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# Appendix H – Build 2040 Synchro and Sim Traffic Reports

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Lanes, Volumes, Timings  
1: US 17 & Kings River Rd

2040 Build - MD Peak



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	21	124	121	1469	4	1442	42
Future Volume (vph)	21	124	121	1469	4	1442	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200		250		100
Storage Lanes	1	0	1		1		1
Taper Length (ft)	100		100		100		
Right Turn on Red		Yes					Yes
Link Speed (mph)	35			45		45	
Link Distance (ft)	502			675		813	
Travel Time (s)	9.8			10.2		12.3	
Peak Hour Factor	0.92	0.92	0.97	0.97	0.92	0.92	0.92
Heavy Vehicles (%)	0%	5%	4%	6%	0%	6%	7%
Shared Lane Traffic (%)							
Lane Group Flow (vph)	158	0	125	1514	4	1567	46
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	12			36		36	
Link Offset(ft)	0			0		0	
Crosswalk Width(ft)	16			16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9		9
Turn Type	Prot		pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	8		1	6	5	2	8
Permitted Phases			6		2		2
Detector Phase	8		1	6	5	2	8
Switch Phase							
Minimum Initial (s)	7.0		12.0	5.0	7.0	12.0	7.0
Minimum Split (s)	24.0		24.0	24.0	24.0	24.0	24.0
Total Split (s)	24.0		24.0	72.0	24.0	72.0	24.0
Total Split (%)	20.0%		20.0%	60.0%	20.0%	60.0%	20.0%
Maximum Green (s)	18.0		18.0	66.0	18.0	66.0	18.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None		Min	Min	Min	Min	None
Walk Time (s)				7.0		7.0	
Flash Dont Walk (s)				11.0		11.0	
Pedestrian Calls (#/hr)				0		0	
Act Effct Green (s)	8.7		66.6	54.2	56.1	48.9	63.8
Actuated g/C Ratio	0.10		0.75	0.61	0.63	0.55	0.72
v/c Ratio	0.57		0.38	0.73	0.01	0.83	0.04
Control Delay	19.5		13.2	14.2	3.5	20.9	1.5
Queue Delay	0.0		0.0	0.0	0.0	0.0	0.0

Lanes, Volumes, Timings  
1: US 17 & Kings River Rd

2040 Build - MD Peak

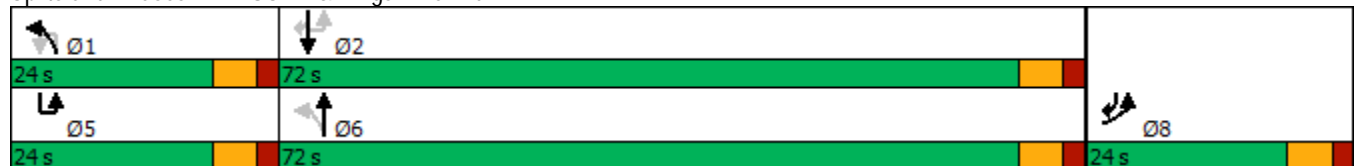


Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Total Delay	19.5		13.2	14.2	3.5	20.9	1.5
LOS	B		B	B	A	C	A
Approach Delay	19.5			14.1		20.3	
Approach LOS	B			B		C	
Queue Length 50th (ft)	12		12	259	1	329	2
Queue Length 95th (ft)	78		73	401	3	507	9
Internal Link Dist (ft)	422			595		733	
Turn Bay Length (ft)			200		250		100
Base Capacity (vph)	440		436	2637	497	2599	1258
Starvation Cap Reductn	0		0	0	0	0	0
Spillback Cap Reductn	0		0	0	0	0	0
Storage Cap Reductn	0		0	0	0	0	0
Reduced v/c Ratio	0.36		0.29	0.57	0.01	0.60	0.04

Intersection Summary

















Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	88.5
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.83
Intersection Signal Delay:	17.3
Intersection LOS:	B
Intersection Capacity Utilization:	73.7%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 1: US 17 & Kings River Rd



Lanes, Volumes, Timings  
2: US 17 & S Causeway Rd

2040 Build - MD Peak

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations				 		 	 
Traffic Volume (vph)	183	139	2	1584	141	121	1634
Future Volume (vph)	183	139	2	1584	141	121	1634
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	75	0		350	250	
Storage Lanes	1	1	0		1	1	
Taper Length (ft)	100		100			100	
Right Turn on Red		Yes			Yes		
Link Speed (mph)	40			45			45
Link Distance (ft)	582			691			1150
Travel Time (s)	9.9			10.5			17.4
Peak Hour Factor	0.90	0.90	0.97	0.97	0.97	0.94	0.94
Heavy Vehicles (%)	3%	8%	0%	5%	2%	4%	6%
Shared Lane Traffic (%)							
Lane Group Flow (vph)	203	154	0	1635	145	129	1738
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	Left	Left
Median Width(ft)	12			16			16
Link Offset(ft)	0			0			0
Crosswalk Width(ft)	16			16			16
Two way Left Turn Lane				Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9		9	15	
Turn Type	Prot	Free	Perm	NA	Free	pm+pt	NA
Protected Phases	4			6		5	2
Permitted Phases		Free	6		Free	2	
Detector Phase	4		6	6		5	2
Switch Phase							
Minimum Initial (s)	8.0		15.0	15.0		6.0	15.0
Minimum Split (s)	34.0		22.0	22.0		15.0	22.0
Total Split (s)	42.0		139.0	139.0		19.0	158.0
Total Split (%)	21.0%		69.5%	69.5%		9.5%	79.0%
Maximum Green (s)	36.1		132.5	132.5		13.1	151.5
Yellow Time (s)	3.6		5.0	5.0		3.6	5.0
All-Red Time (s)	2.3		1.5	1.5		2.3	1.5
Lost Time Adjust (s)	0.0			0.0		0.0	0.0
Total Lost Time (s)	5.9			6.5		5.9	6.5
Lead/Lag			Lag	Lag		Lead	
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0		6.0	6.0		3.0	6.0
Recall Mode	None		C-Min	C-Min		None	C-Min
Walk Time (s)	7.0						
Flash Dont Walk (s)	21.0						
Pedestrian Calls (#/hr)	0						
Act Effct Green (s)	28.2	200.0		144.3	200.0	160.0	159.4
Actuated g/C Ratio	0.14	1.00		0.72	1.00	0.80	0.80
v/c Ratio	0.82	0.10		0.69	0.09	0.59	0.64
Control Delay	108.4	0.1		18.6	0.1	17.8	2.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0

Lanes, Volumes, Timings  
 2: US 17 & S Causeway Rd

2040 Build - MD Peak



Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Total Delay	108.4	0.1		18.6	0.1	17.8	2.7
LOS	F	A		B	A	B	A
Approach Delay	61.7			17.1			3.7
Approach LOS	E			B			A
Queue Length 50th (ft)	264	0		589	0	11	19
Queue Length 95th (ft)	353	0		818	0	m21	352
Internal Link Dist (ft)	502			611			1070
Turn Bay Length (ft)		75			350	250	
Base Capacity (vph)	316	1495		2364	1583	247	2714
Starvation Cap Reductn	0	0		0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0
Reduced v/c Ratio	0.64	0.10		0.69	0.09	0.52	0.64

Intersection Summary

Area Type: Other  
 Cycle Length: 200  
 Actuated Cycle Length: 200  
 Offset: 126 (63%), Referenced to phase 2:SBTL and 6:NBTU, Start of Yellow  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.82  
 Intersection Signal Delay: 14.8  
 Intersection LOS: B  
 Intersection Capacity Utilization 114.9%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: US 17 & S Causeway Rd



Lanes, Volumes, Timings  
3: US 17 & Petigru Dr/Alston Rd

2040 Build - MD Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	158	20	244	15	38	35	3	159	1842	26	2	45
Future Volume (vph)	158	20	244	15	38	35	3	159	1842	26	2	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		125	125		0		300		0		150
Storage Lanes	1		0	1		0		1		0		1
Taper Length (ft)	100			100				100				100
Right Turn on Red			Yes			Yes				Yes		
Link Speed (mph)		35			30				45			
Link Distance (ft)		451			511				3678			
Travel Time (s)		8.8			11.6				55.7			
Peak Hour Factor	0.84	0.84	0.84	0.73	0.73	0.73	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	0%	1%	0%	0%	4%	0%	2%	5%	0%	0%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	188	314	0	21	100	0	0	172	1988	0	0	50
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Turn Type	Perm	NA		Perm	NA		custom	pm+pt	NA		pm+pt	pm+pt
Protected Phases		8			4			1	6		5	5
Permitted Phases	8			4			1	6			2	2
Detector Phase	8	8		4	4		1	1	6		5	5
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0	15.0		7.0	7.0
Minimum Split (s)	16.0	16.0		39.0	39.0		17.0	17.0	29.0		15.0	15.0
Total Split (s)	44.0	44.0		44.0	44.0		25.0	25.0	141.0		15.0	15.0
Total Split (%)	22.0%	22.0%		22.0%	22.0%		12.5%	12.5%	70.5%		7.5%	7.5%
Maximum Green (s)	38.2	38.2		38.2	38.2		18.7	18.7	134.7		9.0	9.0
Yellow Time (s)	3.2	3.2		3.2	3.2		4.3	4.3	4.3		4.0	4.0
All-Red Time (s)	2.6	2.6		2.6	2.6		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.8	5.8		5.8	5.8			6.3	6.3			6.0
Lead/Lag							Lead	Lead	Lead		Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	2.6		3.0	3.0
Recall Mode	None	None		None	None		None	None	C-Min		None	None
Walk Time (s)				7.0	7.0				7.0			
Flash Dont Walk (s)				26.0	26.0				15.0			
Pedestrian Calls (#/hr)				0	0				0			
Act Effct Green (s)	35.0	35.0		35.0	35.0			132.5	132.5			129.0
Actuated g/C Ratio	0.18	0.18		0.18	0.18			0.66	0.66			0.64
v/c Ratio	0.93	0.76		0.57	0.31			0.88	0.87			0.27
Control Delay	127.3	51.1		125.4	58.3			103.5	22.6			39.3
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0

Lanes, Volumes, Timings  
 3: US 17 & Petigru Dr/Alston Rd

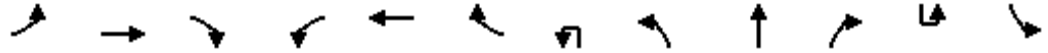
2040 Build - MD Peak



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1861	77
Future Volume (vph)	1861	77
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		375
Storage Lanes		1
Taper Length (ft)		
Right Turn on Red		Yes
Link Speed (mph)	45	
Link Distance (ft)	554	
Travel Time (s)	8.4	
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	5%	2%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1980	82
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Turn Type	NA	Perm
Protected Phases	2	
Permitted Phases		2
Detector Phase	2	2
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	30.0	30.0
Total Split (s)	131.0	131.0
Total Split (%)	65.5%	65.5%
Maximum Green (s)	124.7	124.7
Yellow Time (s)	4.3	4.3
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.6	2.6
Recall Mode	C-Min	C-Min
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	16.0	16.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	128.7	128.7
Actuated g/C Ratio	0.64	0.64
v/c Ratio	0.90	0.08
Control Delay	24.7	2.5
Queue Delay	0.0	0.0

Lanes, Volumes, Timings  
 3: US 17 & Petigru Dr/Alston Rd

2040 Build - MD Peak

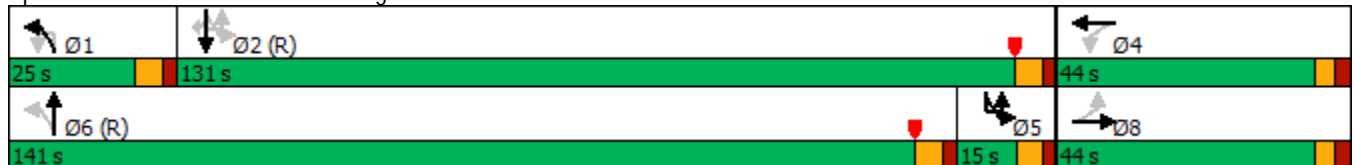


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Total Delay	127.3	51.1		125.4	58.3			103.5	22.6			39.3
LOS	F	D		F	E			F	C			D
Approach Delay		79.6			69.9				29.1			
Approach LOS		E			E				C			
Queue Length 50th (ft)	243	204		25	90			163	1023			15
Queue Length 95th (ft)	#350	288		51	119			#316	553			m23
Internal Link Dist (ft)		371			431				3598			
Turn Bay Length (ft)	125			125				300				150
Base Capacity (vph)	220	435		41	347			202	2405			187
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.85	0.72		0.51	0.29			0.85	0.83			0.27

Intersection Summary

Area Type: Other  
 Cycle Length: 200  
 Actuated Cycle Length: 200  
 Offset: 199 (100%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow  
 Natural Cycle: 140  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.93  
 Intersection Signal Delay: 33.2  
 Intersection LOS: C  
 Intersection Capacity Utilization 91.9%  
 ICU Level of Service F  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: US 17 & Petigru Dr/Alston Rd







Lane Group	SBT	SBR
Total Delay	24.7	2.5
LOS	C	A
Approach Delay	24.2	
Approach LOS	C	
Queue Length 50th (ft)	1133	5
Queue Length 95th (ft)	1216	m7
Internal Link Dist (ft)	474	
Turn Bay Length (ft)		375
Base Capacity (vph)	2212	1040
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.90	0.08
<b>Intersection Summary</b>		

Lanes, Volumes, Timings  
41: US 17 & Waverly Rd

2040 Build - MD Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗↗		↖						↖↖	↗
Traffic Volume (vph)	0	0	485	0	133	0	0	0	0	0	2042	209
Future Volume (vph)	0	0	485	0	133	0	0	0	0	0	2042	209
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		125	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		520			214			922			249	
Travel Time (s)		10.1			5.8			14.0			3.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	527	0	145	0	0	0	0	0	2220	227
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Perm		NA						NA	Perm
Protected Phases					4						2	
Permitted Phases			8									2
Detector Phase			8		4						2	2
Switch Phase												
Minimum Initial (s)			7.0		7.0						12.0	12.0
Minimum Split (s)			24.0		24.0						24.0	24.0
Total Split (s)			50.0		50.0						150.0	150.0
Total Split (%)			25.0%		25.0%						75.0%	75.0%
Maximum Green (s)			44.0		44.0						144.0	144.0
Yellow Time (s)			4.0		4.0						4.0	4.0
All-Red Time (s)			2.0		2.0						2.0	2.0
Lost Time Adjust (s)			0.0		0.0						0.0	0.0
Total Lost Time (s)			6.0		6.0						6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)			3.0		3.0						3.0	3.0
Recall Mode			None		None						C-Max	C-Max
Walk Time (s)			7.0		7.0						7.0	7.0
Flash Dont Walk (s)			11.0		11.0						11.0	11.0
Pedestrian Calls (#/hr)			0		0						0	0
Act Effct Green (s)			40.0		40.0						148.0	148.0
Actuated g/C Ratio			0.20		0.20						0.74	0.74
v/c Ratio			0.91		0.39						0.85	0.19
Control Delay			93.9		75.4						11.3	0.5
Queue Delay			0.0		0.0						0.0	0.0
Total Delay			93.9		75.4						11.3	0.5

Lanes, Volumes, Timings  
41: US 17 & Waverly Rd

2040 Build - MD Peak

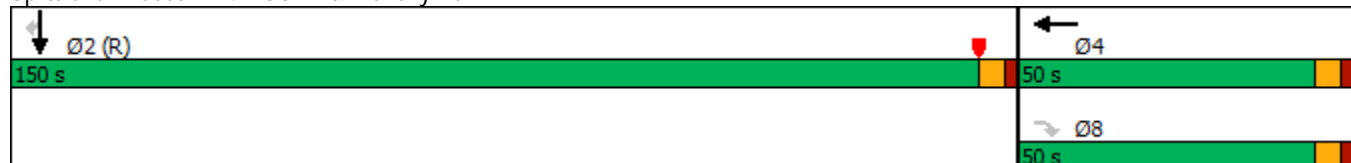


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS			F		E						B	A
Approach Delay		93.9			75.4						10.3	
Approach LOS		F			E						B	
Queue Length 50th (ft)			368		182						905	7
Queue Length 95th (ft)			447		m220						870	m11
Internal Link Dist (ft)		440			134			842			169	
Turn Bay Length (ft)			125									
Base Capacity (vph)			635		409						2618	1207
Starvation Cap Reductn			0		0						0	0
Spillback Cap Reductn			0		0						0	0
Storage Cap Reductn			0		0						0	0
Reduced v/c Ratio			0.83		0.35						0.85	0.19

Intersection Summary

Area Type: Other  
 Cycle Length: 200  
 Actuated Cycle Length: 200  
 Offset: 6 (3%), Referenced to phase 2:SBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.91  
 Intersection Signal Delay: 27.5  
 Intersection LOS: C  
 Intersection Capacity Utilization 138.6%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 41: US 17 & Waverly Rd



Lanes, Volumes, Timings  
42: US 17 & Waverly U-turn

2040 Build - MD Peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	296	0	0	2063	0	0
Future Volume (vph)	296	0	0	2063	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Right Turn on Red	Yes	Yes				Yes
Link Speed (mph)	25			45	45	
Link Distance (ft)	69			282	715	
Travel Time (s)	1.9			4.3	10.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	322	0	0	2242	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type	Prot			NA		
Protected Phases	8			6		
Permitted Phases						
Detector Phase	8			6		
Switch Phase						
Minimum Initial (s)	7.0			12.0		
Minimum Split (s)	24.0			24.0		
Total Split (s)	50.0			150.0		
Total Split (%)	25.0%			75.0%		
Maximum Green (s)	44.0			144.0		
Yellow Time (s)	4.0			4.0		
All-Red Time (s)	2.0			2.0		
Lost Time Adjust (s)	0.0			0.0		
Total Lost Time (s)	6.0			6.0		
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0			3.0		
Recall Mode	None			C-Max		
Walk Time (s)	7.0			7.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	38.9			149.1		
Actuated g/C Ratio	0.19			0.75		
v/c Ratio	0.90			0.85		
Control Delay	97.0			11.3		
Queue Delay	0.0			0.0		
Total Delay	97.0			11.3		
LOS	F			B		
Approach Delay	97.0			11.3		
Approach LOS	F			B		

Lanes, Volumes, Timings  
42: US 17 & Waverly U-turn

2040 Build - MD Peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	398			178		
Queue Length 95th (ft)	m492			187		
Internal Link Dist (ft)	1			202	635	
Turn Bay Length (ft)						
Base Capacity (vph)	401			2638		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			0		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.80			0.85		

Intersection Summary













Area Type: Other  
 Cycle Length: 200  
 Actuated Cycle Length: 200  
 Offset: 12 (6%), Referenced to phase 6:NBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 22.1  
 Intersection LOS: C  
 Intersection Capacity Utilization 83.4%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 42: US 17 & Waverly U-turn



Lanes, Volumes, Timings  
43: US 17 & N Causeway Rd

2040 Build - MD Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑				↗↗		↑↑	↖			
Traffic Volume (vph)	0	176	0	0	0	384	0	2021	205	0	0	0
Future Volume (vph)	0	176	0	0	0	384	0	2021	205	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		225	0		0	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		264			404			209			685	
Travel Time (s)		7.2			11.0			3.2			10.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	191	0	0	0	417	0	2197	223	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA				Perm		NA	Perm			
Protected Phases		8						6				
Permitted Phases						4			6			
Detector Phase		8				4		6	6			
Switch Phase												
Minimum Initial (s)		5.0				5.0		5.0	5.0			
Minimum Split (s)		24.0				24.0		24.0	24.0			
Total Split (s)		44.0				44.0		156.0	156.0			
Total Split (%)		22.0%				22.0%		78.0%	78.0%			
Maximum Green (s)		38.0				38.0		150.0	150.0			
Yellow Time (s)		4.0				4.0		4.0	4.0			
All-Red Time (s)		2.0				2.0		2.0	2.0			
Lost Time Adjust (s)		0.0				0.0		0.0	0.0			
Total Lost Time (s)		6.0				6.0		6.0	6.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0				3.0		3.0	3.0			
Recall Mode		None				None		C-Max	C-Max			
Walk Time (s)		7.0				7.0		7.0	7.0			
Flash Dont Walk (s)		11.0				11.0		11.0	11.0			
Pedestrian Calls (#/hr)		0				0		0	0			
Act Effct Green (s)		32.3				32.3		155.7	155.7			
Actuated g/C Ratio		0.16				0.16		0.78	0.78			
v/c Ratio		0.64				0.87		0.80	0.18			
Control Delay		98.2				93.1		5.8	0.2			
Queue Delay		0.0				0.0		0.0	0.0			
Total Delay		98.2				93.1		5.8	0.2			

