage 1	231	-	-	-	-	-
Stage 2	407	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 86	426	-	-	359	-
Mov Cap-2 Maneuver	168	-	-	-	-	-
Stage 1	231	-	-	-	-	-
Stage 2	387	-	-	-	-	-

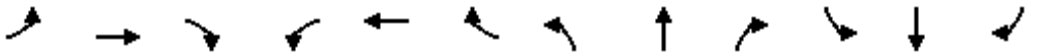
Approach	WB	NB	SB
HCM Control Delay, s	65	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	221	359	-
HCM Lane V/C Ratio	-	-	0.799	0.05	-
HCM Control Delay (s)	-	-	65	15.6	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	5.8	0.2	-

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

HCM 6th Signalized Intersection Summary
1: Buckwalter Parkway & Lake Point Drive/Carolina Bluff Drive

Existing PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	9	121	55	14	49	181	1136	57	26	988	214
Future Volume (veh/h)	96	9	121	55	14	49	181	1136	57	26	988	214
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	112	10	141	65	17	58	199	1248	63	28	1062	0
Peak Hour Factor	0.86	0.86	0.86	0.84	0.84	0.84	0.91	0.91	0.91	0.93	0.93	0.93
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	263	18	252	194	64	218	438	2412	1076	303	1855	
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.10	0.68	0.68	0.52	0.52	0.00
Sat Flow, veh/h	1300	104	1463	1232	371	1266	1781	3554	1585	419	3554	1585
Grp Volume(v), veh/h	112	0	151	65	0	75	199	1248	63	28	1062	0
Grp Sat Flow(s),veh/h/ln	1300	0	1567	1232	0	1637	1781	1777	1585	419	1777	1585
Q Serve(g_s), s	6.5	0.0	7.0	4.0	0.0	3.1	3.5	13.8	1.1	2.8	16.1	0.0
Cycle Q Clear(g_c), s	9.6	0.0	7.0	11.0	0.0	3.1	3.5	13.8	1.1	4.2	16.1	0.0
Prop In Lane	1.00		0.93	1.00		0.77	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	263	0	270	194	0	282	438	2412	1076	303	1855	
V/C Ratio(X)	0.43	0.00	0.56	0.33	0.00	0.27	0.45	0.52	0.06	0.09	0.57	
Avail Cap(c_a), veh/h	549	0	614	364	0	507	609	2412	1076	303	1855	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.6	0.0	30.0	35.1	0.0	28.4	8.9	6.3	4.2	10.4	12.9	0.0
Incr Delay (d2), s/veh	1.1	0.0	1.8	1.0	0.0	0.5	0.7	0.8	0.1	0.6	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	2.7	1.2	0.0	1.2	1.1	3.9	0.3	0.3	5.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.7	0.0	31.8	36.1	0.0	28.9	9.6	7.1	4.4	11.0	14.2	0.0
LnGrp LOS	C	A	C	D	A	C	A	A	A	B	B	
Approach Vol, veh/h		263			140			1510			1090	A
Approach Delay, s/veh		32.6			32.2			7.3			14.1	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.4	47.6		19.1		60.0		19.1				
Change Period (Y+Rc), s	4.5	6.3		5.5		6.3		5.5				
Max Green Setting (Gmax), s	15.5	33.7		24.5		53.7		31.0				
Max Q Clear Time (g_c+I1), s	5.5	18.1		13.0		15.8		11.6				
Green Ext Time (p_c), s	0.4	6.8		0.4		11.6		1.2				

Intersection Summary			
HCM 6th Ctrl Delay		13.1	
HCM 6th LOS		B	

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	83	14	291	74	1023	10	299	129	701	445	87
Future Volume (veh/h)	57	83	14	291	74	1023	10	299	129	701	445	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	98	0	205	254	0	11	322	0	788	500	0
Peak Hour Factor	0.85	0.85	0.85	0.89	0.89	0.89	0.93	0.93	0.93	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	86	126		297	312		24	500		928	1405	
Arrive On Green	0.12	0.12	0.00	0.17	0.17	0.00	0.01	0.14	0.00	0.27	0.40	0.00
Sat Flow, veh/h	744	1089	1585	1781	1870	1585	1781	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	165	0	0	205	254	0	11	322	0	788	500	0
Grp Sat Flow(s),veh/h/ln	1833	0	1585	1781	1870	1585	1781	1777	1585	1728	1777	1585
Q Serve(g_s), s	6.4	0.0	0.0	7.9	9.6	0.0	0.4	6.3	0.0	15.8	7.2	0.0
Cycle Q Clear(g_c), s	6.4	0.0	0.0	7.9	9.6	0.0	0.4	6.3	0.0	15.8	7.2	0.0
Prop In Lane	0.41		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	212	0		297	312		24	500		928	1405	
V/C Ratio(X)	0.78	0.00		0.69	0.81		0.45	0.64		0.85	0.36	
Avail Cap(c_a), veh/h	364	0		354	371		232	1898		1160	2628	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.4	0.0	0.0	28.6	29.3	0.0	35.7	29.6	0.0	25.3	15.5	0.0
Incr Delay (d2), s/veh	6.0	0.0	0.0	4.5	11.3	0.0	12.5	1.4	0.0	5.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	0.0	3.6	5.0	0.0	0.3	2.6	0.0	6.5	2.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.4	0.0	0.0	33.1	40.6	0.0	48.2	31.0	0.0	30.4	15.7	0.0
LnGrp LOS	D	A		C	D		D	C		C	B	
Approach Vol, veh/h		165	A		459	A		333	A		1288	A
Approach Delay, s/veh		37.4			37.2			31.6			24.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.5	34.9		17.7	25.1	16.3		14.0
Change Period (Y+Rc), s	5.5	* 6		5.5	5.5	* 6		5.5
Max Green Setting (Gmax), s	9.5	* 54		14.5	24.5	* 39		14.5
Max Q Clear Time (g_c+I1), s	2.4	9.2		11.6	17.8	8.3		8.4
Green Ext Time (p_c), s	0.0	3.5		0.6	1.8	2.0		0.4

Intersection Summary		
HCM 6th Ctrl Delay		29.2
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

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

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

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	1	21	12	4	33	44	370	47	48	299	23
Future Vol, veh/h	17	1	21	12	4	33	44	370	47	48	299	23
Conflicting Peds, #/hr	3	0	2	2	0	3	2	0	1	16	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Yield
Storage Length	116	-	0	-	-	-	215	-	-	-	-	221
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	77	77	77	95	95	95	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	1	24	16	5	43	46	389	49	54	336	26