Lanes, Volumes, Timings  
43: US 17 & N Causeway Rd

2040 Build - MD Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		F				F		A	A			
Approach Delay		98.2				93.1		5.2				
Approach LOS		F			F			A				
Queue Length 50th (ft)		248				284		218	1			
Queue Length 95th (ft)		m268				350		312	m0			
Internal Link Dist (ft)		184				324		129			605	
Turn Bay Length (ft)								225				
Base Capacity (vph)		353				558		2755	1266			
Starvation Cap Reductn		0				0		0	0			
Spillback Cap Reductn		0				0		0	0			
Storage Cap Reductn		0				0		0	0			
Reduced v/c Ratio		0.54				0.75		0.80	0.18			

Intersection Summary

Area Type: Other  
 Cycle Length: 200  
 Actuated Cycle Length: 200  
 Offset: 22 (11%), Referenced to phase 6:NBT, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.87  
 Intersection Signal Delay: 23.2  
 Intersection LOS: C  
 Intersection Capacity Utilization 136.9%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 43: US 17 & N Causeway Rd



Lanes, Volumes, Timings  
44: US 17 & N Causeway U-turn

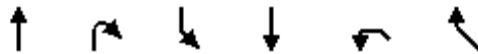
2040 Build - MD Peak

	↑	↖	↙	↓	↘	↗
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations				↑↑	↖	
Traffic Volume (vph)	0	0	0	2373	199	0
Future Volume (vph)	0	0	0	2373	199	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Right Turn on Red		Yes			Yes	Yes
Link Speed (mph)	45			45	25	
Link Distance (ft)	434			252	83	
Travel Time (s)	6.6			3.8	2.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	2579	216	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Turn Type				NA	Prot	
Protected Phases				2	4	
Permitted Phases						
Detector Phase				2	4	
Switch Phase						
Minimum Initial (s)				12.0	7.0	
Minimum Split (s)				24.0	24.0	
Total Split (s)				165.0	35.0	
Total Split (%)				82.5%	17.5%	
Maximum Green (s)				159.0	29.0	
Yellow Time (s)				4.0	4.0	
All-Red Time (s)				2.0	2.0	
Lost Time Adjust (s)				0.0	0.0	
Total Lost Time (s)				6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)				3.0	3.0	
Recall Mode				C-Max	None	
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				11.0	11.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)				161.5	26.5	
Actuated g/C Ratio				0.81	0.13	
v/c Ratio				0.90	0.88	
Control Delay				7.5	99.6	
Queue Delay				0.0	0.0	
Total Delay				7.5	99.6	
LOS				A	F	
Approach Delay				7.5	99.6	
Approach LOS				A	F	



Lanes, Volumes, Timings  
 44: US 17 & N Causeway U-turn

2040 Build - MD Peak



Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Queue Length 50th (ft)				1844	272	
Queue Length 95th (ft)				m57	m#365	
Internal Link Dist (ft)	354			172	3	
Turn Bay Length (ft)						
Base Capacity (vph)				2857	267	
Starvation Cap Reductn				0	0	
Spillback Cap Reductn				0	0	
Storage Cap Reductn				0	0	
Reduced v/c Ratio				0.90	0.81	

Intersection Summary




















Area Type: Other  
 Cycle Length: 200  
 Actuated Cycle Length: 200  
 Offset: 196 (98%), Referenced to phase 2:SBT, Start of Yellow  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 14.6  
 Intersection LOS: B  
 Intersection Capacity Utilization 134.9%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 44: US 17 & N Causeway U-turn



Lanes, Volumes, Timings  
5: US 17 & Martin Luther King Rd/Brown Ln

2040 Build - MD Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	215	2	55	3	0	3	3	20	2095	2	5	0
Future Volume (vph)	215	2	55	3	0	3	3	20	2095	2	5	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		150	0		0		175		175		200
Storage Lanes	0		1	0		0		1		1		1
Taper Length (ft)	100			100				100				100
Right Turn on Red			Yes			Yes				Yes		
Link Speed (mph)		40			25				45			
Link Distance (ft)		698			290				6838			
Travel Time (s)		11.9			7.9				103.6			
Peak Hour Factor	0.84	0.84	0.84	0.33	0.33	0.33	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	258	65	0	18	0	0	24	2160	2	0	5
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				16			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Turn Type	Perm	NA	pm+ov	Perm	NA		pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases		8	1!		4		1!	1	6		5	5
Permitted Phases	8		8	4			6!	6		6	2	2
Detector Phase	8	8	1	4	4		1	1	6	6	5	5
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0	15.0	15.0	10.0	10.0
Minimum Split (s)	44.0	44.0	17.0	23.0	23.0		17.0	17.0	23.0	23.0	17.0	17.0
Total Split (s)	44.0	44.0	17.0	44.0	44.0		17.0	17.0	139.0	139.0	17.0	17.0
Total Split (%)	22.0%	22.0%	8.5%	22.0%	22.0%		8.5%	8.5%	69.5%	69.5%	8.5%	8.5%
Maximum Green (s)	37.6	37.6	10.6	39.0	39.0		10.6	10.6	131.8	131.8	10.6	10.6
Yellow Time (s)	4.4	4.4	4.4	3.0	3.0		4.4	4.4	5.2	5.2	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		6.4	6.4		5.0			6.4	7.2	7.2		6.4
Lead/Lag			Lag				Lag	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?			Yes				Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	None	C-Min	C-Min	None	None
Walk Time (s)	7.0	7.0							7.0	7.0		
Flash Dont Walk (s)	29.0	29.0							8.0	8.0		
Pedestrian Calls (#/hr)	0	0							0	0		
Act Effct Green (s)		37.6	54.2		39.0				148.3	145.4	145.4	141.1
Actuated g/C Ratio		0.19	0.27		0.20				0.74	0.73	0.73	0.71
v/c Ratio		1.04	0.14		0.06				0.18	0.86	0.00	0.04
Control Delay		143.6	36.6		0.3				21.4	17.2	0.0	7.2
Queue Delay		0.0	0.0		0.0				0.0	0.0	0.0	0.0

Lanes, Volumes, Timings  
 5: US 17 & Martin Luther King Rd/Brown Ln

2040 Build - MD Peak



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	2260	173
Future Volume (vph)	2260	173
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Right Turn on Red		Yes
Link Speed (mph)	45	
Link Distance (ft)	5154	
Travel Time (s)	78.1	
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	5%	4%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2330	178
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Turn Type	NA	Perm
Protected Phases	2	
Permitted Phases		2
Detector Phase	2	2
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	35.0	35.0
Total Split (s)	139.0	139.0
Total Split (%)	69.5%	69.5%
Maximum Green (s)	131.8	131.8
Yellow Time (s)	5.2	5.2
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.2	7.2
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Min	C-Min
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	20.0	20.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	132.2	132.2
Actuated g/C Ratio	0.66	0.66
v/c Ratio	1.03	0.17
Control Delay	48.0	8.3
Queue Delay	0.0	0.0

Lanes, Volumes, Timings  
 5: US 17 & Martin Luther King Rd/Brown Ln

2040 Build - MD Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Total Delay		143.6	36.6		0.3			21.4	17.2	0.0		7.2
LOS		F	D		A			C	B	A		A
Approach Delay		122.1			0.3				17.3			
Approach LOS		F			A				B			
Queue Length 50th (ft)		-365	42		0			6	607	0		1
Queue Length 95th (ft)		#509	81		0			m10	1215	m0		m1
Internal Link Dist (ft)		618			210				6758			
Turn Bay Length (ft)			150					175		175		200
Base Capacity (vph)		247	426		315			135	2523	1188		133
Starvation Cap Reductn		0	0		0			0	0	0		0
Spillback Cap Reductn		0	0		0			0	0	0		0
Storage Cap Reductn		0	0		0			0	0	0		0
Reduced v/c Ratio		1.04	0.15		0.06			0.18	0.86	0.00		0.04

Intersection Summary

Area Type: Other  
 Cycle Length: 200  
 Actuated Cycle Length: 200  
 Offset: 65 (33%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.04  
 Intersection Signal Delay: 37.8  
 Intersection LOS: D  
 Intersection Capacity Utilization 94.6%  
 ICU Level of Service F  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.  
 ! Phase conflict between lane groups.

Splits and Phases: 5: US 17 & Martin Luther King Rd/Brown Ln












Ø2 (R)	Ø1	Ø4
139 s	17 s	44 s
Ø6 (R)	Ø5	Ø8
139 s	17 s	44 s



Lane Group	SBT	SBR
Total Delay	48.0	8.3
LOS	D	A
Approach Delay	45.1	
Approach LOS	D	
Queue Length 50th (ft)	~1709	33
Queue Length 95th (ft)	#1816	m47
Internal Link Dist (ft)	5074	
Turn Bay Length (ft)		150
Base Capacity (vph)	2271	1044
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.03	0.17
<b>Intersection Summary</b>		

Lanes, Volumes, Timings  
6: US 17 & Litchfield Dr

2040 Build - MD Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		 	 			
Traffic Volume (vph)	0	318	2213	305	0	0
Future Volume (vph)	0	318	2213	305	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	200		175	0	
Storage Lanes	0	1		1	0	
Taper Length (ft)	100				100	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	25		45			45
Link Distance (ft)	925		692			1073
Travel Time (s)	25.2		10.5			16.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	346	2405	332	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Turn Type		Perm	NA	Perm		
Protected Phases			2			
Permitted Phases		8		2		
Detector Phase		8	2	2		
Switch Phase						
Minimum Initial (s)		7.0	12.0	12.0		
Minimum Split (s)		24.0	24.0	24.0		
Total Split (s)		38.0	162.0	162.0		
Total Split (%)		19.0%	81.0%	81.0%		
Maximum Green (s)		32.0	156.0	156.0		
Yellow Time (s)		4.0	4.0	4.0		
All-Red Time (s)		2.0	2.0	2.0		
Lost Time Adjust (s)		0.0	0.0	0.0		
Total Lost Time (s)		6.0	6.0	6.0		
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0	3.0		
Recall Mode		None	C-Max	C-Max		
Walk Time (s)		7.0	7.0	7.0		
Flash Dont Walk (s)		11.0	11.0	11.0		
Pedestrian Calls (#/hr)		0	0	0		
Act Effect Green (s)		27.5	160.5	160.5		
Actuated g/C Ratio		0.14	0.80	0.80		
v/c Ratio		0.85	0.85	0.25		
Control Delay		96.3	5.9	0.5		
Queue Delay		0.0	1.2	0.5		
Total Delay		96.3	7.1	1.0		

Lanes, Volumes, Timings  
6: US 17 & Litchfield Dr

2040 Build - MD Peak

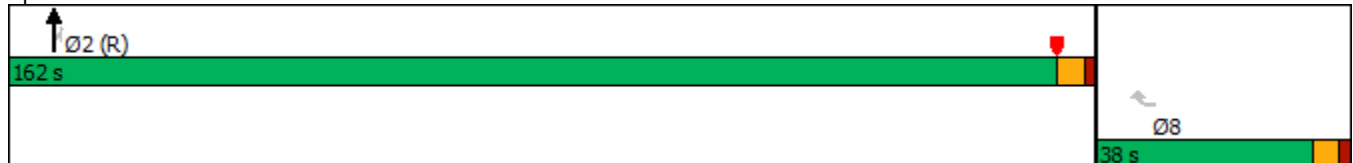


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
LOS		F	A	A		
Approach Delay	96.3		6.4			
Approach LOS	F		A			
Queue Length 50th (ft)		236	245	6		
Queue Length 95th (ft)		301	428	m4		
Internal Link Dist (ft)	845		612			993
Turn Bay Length (ft)		200		175		
Base Capacity (vph)		469	2839	1304		
Starvation Cap Reductn		0	228	591		
Spillback Cap Reductn		0	0	0		
Storage Cap Reductn		0	0	0		
Reduced v/c Ratio		0.74	0.92	0.47		

Intersection Summary

Area Type: Other  
 Cycle Length: 200  
 Actuated Cycle Length: 200  
 Offset: 160 (80%), Referenced to phase 2:NBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.85  
 Intersection Signal Delay: 16.5  
 Intersection Capacity Utilization 82.3%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service E  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: US 17 & Litchfield Dr



Lanes, Volumes, Timings  
61: US 17

2040 Build - MD Peak



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	246	0	0	0	0	2395
Future Volume (vph)	246	0	0	0	0	2395
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Right Turn on Red	Yes	Yes		Yes		
Link Speed (mph)	30		45			45
Link Distance (ft)	77		722			335
Travel Time (s)	1.8		10.9			5.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	267	0	0	0	0	2603
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot					NA
Protected Phases	8					6
Permitted Phases						
Detector Phase	8					6
Switch Phase						
Minimum Initial (s)	7.0					12.0
Minimum Split (s)	24.0					24.0
Total Split (s)	39.0					161.0
Total Split (%)	19.5%					80.5%
Maximum Green (s)	33.0					155.0
Yellow Time (s)	4.0					4.0
All-Red Time (s)	2.0					2.0
Lost Time Adjust (s)	0.0					0.0
Total Lost Time (s)	6.0					6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0					3.0
Recall Mode	None					C-Max
Walk Time (s)	7.0					7.0
Flash Dont Walk (s)	11.0					11.0
Pedestrian Calls (#/hr)	0					0
Act Effct Green (s)	31.5					156.5
Actuated g/C Ratio	0.16					0.78
v/c Ratio	0.93					0.94
Control Delay	110.5					18.6
Queue Delay	0.0					0.6
Total Delay	110.5					19.2
LOS	F					B
Approach Delay	110.5					19.2
Approach LOS	F					B





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	329					1254
Queue Length 95th (ft)	m#397					m1262
Internal Link Dist (ft)	1		642			255
Turn Bay Length (ft)						
Base Capacity (vph)	301					2768
Starvation Cap Reductn	0					0
Spillback Cap Reductn	0					33
Storage Cap Reductn	0					0
Reduced v/c Ratio	0.89					0.95

**Intersection Summary**










Area Type: Other  
 Cycle Length: 200  
 Actuated Cycle Length: 200  
 Offset: 0 (0%), Referenced to phase 6:SBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.94  
 Intersection Signal Delay: 27.7  
 Intersection LOS: C  
 Intersection Capacity Utilization 138.1%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 61: US 17



Lanes, Volumes, Timings  
7: US 17 & Country Club dr

2040 Build - MD Peak

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	0	2506	135	0	144
Future Volume (vph)	0	0	2506	135	0	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			100	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	100				100	
Right Turn on Red				Yes		Yes
Link Speed (mph)		45	45		25	
Link Distance (ft)		325	722		782	
Travel Time (s)		4.9	10.9		21.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	2724	147	0	157
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type			NA	Perm		Perm
Protected Phases			6			
Permitted Phases				6		4
Detector Phase			6	6		4
Switch Phase						
Minimum Initial (s)			12.0	12.0		7.0
Minimum Split (s)			24.0	24.0		24.0
Total Split (s)			172.0	172.0		28.0
Total Split (%)			86.0%	86.0%		14.0%
Maximum Green (s)			166.0	166.0		22.0
Yellow Time (s)			4.0	4.0		4.0
All-Red Time (s)			2.0	2.0		2.0
Lost Time Adjust (s)			0.0	0.0		0.0
Total Lost Time (s)			6.0	6.0		6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)			3.0	3.0		3.0
Recall Mode			C-Max	C-Max		None
Walk Time (s)			7.0	7.0		7.0
Flash Dont Walk (s)			11.0	11.0		11.0
Pedestrian Calls (#/hr)			0	0		0
Act Effect Green (s)			167.2	167.2		20.8
Actuated g/C Ratio			0.84	0.84		0.10
v/c Ratio			0.92	0.11		0.89
Control Delay			5.4	0.6		122.6
Queue Delay			1.3	0.0		0.0
Total Delay			6.7	0.6		122.6

Lanes, Volumes, Timings  
 7: US 17 & Country Club dr

2040 Build - MD Peak



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
LOS			A	A		F
Approach Delay			6.3		122.6	
Approach LOS			A		F	
Queue Length 50th (ft)			210	5		191
Queue Length 95th (ft)			218	m5		#329
Internal Link Dist (ft)		245	642		702	
Turn Bay Length (ft)				100		
Base Capacity (vph)			2958	1332		187
Starvation Cap Reductn			99	0		0
Spillback Cap Reductn			0	0		0
Storage Cap Reductn			0	0		0
Reduced v/c Ratio			0.95	0.11		0.84

Intersection Summary

Area Type: Other  
 Cycle Length: 200  
 Actuated Cycle Length: 200  
 Offset: 8 (4%), Referenced to phase 6:SBT, Start of Yellow  
 Natural Cycle: 120  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.92  
 Intersection Signal Delay: 12.4  
 Intersection LOS: B  
 Intersection Capacity Utilization 88.2%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: US 17 & Country Club dr



Lanes, Volumes, Timings  
71: US 17

2040 Build - MD Peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	228	0	0	2290	0	0
Future Volume (vph)	228	0	0	2290	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Right Turn on Red	Yes	Yes				Yes
Link Speed (mph)	30			45	45	
Link Distance (ft)	66			236	692	
Travel Time (s)	1.5			3.6	10.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	248	0	0	2489	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type	Prot			NA		
Protected Phases	4			2		
Permitted Phases						
Detector Phase	4			2		
Switch Phase						
Minimum Initial (s)	7.0			12.0		
Minimum Split (s)	24.0			24.0		
Total Split (s)	40.0			160.0		
Total Split (%)	20.0%			80.0%		
Maximum Green (s)	34.0			154.0		
Yellow Time (s)	4.0			4.0		
All-Red Time (s)	2.0			2.0		
Lost Time Adjust (s)	0.0			0.0		
Total Lost Time (s)	6.0			6.0		
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0			3.0		
Recall Mode	None			C-Max		
Walk Time (s)	7.0			7.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	30.4			157.6		
Actuated g/C Ratio	0.15			0.79		
v/c Ratio	0.89			0.89		
Control Delay	88.3			8.6		
Queue Delay	0.0			0.4		
Total Delay	88.3			9.0		
LOS	F			A		
Approach Delay	88.3			9.0		
Approach LOS	F			A		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	305			305		
Queue Length 95th (ft)	m337			m202		
Internal Link Dist (ft)	1			156	612	
Turn Bay Length (ft)						
Base Capacity (vph)	311			2788		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			57		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.80			0.91		

**Intersection Summary**

Area Type: Other  
 Cycle Length: 200  
 Actuated Cycle Length: 200  
 Offset: 152 (76%), Referenced to phase 2:NBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.89  
 Intersection Signal Delay: 16.2  
 Intersection LOS: B  
 Intersection Capacity Utilization 138.8%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 71: US 17