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	738	992	172	801	968	238	338	0	0	454	0	0
Stage 1	446	446	-	522	522	-	-	-	-	-	-	-
Stage 2	292	546	-	279	446	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	306	244	842	276	252	763	1218	-	-	1103	-	-
Stage 1	561	572	-	506	529	-	-	-	-	-	-	-
Stage 2	692	516	-	704	572	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	263	216	839	243	224	749	1216	-	-	1086	-	-
Mov Cap-2 Maneuver	372	316	-	351	328	-	-	-	-	-	-	-
Stage 1	539	535	-	480	501	-	-	-	-	-	-	-
Stage 2	619	489	-	639	535	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12	12.5	0.8	1.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1216	-	-	372	839	542	1086	-	-
HCM Lane V/C Ratio	0.038	-	-	0.051	0.028	0.117	0.05	-	-
HCM Control Delay (s)	8.1	-	-	15.2	9.4	12.5	8.5	0.2	-
HCM Lane LOS	A	-	-	C	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1	0.4	0.2	-	-

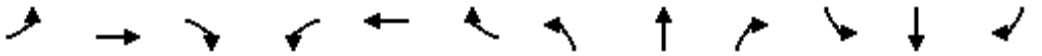
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	0	7	377	375	13
Future Vol, veh/h	11	0	7	377	375	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	79	79	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	0	9	477	399	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	663	207	413	0	-	0
Stage 1	406	-	-	-	-	-
Stage 2	257	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	394	799	1142	-	-	-
Stage 1	641	-	-	-	-	-
Stage 2	762	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	391	799	1142	-	-	-
Mov Cap-2 Maneuver	492	-	-	-	-	-
Stage 1	636	-	-	-	-	-
Stage 2	762	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.6	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1142	-	492	-	-
HCM Lane V/C Ratio	0.008	-	0.032	-	-
HCM Control Delay (s)	8.2	-	12.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	13	7	33	10	48	10	310	37	39	415	119
Future Volume (veh/h)	83	13	7	33	10	48	10	310	37	39	415	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	104	16	9	42	13	61	11	352	42	42	446	128
Peak Hour Factor	0.80	0.80	0.80	0.79	0.79	0.79	0.88	0.88	0.88	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	2	2	2
Cap, veh/h	259	177	99	305	45	211	580	1986	885	699	2114	942
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.02	0.56	0.56	0.05	0.59	0.59
Sat Flow, veh/h	1322	1122	631	1381	285	1338	1767	3526	1571	1781	3554	1584
Grp Volume(v), veh/h	104	0	25	42	0	74	11	352	42	42	446	128
Grp Sat Flow(s),veh/h/ln	1322	0	1754	1381	0	1623	1767	1763	1571	1781	1777	1584
Q Serve(g_s), s	5.2	0.0	0.8	1.9	0.0	2.8	0.2	3.4	0.8	0.6	4.0	2.5
Cycle Q Clear(g_c), s	8.0	0.0	0.8	2.7	0.0	2.8	0.2	3.4	0.8	0.6	4.0	2.5
Prop In Lane	1.00		0.36	1.00		0.82	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	259	0	276	305	0	256	580	1986	885	699	2114	942
V/C Ratio(X)	0.40	0.00	0.09	0.14	0.00	0.29	0.02	0.18	0.05	0.06	0.21	0.14
Avail Cap(c_a), veh/h	566	0	684	626	0	633	806	1986	885	871	2114	942
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.3	0.0	24.9	26.1	0.0	25.7	6.2	7.3	6.8	5.4	6.5	6.2
Incr Delay (d2), s/veh	1.0	0.0	0.1	0.2	0.0	0.6	0.0	0.2	0.1	0.0	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.3	0.6	0.0	1.1	0.1	1.0	0.2	0.2	1.2	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.3	0.0	25.1	26.3	0.0	26.4	6.2	7.5	6.9	5.5	6.7	6.5
LnGrp LOS	C	A	C	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		129			116			405			616	
Approach Delay, s/veh		29.3			26.3			7.4			6.6	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	47.2		15.9	8.3	45.0		15.9				
Change Period (Y+Rc), s	5.0	6.0		5.0	5.0	6.0		5.0				
Max Green Setting (Gmax), s	10.0	39.0		27.0	10.0	39.0		27.0				
Max Q Clear Time (g_c+I1), s	2.2	6.0		4.8	2.6	5.4		10.0				
Green Ext Time (p_c), s	0.0	3.4		0.5	0.0	2.4		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		11.0	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	51	375	9	44	732
Future Vol, veh/h	24	51	375	9	44	732
Conflicting Peds, #/hr	0	2	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	127	-	300	259	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	92	92	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	57	408	10	54	893

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	963	206	0	0	418	0
Stage 1	408	-	-	-	-	-
Stage 2	555	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	253	800	-	-	1138	-
Stage 1	640	-	-	-	-	-
Stage 2	539	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	241	798	-	-	1138	-
Mov Cap-2 Maneuver	368	-	-	-	-	-
Stage 1	640	-	-	-	-	-
Stage 2	514	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.7	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	368	798	1138	-
HCM Lane V/C Ratio	-	-	0.073	0.072	0.047	-
HCM Control Delay (s)	-	-	15.6	9.9	8.3	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	0.1	-

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	38	56	1355	37	40	1203
Future Vol, veh/h	38	56	1355	37	40	1203
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	188	191	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	95	95	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	64	1426	39	44	1337

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2183	713	0	0	1465	0
Stage 1	1426	-	-	-	-	-
Stage 2	757	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 39	374	-	-	457	-
Stage 1	188	-	-	-	-	-
Stage 2	424	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 35	374	-	-	457	-
Mov Cap-2 Maneuver	129	-	-	-	-	-
Stage 1	188	-	-	-	-	-
Stage 2	383	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	38.4	0	0.4
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	212	457	-
HCM Lane V/C Ratio	-	-	0.51	0.097	-
HCM Control Delay (s)	-	-	38.4	13.7	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	2.6	0.3	-

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

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	0	17	5	0	16	40	390	7	17	549	81
Future Vol, veh/h	13	0	17	5	0	16	40	390	7	17	549	81
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	91	-	136	287	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	58	58	59	59	59	86	86	86	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	0	29	8	0	27	47	453	8	18	597	88

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	998	1232	343	882	1268	227	685	0	0	461	0	0
Stage 1	677	677	-	547	547	-	-	-	-	-	-	-
Stage 2	321	555	-	335	721	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	198	176	653	241	167	776	904	-	-	1096	-	-
Stage 1	409	450	-	489	516	-	-	-	-	-	-	-
Stage 2	665	511	-	653	430	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	181	164	653	218	156	776	904	-	-	1096	-	-
Mov Cap-2 Maneuver	291	282	-	331	263	-	-	-	-	-	-	-
Stage 1	388	443	-	464	489	-	-	-	-	-	-	-
Stage 2	608	484	-	613	423	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.1	11.5	0.8	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	904	-	-	291	653	588	1096	-	-
HCM Lane V/C Ratio	0.051	-	-	0.077	0.045	0.061	0.017	-	-
HCM Control Delay (s)	9.2	-	-	18.4	10.8	11.5	8.3	-	-
HCM Lane LOS	A	-	-	C	B	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0.1	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	2

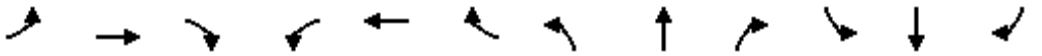
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	31	1301	63	53	1196
Future Vol, veh/h	34	31	1301	63	53	1196
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	215	240	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	77	77	95	95	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	40	1369	66	58	1300

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2135	685	0	0	1435	0
Stage 1	1369	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Critical Hdwy	6.29	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.67	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	58	335	-	-	240	-
Stage 1	146	-	-	-	-	-
Stage 2	408	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 44	335	-	-	240	-
Mov Cap-2 Maneuver	107	-	-	-	-	-
Stage 1	146	-	-	-	-	-
Stage 2	309	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	51.3	0	1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	158	240	-
HCM Lane V/C Ratio	-	-	0.534	0.24	-
HCM Control Delay (s)	-	-	51.3	24.7	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	2.7	0.9	-

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	27	223	53	8	57	64	999	90	35	1422	78
Future Volume (veh/h)	247	27	223	53	8	57	64	999	90	35	1422	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	266	29	240	58	9	63	70	1098	99	37	1497	0
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.91	0.91	0.91	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	391	47	386	215	54	379	245	2132	951	277	1692	
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.07	0.60	0.60	0.48	0.48	0.00
Sat Flow, veh/h	1328	174	1438	1110	202	1414	1781	3554	1585	468	3554	1585
Grp Volume(v), veh/h	266	0	269	58	0	72	70	1098	99	37	1497	0
Grp Sat Flow(s),veh/h/ln	1328	0	1612	1110	0	1616	1781	1777	1585	468	1777	1585
Q Serve(g_s), s	17.2	0.0	13.1	4.3	0.0	3.1	1.6	16.0	2.4	4.5	34.1	0.0
Cycle Q Clear(g_c), s	20.2	0.0	13.1	17.5	0.0	3.1	1.6	16.0	2.4	9.4	34.1	0.0
Prop In Lane	1.00		0.89	1.00		0.88	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	391	0	432	215	0	433	245	2132	951	277	1692	
V/C Ratio(X)	0.68	0.00	0.62	0.27	0.00	0.17	0.29	0.51	0.10	0.13	0.88	
Avail Cap(c_a), veh/h	495	0	558	222	0	442	422	2132	951	277	1692	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.8	0.0	28.8	36.4	0.0	25.1	17.6	10.4	7.6	16.3	21.2	0.0
Incr Delay (d2), s/veh	2.6	0.0	1.5	0.7	0.0	0.2	0.6	0.9	0.2	1.0	7.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	0.0	5.1	1.2	0.0	1.2	0.6	5.5	0.8	0.5	14.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	0.0	30.2	37.1	0.0	25.3	18.3	11.3	7.9	17.3	28.4	0.0
LnGrp LOS	D	A	C	D	A	C	B	B	A	B	C	
Approach Vol, veh/h		535			130			1267			1534	A
Approach Delay, s/veh		32.8			30.5			11.4			28.2	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.1	48.9		29.5		60.0		29.5				
Change Period (Y+Rc), s	4.5	6.3		5.5		6.3		5.5				
Max Green Setting (Gmax), s	15.5	33.7		24.5		53.7		31.0				
Max Q Clear Time (g_c+I1), s	3.6	36.1		19.5		18.0		22.2				
Green Ext Time (p_c), s	0.1	0.0		0.2		9.7		1.8				

Intersection Summary			
HCM 6th Ctrl Delay		22.8	
HCM 6th LOS		C	

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	97	32	101	51	535	35	444	197	1040	519	74
Future Volume (veh/h)	66	97	32	101	51	535	35	444	197	1040	519	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	113	0	84	95	0	38	477	0	1195	597	0
Peak Hour Factor	0.86	0.86	0.86	0.90	0.90	0.90	0.93	0.93	0.93	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	96	141		140	147		64	677		1084	1665	
Arrive On Green	0.13	0.13	0.00	0.08	0.08	0.00	0.04	0.19	0.00	0.31	0.47	0.00
Sat Flow, veh/h	743	1090	1585	1781	1870	1585	1781	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	190	0	0	84	95	0	38	477	0	1195	597	0
Grp Sat Flow(s),veh/h/ln	1833	0	1585	1781	1870	1585	1781	1777	1585	1728	1777	1585
Q Serve(g_s), s	7.9	0.0	0.0	3.6	3.9	0.0	1.6	9.8	0.0	24.5	8.4	0.0
Cycle Q Clear(g_c), s	7.9	0.0	0.0	3.6	3.9	0.0	1.6	9.8	0.0	24.5	8.4	0.0
Prop In Lane	0.41		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	237	0		140	147		64	677		1084	1665	
V/C Ratio(X)	0.80	0.00		0.60	0.65		0.59	0.70		1.10	0.36	
Avail Cap(c_a), veh/h	340	0		331	347		217	1775		1084	2458	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.0	0.0	0.0	34.8	34.9	0.0	37.1	29.5	0.0	26.8	13.3	0.0
Incr Delay (d2), s/veh	8.7	0.0	0.0	4.1	4.7	0.0	8.5	1.4	0.0	59.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	0.0	1.6	1.9	0.0	0.8	4.0	0.0	18.1	3.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	0.0	0.0	38.9	39.7	0.0	45.5	30.9	0.0	86.5	13.4	0.0
LnGrp LOS	D	A		D	D		D	C		F	B	
Approach Vol, veh/h		190	A		179	A		515	A		1792	A
Approach Delay, s/veh		41.7			39.3			32.0			62.2	
Approach LOS		D			D			C			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.3	42.6		11.6	30.0	20.9		15.6
Change Period (Y+Rc), s	5.5	* 6		5.5	5.5	* 6		5.5
Max Green Setting (Gmax), s	9.5	* 54		14.5	24.5	* 39		14.5
Max Q Clear Time (g_c+I1), s	13.6	10.4		5.9	26.5	11.8		9.9
Green Ext Time (p_c), s	0.0	4.3		0.4	0.0	3.1		0.4

Intersection Summary		
HCM 6th Ctrl Delay	53.4	
HCM 6th LOS	D	

Notes

User approved volume balancing among the lanes for turning movement.