Lanes, Volumes, Timings  
81: US 17 & Willbrook Blvd

2040 Build - MD Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗↗		↖						↖↖	↗
Traffic Volume (vph)	0	0	766	0	321	0	0	0	0	0	1978	365
Future Volume (vph)	0	0	766	0	321	0	0	0	0	0	1978	365
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		150
Storage Lanes	0		2	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		519			340			783			296	
Travel Time (s)		10.1			9.3			11.9			4.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	833	0	349	0	0	0	0	0	2150	397
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Perm		NA						NA	Perm
Protected Phases					8						6	
Permitted Phases			4									6
Detector Phase			4		8						6	6
Switch Phase												
Minimum Initial (s)			7.0		7.0						12.0	12.0
Minimum Split (s)			24.0		24.0						23.0	23.0
Total Split (s)			35.0		35.0						65.0	65.0
Total Split (%)			35.0%		35.0%						65.0%	65.0%
Maximum Green (s)			29.0		29.0						61.0	61.0
Yellow Time (s)			4.0		4.0						2.0	2.0
All-Red Time (s)			2.0		2.0						2.0	2.0
Lost Time Adjust (s)			0.0		0.0						0.0	0.0
Total Lost Time (s)			6.0		6.0						4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)			3.0		3.0						3.0	3.0
Recall Mode			None		None						C-Max	C-Max
Walk Time (s)			7.0		7.0						7.0	7.0
Flash Dont Walk (s)			11.0		11.0						11.0	11.0
Pedestrian Calls (#/hr)			0		0						0	0
Act Effct Green (s)			29.0		29.0						61.0	61.0
Actuated g/C Ratio			0.29		0.29						0.61	0.61
v/c Ratio			1.02		0.65						1.00	0.38
Control Delay			71.7		39.1						26.5	1.6
Queue Delay			0.0		0.0						0.0	0.0
Total Delay			71.7		39.1						26.5	1.6

Lanes, Volumes, Timings  
81: US 17 & Willbrook Blvd

2040 Build - MD Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS			E		D						C	A
Approach Delay		71.7			39.1						22.6	
Approach LOS		E			D						C	
Queue Length 50th (ft)			~306		218						684	21
Queue Length 95th (ft)			#451		m227						#861	m16
Internal Link Dist (ft)		439			260			703			216	
Turn Bay Length (ft)												150
Base Capacity (vph)			818		540						2158	1054
Starvation Cap Reductn			0		0						0	0
Spillback Cap Reductn			0		0						0	0
Storage Cap Reductn			0		0						0	0
Reduced v/c Ratio			1.02		0.65						1.00	0.38

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 45 (45%), Referenced to phase 6:SBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.02  
 Intersection Signal Delay: 35.1  
 Intersection LOS: D  
 Intersection Capacity Utilization 143.0%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 81: US 17 & Willbrook Blvd



Lanes, Volumes, Timings  
82: US 17

2040 Build - MD Peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙↘			↑↑		
Traffic Volume (vph)	494	0	0	2193	0	0
Future Volume (vph)	494	0	0	2193	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Right Turn on Red	Yes	Yes				Yes
Link Speed (mph)	30			45	45	
Link Distance (ft)	78			247	470	
Travel Time (s)	1.8			3.7	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	537	0	0	2384	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type	Prot			NA		
Protected Phases	4			2		
Permitted Phases						
Detector Phase	4			2		
Switch Phase						
Minimum Initial (s)	7.0			12.0		
Minimum Split (s)	24.0			24.0		
Total Split (s)	24.0			76.0		
Total Split (%)	24.0%			76.0%		
Maximum Green (s)	18.0			70.0		
Yellow Time (s)	4.0			4.0		
All-Red Time (s)	2.0			2.0		
Lost Time Adjust (s)	0.0			0.0		
Total Lost Time (s)	6.0			6.0		
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0			3.0		
Recall Mode	None			C-Max		
Walk Time (s)	7.0			7.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	17.5			70.5		
Actuated g/C Ratio	0.18			0.70		
v/c Ratio	0.87			0.96		
Control Delay	36.6			20.3		
Queue Delay	0.0			2.8		
Total Delay	36.6			23.1		
LOS	D			C		
Approach Delay	36.6			23.1		
Approach LOS	D			C		





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	161			713		
Queue Length 95th (ft)	m161			990		
Internal Link Dist (ft)	1			167	390	
Turn Bay Length (ft)						
Base Capacity (vph)	634			2493		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			66		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.85			0.98		

**Intersection Summary**













Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 25 (25%), Referenced to phase 2:NBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.96  
 Intersection Signal Delay: 25.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 84.7%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 82: US 17



Lanes, Volumes, Timings  
83: US 17 & Retreat Beach Cir

2040 Build - MD Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑				↗↗		↑↑	↗			
Traffic Volume (vph)	0	49	0	0	0	217	0	2205	161	0	0	0
Future Volume (vph)	0	49	0	0	0	217	0	2205	161	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		294			354			335			760	
Travel Time (s)		8.0			9.7			5.1			11.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	0	236	0	2397	175	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA				Perm		NA	Perm			
Protected Phases		4						2				
Permitted Phases						8			2			
Detector Phase		4				8		2	2			
Switch Phase												
Minimum Initial (s)		7.0				7.0		12.0	12.0			
Minimum Split (s)		24.0				24.0		24.0	24.0			
Total Split (s)		24.0				24.0		76.0	76.0			
Total Split (%)		24.0%				24.0%		76.0%	76.0%			
Maximum Green (s)		18.0				18.0		70.0	70.0			
Yellow Time (s)		4.0				4.0		4.0	4.0			
All-Red Time (s)		2.0				2.0		2.0	2.0			
Lost Time Adjust (s)		0.0				0.0		0.0	0.0			
Total Lost Time (s)		6.0				6.0		6.0	6.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0				3.0		3.0	3.0			
Recall Mode		None				None		C-Max	C-Max			
Walk Time (s)		7.0				7.0		7.0	7.0			
Flash Dont Walk (s)		11.0				11.0		11.0	11.0			
Pedestrian Calls (#/hr)		0				0		0	0			
Act Effct Green (s)		12.6				12.6		75.4	75.4			
Actuated g/C Ratio		0.13				0.13		0.75	0.75			
v/c Ratio		0.23				0.62		0.90	0.14			
Control Delay		38.1				42.4		7.9	0.4			
Queue Delay		0.0				0.0		0.9	0.0			
Total Delay		38.1				42.4		8.8	0.4			
LOS		D				D		A	A			
Approach Delay		38.1			42.4			8.3				
Approach LOS		D			D			A				

Lanes, Volumes, Timings  
 83: US 17 & Retreat Beach Cir

2040 Build - MD Peak

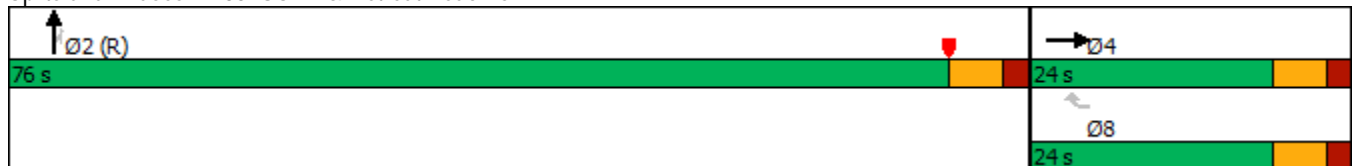


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		33				70		204	2			
Queue Length 95th (ft)		m37				109		472	m1			
Internal Link Dist (ft)		214			274			255			680	
Turn Bay Length (ft)												
Base Capacity (vph)		335				528		2667	1236			
Starvation Cap Reductn		0				0		93	0			
Spillback Cap Reductn		0				0		0	0			
Storage Cap Reductn		0				0		0	0			
Reduced v/c Ratio		0.16				0.45		0.93	0.14			

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 37 (37%), Referenced to phase 2:NBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 11.6  
 Intersection LOS: B  
 Intersection Capacity Utilization 78.5%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 83: US 17 & Retreat Beach Cir



Lanes, Volumes, Timings  
84: US 17

2040 Build - MD Peak



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	182	0	0	0	0	2210
Future Volume (vph)	182	0	0	0	0	2210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Right Turn on Red	Yes	Yes		Yes		
Link Speed (mph)	30		45			45
Link Distance (ft)	80		470			269
Travel Time (s)	1.8		7.1			4.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	198	0	0	0	0	2402
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot					NA
Protected Phases	8					6
Permitted Phases						
Detector Phase	8					6
Switch Phase						
Minimum Initial (s)	5.0					5.0
Minimum Split (s)	22.5					22.5
Total Split (s)	22.5					77.5
Total Split (%)	22.5%					77.5%
Maximum Green (s)	18.0					73.0
Yellow Time (s)	3.5					3.5
All-Red Time (s)	1.0					1.0
Lost Time Adjust (s)	0.0					0.0
Total Lost Time (s)	4.5					4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0					3.0
Recall Mode	None					C-Max
Walk Time (s)	7.0					7.0
Flash Dont Walk (s)	11.0					11.0
Pedestrian Calls (#/hr)	0					0
Act Effct Green (s)	15.0					76.0
Actuated g/C Ratio	0.15					0.76
v/c Ratio	0.72					0.89
Control Delay	42.9					15.6
Queue Delay	0.0					0.0
Total Delay	42.9					15.6
LOS	D					B
Approach Delay	42.9					15.6
Approach LOS	D					B



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	123					514
Queue Length 95th (ft)	m136					#765
Internal Link Dist (ft)	1		390			189
Turn Bay Length (ft)						
Base Capacity (vph)	328					2690
Starvation Cap Reductn	0					0
Spillback Cap Reductn	0					0
Storage Cap Reductn	0					0
Reduced v/c Ratio	0.60					0.89

**Intersection Summary**
















Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	100
Offset:	34 (34%), Referenced to phase 6:SBT, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.89
Intersection Signal Delay:	17.7
Intersection LOS:	B
Intersection Capacity Utilization	130.1%
ICU Level of Service	H
Analysis Period (min)	15
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 84: US 17



Lanes, Volumes, Timings  
9: US 17 & N Boyle Rd

2040 Build - MD Peak

								
Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	164	52	0	2176	185	15	33	2020
Future Volume (vph)	164	52	0	2176	185	15	33	2020
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	250		300		200	
Storage Lanes	1	1	1		1		1	
Taper Length (ft)	100		100				100	
Right Turn on Red		Yes			Yes			
Link Speed (mph)	25			45				45
Link Distance (ft)	607			2155				1307
Travel Time (s)	16.6			32.7				19.8
Peak Hour Factor	0.89	0.89	0.93	0.93	0.93	0.96	0.96	0.96
Heavy Vehicles (%)	3%	3%	0%	5%	3%	0%	9%	5%
Shared Lane Traffic (%)								
Lane Group Flow (vph)	184	58	0	2340	199	0	50	2104
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	R NA	Left	Left
Median Width(ft)	12			24				24
Link Offset(ft)	0			0				0
Crosswalk Width(ft)	16			16				16
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9		9	9	15	
Turn Type	Prot	Perm	pm+pt	NA	Perm	pm+pt	pm+pt	NA
Protected Phases	8		5	2		1	1	6
Permitted Phases		8	2		2	6	6	
Detector Phase	8	8	5	2	2	1	1	6
Switch Phase								
Minimum Initial (s)	8.0	8.0	7.0	24.0	24.0	6.0	6.0	24.0
Minimum Split (s)	15.0	15.0	15.0	30.0	30.0	15.0	15.0	30.0
Total Split (s)	20.0	20.0	15.0	95.0	95.0	15.0	15.0	95.0
Total Split (%)	15.4%	15.4%	11.5%	73.1%	73.1%	11.5%	11.5%	73.1%
Maximum Green (s)	13.7	13.7	10.5	89.3	89.3	9.3	9.3	89.3
Yellow Time (s)	3.0	3.0	3.5	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	3.3	3.3	1.0	1.4	1.4	1.4	1.4	1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.3	6.3	4.5	5.7	5.7		5.7	5.7
Lead/Lag			Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?			Yes					Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	Min	Min	None	None	Min
Act Effect Green (s)	13.7	13.7		88.9	88.9		98.6	98.6
Actuated g/C Ratio	0.11	0.11		0.71	0.71		0.79	0.79
v/c Ratio	0.95	0.26		0.95	0.17		0.34	0.77
Control Delay	109.3	16.2		27.3	1.4		14.2	9.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	109.3	16.2		27.3	1.4		14.2	9.3
LOS	F	B		C	A		B	A
Approach Delay	87.0			25.3				9.4

Lanes, Volumes, Timings  
9: US 17 & N Boyle Rd

2040 Build - MD Peak

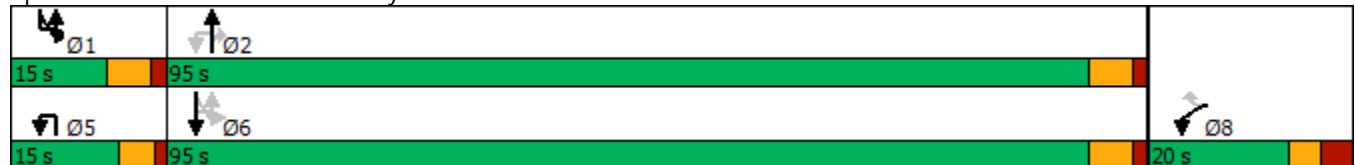


Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Approach LOS	F			C			A	
Queue Length 50th (ft)	153	0		847	3		7	391
Queue Length 95th (ft)	#305	41		#1180	26		32	471
Internal Link Dist (ft)	527			2075			1227	
Turn Bay Length (ft)	150			300			200	
Base Capacity (vph)	193	224		2475	1181		181	2743
Starvation Cap Reductn	0	0		0	0		0	0
Spillback Cap Reductn	0	0		0	0		0	0
Storage Cap Reductn	0	0		0	0		0	0
Reduced v/c Ratio	0.95	0.26		0.95	0.17		0.28	0.77

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 124.4  
 Natural Cycle: 120  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.95  
 Intersection Signal Delay: 21.4  
 Intersection LOS: C  
 Intersection Capacity Utilization 79.2%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 9: US 17 & N Boyle Rd



**Intersection**

Int Delay, s/veh 0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↖						↖	↗
Traffic Vol, veh/h	0	0	61	0	3	0	0	0	0	0	2080	87
Future Vol, veh/h	0	0	61	0	3	0	0	0	0	0	2080	87
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Yield	Yield	Yield	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	16974	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	66	0	3	0	0	0	0	0	2261	95

**Major/Minor**

	Minor2			Major2		
Conflicting Flow All	-	-	1131	-	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	0	197	0	-	-
Stage 1	0	0	-	0	-	-
Stage 2	0	0	-	0	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	-	0	197	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

**Approach**

	EB	SB
HCM Control Delay, s	32.3	0
HCM LOS	D	

**Minor Lane/Major Mvmt**

	EBLn1	SBT	SBR
Capacity (veh/h)	197	-	-
HCM Lane V/C Ratio	0.337	-	-
HCM Control Delay (s)	32.3	-	-
HCM Lane LOS	D	-	-
HCM 95th %tile Q(veh)	1.4	-	-



Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↑↑		
Traffic Vol, veh/h	52	0	0	2147	0	0
Future Vol, veh/h	52	0	0	2147	0	0
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, #	0	-	-	0	16979	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	0	0	2334	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	1167	-	0
Stage 1	0	-	-
Stage 2	1167	-	-
Critical Hdwy	6.84	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	-	-
Pot Cap-1 Maneuver	187	0	0
Stage 1	-	0	0
Stage 2	258	0	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	187	-	-
Mov Cap-2 Maneuver	187	-	-
Stage 1	-	-	-
Stage 2	258	-	-

Approach	EB	NB
HCM Control Delay, s	32.4	0
HCM LOS	D	

Minor Lane/Major Mvmt	NBT EBLn1
Capacity (veh/h)	- 187
HCM Lane V/C Ratio	- 0.302
HCM Control Delay (s)	- 32.4
HCM Lane LOS	- D
HCM 95th %tile Q(veh)	- 1.2

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑				↗		↑↑	↗			
Traffic Vol, veh/h	0	49	0	0	0	61	0	2168	28	0	0	0
Future Vol, veh/h	0	49	0	0	0	61	0	2168	28	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Yield	Yield	Yield	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16979	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	53	0	0	0	66	0	2357	30	0	0	0

Major/Minor	Minor1	Major1
Conflicting Flow All	-	1179
Stage 1	-	-
Stage 2	-	-
Critical Hdwy	-	6.94
Critical Hdwy Stg 1	-	-
Critical Hdwy Stg 2	-	-
Follow-up Hdwy	-	3.32
Pot Cap-1 Maneuver	0	183
Stage 1	0	-
Stage 2	0	-
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	183
Mov Cap-2 Maneuver	-	-
Stage 1	-	-
Stage 2	-	-

Approach	WB	NB
HCM Control Delay, s	35.4	0
HCM LOS	E	

Minor Lane/Major Mvmt	NBT	NBRWBLn1
Capacity (veh/h)	-	183
HCM Lane V/C Ratio	-	0.362
HCM Control Delay (s)	-	35.4
HCM Lane LOS	-	E
HCM 95th %tile Q(veh)	-	1.5

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵					↑↑
Traffic Vol, veh/h	22	0	0	0	0	2194
Future Vol, veh/h	22	0	0	0	0	2194
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, #	0	-	16974	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	0	0	0	0	2385

Major/Minor	Minor1	Major2	
Conflicting Flow All	1193	-	-
Stage 1	0	-	-
Stage 2	1193	-	-
Critical Hdwy	6.84	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	-	-
Pot Cap-1 Maneuver	180	0	0
Stage 1	-	0	0
Stage 2	250	0	0
Platoon blocked, %			
Mov Cap-1 Maneuver	180	-	-
Mov Cap-2 Maneuver	180	-	-
Stage 1	-	-	-
Stage 2	250	-	-

Approach	WB	SB
HCM Control Delay, s	28	0
HCM LOS	D	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	180	-
HCM Lane V/C Ratio	0.133	-
HCM Control Delay (s)	28	-
HCM Lane LOS	D	-
HCM 95th %tile Q(veh)	0.4	-

**Intersection**

Int Delay, s/veh 1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↖						↖	↗
Traffic Vol, veh/h	0	0	71	0	38	0	0	0	0	0	2105	39
Future Vol, veh/h	0	0	71	0	38	0	0	0	0	0	2105	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Yield	Yield	Yield	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	150
Veh in Median Storage, #	-	0	-	-	16974	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	77	0	41	0	0	0	0	0	2288	42

**Major/Minor**

	Minor2			Major2		
Conflicting Flow All	-	-	1144	-	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	0	193	0	-	-
Stage 1	0	0	-	0	-	-
Stage 2	0	0	-	0	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	-	0	193	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

**Approach**

	EB	SB
HCM Control Delay, s	35.6	0
HCM LOS	E	

**Minor Lane/Major Mvmt**

	EBLn1	SBT	SBR
Capacity (veh/h)	193	-	-
HCM Lane V/C Ratio	0.4	-	-
HCM Control Delay (s)	35.6	-	-
HCM Lane LOS	E	-	-
HCM 95th %tile Q(veh)	1.8	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↑↑		
Traffic Vol, veh/h	29	0	0	2495	0	0
Future Vol, veh/h	29	0	0	2495	0	0
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, #	0	-	-	0	16979	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	0	0	2712	0	0
















Major/Minor	Minor2	Major1	
Conflicting Flow All	1356	-	0
Stage 1	0	-	-
Stage 2	1356	-	-
Critical Hdwy	6.84	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	-	-
Pot Cap-1 Maneuver	140	0	0
Stage 1	-	0	0
Stage 2	205	0	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	140	-	-
Mov Cap-2 Maneuver	140	-	-
Stage 1	-	-	-
Stage 2	205	-	-

Approach	EB	NB
HCM Control Delay, s	38	0
HCM LOS	E	

Minor Lane/Major Mvmt	NBT EBLn1
Capacity (veh/h)	- 140
HCM Lane V/C Ratio	- 0.225
HCM Control Delay (s)	- 38
HCM Lane LOS	- E
HCM 95th %tile Q(veh)	- 0.8