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

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

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	0	58	26	0	36	21	425	19	20	496	9
Future Vol, veh/h	45	0	58	26	0	36	21	425	19	20	496	9
Conflicting Peds, #/hr	3	0	2	2	0	3	2	0	1	16	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Yield
Storage Length	116	-	0	-	-	-	215	-	-	-	-	221
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	82	82	82	79	79	79	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	58	0	75	32	0	44	27	538	24	24	605	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	981	-	307	973	1275	300	607	0	0	578	0	0
Stage 1	655	-	-	620	620	-	-	-	-	-	-	-
Stage 2	326	-	-	353	655	-	-	-	-	-	-	-
Critical Hdwy	7.54	-	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	-	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	-	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	-	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	204	0	689	207	166	696	967	-	-	992	-	-
Stage 1	421	0	-	442	478	-	-	-	-	-	-	-
Stage 2	661	0	-	637	461	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	181	-	686	172	153	683	965	-	-	977	-	-
Mov Cap-2 Maneuver	297	-	-	290	268	-	-	-	-	-	-	-
Stage 1	408	-	-	423	457	-	-	-	-	-	-	-
Stage 2	599	-	-	545	443	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.9	15	0.4	0.5
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	965	-	-	297	686	436	977	-	-
HCM Lane V/C Ratio	0.028	-	-	0.197	0.11	0.173	0.025	-	-
HCM Control Delay (s)	8.8	-	-	20.1	10.9	15	8.8	0.2	-
HCM Lane LOS	A	-	-	C	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.4	0.6	0.1	-	-

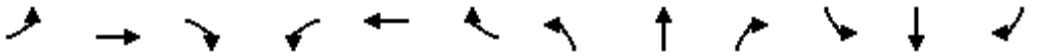
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	6	2	523	501	3
Future Vol, veh/h	10	6	2	523	501	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	190	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	67	67	84	84	77	77
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	15	9	2	623	651	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	969	328	655	0	-	0
Stage 1	653	-	-	-	-	-
Stage 2	316	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.16	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.23	-	-	-
Pot Cap-1 Maneuver	251	668	921	-	-	-
Stage 1	480	-	-	-	-	-
Stage 2	712	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	250	668	921	-	-	-
Mov Cap-2 Maneuver	368	-	-	-	-	-
Stage 1	479	-	-	-	-	-
Stage 2	712	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	921	-	443	-	-
HCM Lane V/C Ratio	0.003	-	0.054	-	-
HCM Control Delay (s)	8.9	-	13.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	35	10	161	26	180	5	374	205	151	300	29
Future Volume (veh/h)	116	35	10	161	26	180	5	374	205	151	300	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	127	38	11	237	38	265	6	425	233	199	395	38
Peak Hour Factor	0.91	0.91	0.91	0.68	0.68	0.68	0.88	0.88	0.88	0.76	0.76	0.76
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	2	2	2
Cap, veh/h	230	418	121	461	61	424	513	1547	690	506	1815	809
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.01	0.44	0.44	0.08	0.51	0.51
Sat Flow, veh/h	1076	1394	403	1355	202	1412	1767	3526	1572	1781	3554	1585
Grp Volume(v), veh/h	127	0	49	237	0	303	6	425	233	199	395	38
Grp Sat Flow(s),veh/h/ln	1076	0	1797	1355	0	1615	1767	1763	1572	1781	1777	1585
Q Serve(g_s), s	10.2	0.0	1.7	13.6	0.0	14.4	0.2	6.8	8.7	5.1	5.4	1.1
Cycle Q Clear(g_c), s	24.6	0.0	1.7	15.3	0.0	14.4	0.2	6.8	8.7	5.1	5.4	1.1
Prop In Lane	1.00		0.22	1.00		0.87	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	230	0	539	461	0	484	513	1547	690	506	1815	809
V/C Ratio(X)	0.55	0.00	0.09	0.51	0.00	0.63	0.01	0.27	0.34	0.39	0.22	0.05
Avail Cap(c_a), veh/h	234	0	546	466	0	491	696	1547	690	562	1815	809
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.4	0.0	22.4	27.9	0.0	26.8	13.6	15.9	16.4	11.1	12.0	10.9
Incr Delay (d2), s/veh	2.7	0.0	0.1	0.9	0.0	2.5	0.0	0.4	1.3	0.5	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.7	4.4	0.0	5.7	0.1	2.6	3.1	1.8	2.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.1	0.0	22.5	28.8	0.0	29.3	13.6	16.3	17.7	11.6	12.2	11.0
LnGrp LOS	D	A	C	C	A	C	B	B	B	B	B	B
Approach Vol, veh/h		176			540			664			632	
Approach Delay, s/veh		35.2			29.1			16.8			12.0	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	51.4		31.7	12.2	45.0		31.7				
Change Period (Y+Rc), s	5.0	6.0		5.0	5.0	6.0		5.0				
Max Green Setting (Gmax), s	10.0	39.0		27.0	10.0	39.0		27.0				
Max Q Clear Time (g_c+I1), s	2.2	7.4		17.3	7.1	10.7		26.6				
Green Ext Time (p_c), s	0.0	2.7		2.0	0.1	3.6		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		20.2	
HCM 6th LOS		C	

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	112	570	142	223	480
Future Vol, veh/h	26	112	570	142	223	480
Conflicting Peds, #/hr	0	2	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	127	-	300	259	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	77	77	89	89	86	86
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	34	145	640	160	259	558

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1437	322	0	0	800	0
Stage 1	640	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.14	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.22	-
Pot Cap-1 Maneuver	123	671	-	-	819	-
Stage 1	484	-	-	-	-	-
Stage 2	402	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	84	670	-	-	819	-
Mov Cap-2 Maneuver	195	-	-	-	-	-
Stage 1	484	-	-	-	-	-
Stage 2	275	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.8	0	3.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	195	670	819	-
HCM Lane V/C Ratio	-	-	0.173	0.217	0.317	-
HCM Control Delay (s)	-	-	27.3	11.9	11.4	-
HCM Lane LOS	-	-	D	B	B	-
HCM 95th %tile Q(veh)	-	-	0.6	0.8	1.4	-

Intersection	
Int Delay, s/veh	53.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	42	257	924	164	223	1532
Future Vol, veh/h	42	257	924	164	223	1532
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	188	191	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	57	57	89	89	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	451	1038	184	235	1613

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2315	519	0	0	1222	0
Stage 1	1038	-	-	-	-	-
Stage 2	1277	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 32	502	-	-	566	-
Stage 1	302	-	-	-	-	-
Stage 2	226	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 19	502	-	-	566	-
Mov Cap-2 Maneuver	91	-	-	-	-	-
Stage 1	302	-	-	-	-	-
Stage 2	132	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 361.8	0	2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	307	566	-
HCM Lane V/C Ratio	-	-	1.709	0.415	-
HCM Control Delay (s)	-	-	$ 361.8	15.8	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	33.1	2	-

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

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	2	0	13	8	670	21	35	463	12
Future Vol, veh/h	1	0	0	2	0	13	8	670	21	35	463	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	91	-	136	287	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	80	80	80	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	4	4	4
Mvmt Flow	2	0	0	4	0	26	10	838	26	40	526	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1052	1497	270	1201	1478	419	540	0	0	864	0	0
Stage 1	613	613	-	858	858	-	-	-	-	-	-	-
Stage 2	439	884	-	343	620	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.16	-	-	4.18	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.23	-	-	2.24	-	-
Pot Cap-1 Maneuver	181	121	728	140	125	583	1018	-	-	762	-	-
Stage 1	446	481	-	318	372	-	-	-	-	-	-	-
Stage 2	567	362	-	646	478	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	165	114	728	133	117	583	1018	-	-	762	-	-
Mov Cap-2 Maneuver	288	221	-	241	236	-	-	-	-	-	-	-
Stage 1	442	456	-	315	368	-	-	-	-	-	-	-
Stage 2	536	358	-	612	453	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.6	12.8	0.1	0.7
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1018	-	-	288	-	490	762	-	-
HCM Lane V/C Ratio	0.01	-	-	0.007	-	0.061	0.052	-	-
HCM Control Delay (s)	8.6	-	-	17.6	0	12.8	10	-	-
HCM Lane LOS	A	-	-	C	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0.2	0.2	-	-

Intersection	
Int Delay, s/veh	8.1

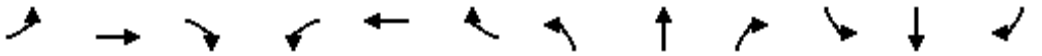
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	89	58	1052	28	19	1564
Future Vol, veh/h	89	58	1052	28	19	1564
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	215	240	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	77	77	89	89	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	116	75	1182	31	20	1646

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2045	591	0	0	1213	0
Stage 1	1182	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Critical Hdwy	6.29	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.67	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	~ 66	386	-	-	308	-
Stage 1	191	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 62	386	-	-	308	-
Mov Cap-2 Maneuver	137	-	-	-	-	-
Stage 1	191	-	-	-	-	-
Stage 2	340	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	129	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	184	308	-
HCM Lane V/C Ratio	-	-	1.038	0.065	-
HCM Control Delay (s)	-	-	129	17.5	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	8.9	0.2	-

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	10	131	60	15	53	204	1280	64	29	1113	241
Future Volume (veh/h)	104	10	131	60	15	53	204	1280	64	29	1113	241
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	12	152	71	18	63	224	1407	70	31	1197	0
Peak Hour Factor	0.86	0.86	0.86	0.84	0.84	0.84	0.91	0.91	0.91	0.93	0.93	0.93
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	271	21	265	196	66	232	392	2382	1063	252	1830	
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.10	0.67	0.67	0.52	0.52	0.00
Sat Flow, veh/h	1293	115	1455	1218	364	1273	1781	3554	1585	358	3554	1585
Grp Volume(v), veh/h	121	0	164	71	0	81	224	1407	70	31	1197	0
Grp Sat Flow(s),veh/h/ln	1293	0	1569	1218	0	1636	1781	1777	1585	358	1777	1585
Q Serve(g_s), s	7.1	0.0	7.6	4.5	0.0	3.4	4.2	17.3	1.2	4.1	19.7	0.0
Cycle Q Clear(g_c), s	10.5	0.0	7.6	12.2	0.0	3.4	4.2	17.3	1.2	9.0	19.7	0.0
Prop In Lane	1.00		0.93	1.00		0.78	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	271	0	286	196	0	298	392	2382	1063	252	1830	
V/C Ratio(X)	0.45	0.00	0.57	0.36	0.00	0.27	0.57	0.59	0.07	0.12	0.65	
Avail Cap(c_a), veh/h	535	0	607	346	0	500	560	2382	1063	252	1830	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.7	0.0	29.9	35.5	0.0	28.2	11.6	7.2	4.6	13.1	14.2	0.0
Incr Delay (d2), s/veh	1.2	0.0	1.8	1.1	0.0	0.5	1.3	1.1	0.1	1.0	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	2.9	1.4	0.0	1.3	1.3	5.0	0.3	0.4	7.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	0.0	31.7	36.6	0.0	28.7	12.9	8.3	4.7	14.0	16.0	0.0
LnGrp LOS	C	A	C	D	A	C	B	A	A	B	B	
Approach Vol, veh/h		285			152			1701			1228	A
Approach Delay, s/veh		32.6			32.4			8.7			16.0	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.4	47.6		20.1		60.0		20.1				
Change Period (Y+Rc), s	4.5	6.3		5.5		6.3		5.5				
Max Green Setting (Gmax), s	15.5	33.7		24.5		53.7		31.0				
Max Q Clear Time (g_c+I1), s	6.2	21.7		14.2		19.3		12.5				
Green Ext Time (p_c), s	0.4	6.6		0.4		13.5		1.3				

Intersection Summary			
HCM 6th Ctrl Delay		14.5	
HCM 6th LOS		B	

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	90	15	315	80	1108	11	337	145	790	501	98
Future Volume (veh/h)	62	90	15	315	80	1108	11	337	145	790	501	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	73	106	0	222	275	0	12	362	0	888	563	0
Peak Hour Factor	0.85	0.85	0.85	0.89	0.89	0.89	0.93	0.93	0.93	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	132		303	318		26	530		980	1485	
Arrive On Green	0.12	0.12	0.00	0.17	0.17	0.00	0.01	0.15	0.00	0.28	0.42	0.00
Sat Flow, veh/h	748	1085	1585	1781	1870	1585	1781	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	179	0	0	222	275	0	12	362	0	888	563	0
Grp Sat Flow(s),veh/h/ln	1833	0	1585	1781	1870	1585	1781	1777	1585	1728	1777	1585
Q Serve(g_s), s	7.8	0.0	0.0	9.6	11.7	0.0	0.5	7.9	0.0	20.2	8.9	0.0
Cycle Q Clear(g_c), s	7.8	0.0	0.0	9.6	11.7	0.0	0.5	7.9	0.0	20.2	8.9	0.0
Prop In Lane	0.41		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	223	0		303	318		26	530		980	1485	
V/C Ratio(X)	0.80	0.00		0.73	0.86		0.46	0.68		0.91	0.38	
Avail Cap(c_a), veh/h	326	0		316	332		207	1698		1037	2351	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.9	0.0	0.0	32.1	33.0	0.0	39.9	32.9	0.0	28.2	16.4	0.0
Incr Delay (d2), s/veh	8.8	0.0	0.0	8.1	19.8	0.0	12.2	1.6	0.0	11.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	0.0	4.7	6.8	0.0	0.3	3.3	0.0	9.2	3.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.6	0.0	0.0	40.2	52.8	0.0	52.1	34.5	0.0	39.2	16.6	0.0
LnGrp LOS	D	A		D	D		D	C		D	B	
Approach Vol, veh/h		179	A		497	A		374	A		1451	A
Approach Delay, s/veh		43.6			47.2			35.0			30.4	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.7	40.1		19.4	28.6	18.2		15.4
Change Period (Y+Rc), s	5.5	* 6		5.5	5.5	* 6		5.5
Max Green Setting (Gmax), s	9.5	* 54		14.5	24.5	* 39		14.5
Max Q Clear Time (g_c+I1), s	2.5	10.9		13.7	22.2	9.9		9.8
Green Ext Time (p_c), s	0.0	4.0		0.2	0.9	2.3		0.4

Intersection Summary		
HCM 6th Ctrl Delay	35.4	
HCM 6th LOS	D	

Notes

User approved volume balancing among the lanes for turning movement.