Lanes, Volumes, Timings  
12: US 17 & US 17 BUS

2040 Build - MD Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 				
Traffic Volume (vph)	0	0	0	0	149	32	0	2187	0	0	0	0
Future Volume (vph)	0	0	0	0	149	32	0	2187	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Link Speed (mph)		35			35			55				55
Link Distance (ft)		284			416			725				1975
Travel Time (s)		5.5			8.1			9.0				24.5
Peak Hour Factor	0.98	0.98	0.98	0.90	0.90	0.90	0.96	0.96	0.96	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	2%	0%	1%	0%	2%	4%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	202	0	0	2278	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type					NA			NA				
Protected Phases					8			2				
Permitted Phases												
Detector Phase					8			2				
Switch Phase												
Minimum Initial (s)					15.0			15.0				
Minimum Split (s)					22.0			22.0				
Total Split (s)					22.0			118.0				
Total Split (%)					15.7%			84.3%				
Maximum Green (s)					16.0			112.0				
Yellow Time (s)					4.0			4.0				
All-Red Time (s)					2.0			2.0				
Lost Time Adjust (s)					0.0			0.0				
Total Lost Time (s)					6.0			6.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					3.0			3.0				
Recall Mode					None			Min				
Act Effct Green (s)					16.2			83.5				
Actuated g/C Ratio					0.14			0.74				
v/c Ratio					0.75			0.88				
Control Delay					65.6			15.0				
Queue Delay					0.0			0.0				
Total Delay					65.6			15.0				
LOS					E			B				
Approach Delay					65.6			15.0				
Approach LOS					E			B				
Queue Length 50th (ft)					135			534				
Queue Length 95th (ft)					#339			634				

Lanes, Volumes, Timings  
12: US 17 & US 17 BUS

2040 Build - MD Peak

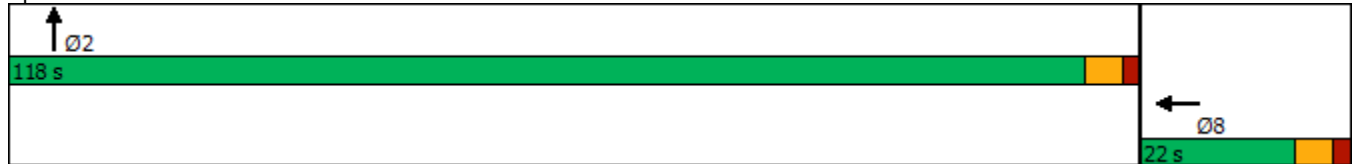


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		204			336			645			1895	
Turn Bay Length (ft)												
Base Capacity (vph)					275			3258				
Starvation Cap Reductn					0			0				
Spillback Cap Reductn					0			0				
Storage Cap Reductn					0			0				
Reduced v/c Ratio					0.73			0.70				

Intersection Summary

Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	112.1
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.88
Intersection Signal Delay:	19.1
Intersection LOS:	B
Intersection Capacity Utilization	83.0%
ICU Level of Service	E
Analysis Period (min)	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 12: US 17 & US 17 BUS



**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	0	0	77	0	30	0	0	0	0	0	2096	35
Future Vol, veh/h	0	0	77	0	30	0	0	0	0	0	2096	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Yield	Yield	Yield	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	16974	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	84	0	33	0	0	0	0	0	2278	38

**Major/Minor**

	Minor2	Major2
Conflicting Flow All	- - 1139	- - 0
Stage 1	- - -	- - -
Stage 2	- - -	- - -
Critical Hdwy	- - 6.94	- - -
Critical Hdwy Stg 1	- - -	- - -
Critical Hdwy Stg 2	- - -	- - -
Follow-up Hdwy	- - 3.32	- - -
Pot Cap-1 Maneuver	0 0 195	0 - -
Stage 1	0 0 -	0 - -
Stage 2	0 0 -	0 - -
Platoon blocked, %		- - -
Mov Cap-1 Maneuver	- 0 195	- - -
Mov Cap-2 Maneuver	- 0 -	- - -
Stage 1	- 0 -	- - -
Stage 2	- 0 -	- - -

**Approach**

	EB	SB
HCM Control Delay, s	36.7	0
HCM LOS	E	

**Minor Lane/Major Mvmt**

	EBLn1	SBT	SBR
Capacity (veh/h)	195	-	-
HCM Lane V/C Ratio	0.429	-	-
HCM Control Delay (s)	36.7	-	-
HCM Lane LOS	E	-	-
HCM 95th %tile Q(veh)	2	-	-



Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙			↑↑		
Traffic Vol, veh/h	54	0	0	2299	0	0
Future Vol, veh/h	54	0	0	2299	0	0
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, #	0	-	-	0	16979	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	0	0	2499	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	1250	-	0
Stage 1	0	-	-
Stage 2	1250	-	-
Critical Hdwy	6.84	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	-	-
Pot Cap-1 Maneuver	165	0	0
Stage 1	-	0	0
Stage 2	233	0	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	165	-	-
Mov Cap-2 Maneuver	165	-	-
Stage 1	-	-	-
Stage 2	233	-	-

Approach	EB	NB
HCM Control Delay, s	38.4	0
HCM LOS	E	

Minor Lane/Major Mvmt	NBT EBLn1
Capacity (veh/h)	- 165
HCM Lane V/C Ratio	- 0.356
HCM Control Delay (s)	- 38.4
HCM Lane LOS	- E
HCM 95th %tile Q(veh)	- 1.5

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑				↑		↑↑	↑			
Traffic Vol, veh/h	0	65	0	0	0	54	0	2296	27	0	0	0
Future Vol, veh/h	0	65	0	0	0	54	0	2296	27	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Yield	Yield	Yield	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16979	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	71	0	0	0	59	0	2496	29	0	0	0

Major/Minor	Minor1	Major1
Conflicting Flow All	-	1248
Stage 1	-	-
Stage 2	-	-
Critical Hdwy	-	6.94
Critical Hdwy Stg 1	-	-
Critical Hdwy Stg 2	-	-
Follow-up Hdwy	-	3.32
Pot Cap-1 Maneuver	0	165
Stage 1	0	-
Stage 2	0	-
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	165
Mov Cap-2 Maneuver	-	-
Stage 1	-	-
Stage 2	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1
Capacity (veh/h)	-	165
HCM Lane V/C Ratio	-	0.356
HCM Control Delay (s)	-	38.4
HCM Lane LOS	-	E
HCM 95th %tile Q(veh)	-	1.5

**Intersection**

Int Delay, s/veh 0.3

**Movement** WBL WBR NBT NBR SBL SBT

Lane Configurations	↘					↗↗
Traffic Vol, veh/h	25	0	0	0	0	2171
Future Vol, veh/h	25	0	0	0	0	2171
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, #	0	-	16974	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	0	0	0	0	2360

**Major/Minor** Minor1 Major2

Conflicting Flow All	1180	-	-
Stage 1	0	-	-
Stage 2	1180	-	-
Critical Hdwy	6.84	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	-	-
Pot Cap-1 Maneuver	183	0	0
Stage 1	-	0	0
Stage 2	254	0	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	183	-	-
Mov Cap-2 Maneuver	183	-	-
Stage 1	-	-	-
Stage 2	254	-	-

**Approach** WB SB

HCM Control Delay, s 28.1 0  
HCM LOS D

**Minor Lane/Major Mvmt** WBLn1 SBT

Capacity (veh/h)	183	-
HCM Lane V/C Ratio	0.148	-
HCM Control Delay (s)	28.1	-
HCM Lane LOS	D	-
HCM 95th %tile Q(veh)	0.5	-

**Intersection**

Int Delay, s/veh 2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↕↕	↗
Traffic Vol, veh/h	0	83	0	0	2484	84
Future Vol, veh/h	0	83	0	0	2484	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	-	-	-	200
Veh in Median Storage, #	0	-	-	16974	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	90	0	0	2700	91

**Major/Minor**

	Minor2	Major2
Conflicting Flow All	- 1350	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.94	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.32	- -
Pot Cap-1 Maneuver	0 140	- -
Stage 1	0 -	- -
Stage 2	0 -	- -
Platoon blocked, %		- -
Mov Cap-1 Maneuver	- 140	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

**Approach**

















	EB	SB
HCM Control Delay, s	68.4	0
HCM LOS	F	

**Minor Lane/Major Mvmt**

	EBLn1	SBT	SBR
Capacity (veh/h)	140	-	-
HCM Lane V/C Ratio	0.644	-	-
HCM Control Delay (s)	68.4	-	-
HCM Lane LOS	F	-	-
HCM 95th %tile Q(veh)	3.5	-	-

Lanes, Volumes, Timings  
151: US 17 & Wachesaw Rd

2040 Build - MD Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	457	0	230	0	0	0	0	0	2111	177
Future Volume (vph)	0	0	457	0	230	0	0	0	0	0	2111	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		150	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		659			312			311			222	
Travel Time (s)		12.8			8.5			4.7			3.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	497	0	250	0	0	0	0	0	2295	192
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Perm		NA						NA	Perm
Protected Phases					8						6	
Permitted Phases			4									6
Detector Phase			4		8						6	6
Switch Phase												
Minimum Initial (s)			7.0		7.0						12.0	12.0
Minimum Split (s)			24.0		24.0						24.0	24.0
Total Split (s)			39.0		39.0						121.0	121.0
Total Split (%)			24.4%		24.4%						75.6%	75.6%
Maximum Green (s)			33.0		33.0						115.0	115.0
Yellow Time (s)			4.0		4.0						4.0	4.0
All-Red Time (s)			2.0		2.0						2.0	2.0
Lost Time Adjust (s)			0.0		0.0						0.0	0.0
Total Lost Time (s)			6.0		6.0						6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)			3.0		3.0						3.0	3.0
Recall Mode			None		None						C-Max	C-Max
Walk Time (s)			7.0		7.0						7.0	7.0
Flash Dont Walk (s)			11.0		11.0						11.0	11.0
Pedestrian Calls (#/hr)			0		0						0	0
Act Effct Green (s)			30.8		30.8						117.2	117.2
Actuated g/C Ratio			0.19		0.19						0.73	0.73
v/c Ratio			0.90		0.70						0.89	0.16
Control Delay			79.1		70.1						8.5	1.0
Queue Delay			0.0		0.0						1.2	0.0
Total Delay			79.1		70.1						9.7	1.0

Lanes, Volumes, Timings  
151: US 17 & Wachesaw Rd

2040 Build - MD Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS			E		E						A	A
Approach Delay		79.1			70.1						9.0	
Approach LOS		E			E						A	
Queue Length 50th (ft)			274		235						145	0
Queue Length 95th (ft)			#366		m268						555	m15
Internal Link Dist (ft)		579			232			231			142	
Turn Bay Length (ft)			150									
Base Capacity (vph)			593		384						2592	1197
Starvation Cap Reductn			0		0						130	0
Spillback Cap Reductn			0		0						0	0
Storage Cap Reductn			0		0						0	0
Reduced v/c Ratio			0.84		0.65						0.93	0.16

Intersection Summary

Area Type: Other  
 Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 32 (20%), Referenced to phase 6:SBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 24.5  
 Intersection LOS: C  
 Intersection Capacity Utilization 143.3%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 151: US 17 & Wachesaw Rd



Lanes, Volumes, Timings  
152: US 17

2040 Build - MD Peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙↘			↑↑		
Traffic Volume (vph)	336	0	0	2409	0	0
Future Volume (vph)	336	0	0	2409	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Right Turn on Red	Yes	Yes				Yes
Link Speed (mph)	30			45	45	
Link Distance (ft)	95			286	700	
Travel Time (s)	2.2			4.3	10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	365	0	0	2618	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type	Prot			NA		
Protected Phases	4			2		
Permitted Phases						
Detector Phase	4			2		
Switch Phase						
Minimum Initial (s)	7.0			12.0		
Minimum Split (s)	24.0			24.0		
Total Split (s)	24.0			136.0		
Total Split (%)	15.0%			85.0%		
Maximum Green (s)	18.0			130.0		
Yellow Time (s)	4.0			4.0		
All-Red Time (s)	2.0			2.0		
Lost Time Adjust (s)	0.0			0.0		
Total Lost Time (s)	6.0			6.0		
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0			3.0		
Recall Mode	None			C-Max		
Walk Time (s)	7.0			7.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	17.8			130.2		
Actuated g/C Ratio	0.11			0.81		
v/c Ratio	0.90			0.91		
Control Delay	73.3			17.0		
Queue Delay	0.0			0.3		
Total Delay	73.3			17.3		
LOS	E			B		
Approach Delay	73.3			17.3		
Approach LOS	E			B		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	181			884		
Queue Length 95th (ft)	m#225			1024		
Internal Link Dist (ft)	15			206	620	
Turn Bay Length (ft)						
Base Capacity (vph)	409			2880		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			39		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.89			0.92		

**Intersection Summary**

Area Type: Other  
 Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.91  
 Intersection Signal Delay: 24.1  
 Intersection LOS: C  
 Intersection Capacity Utilization 89.3%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.













Splits and Phases: 152: US 17





Lanes, Volumes, Timings  
153: US 17 & Wachesaw Rd

2040 Build - MD Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑				↗↗		↑↑	↖			
Traffic Volume (vph)	0	55	0	0	0	246	0	2380	145	0	0	0
Future Volume (vph)	0	55	0	0	0	246	0	2380	145	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		150	0		0	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Link Speed (mph)		25			30			45				45
Link Distance (ft)		259			527			280				762
Travel Time (s)		7.1			12.0			4.2				11.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	60	0	0	0	267	0	2587	158	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA				Perm		NA	Perm			
Protected Phases		4						2				
Permitted Phases						8			2			
Detector Phase		4				8		2	2			
Switch Phase												
Minimum Initial (s)		7.0				7.0		12.0	12.0			
Minimum Split (s)		24.0				24.0		24.0	24.0			
Total Split (s)		24.0				24.0		136.0	136.0			
Total Split (%)		15.0%				15.0%		85.0%	85.0%			
Maximum Green (s)		18.0				18.0		130.0	130.0			
Yellow Time (s)		4.0				4.0		4.0	4.0			
All-Red Time (s)		2.0				2.0		2.0	2.0			
Lost Time Adjust (s)		0.0				0.0		0.0	0.0			
Total Lost Time (s)		6.0				6.0		6.0	6.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0				3.0		3.0	3.0			
Recall Mode		None				None		C-Max	C-Max			
Walk Time (s)		7.0				7.0		7.0	7.0			
Flash Dont Walk (s)		11.0				11.0		11.0	11.0			
Pedestrian Calls (#/hr)		0				0		0	0			
Act Effct Green (s)		17.1				17.1		130.9	130.9			
Actuated g/C Ratio		0.11				0.11		0.82	0.82			
v/c Ratio		0.30				0.84		0.89	0.12			
Control Delay		59.1				85.4		8.9	0.5			
Queue Delay		0.0				0.0		1.5	0.0			
Total Delay		59.1				85.4		10.5	0.5			

Lanes, Volumes, Timings  
153: US 17 & Wachesaw Rd

2040 Build - MD Peak



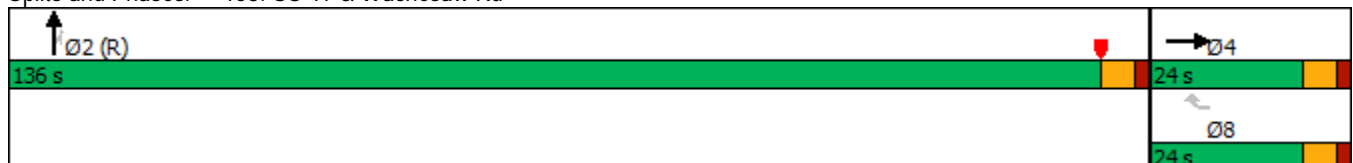
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		E				F		B	A			
Approach Delay		59.1				85.4		9.9				
Approach LOS		E				F		A				
Queue Length 50th (ft)		55				143		399	0			
Queue Length 95th (ft)		m69				#218		684	m6			
Internal Link Dist (ft)		179				447		200			682	
Turn Bay Length (ft)						150						
Base Capacity (vph)		209				335		2896	1323			
Starvation Cap Reductn		0				0		160	0			
Spillback Cap Reductn		0				0		0	0			
Storage Cap Reductn		0				0		0	0			
Reduced v/c Ratio		0.29				0.80		0.95	0.12			

Intersection Summary

Area Type: Other  
 Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 148 (93%), Referenced to phase 2:NBT, Start of Yellow  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.89  
 Intersection Signal Delay: 17.4  
 Intersection Capacity Utilization 84.4%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service E

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 153: US 17 & Wachesaw Rd



Lanes, Volumes, Timings  
154: US 17

2040 Build - MD Peak



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	186	0	0	0	0	2157
Future Volume (vph)	186	0	0	0	0	2157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Right Turn on Red	Yes	Yes		Yes		
Link Speed (mph)	30		45			45
Link Distance (ft)	95		517			195
Travel Time (s)	2.2		7.8			3.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	202	0	0	0	0	2345
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot					NA
Protected Phases	8					6
Permitted Phases						
Detector Phase	8					6
Switch Phase						
Minimum Initial (s)	7.0					12.0
Minimum Split (s)	24.0					24.0
Total Split (s)	31.0					129.0
Total Split (%)	19.4%					80.6%
Maximum Green (s)	25.0					123.0
Yellow Time (s)	4.0					4.0
All-Red Time (s)	2.0					2.0
Lost Time Adjust (s)	0.0					0.0
Total Lost Time (s)	6.0					6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0					3.0
Recall Mode	None					C-Max
Walk Time (s)	7.0					7.0
Flash Dont Walk (s)	11.0					11.0
Pedestrian Calls (#/hr)	0					0
Act Effct Green (s)	21.1					126.9
Actuated g/C Ratio	0.13					0.79
v/c Ratio	0.82					0.84
Control Delay	77.0					10.7
Queue Delay	0.0					0.1
Total Delay	77.0					10.8
LOS	E					B
Approach Delay	77.0					10.8
Approach LOS	E					B



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	185					1291
Queue Length 95th (ft)	m215					326
Internal Link Dist (ft)	15		437			115
Turn Bay Length (ft)						
Base Capacity (vph)	290					2807
Starvation Cap Reductn	0					0
Spillback Cap Reductn	0					41
Storage Cap Reductn	0					0
Reduced v/c Ratio	0.70					0.85

**Intersection Summary**





















Area Type: Other  
 Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 40 (25%), Referenced to phase 6:SBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 16.1  
 Intersection LOS: B  
 Intersection Capacity Utilization 135.4%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 154: US 17



Lanes, Volumes, Timings  
16: US 17 & Bellamy Ave

2040 Build - MD Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	256	99	88	52	77	91	3	62	2161	95	2	136
Future Volume (vph)	256	99	88	52	77	91	3	62	2161	95	2	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	150		0		250		300		250
Storage Lanes	1		0	1		0		1		1		1
Taper Length (ft)	100			100				100				100
Right Turn on Red			Yes			Yes				Yes		
Link Speed (mph)		35			35				45			
Link Distance (ft)		700			738				844			
Travel Time (s)		13.6			14.4				12.8			
Peak Hour Factor	0.87	0.87	0.87	0.77	0.77	0.77	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	9%	0%	0%	0%	7%	4%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	294	215	0	68	218	0	0	68	2251	99	0	144
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases	7	4		3	8		5	5	2		1	1
Permitted Phases	4			8			2	2		2	6	6
Detector Phase	7	4		3	8		5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	6.0	8.0		6.0	8.0		6.0	6.0	18.0	18.0	6.0	6.0
Minimum Split (s)	15.0	36.0		15.0	36.0		15.0	15.0	24.0	24.0	15.0	15.0
Total Split (s)	23.0	44.0		15.0	36.0		15.0	15.0	84.0	84.0	17.0	17.0
Total Split (%)	14.4%	27.5%		9.4%	22.5%		9.4%	9.4%	52.5%	52.5%	10.6%	10.6%
Maximum Green (s)	16.7	37.7		8.7	29.7		9.5	9.5	78.2	78.2	11.5	11.5
Yellow Time (s)	3.6	3.6		3.6	3.6		3.2	3.2	4.3	4.3	3.2	3.2
All-Red Time (s)	2.7	2.7		2.7	2.7		2.3	2.3	1.5	1.5	2.3	2.3
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)	6.3	6.3		6.3	6.3			5.5	5.8	5.8		5.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None	C-Min	C-Min	None	None
Walk Time (s)		7.0			7.0							
Flash Dont Walk (s)		22.0			22.0							
Pedestrian Calls (#/hr)		0			0							
Act Effct Green (s)	45.7	31.2		30.6	22.3			92.4	84.2	84.2		101.1
Actuated g/C Ratio	0.29	0.20		0.19	0.14			0.58	0.53	0.53		0.63
v/c Ratio	1.14	0.61		0.28	0.80			0.52	0.83	0.11		0.77
Control Delay	141.5	58.8		44.7	77.6			30.0	30.5	0.9		77.7
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0