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

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

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	1	23	13	4	36	50	417	53	54	337	26
Future Vol, veh/h	18	1	23	13	4	36	50	417	53	54	337	26
Conflicting Peds, #/hr	3	0	2	2	0	3	2	0	1	16	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Yield
Storage Length	116	-	0	-	-	-	215	-	-	-	-	221
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	77	77	77	95	95	95	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	1	26	17	5	47	53	439	56	61	379	29

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	834	1120	194	903	1092	267	381	0	0	511	0	0
Stage 1	503	503	-	589	589	-	-	-	-	-	-	-
Stage 2	331	617	-	314	503	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	261	205	815	232	213	731	1174	-	-	1050	-	-
Stage 1	519	540	-	461	494	-	-	-	-	-	-	-
Stage 2	656	479	-	671	540	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	218	178	812	200	185	718	1172	-	-	1034	-	-
Mov Cap-2 Maneuver	330	279	-	309	292	-	-	-	-	-	-	-
Stage 1	495	497	-	433	465	-	-	-	-	-	-	-
Stage 2	577	451	-	597	497	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.7	13.3	0.8	1.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1172	-	-	330	812	500	1034	-	-
HCM Lane V/C Ratio	0.045	-	-	0.061	0.032	0.138	0.059	-	-
HCM Control Delay (s)	8.2	-	-	16.6	9.6	13.3	8.7	0.3	-
HCM Lane LOS	A	-	-	C	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1	0.5	0.2	-	-

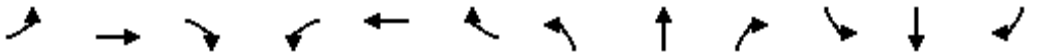
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	0	8	425	422	15
Future Vol, veh/h	12	0	8	425	422	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	79	79	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	0	10	538	449	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	746	233	465	0	-	0
Stage 1	457	-	-	-	-	-
Stage 2	289	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	349	769	1093	-	-	-
Stage 1	604	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	346	769	1093	-	-	-
Mov Cap-2 Maneuver	456	-	-	-	-	-
Stage 1	599	-	-	-	-	-
Stage 2	735	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1093	-	456	-	-
HCM Lane V/C Ratio	0.009	-	0.038	-	-
HCM Control Delay (s)	8.3	-	13.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	14	8	36	11	52	11	349	42	44	467	134
Future Volume (veh/h)	90	14	8	36	11	52	11	349	42	44	467	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	112	18	10	46	14	66	12	397	48	47	502	144
Peak Hour Factor	0.80	0.80	0.80	0.79	0.79	0.79	0.88	0.88	0.88	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	2	2	2
Cap, veh/h	265	188	104	313	47	223	539	1955	871	664	2090	931
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.02	0.55	0.55	0.05	0.59	0.59
Sat Flow, veh/h	1315	1128	627	1378	284	1339	1767	3526	1571	1781	3554	1584
Grp Volume(v), veh/h	112	0	28	46	0	80	12	397	48	47	502	144
Grp Sat Flow(s),veh/h/ln	1315	0	1755	1378	0	1624	1767	1763	1571	1781	1777	1584
Q Serve(g_s), s	5.7	0.0	1.0	2.1	0.0	3.0	0.2	4.0	1.0	0.8	4.8	2.9
Cycle Q Clear(g_c), s	8.8	0.0	1.0	3.0	0.0	3.0	0.2	4.0	1.0	0.8	4.8	2.9
Prop In Lane	1.00		0.36	1.00		0.82	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	265	0	292	313	0	270	539	1955	871	664	2090	931
V/C Ratio(X)	0.42	0.00	0.10	0.15	0.00	0.30	0.02	0.20	0.06	0.07	0.24	0.15
Avail Cap(c_a), veh/h	550	0	674	613	0	623	759	1955	871	826	2090	931
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	0.0	24.8	26.1	0.0	25.7	6.5	7.9	7.2	5.7	6.9	6.6
Incr Delay (d2), s/veh	1.1	0.0	0.1	0.2	0.0	0.6	0.0	0.2	0.1	0.0	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.4	0.7	0.0	1.2	0.1	1.3	0.3	0.2	1.4	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.6	0.0	25.0	26.3	0.0	26.3	6.5	8.1	7.3	5.8	7.2	6.9
LnGrp LOS	C	A	C	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		140			126			457			693	
Approach Delay, s/veh		29.5			26.3			8.0			7.1	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.3	47.4		16.7	8.6	45.0		16.7				
Change Period (Y+Rc), s	5.0	6.0		5.0	5.0	6.0		5.0				
Max Green Setting (Gmax), s	10.0	39.0		27.0	10.0	39.0		27.0				
Max Q Clear Time (g_c+I1), s	2.2	6.8		5.0	2.8	6.0		10.8				
Green Ext Time (p_c), s	0.0	3.9		0.5	0.0	2.7		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			11.3									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	55	422	10	50	825
Future Vol, veh/h	26	55	422	10	50	825
Conflicting Peds, #/hr	0	2	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	127	-	300	259	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	92	92	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	62	459	11	61	1006

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1084	232	0	0	470	0
Stage 1	459	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	211	770	-	-	1088	-
Stage 1	603	-	-	-	-	-
Stage 2	496	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	199	769	-	-	1088	-
Mov Cap-2 Maneuver	329	-	-	-	-	-
Stage 1	603	-	-	-	-	-
Stage 2	468	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	329	769	1088	-
HCM Lane V/C Ratio	-	-	0.089	0.08	0.056	-
HCM Control Delay (s)	-	-	17	10.1	8.5	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.3	0.2	-

Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	41	61	1526	42	45	1355
Future Vol, veh/h	41	61	1526	42	45	1355
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	188	191	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	95	95	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	70	1606	44	50	1506

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2459	803	0	0	1650	0
Stage 1	1606	-	-	-	-	-
Stage 2	853	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 25	326	-	-	387	-
Stage 1	150	-	-	-	-	-
Stage 2	378	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 22	326	-	-	387	-
Mov Cap-2 Maneuver	103	-	-	-	-	-
Stage 1	150	-	-	-	-	-
Stage 2	329	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	60.3	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	174	387	-
HCM Lane V/C Ratio	-	-	0.674	0.129	-
HCM Control Delay (s)	-	-	60.3	15.7	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	4	0.4	-

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

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	0	18	5	0	17	45	439	8	19	618	91
Future Vol, veh/h	14	0	18	5	0	17	45	439	8	19	618	91
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	91	-	136	287	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	58	58	59	59	59	86	86	86	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	0	31	8	0	29	52	510	9	21	672	99