Lanes, Volumes, Timings  
16: US 17 & Bellamy Ave

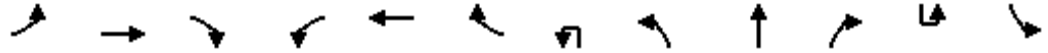
2040 Build - MD Peak



Lane Group	SBT	SBR
Lane Configurations	↑↑↑	
Traffic Volume (vph)	2148	159
Future Volume (vph)	2148	159
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		300
Storage Lanes		0
Taper Length (ft)		
Right Turn on Red		Yes
Link Speed (mph)	45	
Link Distance (ft)	889	
Travel Time (s)	13.5	
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	5%	0%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2404	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	18.0	
Minimum Split (s)	24.0	
Total Split (s)	86.0	
Total Split (%)	53.8%	
Maximum Green (s)	80.2	
Yellow Time (s)	4.3	
All-Red Time (s)	1.5	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	5.8	
Lead/Lag	Lag	
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	C-Min	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	88.7	
Actuated g/C Ratio	0.55	
v/c Ratio	0.88	
Control Delay	17.6	
Queue Delay	0.0	

Lanes, Volumes, Timings  
16: US 17 & Bellamy Ave

2040 Build - MD Peak

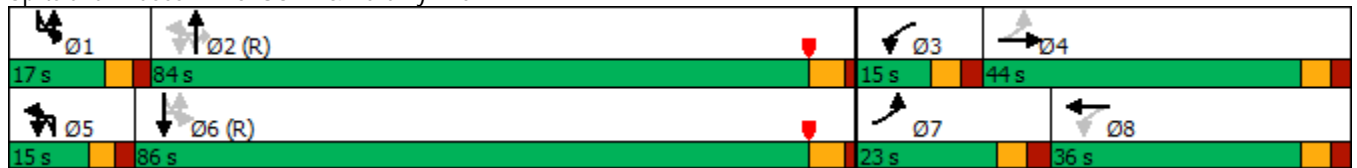


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Total Delay	141.5	58.8		44.7	77.6			30.0	30.5	0.9		77.7
LOS	F	E		D	E			C	C	A		E
Approach Delay		106.6			69.7				29.3			
Approach LOS		F			E				C			
Queue Length 50th (ft)	~284	184		53	192			24	664	0		116
Queue Length 95th (ft)	#413	251		76	224			m33	803	m0		m#158
Internal Link Dist (ft)		620			658				764			
Turn Bay Length (ft)	200			150				250		300		250
Base Capacity (vph)	259	419		246	350			149	2728	918		194
Starvation Cap Reductn	0	0		0	0			0	0	0		0
Spillback Cap Reductn	0	0		0	0			0	0	0		0
Storage Cap Reductn	0	0		0	0			0	0	0		0
Reduced v/c Ratio	1.14	0.51		0.28	0.62			0.46	0.83	0.11		0.74

Intersection Summary

Area Type: Other  
 Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 136 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 140  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.14  
 Intersection Signal Delay: 34.4  
 Intersection LOS: C  
 Intersection Capacity Utilization 93.8%  
 ICU Level of Service F  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 16: US 17 & Bellamy Ave



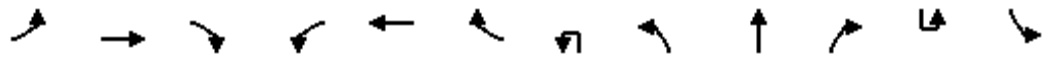


Lane Group	SBT	SBR
Total Delay	17.6	
LOS	B	
Approach Delay	21.0	
Approach LOS	C	
Queue Length 50th (ft)	180	
Queue Length 95th (ft)	#797	
Internal Link Dist (ft)	809	
Turn Bay Length (ft)		
Base Capacity (vph)	2726	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.88	
<b>Intersection Summary</b>		



Lanes, Volumes, Timings  
17: US 17 & Riverwood Dr

2040 Build - MD Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	243	15	94	35	29	27	9	88	2542	27	8	24
Future Volume (vph)	243	15	94	35	29	27	9	88	2542	27	8	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	100		0		200		300		200
Storage Lanes	0		1	1		0		1		1		1
Taper Length (ft)	100			100				100				100
Right Turn on Red			Yes			Yes				Yes		
Link Speed (mph)		30			30				45			
Link Distance (ft)		502			435				435			
Travel Time (s)		11.4			9.9				6.6			
Peak Hour Factor	0.95	0.95	0.95	0.65	0.65	0.65	0.96	0.96	0.96	0.96	0.95	0.95
Heavy Vehicles (%)	0%	10%	0%	0%	0%	0%	0%	2%	4%	0%	20%	6%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	256	115	0	54	87	0	0	101	2648	28	0	33
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		18			12				36			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Turn Type	Perm	NA		Perm	NA		pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4			8			2	2		2	6	6
Detector Phase	4	4		8	8		5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		6.0	6.0	18.0	18.0	6.0	6.0
Minimum Split (s)	37.0	37.0		39.0	39.0		15.0	15.0	25.0	25.0	15.0	15.0
Total Split (s)	45.0	45.0		45.0	45.0		15.0	15.0	100.0	100.0	15.0	15.0
Total Split (%)	28.1%	28.1%		28.1%	28.1%		9.4%	9.4%	62.5%	62.5%	9.4%	9.4%
Maximum Green (s)	38.7	38.7		38.7	38.7		9.5	9.5	93.9	93.9	9.5	9.5
Yellow Time (s)	3.6	3.6		3.6	3.6		3.2	3.2	4.3	4.3	3.2	3.2
All-Red Time (s)	2.7	2.7		2.7	2.7		2.3	2.3	1.8	1.8	2.3	2.3
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)	6.3	6.3		6.3	6.3			5.5	6.1	6.1		5.5
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
Recall Mode	None	None		None	None		None	None	C-Min	C-Min	None	None
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	23.0	23.0		25.0	25.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)	34.6	34.6		34.6	34.6			111.0	102.9	102.9		106.2
Actuated g/C Ratio	0.22	0.22		0.22	0.22			0.69	0.64	0.64		0.66
v/c Ratio	0.90	0.27		0.21	0.22			0.69	0.83	0.03		0.28
Control Delay	92.0	15.6		51.9	34.6			58.8	14.7	0.6		15.8
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0

Lanes, Volumes, Timings  
17: US 17 & Riverwood Dr

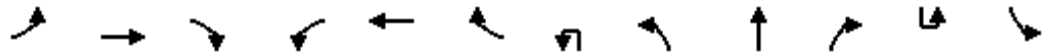
2040 Build - MD Peak



Lane Group	SBT	SBR
Lane Configurations	↑↑↑↑	↑
Traffic Volume (vph)	2349	115
Future Volume (vph)	2349	115
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		400
Storage Lanes		1
Taper Length (ft)		
Right Turn on Red		Yes
Link Speed (mph)	45	
Link Distance (ft)	544	
Travel Time (s)	8.2	
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	5%	3%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2473	121
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	36	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	18.0	18.0
Minimum Split (s)	25.0	25.0
Total Split (s)	100.0	100.0
Total Split (%)	62.5%	62.5%
Maximum Green (s)	93.9	93.9
Yellow Time (s)	4.3	4.3
All-Red Time (s)	1.8	1.8
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.1	6.1
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.5	3.5
Recall Mode	C-Min	C-Min
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	98.6	98.6
Actuated g/C Ratio	0.62	0.62
v/c Ratio	0.81	0.12
Control Delay	27.3	2.4
Queue Delay	0.0	0.0

Lanes, Volumes, Timings  
17: US 17 & Riverwood Dr

2040 Build - MD Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Total Delay	92.0	15.6		51.9	34.6			58.8	14.7	0.6		15.8
LOS	F	B		D	C			E	B	A		B
Approach Delay		68.3			41.3				16.1			
Approach LOS		E			D				B			
Queue Length 50th (ft)	258	21		46	50			72	274	0		10
Queue Length 95th (ft)	#395	76		61	64			m96	m369	m0		25
Internal Link Dist (ft)		422			355				355			
Turn Bay Length (ft)	200			100				200		300		200
Base Capacity (vph)	321	462		293	447			154	3206	1059		141
Starvation Cap Reductn	0	0		0	0			0	0	0		0
Spillback Cap Reductn	0	0		0	0			0	0	0		0
Storage Cap Reductn	0	0		0	0			0	0	0		0
Reduced v/c Ratio	0.80	0.25		0.18	0.19			0.66	0.83	0.03		0.23

Intersection Summary

Area Type: Other  
 Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 140 (88%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 120  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 24.4  
 Intersection LOS: C  
 Intersection Capacity Utilization 89.2%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: US 17 & Riverwood Dr





Lane Group	SBT	SBR
Total Delay	27.3	2.4
LOS	C	A
Approach Delay	26.0	
Approach LOS	C	
Queue Length 50th (ft)	751	0
Queue Length 95th (ft)	822	28
Internal Link Dist (ft)	464	
Turn Bay Length (ft)		400
Base Capacity (vph)	3043	1012
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.81	0.12
<b>Intersection Summary</b>		

Intersection														
Int Delay, s/veh	11.6													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations			↗			↗		↘	↑↑↑	↗		↘	↑↑	↗
Traffic Vol, veh/h	0	0	54	0	0	120	3	14	2825	55	15	85	2496	36
Future Vol, veh/h	0	0	54	0	0	120	3	14	2825	55	15	85	2496	36
Conflicting Peds, #/hr	0	0	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	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	Yield	-	-	-	Free
Storage Length	-	-	0	-	-	0	-	300	-	300	-	200	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	75	75	75	71	71	71	98	98	98	98	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	3	3	0	0	5	4	0
Mvmt Flow	0	0	72	0	0	169	3	14	2883	56	15	88	2573	37

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	-	-	1287	-	-	1442	2573	2573	0	0	2104	2883	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	7.1	6.4	4.16	-	-	5.6	5.4	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.9	2.5	2.23	-	-	2.3	3.15	-	-
Pot Cap-1 Maneuver	0	0	158	0	0	~ 106	32	165	-	-	108	~ 42	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-	0
Platoon blocked, %									-	-				
Mov Cap-1 Maneuver	-	-	158	-	-	~ 106	75	75	-	-	~ -18	~ -18	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	45.6		\$ 378.3		0.4			
HCM LOS	E		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	75	-	-	158	106	+	-
HCM Lane V/C Ratio	0.231	-	-	0.456	1.594	-	-
HCM Control Delay (s)	67.2	-	-	45.6	\$ 378.3	-	-
HCM Lane LOS	F	-	-	E	F	-	-
HCM 95th %tile Q(veh)	0.8	-	-	2.1	12.8	-	-

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

Lanes, Volumes, Timings  
 19: US 17 & Burgess Rd/Sunnyside Ave

2040 Build - MD Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑			↑↑↑			↑↑↑	↑
Traffic Volume (vph)	0	510	493	48	722	28	0	2883	210	0	2284	476
Future Volume (vph)	0	510	493	48	722	28	0	2883	210	0	2284	476
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		350	150		75	0		250	250		250
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			45				45
Link Distance (ft)		1003			593			415				457
Travel Time (s)		19.5			11.6			6.3				6.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.84	0.84	0.92	0.92	0.92	0.94	0.92	0.94
Heavy Vehicles (%)	2%	1%	2%	2%	0%	1%	2%	2%	2%	0%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	554	536	52	893	0	0	3362	0	0	2483	506
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			36				36
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA	Free	Perm	NA			NA			NA	custom
Protected Phases		8			4			6			2	
Permitted Phases			Free	4								6
Detector Phase		8		4	4			6			2	6
Switch Phase												
Minimum Initial (s)		8.0		8.0	8.0			25.0			25.0	25.0
Minimum Split (s)		46.0		46.0	46.0			30.7			30.7	30.7
Total Split (s)		46.0		46.0	46.0			74.0			74.0	74.0
Total Split (%)		38.3%		38.3%	38.3%			61.7%			61.7%	61.7%
Maximum Green (s)		40.0		40.0	40.0			68.3			68.3	68.3
Yellow Time (s)		3.6		3.6	3.6			4.3			4.3	4.3
All-Red Time (s)		2.4		2.4	2.4			1.4			1.4	1.4
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0			5.7			5.7	5.7
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0			3.0			3.0	3.0
Recall Mode		None		None	None			C-Min			C-Min	C-Min
Walk Time (s)		7.0		7.0	7.0							
Flash Dont Walk (s)		33.0		33.0	33.0							
Pedestrian Calls (#/hr)		0		0	0							
Act Effct Green (s)		36.1	120.0	36.1	36.1			72.2			72.2	72.2
Actuated g/C Ratio		0.30	1.00	0.30	0.30			0.60			0.60	0.60
v/c Ratio		0.52	0.34	0.29	0.83			0.88			0.81	0.51
Control Delay		36.1	0.6	18.1	27.4			15.6			22.0	15.7
Queue Delay		0.0	0.0	0.0	0.0			0.1			0.0	0.0

Lanes, Volumes, Timings  
 19: US 17 & Burgess Rd/Sunnyside Ave

2040 Build - MD Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		36.1	0.6	18.1	27.4			15.8			22.0	15.7
LOS		D	A	B	C			B			C	B
Approach Delay		18.6			26.9			15.8			21.0	
Approach LOS		B			C			B			C	
Queue Length 50th (ft)		184	0	24	263			121			529	203
Queue Length 95th (ft)		231	0	46	248			126			638	315
Internal Link Dist (ft)		923			513			335			377	
Turn Bay Length (ft)			350	150								250
Base Capacity (vph)		1191	1583	198	1195			3827			3061	985
Starvation Cap Reductn		0	0	0	0			47			0	0
Spillback Cap Reductn		0	0	0	0			0			0	0
Storage Cap Reductn		0	0	0	0			0			0	0
Reduced v/c Ratio		0.47	0.34	0.26	0.75			0.89			0.81	0.51

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 104 (87%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay: 19.2  
 Intersection Capacity Utilization 80.8%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service D

Splits and Phases: 19: US 17 & Burgess Rd/Sunnyside Ave



Lanes, Volumes, Timings  
191: US 17 & U-turn

2040 Build - MD Peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	165	0	0	2928	0	0
Future Volume (vph)	165	0	0	2928	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Right Turn on Red	Yes	Yes				Yes
Link Speed (mph)	30			45	45	
Link Distance (ft)	61			428	411	
Travel Time (s)	1.4			6.5	6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	179	0	0	3183	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type	Prot			NA		
Protected Phases	8			6		
Permitted Phases						
Detector Phase	8			6		
Switch Phase						
Minimum Initial (s)	7.0			12.0		
Minimum Split (s)	24.0			24.0		
Total Split (s)	25.0			95.0		
Total Split (%)	20.8%			79.2%		
Maximum Green (s)	19.0			89.0		
Yellow Time (s)	4.0			4.0		
All-Red Time (s)	2.0			2.0		
Lost Time Adjust (s)	0.0			0.0		
Total Lost Time (s)	6.0			6.0		
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0			3.0		
Recall Mode	None			C-Max		
Walk Time (s)	7.0			7.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	16.1			91.9		
Actuated g/C Ratio	0.13			0.77		
v/c Ratio	0.75			0.82		
Control Delay	53.3			11.6		
Queue Delay	0.0			0.0		
Total Delay	53.3			11.6		
LOS	D			B		
Approach Delay	53.3			11.6		
Approach LOS	D			B		



Lanes, Volumes, Timings  
 191: US 17 & U-turn

2040 Build - MD Peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	141			500		
Queue Length 95th (ft)	m186			610		
Internal Link Dist (ft)	1			348	331	
Turn Bay Length (ft)						
Base Capacity (vph)	282			3893		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			0		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.63			0.82		

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 104 (87%), Referenced to phase 6:NBT, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.82  
 Intersection Signal Delay: 13.8  
 Intersection LOS: B  
 Intersection Capacity Utilization 75.7%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 191: US 17 & U-turn



Lanes, Volumes, Timings  
 192: Sunnyside Ave & Sunnyside Quadrant

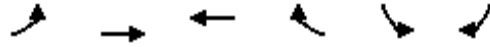
2040 Build - MD Peak



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	340	380	255	86	0	543
Future Volume (vph)	340	380	255	86	0	543
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	1			1	0	2
Taper Length (ft)	100				100	
Right Turn on Red				Yes		Yes
Link Speed (mph)		35	35		25	
Link Distance (ft)		593	658		751	
Travel Time (s)		11.6	12.8		20.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	370	413	370	0	0	590
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type	Prot	NA	NA			Perm
Protected Phases	5	2	6			
Permitted Phases						5
Detector Phase	5	2	6			5
Switch Phase						
Minimum Initial (s)	10.0	15.0	15.0			10.0
Minimum Split (s)	16.0	24.0	24.0			16.0
Total Split (s)	77.0	120.0	43.0			77.0
Total Split (%)	64.2%	100.0%	35.8%			64.2%
Maximum Green (s)	71.0	114.0	37.0			71.0
Yellow Time (s)	4.0	4.0	4.0			4.0
All-Red Time (s)	2.0	2.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	6.0	6.0	6.0			6.0
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Recall Mode	C-Max	C-Max	Max			C-Max
Act Effct Green (s)	71.0	120.0	37.0			71.0
Actuated g/C Ratio	0.59	1.00	0.31			0.59
v/c Ratio	0.35	0.22	0.34			0.31
Control Delay	6.8	0.4	29.5			10.3
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	6.8	0.4	29.5			10.3
LOS	A	A	C			B
Approach Delay		3.4	29.5		10.3	
Approach LOS		A	C		B	

Lanes, Volumes, Timings  
 192: Sunnyside Ave & Sunnyside Quadrant

2040 Build - MD Peak

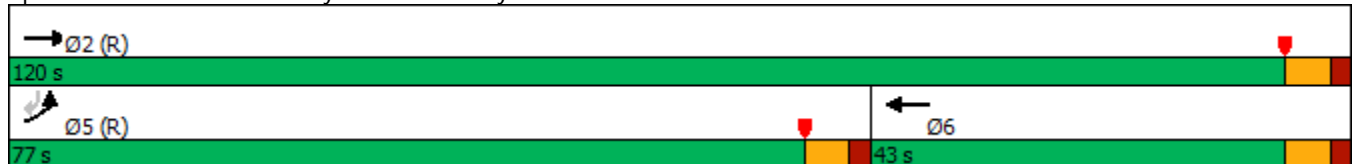


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 50th (ft)	56	2	103			102
Queue Length 95th (ft)	m80	m0	146			m142
Internal Link Dist (ft)		513	578		671	
Turn Bay Length (ft)						
Base Capacity (vph)	1047	1863	1077			1893
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.35	0.22	0.34			0.31

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 68 (57%), Referenced to phase 2:EBT and 5:EBL, Start of Yellow  
 Natural Cycle: 45  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.35  
 Intersection Signal Delay: 11.3  
 Intersection LOS: B  
 Intersection Capacity Utilization 41.5%  
 ICU Level of Service A  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 192: Sunnyside Ave & Sunnyside Quadrant



Intersection												
Int Delay, s/veh	7.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	45	85	11	9	88	50	17	142	21	38	112	47
Future Vol, veh/h	45	85	11	9	88	50	17	142	21	38	112	47
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	83	83	83	86	86	86
Heavy Vehicles, %	0	4	0	0	0	3	9	2	0	0	0	3
Mvmt Flow	49	92	12	10	96	54	20	171	25	44	130	55

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	545	482	158	522	497	184	185	0	0	196	0	0
Stage 1	246	246	-	224	224	-	-	-	-	-	-	-
Stage 2	299	236	-	298	273	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.54	6.2	7.1	6.5	6.23	4.19	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.54	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.54	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.036	3.3	3.5	4	3.327	2.281	-	-	2.2	-	-
Pot Cap-1 Maneuver	452	481	893	468	477	856	1349	-	-	1389	-	-
Stage 1	762	699	-	783	722	-	-	-	-	-	-	-
Stage 2	714	706	-	715	688	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	341	456	893	375	452	856	1349	-	-	1389	-	-
Mov Cap-2 Maneuver	341	456	-	375	452	-	-	-	-	-	-	-
Stage 1	749	674	-	770	710	-	-	-	-	-	-	-
Stage 2	569	694	-	587	663	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18.1		14.7		0.7		1.5	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1349	-	-	426	530	1389	-
HCM Lane V/C Ratio	0.015	-	-	0.36	0.301	0.032	-
HCM Control Delay (s)	7.7	0	-	18.1	14.7	7.7	0
HCM Lane LOS	A	A	-	C	B	A	A
HCM 95th %tile Q(veh)	0	-	-	1.6	1.3	0.1	-

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	67	86	38	26	44	14	27	138	23	3	77	23
Future Vol, veh/h	67	86	38	26	44	14	27	138	23	3	77	23
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	75	97	43	29	49	16	30	155	26	3	87	26
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.7	8.7	9.6	8.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	35%	31%	3%
Vol Thru, %	73%	45%	52%	75%
Vol Right, %	12%	20%	17%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	188	191	84	103
LT Vol	27	67	26	3
Through Vol	138	86	44	77
RT Vol	23	38	14	23
Lane Flow Rate	211	215	94	116
Geometry Grp	1	1	1	1
Degree of Util (X)	0.278	0.283	0.129	0.154
Departure Headway (Hd)	4.744	4.749	4.914	4.782
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	754	753	725	745
Service Time	2.799	2.805	2.979	2.844
HCM Lane V/C Ratio	0.28	0.286	0.13	0.156
HCM Control Delay	9.6	9.7	8.7	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.1	1.2	0.4	0.5

Lanes, Volumes, Timings  
1: US 17 & Kings River Rd

2040 Build - PM Peak



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	24	135	241	1779	4	1861	49
Future Volume (vph)	24	135	241	1779	4	1861	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200		250		100
Storage Lanes	1	0	1		1		1
Taper Length (ft)	100		100		100		
Satd. Flow (prot)	1656	0	1805	3505	1770	3539	1615
Flt Permitted	0.993		0.055		0.061		
Satd. Flow (perm)	1656	0	104	3505	114	3539	1615
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)	148						30
Link Speed (mph)	35			45		45	
Link Distance (ft)	502			675		813	
Travel Time (s)	9.8			10.2		12.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.92	0.91	0.91
Heavy Vehicles (%)	0%	1%	0%	3%	2%	2%	0%
Shared Lane Traffic (%)							
Lane Group Flow (vph)	174	0	265	1955	4	2045	54
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	12			36		36	
Link Offset(ft)	0			0		0	
Crosswalk Width(ft)	16			16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9		9
Turn Type	Prot		pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	8		1	6	5	2	8
Permitted Phases			6		2		2
Detector Phase	8		1	6	5	2	8
Switch Phase							
Minimum Initial (s)	7.0		12.0	5.0	7.0	12.0	7.0
Minimum Split (s)	24.0		24.0	24.0	24.0	24.0	24.0
Total Split (s)	24.0		24.0	72.0	24.0	72.0	24.0
Total Split (%)	20.0%		20.0%	60.0%	20.0%	60.0%	20.0%
Maximum Green (s)	18.0		18.0	66.0	18.0	66.0	18.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None		Min	Min	Min	Min	None
Walk Time (s)				7.0		7.0	
Flash Dont Walk (s)				11.0		11.0	
Pedestrian Calls (#/hr)				0		0	
Act Efect Green (s)	9.1		87.6	74.8	73.2	66.1	81.2

Lanes, Volumes, Timings  
1: US 17 & Kings River Rd

2040 Build - PM Peak

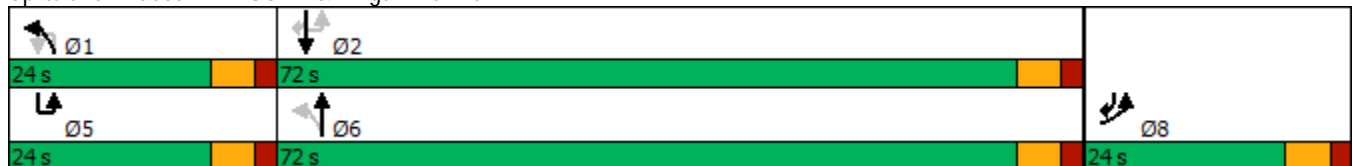


Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Actuated g/C Ratio	0.08		0.80	0.69	0.67	0.61	0.75
v/c Ratio	0.64		0.81	0.81	0.02	0.95	0.04
Control Delay	22.7		48.4	16.1	4.2	32.3	2.3
Queue Delay	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	22.7		48.4	16.1	4.2	32.3	2.3
LOS	C		D	B	A	C	A
Approach Delay	22.7			19.9		31.4	
Approach LOS	C			B		C	
Queue Length 50th (ft)	17		123	425	1	641	4
Queue Length 95th (ft)	86		#263	658	3	#994	14
Internal Link Dist (ft)	422			595		733	
Turn Bay Length (ft)			200		250		100
Base Capacity (vph)	397		365	2406	362	2149	1342
Starvation Cap Reductn	0		0	0	0	0	0
Spillback Cap Reductn	0		0	0	0	0	0
Storage Cap Reductn	0		0	0	0	0	0
Reduced v/c Ratio	0.44		0.73	0.81	0.01	0.95	0.04

Intersection Summary

















Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 108.9  
 Natural Cycle: 120  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.95  
 Intersection Signal Delay: 25.4  
 Intersection LOS: C  
 Intersection Capacity Utilization 89.5%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 1: US 17 & Kings River Rd



Lanes, Volumes, Timings  
2: US 17 & S Causeway Rd

2040 Build - PM Peak

							
Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations			 			 	 
Traffic Volume (vph)	215	112	1911	165	3	102	1963
Future Volume (vph)	215	112	1911	165	3	102	1963
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	75		350		250	
Storage Lanes	1	1		1		1	
Taper Length (ft)	100					100	
Satd. Flow (prot)	1787	1599	3505	1599	0	1754	3539
Flt Permitted	0.950					0.033	
Satd. Flow (perm)	1787	1599	3505	1599	0	61	3539
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		37		44			
Link Speed (mph)	40		45				45
Link Distance (ft)	582		691				1150
Travel Time (s)	9.9		10.5				17.4
Peak Hour Factor	0.84	0.84	0.93	0.93	0.86	0.86	0.86
Heavy Vehicles (%)	1%	1%	3%	1%	0%	3%	2%
Shared Lane Traffic (%)							
Lane Group Flow (vph)	256	133	2055	177	0	122	2283
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	R NA	Left	Left
Median Width(ft)	12		16				16
Link Offset(ft)	0		0				0
Crosswalk Width(ft)	16		16				16
Two way Left Turn Lane			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	9	15	
Turn Type	Prot	Free	NA	Free	pm+pt	pm+pt	NA
Protected Phases	4		6		5	5	2
Permitted Phases		Free		Free	2	2	
Detector Phase	4		6		5	5	2
Switch Phase							
Minimum Initial (s)	8.0		15.0		6.0	6.0	15.0
Minimum Split (s)	34.0		22.0		15.0	15.0	22.0
Total Split (s)	42.0		138.0		20.0	20.0	158.0
Total Split (%)	21.0%		69.0%		10.0%	10.0%	79.0%
Maximum Green (s)	36.1		131.5		14.1	14.1	151.5
Yellow Time (s)	3.6		5.0		3.6	3.6	5.0
All-Red Time (s)	2.3		1.5		2.3	2.3	1.5
Lost Time Adjust (s)	0.0		0.0			0.0	0.0
Total Lost Time (s)	5.9		6.5			5.9	6.5
Lead/Lag			Lag		Lead	Lead	
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0		6.0		3.0	3.0	6.0
Recall Mode	None		C-Min		None	None	C-Min
Walk Time (s)	7.0						
Flash Dont Walk (s)	21.0						
Pedestrian Calls (#/hr)	0						
Act Efect Green (s)	32.3	200.0	136.8	200.0		155.9	155.3



Lanes, Volumes, Timings  
2: US 17 & S Causeway Rd

2040 Build - PM Peak



Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Actuated g/C Ratio	0.16	1.00	0.68	1.00		0.78	0.78
v/c Ratio	0.89	0.08	0.86	0.11		0.79	0.83
Control Delay	111.9	0.1	30.1	0.1		77.4	11.3
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	111.9	0.1	30.1	0.1		77.4	11.3
LOS	F	A	C	A		E	B
Approach Delay	73.7		27.7				14.6
Approach LOS	E		C				B
Queue Length 50th (ft)	332	0	1103	0		96	1356
Queue Length 95th (ft)	410	0	1247	0		m112	m1001
Internal Link Dist (ft)	502		611				1070
Turn Bay Length (ft)		75		350		250	
Base Capacity (vph)	322	1599	2397	1599		166	2747
Starvation Cap Reductn	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0		0	0
Reduced v/c Ratio	0.80	0.08	0.86	0.11		0.73	0.83

Intersection Summary

Area Type: Other  
 Cycle Length: 200  
 Actuated Cycle Length: 200  
 Offset: 126 (63%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow  
 Natural Cycle: 130  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.89  
 Intersection Signal Delay: 25.0  
 Intersection LOS: C  
 Intersection Capacity Utilization 85.8%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: US 17 & S Causeway Rd



Lanes, Volumes, Timings  
3: US 17 & Petigru Dr/Alston Rd

2040 Build - PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	139	24	209	47	18	50	158	2004	35	2	62	2076
Future Volume (vph)	139	24	209	47	18	50	158	2004	35	2	62	2076
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		125	125		0	300		0		150	
Storage Lanes	1		0	1		0	1		0		1	
Taper Length (ft)	100			100			100				100	
Satd. Flow (prot)	1770	1644	0	1805	1655	0	1805	3496	0	0	1771	3505
Flt Permitted	0.645			0.174			0.032				0.037	
Satd. Flow (perm)	1201	1644	0	331	1655	0	61	3496	0	0	69	3505
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)		115			59			2				
Link Speed (mph)		35			30			45				45
Link Distance (ft)		451			511			3678				554
Travel Time (s)		8.8			11.6			55.7				8.4
Peak Hour Factor	0.88	0.88	0.88	0.79	0.79	0.79	0.95	0.95	0.95	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	0%	0%	3%	0%	3%	0%	0%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	158	265	0	59	86	0	166	2146	0	0	69	2257
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	pm+pt	NA
Protected Phases		8			4		1	6		5	5	2
Permitted Phases	8			4			6			2	2	
Detector Phase	8	8		4	4		1	6		5	5	2
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	15.0		7.0	7.0	15.0
Minimum Split (s)	16.0	16.0		39.0	39.0		17.0	29.0		15.0	15.0	30.0
Total Split (s)	40.0	40.0		40.0	40.0		20.0	145.0		15.0	15.0	140.0
Total Split (%)	20.0%	20.0%		20.0%	20.0%		10.0%	72.5%		7.5%	7.5%	70.0%
Maximum Green (s)	34.2	34.2		34.2	34.2		13.7	138.7		9.0	9.0	133.7
Yellow Time (s)	3.2	3.2		3.2	3.2		4.3	4.3		4.0	4.0	4.3
All-Red Time (s)	2.6	2.6		2.6	2.6		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8		5.8	5.8		6.3	6.3			6.0	6.3
Lead/Lag							Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	2.6		3.0	3.0	2.6
Recall Mode	None	None		None	None		None	C-Min		None	None	C-Min
Walk Time (s)				7.0	7.0			7.0				7.0
Flash Dont Walk (s)				26.0	26.0			15.0				16.0
Pedestrian Calls (#/hr)				0	0			0				0
Act Effct Green (s)	32.6	32.6		32.6	32.6		140.3	140.3			135.6	135.3

Lanes, Volumes, Timings  
 3: US 17 & Petigru Dr/Alston Rd

2040 Build - PM Peak

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	56
Future Volume (vph)	56
Ideal Flow (vphpl)	1900
Storage Length (ft)	375
Storage Lanes	1
Taper Length (ft)	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Right Turn on Red	Yes
Satd. Flow (RTOR)	50
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	61
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	15.0
Minimum Split (s)	30.0
Total Split (s)	140.0
Total Split (%)	70.0%
Maximum Green (s)	133.7
Yellow Time (s)	4.3
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.3
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	2.6
Recall Mode	C-Min
Walk Time (s)	7.0
Flash Dont Walk (s)	16.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	135.3

Lanes, Volumes, Timings  
 3: US 17 & Petigru Dr/Alston Rd

2040 Build - PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.70	0.70			0.68	0.68
v/c Ratio	0.81	0.73		1.11	0.27		1.02	0.87			0.56	0.95
Control Delay	109.3	56.4		224.6	28.3		140.0	7.7			56.6	26.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	109.3	56.4		224.6	28.3		140.0	7.7			56.6	26.8
LOS	F	E		F	C		F	A			E	C
Approach Delay		76.2			108.2			17.2				27.0
Approach LOS		E			F			B				C
Queue Length 50th (ft)	202	193		-84	30		-178	51			31	1295
Queue Length 95th (ft)	#309	299		#165	69		m#263	53			m49	1510
Internal Link Dist (ft)		371			431			3598				474
Turn Bay Length (ft)	125			125			300				150	
Base Capacity (vph)	205	376		56	331		162	2453			123	2371
Starvation Cap Reductn	0	0		0	0		0	0			0	0
Spillback Cap Reductn	0	0		0	0		0	0			0	0
Storage Cap Reductn	0	0		0	0		0	0			0	0
Reduced v/c Ratio	0.77	0.70		1.05	0.26		1.02	0.87			0.56	0.95

Intersection Summary

Area Type: Other  
 Cycle Length: 200  
 Actuated Cycle Length: 200  
 Offset: 4 (2%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.11  
 Intersection Signal Delay: 28.9      Intersection LOS: C  
 Intersection Capacity Utilization 108.8%      ICU Level of Service G  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
   Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
   Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: US 17 & Petigru Dr/Alston Rd





Lane Group	SBR
Actuated g/C Ratio	0.68
v/c Ratio	0.06
Control Delay	1.7
Queue Delay	0.0
Total Delay	1.7
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	1
Queue Length 95th (ft)	m2
Internal Link Dist (ft)	
Turn Bay Length (ft)	375
Base Capacity (vph)	1109
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.06
Intersection Summary	

Lanes, Volumes, Timings  
41: US 17 & Waverly Rd

2040 Build - PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗↗		↖						↖↖	↗
Traffic Volume (vph)	0	0	338	0	128	0	0	0	0	0	2231	169
Future Volume (vph)	0	0	338	0	128	0	0	0	0	0	2231	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		125	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	0	2787	0	1863	0	0	0	0	0	3539	1583
Flt Permitted												
Satd. Flow (perm)	0	0	2787	0	1863	0	0	0	0	0	3539	1583
Right Turn on Red			Yes	Yes		Yes				Yes		Yes
Satd. Flow (RTOR)			27									130
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		520			214			922			249	
Travel Time (s)		10.1			5.8			14.0			3.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	367	0	139	0	0	0	0	0	2425	184
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Perm		NA						NA	Perm
Protected Phases					4						2	
Permitted Phases			8									2
Detector Phase			8		4						2	2
Switch Phase												
Minimum Initial (s)			7.0		7.0						12.0	12.0
Minimum Split (s)			24.0		24.0						24.0	24.0
Total Split (s)			38.0		38.0						162.0	162.0
Total Split (%)			19.0%		19.0%						81.0%	81.0%
Maximum Green (s)			32.0		32.0						156.0	156.0
Yellow Time (s)			4.0		4.0						4.0	4.0
All-Red Time (s)			2.0		2.0						2.0	2.0
Lost Time Adjust (s)			0.0		0.0						0.0	0.0
Total Lost Time (s)			6.0		6.0						6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)			3.0		3.0						3.0	3.0
Recall Mode			None		None						C-Max	C-Max
Walk Time (s)			7.0		7.0						7.0	7.0
Flash Dont Walk (s)			11.0		11.0						11.0	11.0
Pedestrian Calls (#/hr)			0		0						0	0
Act Effct Green (s)			28.6		28.6						159.4	159.4
Actuated g/C Ratio			0.14		0.14						0.80	0.80

Lanes, Volumes, Timings  
41: US 17 & Waverly Rd

2040 Build - PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio			0.87		0.52						0.86	0.14
Control Delay			98.5		80.7						5.2	0.1
Queue Delay			0.0		0.0						0.3	0.0
Total Delay			98.5		80.7						5.5	0.1
LOS			F		F						A	A
Approach Delay		98.5			80.7						5.1	
Approach LOS		F			F						A	
Queue Length 50th (ft)			252		186						161	0
Queue Length 95th (ft)			322		m217						596	m0
Internal Link Dist (ft)		440			134			842			169	
Turn Bay Length (ft)			125									
Base Capacity (vph)			468		298						2820	1288
Starvation Cap Reductn			0		0						0	0
Spillback Cap Reductn			0		0						76	0
Storage Cap Reductn			0		0						0	0
Reduced v/c Ratio			0.78		0.47						0.88	0.14

Intersection Summary

Area Type: Other  
 Cycle Length: 200  
 Actuated Cycle Length: 200  
 Offset: 8 (4%), Referenced to phase 2:SBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.87  
 Intersection Signal Delay: 19.5  
 Intersection LOS: B  
 Intersection Capacity Utilization 140.9%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 41: US 17 & Waverly Rd



Lanes, Volumes, Timings  
42: US 17 & Waverly U-turn

2040 Build - PM Peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	197	0	0	2236	0	0
Future Volume (vph)	197	0	0	2236	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1770	0	0	3539	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	0	3539	0	0
Right Turn on Red	Yes	Yes				Yes
Satd. Flow (RTOR)	16					
Link Speed (mph)	25			45	45	
Link Distance (ft)	69			282	715	
Travel Time (s)	1.9			4.3	10.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	214	0	0	2430	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type	Prot			NA		
Protected Phases	8			6		
Permitted Phases						
Detector Phase	8			6		
Switch Phase						
Minimum Initial (s)	7.0			12.0		
Minimum Split (s)	24.0			24.0		
Total Split (s)	37.0			163.0		
Total Split (%)	18.5%			81.5%		
Maximum Green (s)	31.0			157.0		
Yellow Time (s)	4.0			4.0		
All-Red Time (s)	2.0			2.0		
Lost Time Adjust (s)	0.0			0.0		
Total Lost Time (s)	6.0			6.0		
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0			3.0		
Recall Mode	None			C-Max		
Walk Time (s)	7.0			7.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	26.6			161.4		
Actuated g/C Ratio	0.13			0.81		
v/c Ratio	0.86			0.85		
Control Delay	97.8			3.8		
Queue Delay	0.0			0.0		



Lanes, Volumes, Timings  
42: US 17 & Waverly U-turn

2040 Build - PM Peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Delay	97.8			3.8		
LOS	F			A		
Approach Delay	97.8			3.8		
Approach LOS	F			A		
Queue Length 50th (ft)	256			150		
Queue Length 95th (ft)	m313			160		
Internal Link Dist (ft)	1			202	635	
Turn Bay Length (ft)						
Base Capacity (vph)	287			2855		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			0		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.75			0.85		

Intersection Summary













Area Type:	Other
Cycle Length:	200
Actuated Cycle Length:	200
Offset:	20 (10%), Referenced to phase 6:NBT, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.86
Intersection Signal Delay:	11.4
Intersection LOS:	B
Intersection Capacity Utilization	84.8%
ICU Level of Service	E
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 42: US 17 & Waverly U-turn