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1123	1387	386	992	1427	255	771	0	0	519	0	0
Stage 1	764	764	-	614	614	-	-	-	-	-	-	-
Stage 2	359	623	-	378	813	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	160	142	612	200	134	744	840	-	-	1043	-	-
Stage 1	362	411	-	446	481	-	-	-	-	-	-	-
Stage 2	632	476	-	616	390	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	144	130	612	178	123	744	840	-	-	1043	-	-
Mov Cap-2 Maneuver	252	248	-	291	228	-	-	-	-	-	-	-
Stage 1	340	403	-	418	451	-	-	-	-	-	-	-
Stage 2	570	446	-	573	382	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.4	12	0.9	0.2
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	840	-	-	252	612	550	1043	-	-
HCM Lane V/C Ratio	0.062	-	-	0.096	0.051	0.068	0.02	-	-
HCM Control Delay (s)	9.6	-	-	20.8	11.2	12	8.5	-	-
HCM Lane LOS	A	-	-	C	B	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0.2	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	3.3

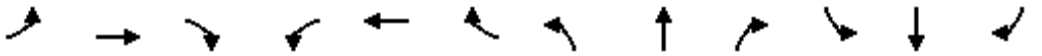
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	34	1466	71	60	1347
Future Vol, veh/h	37	34	1466	71	60	1347
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	215	240	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	77	77	95	95	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	44	1543	75	65	1464

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2405	772	0	0	1618	0
Stage 1	1543	-	-	-	-	-
Stage 2	862	-	-	-	-	-
Critical Hdwy	6.29	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.67	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	~ 39	294	-	-	195	-
Stage 1	113	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 26	294	-	-	195	-
Mov Cap-2 Maneuver	80	-	-	-	-	-
Stage 1	113	-	-	-	-	-
Stage 2	243	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	92.2	0	1.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	123	195	-
HCM Lane V/C Ratio	-	-	0.75	0.334	-
HCM Control Delay (s)	-	-	92.2	32.5	-
HCM Lane LOS	-	-	F	D	-
HCM 95th %tile Q(veh)	-	-	4.3	1.4	-

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	12	10	99	17	122	9	285	64	57	347	86
Future Volume (veh/h)	69	12	10	99	17	122	9	285	64	57	347	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		0.95	0.98		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	95	16	14	198	34	244	10	310	70	70	428	106
Peak Hour Factor	0.73	0.73	0.73	0.50	0.50	0.50	0.92	0.92	0.92	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	2	2	2
Cap, veh/h	215	246	215	439	53	379	496	1671	706	611	1852	787
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.01	0.48	0.48	0.06	0.52	0.52
Sat Flow, veh/h	1099	919	804	1375	197	1413	1753	3497	1478	1781	3554	1509
Grp Volume(v), veh/h	95	0	30	198	0	278	10	310	70	70	428	106
Grp Sat Flow(s),veh/h/ln	1099	0	1722	1375	0	1610	1753	1749	1478	1781	1777	1509
Q Serve(g_s), s	6.8	0.0	1.1	10.2	0.0	12.5	0.2	4.1	2.1	1.5	5.4	3.0
Cycle Q Clear(g_c), s	19.3	0.0	1.1	11.3	0.0	12.5	0.2	4.1	2.1	1.5	5.4	3.0
Prop In Lane	1.00		0.47	1.00		0.88	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	215	0	461	439	0	431	496	1671	706	611	1852	787
V/C Ratio(X)	0.44	0.00	0.07	0.45	0.00	0.64	0.02	0.19	0.10	0.11	0.23	0.13
Avail Cap(c_a), veh/h	284	0	570	525	0	533	685	1671	706	725	1852	787
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	0.0	22.3	26.5	0.0	26.4	10.6	12.2	11.7	9.0	10.6	10.1
Incr Delay (d2), s/veh	1.4	0.0	0.1	0.7	0.0	1.9	0.0	0.2	0.3	0.1	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.4	3.3	0.0	4.8	0.1	1.5	0.7	0.5	1.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	0.0	22.3	27.2	0.0	28.3	10.6	12.5	12.0	9.1	10.9	10.4
LnGrp LOS	D	A	C	C	A	C	B	B	B	A	B	B
Approach Vol, veh/h		125			476			390			604	
Approach Delay, s/veh		33.0			27.9			12.3			10.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	48.6		26.9	9.8	45.0		26.9				
Change Period (Y+Rc), s	5.0	6.0		5.0	5.0	6.0		5.0				
Max Green Setting (Gmax), s	10.0	39.0		27.0	10.0	39.0		27.0				
Max Q Clear Time (g_c+I1), s	2.2	7.4		14.5	3.5	6.1		21.3				
Green Ext Time (p_c), s	0.0	3.2		2.0	0.1	2.2		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		17.9	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	4.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	57	142	409	50	67	440
Future Vol, veh/h	57	142	409	50	67	440
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	127	-	300	259	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	73	73	87	87
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	114	284	560	68	77	506

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	967	280	0	0	628	0
Stage 1	560	-	-	-	-	-
Stage 2	407	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.14	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.22	-
Pot Cap-1 Maneuver	250	714	-	-	950	-
Stage 1	533	-	-	-	-	-
Stage 2	638	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	230	714	-	-	950	-
Mov Cap-2 Maneuver	359	-	-	-	-	-
Stage 1	533	-	-	-	-	-
Stage 2	586	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.1	0	1.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	359	714	950	-
HCM Lane V/C Ratio	-	-	0.318	0.398	0.081	-
HCM Control Delay (s)	-	-	19.6	13.3	9.1	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	1.3	1.9	0.3	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	55	1238	20	16	937
Future Vol, veh/h	22	55	1238	20	16	937
Conflicting Peds, #/hr	0	2	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	188	191	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	71	71	91	91	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	77	1360	22	17	986

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1887	682	0	0	1382	0
Stage 1	1360	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	62	392	-	-	492	-
Stage 1	204	-	-	-	-	-
Stage 2	557	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	60	391	-	-	492	-
Mov Cap-2 Maneuver	156	-	-	-	-	-
Stage 1	204	-	-	-	-	-
Stage 2	538	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26.6	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	273	492	-
HCM Lane V/C Ratio	-	-	0.397	0.034	-
HCM Control Delay (s)	-	-	26.6	12.6	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	1.8	0.1	-

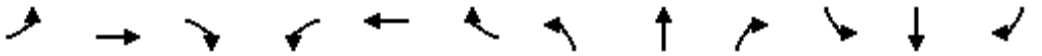
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	0	6	11	1	27	7	430	12	14	472	6
Future Vol, veh/h	8	0	6	11	1	27	7	430	12	14	472	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	91	-	136	287	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	58	58	50	50	50	73	73	73	93	93	93
Heavy Vehicles, %	2	2	2	47	47	47	3	3	3	2	2	2
Mvmt Flow	14	0	10	22	2	54	10	589	16	15	508	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	857	1166	257	893	1153	295	514	0	0	605	0	0
Stage 1	541	541	-	609	609	-	-	-	-	-	-	-
Stage 2	316	625	-	284	544	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	8.44	7.44	7.84	4.16	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	7.44	6.44	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	7.44	6.44	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.97	4.47	3.77	2.23	-	-	2.22	-	-
Pot Cap-1 Maneuver	251	193	742	176	140	584	1041	-	-	969	-	-
Stage 1	493	519	-	354	386	-	-	-	-	-	-	-
Stage 2	670	475	-	587	419	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	222	188	742	170	137	584	1041	-	-	969	-	-
Mov Cap-2 Maneuver	343	305	-	268	241	-	-	-	-	-	-	-
Stage 1	488	511	-	350	382	-	-	-	-	-	-	-
Stage 2	599	470	-	570	413	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.3	15.3	0.1	0.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1041	-	-	343	742	427	969	-	-
HCM Lane V/C Ratio	0.009	-	-	0.04	0.014	0.183	0.016	-	-
HCM Control Delay (s)	8.5	-	-	15.9	9.9	15.3	8.8	-	-
HCM Lane LOS	A	-	-	C	A	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0.7	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	13	11	107	18	132	10	321	72	64	391	97
Future Volume (veh/h)	75	13	11	107	18	132	10	321	72	64	391	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		0.95	0.98		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	103	18	15	214	36	264	11	349	78	79	483	120
Peak Hour Factor	0.73	0.73	0.73	0.50	0.50	0.50	0.92	0.92	0.92	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	2	2	2
Cap, veh/h	216	268	224	457	55	404	454	1624	685	575	1807	766
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.02	0.46	0.46	0.06	0.51	0.51
Sat Flow, veh/h	1078	942	785	1372	193	1417	1753	3497	1476	1781	3554	1507
Grp Volume(v), veh/h	103	0	33	214	0	300	11	349	78	79	483	120
Grp Sat Flow(s),veh/h/ln	1078	0	1726	1372	0	1610	1753	1749	1476	1781	1777	1507
Q Serve(g_s), s	7.8	0.0	1.2	11.3	0.0	13.8	0.3	5.0	2.5	1.8	6.5	3.6
Cycle Q Clear(g_c), s	21.6	0.0	1.2	12.5	0.0	13.8	0.3	5.0	2.5	1.8	6.5	3.6
Prop In Lane	1.00		0.45	1.00		0.88	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	216	0	492	457	0	459	454	1624	685	575	1807	766
V/C Ratio(X)	0.48	0.00	0.07	0.47	0.00	0.65	0.02	0.21	0.11	0.14	0.27	0.16
Avail Cap(c_a), veh/h	256	0	555	508	0	518	634	1624	685	680	1807	766
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.9	0.0	21.9	26.4	0.0	26.4	11.4	13.4	12.7	9.8	11.7	11.0
Incr Delay (d2), s/veh	1.6	0.0	0.1	0.7	0.0	2.5	0.0	0.3	0.3	0.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.5	3.7	0.0	5.4	0.1	1.8	0.8	0.6	2.4	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.5	0.0	21.9	27.2	0.0	28.9	11.5	13.7	13.1	9.9	12.1	11.5
LnGrp LOS	D	A	C	C	A	C	B	B	B	A	B	B
Approach Vol, veh/h		136			514			438			682	
Approach Delay, s/veh		33.7			28.2			13.5			11.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	48.7		28.9	10.0	45.0		28.9				
Change Period (Y+Rc), s	5.0	6.0		5.0	5.0	6.0		5.0				
Max Green Setting (Gmax), s	10.0	39.0		27.0	10.0	39.0		27.0				
Max Q Clear Time (g_c+I1), s	2.3	8.5		15.8	3.8	7.0		23.6				
Green Ext Time (p_c), s	0.0	3.6		2.0	0.1	2.5		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		18.6	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	4.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	62	154	461	56	75	496
Future Vol, veh/h	62	154	461	56	75	496
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	127	-	300	259	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	73	73	87	87
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	124	308	632	77	86	570

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1089	316	0	0	709	0
Stage 1	632	-	-	-	-	-
Stage 2	457	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.14	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.22	-
Pot Cap-1 Maneuver	208	677	-	-	886	-
Stage 1	489	-	-	-	-	-
Stage 2	601	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	188	677	-	-	886	-
Mov Cap-2 Maneuver	320	-	-	-	-	-
Stage 1	489	-	-	-	-	-
Stage 2	543	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.1	0	1.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	320	677	886	-
HCM Lane V/C Ratio	-	-	0.388	0.455	0.097	-
HCM Control Delay (s)	-	-	23.2	14.7	9.5	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	1.8	2.4	0.3	-

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	60	1395	23	18	1056
Future Vol, veh/h	24	60	1395	23	18	1056
Conflicting Peds, #/hr	0	2	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	188	191	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	71	71	91	91	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	85	1533	25	19	1112

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2127	769	0	0	1558	0
Stage 1	1533	-	-	-	-	-
Stage 2	594	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	43	344	-	-	421	-
Stage 1	164	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	41	343	-	-	421	-
Mov Cap-2 Maneuver	126	-	-	-	-	-
Stage 1	164	-	-	-	-	-
Stage 2	491	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	36.1	0	0.2
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	230	421	-
HCM Lane V/C Ratio	-	-	0.514	0.045	-
HCM Control Delay (s)	-	-	36.1	14	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	2.7	0.1	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	0	6	12	1	29	8	484	14	16	532	7
Future Vol, veh/h	9	0	6	12	1	29	8	484	14	16	532	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	91	-	136	287	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	58	58	50	50	50	73	73	73	93	93	93
Heavy Vehicles, %	2	2	2	47	47	47	3	3	3	2	2	2
Mvmt Flow	16	0	10	24	2	58	11	663	19	17	572	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	965	1314	290	1005	1299	332	580	0	0	682	0	0
Stage 1	610	610	-	685	685	-	-	-	-	-	-	-
Stage 2	355	704	-	320	614	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	8.44	7.44	7.84	4.16	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	7.44	6.44	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	7.44	6.44	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.97	4.47	3.77	2.23	-	-	2.22	-	-
Pot Cap-1 Maneuver	209	157	707	142	111	549	983	-	-	907	-	-
Stage 1	448	483	-	314	351	-	-	-	-	-	-	-
Stage 2	635	438	-	555	384	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	181	152	707	137	108	549	983	-	-	907	-	-
Mov Cap-2 Maneuver	304	271	-	235	212	-	-	-	-	-	-	-
Stage 1	443	474	-	311	347	-	-	-	-	-	-	-
Stage 2	558	433	-	537	377	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.6	16.9	0.1	0.3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	983	-	-	304	707	387	907	-	-
HCM Lane V/C Ratio	0.011	-	-	0.051	0.015	0.217	0.019	-	-
HCM Control Delay (s)	8.7	-	-	17.5	10.2	16.9	9	-	-
HCM Lane LOS	A	-	-	C	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0.8	0.1	-	-