Lanes, Volumes, Timings  
43: US 17 & N Causeway Rd

2040 Build - PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑				↑↑		↑↑	↑			
Traffic Volume (vph)	0	161	0	0	0	309	0	2171	134	0	0	0
Future Volume (vph)	0	161	0	0	0	309	0	2171	134	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		225	0		0	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	1863	0	0	0	2787	0	3539	1583	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	0	2787	0	3539	1583	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						32			108			
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		264			404			209			685	
Travel Time (s)		7.2			11.0			3.2			10.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	175	0	0	0	336	0	2360	146	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA				Perm		NA	Perm			
Protected Phases		8						6				
Permitted Phases						4			6			
Detector Phase		8				4		6	6			
Switch Phase												
Minimum Initial (s)		5.0				5.0		5.0	5.0			
Minimum Split (s)		24.0				24.0		24.0	24.0			
Total Split (s)		37.0				37.0		163.0	163.0			
Total Split (%)		18.5%				18.5%		81.5%	81.5%			
Maximum Green (s)		31.0				31.0		157.0	157.0			
Yellow Time (s)		4.0				4.0		4.0	4.0			
All-Red Time (s)		2.0				2.0		2.0	2.0			
Lost Time Adjust (s)		0.0				0.0		0.0	0.0			
Total Lost Time (s)		6.0				6.0		6.0	6.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0				3.0		3.0	3.0			
Recall Mode		None				None		C-Max	C-Max			
Walk Time (s)		7.0				7.0		7.0	7.0			
Flash Dont Walk (s)		11.0				11.0		11.0	11.0			
Pedestrian Calls (#/hr)		0				0		0	0			
Act Effct Green (s)		26.6				26.6		161.4	161.4			
Actuated g/C Ratio		0.13				0.13		0.81	0.81			

Lanes, Volumes, Timings  
 43: US 17 & N Causeway Rd

2040 Build - PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.71				0.85		0.83	0.11			
Control Delay		103.4				95.6		4.1	0.1			
Queue Delay		0.0				0.0		0.0	0.0			
Total Delay		103.4				95.6		4.1	0.1			
LOS		F				F		A	A			
Approach Delay		103.4			95.6			3.8				
Approach LOS		F			F			A				
Queue Length 50th (ft)		240				226		160	0			
Queue Length 95th (ft)		m262				291		212	m1			
Internal Link Dist (ft)		184			324			129			605	
Turn Bay Length (ft)						225						
Base Capacity (vph)		288				459		2856	1298			
Starvation Cap Reductn		0				0		0	0			
Spillback Cap Reductn		0				0		0	0			
Storage Cap Reductn		0				0		0	0			
Reduced v/c Ratio		0.61				0.73		0.83	0.11			

Intersection Summary










Area Type: Other  
 Cycle Length: 200  
 Actuated Cycle Length: 200  
 Offset: 23 (12%), Referenced to phase 6:NBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.85  
 Intersection Signal Delay: 19.8  
 Intersection Capacity Utilization 138.5%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service H  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 43: US 17 & N Causeway Rd



Lanes, Volumes, Timings  
44: US 17 & N Causeway U-turn

2040 Build - PM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (vph)	188	0	0	0	0	2373
Future Volume (vph)	188	0	0	0	0	2373
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1770	0	0	0	0	3539
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	0	0	0	3539
Right Turn on Red	Yes	Yes		Yes		
Satd. Flow (RTOR)	13					
Link Speed (mph)	25		45			45
Link Distance (ft)	83		434			252
Travel Time (s)	2.3		6.6			3.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	204	0	0	0	0	2579
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot					NA
Protected Phases	4					2
Permitted Phases						
Detector Phase	4					2
Switch Phase						
Minimum Initial (s)	7.0					12.0
Minimum Split (s)	24.0					24.0
Total Split (s)	34.0					166.0
Total Split (%)	17.0%					83.0%
Maximum Green (s)	28.0					160.0
Yellow Time (s)	4.0					4.0
All-Red Time (s)	2.0					2.0
Lost Time Adjust (s)	0.0					0.0
Total Lost Time (s)	6.0					6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0					3.0
Recall Mode	None					C-Max
Walk Time (s)	7.0					7.0
Flash Dont Walk (s)	11.0					11.0
Pedestrian Calls (#/hr)	0					0
Act Effct Green (s)	25.3					162.7
Actuated g/C Ratio	0.13					0.81
v/c Ratio	0.87					0.90
Control Delay	94.8					8.5
Queue Delay	0.0					0.0

Lanes, Volumes, Timings  
 44: US 17 & N Causeway U-turn

2040 Build - PM Peak



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Total Delay	94.8					8.5
LOS	F					A
Approach Delay	94.8					8.5
Approach LOS	F					A
Queue Length 50th (ft)	253					108
Queue Length 95th (ft)	m316					m98
Internal Link Dist (ft)	3		354			172
Turn Bay Length (ft)						
Base Capacity (vph)	258					2879
Starvation Cap Reductn	0					0
Spillback Cap Reductn	0					0
Storage Cap Reductn	0					0
Reduced v/c Ratio	0.79					0.90

Intersection Summary




















Area Type: Other  
 Cycle Length: 200  
 Actuated Cycle Length: 200  
 Offset: 1 (1%), Referenced to phase 2:SBT, Start of Yellow  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 14.9  
 Intersection LOS: B  
 Intersection Capacity Utilization 137.3%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 44: US 17 & N Causeway U-turn



Lanes, Volumes, Timings  
5: US 17 & Martin Luther King Rd/Brown Ln

2040 Build - PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	218	2	47	8	0	2	3	39	2314	2	8	5
Future Volume (vph)	218	2	47	8	0	2	3	39	2314	2	8	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		150	0		0		175		175		200
Storage Lanes	0		1	0		0		1		1		1
Taper Length (ft)	100			100				100				100
Satd. Flow (prot)	0	1793	1615	0	1775	0	0	1805	3505	1615	0	1805
Flt Permitted		0.718			0.637			0.029				0.030
Satd. Flow (perm)	0	1351	1615	0	1175	0	0	55	3505	1615	0	57
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			23		58					53		
Link Speed (mph)		40			25				45			
Link Distance (ft)		698			290				6838			
Travel Time (s)		11.9			7.9				103.6			
Peak Hour Factor	0.76	0.76	0.76	0.75	0.75	0.75	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	290	62	0	14	0	0	44	2410	2	0	13
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				16			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Turn Type	Perm	NA	pm+ov	Perm	NA		pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases		8	1!		4		1!	1	6		5	5
Permitted Phases	8		8	4			6!	6		6	2	2
Detector Phase	8	8	1	4	4		1	1	6	6	5	5
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0	15.0	15.0	10.0	10.0
Minimum Split (s)	44.0	44.0	17.0	23.0	23.0		17.0	17.0	23.0	23.0	17.0	17.0
Total Split (s)	45.0	45.0	17.0	45.0	45.0		17.0	17.0	138.0	138.0	17.0	17.0
Total Split (%)	22.5%	22.5%	8.5%	22.5%	22.5%		8.5%	8.5%	69.0%	69.0%	8.5%	8.5%
Maximum Green (s)	38.6	38.6	10.6	40.0	40.0		10.6	10.6	130.8	130.8	10.6	10.6
Yellow Time (s)	4.4	4.4	4.4	3.0	3.0		4.4	4.4	5.2	5.2	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		6.4	6.4		5.0			6.4	7.2	7.2		6.4
Lead/Lag			Lead				Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?			Yes				Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	None	C-Min	C-Min	None	None
Walk Time (s)	7.0	7.0							7.0	7.0		
Flash Dont Walk (s)	29.0	29.0							8.0	8.0		
Pedestrian Calls (#/hr)	0	0							0	0		
Act Efect Green (s)		38.6	55.0		40.0			146.0	141.2	141.2		142.2

Lanes, Volumes, Timings  
 5: US 17 & Martin Luther King Rd/Brown Ln

2040 Build - PM Peak



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	2242	191
Future Volume (vph)	2242	191
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		59
Link Speed (mph)	45	
Link Distance (ft)	5154	
Travel Time (s)	78.1	
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	2%	2%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2335	199
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Turn Type	NA	Perm
Protected Phases	2	
Permitted Phases		2
Detector Phase	2	2
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	35.0	35.0
Total Split (s)	138.0	138.0
Total Split (%)	69.0%	69.0%
Maximum Green (s)	130.8	130.8
Yellow Time (s)	5.2	5.2
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.2	7.2
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Min	C-Min
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	20.0	20.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	131.4	131.4

Lanes, Volumes, Timings  
 5: US 17 & Martin Luther King Rd/Brown Ln

2040 Build - PM Peak

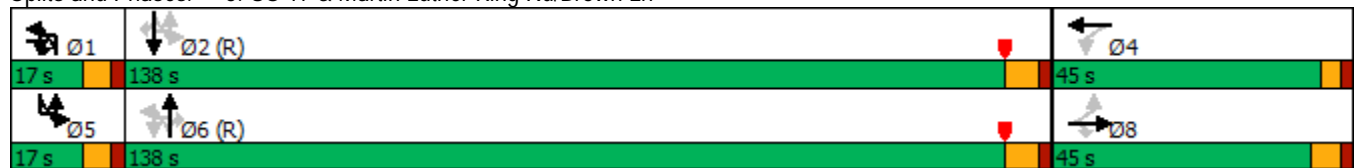


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Actuated g/C Ratio		0.19	0.28		0.20			0.73	0.71	0.71		0.71
v/c Ratio		1.12	0.13		0.05			0.35	0.97	0.00		0.10
Control Delay		159.2	35.7		0.3			23.3	33.1	0.0		7.4
Queue Delay		0.0	0.0		0.0			0.0	0.0	0.0		0.0
Total Delay		159.2	35.7		0.3			23.3	33.1	0.0		7.4
LOS		F	D		A			C	C	A		A
Approach Delay		137.5			0.3				32.9			
Approach LOS		F			A				C			
Queue Length 50th (ft)		-435	39		0			17	1101	0		3
Queue Length 95th (ft)		#492	66		0			m23	#1903	m0		m4
Internal Link Dist (ft)		618			210				6758			
Turn Bay Length (ft)			150					175		175		200
Base Capacity (vph)		260	465		281			133	2475	1156		133
Starvation Cap Reductn		0	0		0			0	0	0		0
Spillback Cap Reductn		0	0		0			0	0	0		0
Storage Cap Reductn		0	0		0			0	0	0		0
Reduced v/c Ratio		1.12	0.13		0.05			0.33	0.97	0.00		0.10

Intersection Summary

Area Type: Other  
 Cycle Length: 200  
 Actuated Cycle Length: 200  
 Offset: 73 (37%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.12  
 Intersection Signal Delay: 41.6  
 Intersection LOS: D  
 Intersection Capacity Utilization 96.1%  
 ICU Level of Service F  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.  
 ! Phase conflict between lane groups.

Splits and Phases: 5: US 17 & Martin Luther King Rd/Brown Ln
















Lane Group	SBT	SBR
Actuated g/C Ratio	0.66	0.66
v/c Ratio	1.00	0.19
Control Delay	39.7	6.9
Queue Delay	0.0	0.0
Total Delay	39.7	6.9
LOS	D	A
Approach Delay	37.0	
Approach LOS	D	
Queue Length 50th (ft)	~1510	26
Queue Length 95th (ft)	#1775	m45
Internal Link Dist (ft)	5074	
Turn Bay Length (ft)		150
Base Capacity (vph)	2325	1060
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.00	0.19
<b>Intersection Summary</b>		

Lanes, Volumes, Timings  
6: US 17 & Litchfield Dr

2040 Build - PM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	306	2376	216	0	0
Future Volume (vph)	0	306	2376	216	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	200		175	0	
Storage Lanes	0	1		1	0	
Taper Length (ft)	100				100	
Satd. Flow (prot)	0	2787	3539	1583	0	0
Flt Permitted						
Satd. Flow (perm)	0	2787	3539	1583	0	0
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		24		128		
Link Speed (mph)	25		45			45
Link Distance (ft)	925		692			1073
Travel Time (s)	25.2		10.5			16.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	333	2583	235	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Turn Type		Perm	NA	Perm		
Protected Phases			2			
Permitted Phases		8		2		
Detector Phase		8	2	2		
Switch Phase						
Minimum Initial (s)		7.0	12.0	12.0		
Minimum Split (s)		24.0	24.0	24.0		
Total Split (s)		33.0	167.0	167.0		
Total Split (%)		16.5%	83.5%	83.5%		
Maximum Green (s)		27.0	161.0	161.0		
Yellow Time (s)		4.0	4.0	4.0		
All-Red Time (s)		2.0	2.0	2.0		
Lost Time Adjust (s)		0.0	0.0	0.0		
Total Lost Time (s)		6.0	6.0	6.0		
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0	3.0		
Recall Mode		None	C-Max	C-Max		
Walk Time (s)		7.0	7.0	7.0		
Flash Dont Walk (s)		11.0	11.0	11.0		
Pedestrian Calls (#/hr)		0	0	0		
Act Effect Green (s)		25.5	162.5	162.5		
Actuated g/C Ratio		0.13	0.81	0.81		

Lanes, Volumes, Timings  
6: US 17 & Litchfield Dr

2040 Build - PM Peak



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
v/c Ratio		0.89	0.90	0.18		
Control Delay		103.9	7.6	1.1		
Queue Delay		0.0	1.7	0.0		
Total Delay		103.9	9.3	1.1		
LOS		F	A	A		
Approach Delay	103.9		8.7			
Approach LOS	F		A			
Queue Length 50th (ft)		230	225	5		
Queue Length 95th (ft)		#317	579	m13		
Internal Link Dist (ft)	845		612			993
Turn Bay Length (ft)		200		175		
Base Capacity (vph)		397	2875	1310		
Starvation Cap Reductn		0	158	0		
Spillback Cap Reductn		0	0	0		
Storage Cap Reductn		0	0	0		
Reduced v/c Ratio		0.84	0.95	0.18		

Intersection Summary










Area Type: Other  
 Cycle Length: 200  
 Actuated Cycle Length: 200  
 Offset: 153 (77%), Referenced to phase 2:NBT, Start of Yellow  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 18.7  
 Intersection LOS: B  
 Intersection Capacity Utilization 86.4%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: US 17 & Litchfield Dr



Lanes, Volumes, Timings  
61: US 17 & Litchfield Dr U-turn

2040 Build - PM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (vph)	214	0	0	0	0	2439
Future Volume (vph)	214	0	0	0	0	2439
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1770	0	0	0	0	3539
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	0	0	0	3539
Right Turn on Red	Yes	Yes		Yes		
Satd. Flow (RTOR)	11					
Link Speed (mph)	30		45			45
Link Distance (ft)	77		722			335
Travel Time (s)	1.8		10.9			5.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	233	0	0	0	0	2651
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot					NA
Protected Phases	8					6
Permitted Phases						
Detector Phase	8					6
Switch Phase						
Minimum Initial (s)	7.0					12.0
Minimum Split (s)	24.0					24.0
Total Split (s)	35.0					165.0
Total Split (%)	17.5%					82.5%
Maximum Green (s)	29.0					159.0
Yellow Time (s)	4.0					4.0
All-Red Time (s)	2.0					2.0
Lost Time Adjust (s)	0.0					0.0
Total Lost Time (s)	6.0					6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0					3.0
Recall Mode	None					C-Max
Walk Time (s)	7.0					7.0
Flash Dont Walk (s)	11.0					11.0
Pedestrian Calls (#/hr)	0					0
Act Effct Green (s)	27.7					160.3
Actuated g/C Ratio	0.14					0.80
v/c Ratio	0.92					0.93
Control Delay	106.9					23.9
Queue Delay	0.0					0.2

Lanes, Volumes, Timings  
 61: US 17 & Litchfield Dr U-turn

2040 Build - PM Peak



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Total Delay	106.9					24.1
LOS	F					C
Approach Delay	106.9					24.1
Approach LOS	F					C
Queue Length 50th (ft)	283					1353
Queue Length 95th (ft)	m331					1480
Internal Link Dist (ft)	1		642			255
Turn Bay Length (ft)						
Base Capacity (vph)	266					2836
Starvation Cap Reductn	0					0
Spillback Cap Reductn	0					14
Storage Cap Reductn	0					0
Reduced v/c Ratio	0.88					0.94

Intersection Summary

Area Type: Other  
 Cycle Length: 200  
 Actuated Cycle Length: 200  
 Offset: 0 (0%), Referenced to phase 6:SBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.93  
 Intersection Signal Delay: 30.8  
 Intersection LOS: C  
 Intersection Capacity Utilization 144.1%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 61: US 17 & Litchfield Dr U-turn



Lanes, Volumes, Timings  
7: US 17 & Country Club Dr

2040 Build - PM Peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↕↕	↗
Traffic Volume (vph)	0	99	0	0	2532	121
Future Volume (vph)	0	99	0	0	2532	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			100
Storage Lanes	0	1	0			1
Taper Length (ft)	100		100			
Satd. Flow (prot)	0	1611	0	0	3539	1583
Flt Permitted						
Satd. Flow (perm)	0	1611	0	0	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		13				55
Link Speed (mph)	25			45	45	
Link Distance (ft)	782			325	722	
Travel Time (s)	21.3			4.9	10.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	108	0	0	2752	132
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type		Perm			NA	Perm
Protected Phases					6	
Permitted Phases		4				6
Detector Phase		4			6	6
Switch Phase						
Minimum Initial (s)		7.0			12.0	12.0
Minimum Split (s)		24.0			24.0	24.0
Total Split (s)		24.0			176.0	176.0
Total Split (%)		12.0%			88.0%	88.0%
Maximum Green (s)		18.0			170.0	170.0
Yellow Time (s)		4.0			4.0	4.0
All-Red Time (s)		2.0			2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0
Total Lost Time (s)		6.0			6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0			3.0	3.0
Recall Mode		None			C-Max	C-Max
Walk Time (s)		7.0			7.0	7.0
Flash Dont Walk (s)		11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0	0
Act Effct Green (s)		15.7			172.3	172.3
Actuated g/C Ratio		0.08			0.86	0.86

Lanes, Volumes, Timings  
7: US 17 & Country Club Dr

2040 Build - PM Peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio		0.78			0.90	0.10
Control Delay		113.5			3.5	0.3
Queue Delay		0.0			0.7	0.0
Total Delay		113.5			4.3	0.3
LOS		F			A	A
Approach Delay	113.5				4.1	
Approach LOS	F				A	
Queue Length 50th (ft)		124			156	3
Queue Length 95th (ft)		#214			160	m3
Internal Link Dist (ft)	702			245	642	
Turn Bay Length (ft)						100
Base Capacity (vph)		156			3049	1371
Starvation Cap Reductn		0			94	0
Spillback Cap Reductn		0			0	0
Storage Cap Reductn		0			0	0
Reduced v/c Ratio		0.69			0.93	0.10

Intersection Summary

Area Type: Other  
 Cycle Length: 200  
 Actuated Cycle Length: 200  
 Offset: 11 (6%), Referenced to phase 6:SBT, Start of Yellow  
 Natural Cycle: 130  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 8.0  
 Intersection LOS: A  
 Intersection Capacity Utilization 86.1%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: US 17 & Country Club Dr



Lanes, Volumes, Timings  
71: US 17 & Country Club Dr U-turn

2040 Build - PM Peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	161	0	0	2431	0	0
Future Volume (vph)	161	0	0	2431	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1770	0	0	3539	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	0	3539	0	0
Right Turn on Red	Yes	Yes				Yes
Satd. Flow (RTOR)	13					
Link Speed (mph)	30			45	45	
Link Distance (ft)	66			236	692	
Travel Time (s)	1.5			3.6	10.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	175	0	0	2642	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type	Prot			NA		
Protected Phases	4			2		
Permitted Phases						
Detector Phase	4			2		
Switch Phase						
Minimum Initial (s)	7.0			12.0		
Minimum Split (s)	24.0			24.0		
Total Split (s)	30.0			170.0		
Total Split (%)	15.0%			85.0%		
Maximum Green (s)	24.0			164.0		
Yellow Time (s)	4.0			4.0		
All-Red Time (s)	2.0			2.0		
Lost Time Adjust (s)	0.0			0.0		
Total Lost Time (s)	6.0			6.0		
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0			3.0		
Recall Mode	None			C-Max		
Walk Time (s)	7.0			7.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	21.9			166.1		
Actuated g/C Ratio	0.11			0.83		
v/c Ratio	0.86			0.90		
Control Delay	90.9			7.1		
Queue Delay	0.0			0.4		



Lanes, Volumes, Timings  
 71: US 17 & Country Club Dr U-turn

2040 Build - PM Peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Delay	90.9			7.5		
LOS	F			A		
Approach Delay	90.9			7.5		
Approach LOS	F			A		
Queue Length 50th (ft)	209			207		
Queue Length 95th (ft)	m241			m208		
Internal Link Dist (ft)	1			156	612	
Turn Bay Length (ft)						
Base Capacity (vph)	223			2939		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			56		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.78			0.92		

Intersection Summary

Area Type: Other  
 Cycle Length: 200  
 Actuated Cycle Length: 200  
 Offset: 158 (79%), Referenced to phase 2:NBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 12.7  
 Intersection LOS: B  
 Intersection Capacity Utilization 143.9%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 71: US 17 & Country Club Dr U-turn



Lanes, Volumes, Timings  
81: US 17 & Willbrook Blvd

2040 Build - PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗↗		↖						↖↖	↗
Traffic Volume (vph)	0	0	632	0	252	0	0	0	0	0	2109	387
Future Volume (vph)	0	0	632	0	252	0	0	0	0	0	2109	387
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		150
Storage Lanes	0		2	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	0	2787	0	1863	0	0	0	0	0	3539	1583
Flt Permitted												
Satd. Flow (perm)	0	0	2787	0	1863	0	0	0	0	0	3539	1583
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)			18									209
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		519			340			783			296	
Travel Time (s)		10.1			9.3			11.9			4.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	687	0	274	0	0	0	0	0	2292	421
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Perm		NA						NA	Perm
Protected Phases					8						6	
Permitted Phases			4									6
Detector Phase			4		8						6	6
Switch Phase												
Minimum Initial (s)			7.0		7.0						12.0	12.0
Minimum Split (s)			24.0		24.0						23.0	23.0
Total Split (s)			38.0		38.0						92.0	92.0
Total Split (%)			29.2%		29.2%						70.8%	70.8%
Maximum Green (s)			32.0		32.0						88.0	88.0
Yellow Time (s)			4.0		4.0						2.0	2.0
All-Red Time (s)			2.0		2.0						2.0	2.0
Lost Time Adjust (s)			0.0		0.0						0.0	0.0
Total Lost Time (s)			6.0		6.0						4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)			3.0		3.0						3.0	3.0
Recall Mode			None		None						C-Max	C-Max
Walk Time (s)			7.0		7.0						7.0	7.0
Flash Dont Walk (s)			11.0		11.0						11.0	11.0
Pedestrian Calls (#/hr)			0		0						0	0
Act Effect Green (s)			32.0		32.0						88.0	88.0
Actuated g/C Ratio			0.25		0.25						0.68	0.68

Lanes, Volumes, Timings  
81: US 17 & Willbrook Blvd

2040 Build - PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio			0.98		0.60						0.96	0.37
Control Delay			77.5		42.0						19.3	1.3
Queue Delay			0.0		0.0						0.0	0.0
Total Delay			77.5		42.0						19.3	1.3
LOS			E		D						B	A
Approach Delay		77.5			42.0						16.5	
Approach LOS		E			D						B	
Queue Length 50th (ft)			322		209						900	17
Queue Length 95th (ft)			#465		m213						#1003	m18
Internal Link Dist (ft)		439			260			703			216	
Turn Bay Length (ft)												150
Base Capacity (vph)			699		458						2395	1139
Starvation Cap Reductn			0		0						0	0
Spillback Cap Reductn			0		0						0	0
Storage Cap Reductn			0		0						0	0
Reduced v/c Ratio			0.98		0.60						0.96	0.37

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 114 (88%), Referenced to phase 6:SBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.98  
 Intersection Signal Delay: 29.8  
 Intersection LOS: C  
 Intersection Capacity Utilization 147.7%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 81: US 17 & Willbrook Blvd



Lanes, Volumes, Timings  
82: US 17 & Willbrook Blvd U-turn

2040 Build - PM Peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙↙			↑↑		
Traffic Volume (vph)	414	0	0	2411	0	0
Future Volume (vph)	414	0	0	2411	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3433	0	0	3539	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	3539	0	0
Right Turn on Red	Yes	Yes				Yes
Satd. Flow (RTOR)	20					
Link Speed (mph)	30			45	45	
Link Distance (ft)	78			247	470	
Travel Time (s)	1.8			3.7	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	450	0	0	2621	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type	Prot			NA		
Protected Phases	4			2		
Permitted Phases						
Detector Phase	4			2		
Switch Phase						
Minimum Initial (s)	7.0			12.0		
Minimum Split (s)	24.0			24.0		
Total Split (s)	24.0			106.0		
Total Split (%)	18.5%			81.5%		
Maximum Green (s)	18.0			100.0		
Yellow Time (s)	4.0			4.0		
All-Red Time (s)	2.0			2.0		
Lost Time Adjust (s)	0.0			0.0		
Total Lost Time (s)	6.0			6.0		
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0			3.0		
Recall Mode	None			C-Max		
Walk Time (s)	7.0			7.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	17.9			100.1		
Actuated g/C Ratio	0.14			0.77		
v/c Ratio	0.92			0.96		
Control Delay	63.0			24.4		
Queue Delay	0.0			11.2		

Lanes, Volumes, Timings  
 82: US 17 & Willbrook Blvd U-turn

2040 Build - PM Peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Delay	63.0			35.6		
LOS	E			D		
Approach Delay	63.0			35.6		
Approach LOS	E			D		
Queue Length 50th (ft)	170			887		
Queue Length 95th (ft)	m178			#1165		
Internal Link Dist (ft)	1			167	390	
Turn Bay Length (ft)						
Base Capacity (vph)	492			2724		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			154		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.91			1.02		

Intersection Summary













Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 3 (2%), Referenced to phase 2:NBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.96  
 Intersection Signal Delay: 39.6  
 Intersection LOS: D  
 Intersection Capacity Utilization 88.5%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 82: US 17 & Willbrook Blvd U-turn



Lanes, Volumes, Timings  
83: US 17 & Retreat Beach Cir

2040 Build - PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑				↗↗		↑↑	↗			
Traffic Volume (vph)	0	47	0	0	0	420	0	2438	135	0	0	0
Future Volume (vph)	0	47	0	0	0	420	0	2438	135	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	0	2787	0	3539	1583	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	0	2787	0	3539	1583	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						25			130			
Link Speed (mph)		25			25			45				45
Link Distance (ft)		294			354			335				760
Travel Time (s)		8.0			9.7			5.1				11.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	51	0	0	0	457	0	2650	147	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA				Perm		NA	Perm			
Protected Phases		4						2				
Permitted Phases						8			2			
Detector Phase		4				8		2	2			
Switch Phase												
Minimum Initial (s)		7.0				7.0		12.0	12.0			
Minimum Split (s)		24.0				24.0		24.0	24.0			
Total Split (s)		26.0				26.0		104.0	104.0			
Total Split (%)		20.0%				20.0%		80.0%	80.0%			
Maximum Green (s)		20.0				20.0		98.0	98.0			
Yellow Time (s)		4.0				4.0		4.0	4.0			
All-Red Time (s)		2.0				2.0		2.0	2.0			
Lost Time Adjust (s)		0.0				0.0		0.0	0.0			
Total Lost Time (s)		6.0				6.0		6.0	6.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0				3.0		3.0	3.0			
Recall Mode		None				None		C-Max	C-Max			
Walk Time (s)		7.0				7.0		7.0	7.0			
Flash Dont Walk (s)		11.0				11.0		11.0	11.0			
Pedestrian Calls (#/hr)		0				0		0	0			
Act Effct Green (s)		20.0				20.0		98.0	98.0			
Actuated g/C Ratio		0.15				0.15		0.75	0.75			
v/c Ratio		0.18				1.02		0.99	0.12			
Control Delay		58.6				98.0		20.2	0.7			
Queue Delay		0.0				0.0		17.6	0.0			

Lanes, Volumes, Timings  
83: US 17 & Retreat Beach Cir

2040 Build - PM Peak

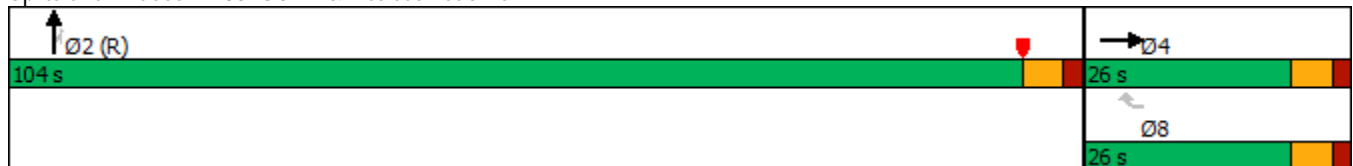


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		58.6				98.0		37.8	0.7			
LOS		E				F		D	A			
Approach Delay		58.6			98.0			35.9				
Approach LOS		E			F			D				
Queue Length 50th (ft)		41				~215		702	1			
Queue Length 95th (ft)		m45				#342		m#1310	m3			
Internal Link Dist (ft)		214			274			255			680	
Turn Bay Length (ft)												
Base Capacity (vph)		286				449		2667	1225			
Starvation Cap Reductn		0				0		140	0			
Spillback Cap Reductn		0				0		0	0			
Storage Cap Reductn		0				0		0	0			
Reduced v/c Ratio		0.18				1.02		1.05	0.12			

Intersection Summary










Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.02  
 Intersection Signal Delay: 44.8  
 Intersection LOS: D  
 Intersection Capacity Utilization 92.1%  
 ICU Level of Service F  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 83: US 17 & Retreat Beach Cir



Lanes, Volumes, Timings  
84: US 17 & Retreat Beach Cir U-turn

2040 Build - PM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (vph)	200	0	0	0	0	2343
Future Volume (vph)	200	0	0	0	0	2343
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1770	0	0	0	0	3539
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	0	0	0	3539
Right Turn on Red	Yes	Yes		Yes		
Satd. Flow (RTOR)	12					
Link Speed (mph)	30		45			45
Link Distance (ft)	80		470			269
Travel Time (s)	1.8		7.1			4.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	217	0	0	0	0	2547
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot					NA
Protected Phases	8					6
Permitted Phases						
Detector Phase	8					6
Switch Phase						
Minimum Initial (s)	5.0					5.0
Minimum Split (s)	22.5					22.5
Total Split (s)	24.1					105.9
Total Split (%)	18.5%					81.5%
Maximum Green (s)	19.6					101.4
Yellow Time (s)	3.5					3.5
All-Red Time (s)	1.0					1.0
Lost Time Adjust (s)	0.0					0.0
Total Lost Time (s)	4.5					4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0					3.0
Recall Mode	None					C-Max
Walk Time (s)	7.0					7.0
Flash Dont Walk (s)	11.0					11.0
Pedestrian Calls (#/hr)	0					0
Act Effct Green (s)	18.1					102.9
Actuated g/C Ratio	0.14					0.79
v/c Ratio	0.84					0.91
Control Delay	54.0					17.0
Queue Delay	0.0					0.0



Lanes, Volumes, Timings  
 84: US 17 & Retreat Beach Cir U-turn

2040 Build - PM Peak



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Total Delay	54.0					17.0
LOS	D					B
Approach Delay	54.0					17.0
Approach LOS	D					B
Queue Length 50th (ft)	166					751
Queue Length 95th (ft)	m167					923
Internal Link Dist (ft)	1		390			189
Turn Bay Length (ft)						
Base Capacity (vph)	277					2800
Starvation Cap Reductn	0					0
Spillback Cap Reductn	0					0
Storage Cap Reductn	0					0
Reduced v/c Ratio	0.78					0.91

Intersection Summary
















Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 104 (80%), Referenced to phase 6:SBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.91  
 Intersection Signal Delay: 19.9  
 Intersection LOS: B  
 Intersection Capacity Utilization 145.3%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 84: US 17 & Retreat Beach Cir U-turn



Lanes, Volumes, Timings  
9: US 17 & N Boyle Rd

2040 Build - PM Peak

								
Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	130	53	6	2463	124	11	35	2181
Future Volume (vph)	130	53	6	2463	124	11	35	2181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	250		300		200	
Storage Lanes	1	1	1		1		1	
Taper Length (ft)	100		100				100	
Satd. Flow (prot)	1805	1568	1805	3610	1583	0	1778	3610
Flt Permitted	0.950		0.041				0.039	
Satd. Flow (perm)	1805	1568	78	3610	1583	0	73	3610
Right Turn on Red		Yes			Yes			
Satd. Flow (RTOR)		54			122			
Link Speed (mph)	25			45				45
Link Distance (ft)	607			2155				1279
Travel Time (s)	16.6			32.7				19.4
Peak Hour Factor	0.98	0.98	0.93	0.93	0.93	0.94	0.94	0.94
Heavy Vehicles (%)	0%	3%	0%	0%	2%	0%	2%	0%
Shared Lane Traffic (%)								
Lane Group Flow (vph)	133	54	6	2648	133	0	49	2320
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	R NA	Left	Left
Median Width(ft)	12			24				24
Link Offset(ft)	0			0				0
Crosswalk Width(ft)	16			16				16
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9		9	9	15	
Turn Type	Prot	Perm	pm+pt	NA	Perm	pm+pt	pm+pt	NA
Protected Phases	8		5	2		1	1	6
Permitted Phases		8	2		2	6	6	
Detector Phase	8	8	5	2	2	1	1	6
Switch Phase								
Minimum Initial (s)	8.0	8.0	7.0	24.0	24.0	6.0	6.0	24.0
Minimum Split (s)	15.0	15.0	15.0	30.0	30.0	15.0	15.0	30.0
Total Split (s)	16.0	16.0	15.0	99.0	99.0	15.0	15.0	99.0
Total Split (%)	12.3%	12.3%	11.5%	76.2%	76.2%	11.5%	11.5%	76.2%
Maximum Green (s)	9.7	9.7	10.5	93.3	93.3	9.3	9.3	93.3
Yellow Time (s)	3.0	3.0	3.5	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	3.3	3.3	1.0	1.4	1.4	1.4	1.4	1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.3	6.3	4.5	5.7	5.7		5.7	5.7
Lead/Lag			Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?			Yes					Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	Min	Min	None	None	Min
Act Effct Green (s)	9.7	9.7	101.1	94.4	94.4		103.4	101.8
Actuated g/C Ratio	0.08	0.08	0.80	0.75	0.75		0.82	0.81
v/c Ratio	0.96	0.32	0.04	0.98	0.11		0.33	0.79
Control Delay	124.2	19.7	2.3	29.0	1.2		14.2	9.9

Lanes, Volumes, Timings  
9: US 17 & N Boyle Rd

2040 Build - PM Peak



Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	124.2	19.7	2.3	29.0	1.2		14.2	9.9
LOS	F	B	A	C	A		B	A
Approach Delay	94.0			27.6				10.0
Approach LOS	F			C				A
Queue Length 50th (ft)	111	0	1	1001	2		6	374
Queue Length 95th (ft)	#246	42	2	#1345	19		32	774
Internal Link Dist (ft)	527			2075				1199
Turn Bay Length (ft)	150		250		300		200	
Base Capacity (vph)	139	170	208	2708	1218		186	2922
Starvation Cap Reductn	0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0		0	0
Reduced v/c Ratio	0.96	0.32	0.03	0.98	0.11		0.26	0.79

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 125.8  
 Natural Cycle: 130  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.98  
 Intersection Signal Delay: 22.1  
 Intersection LOS: C  
 Intersection Capacity Utilization 85.3%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 9: US 17 & N Boyle Rd



**Intersection**

Int Delay, s/veh 0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↖						↖	↗
Traffic Vol, veh/h	0	0	58	0	6	0	0	0	0	0	2193	108
Future Vol, veh/h	0	0	58	0	6	0	0	0	0	0	2193	108
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Yield	Yield	Yield	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	16974	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	63	0	7	0	0	0	0	0	2384	117

**Major/Minor**

	Minor2	Major2
Conflicting Flow All	- - 1192	- - 0
Stage 1	- - -	- - -
Stage 2	- - -	- - -
Critical Hdwy	- - 6.94	- - -
Critical Hdwy Stg 1	- - -	- - -
Critical Hdwy Stg 2	- - -	- - -
Follow-up Hdwy	- - 3.32	- - -
Pot Cap-1 Maneuver	0 0 180	0 - -
Stage 1	0 0 -	0 - -
Stage 2	0 0 -	0 - -
Platoon blocked, %		- - -
Mov Cap-1 Maneuver	- 0 180	- - -
Mov Cap-2 Maneuver	- 0 -	- - -
Stage 1	- 0 -	- - -
Stage 2	- 0 -	- - -

**Approach**

	EB	SB
HCM Control Delay, s	35.4	0
HCM LOS	E	

**Minor Lane/Major Mvmt**

	EBLn1	SBT	SBR
Capacity (veh/h)	180	-	-
HCM Lane V/C Ratio	0.35	-	-
HCM Control Delay (s)	35.4	-	-
HCM Lane LOS	E	-	-
HCM 95th %tile Q(veh)	1.5	-	-

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↑↑		
Traffic Vol, veh/h	57	0	0	2549	0	0
Future Vol, veh/h	57	0	0	2549	0	0
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, #	0	-	-	0	16979	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	0	0	2771	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	1386	-	0
Stage 1	0	-	-
Stage 2	1386	-	-
Critical Hdwy	6.84	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	-	-
Pot Cap-1 Maneuver	134	0	0
Stage 1	-	0	0
Stage 2	197	0	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	134	-	-
Mov Cap-2 Maneuver	134	-	-
Stage 1	-	-	-
Stage 2	197	-	-

Approach	EB	NB
HCM Control Delay, s	53.1	0
HCM LOS	F	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	134
HCM Lane V/C Ratio	-	0.462
HCM Control Delay (s)	-	53.1
HCM Lane LOS	-	F
HCM 95th %tile Q(veh)	-	2.1

**Intersection**

Int Delay, s/veh 1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑				↗		↑↑	↗			
Traffic Vol, veh/h	0	41	0	0	0	55	0	2583	17	0	0	0
Future Vol, veh/h	0	41	0	0	0	55	0	2583	17	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Yield	Yield	Yield	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16979	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	45	0	0	0	60	0	2808	18	0	0	0

**Major/Minor**

	Minor1	Major1
Conflicting Flow All	-	1404
Stage 1	-	-
Stage 2	-	-
Critical Hdwy	-	6.94
Critical Hdwy Stg 1	-	-
Critical Hdwy Stg 2	-	-
Follow-up Hdwy	-	3.32
Pot Cap-1 Maneuver	0	129
Stage 1	0	-
Stage 2	0	-
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	129
Mov Cap-2 Maneuver	-	-
Stage 1	-	-
Stage 2	-	-

**Approach**

	WB	NB
HCM Control Delay, s	55	0
HCM LOS	F	

**Minor Lane/Major Mvmt**

	NBT	NBRWBLn1
Capacity (veh/h)	-	129
HCM Lane V/C Ratio	-	0.463
HCM Control Delay (s)	-	55
HCM Lane LOS	-	F
HCM 95th %tile Q(veh)	-	2.1

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵					↑↑
Traffic Vol, veh/h	10	0	0	0	0	2332
Future Vol, veh/h	10	0	0	0	0	2332
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	16974	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	0	0	0	0	2535

Major/Minor	Minor1	Major2	
Conflicting Flow All	1268	-	-
Stage 1	0	-	-
Stage 2	1268	-	-
Critical Hdwy	6.84	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	-	-
Pot Cap-1 Maneuver	160	0	0
Stage 1	-	0	-
Stage 2	228	0	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	160	-	-
Mov Cap-2 Maneuver	160	-	-
Stage 1	-	-	-
Stage 2	228	-	-

Approach	WB	SB
HCM Control Delay, s	29.1	0
HCM LOS	D	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	160	-
HCM Lane V/C Ratio	0.068	-
HCM Control Delay (s)	29.1	-
HCM Lane LOS	D	-
HCM 95th %tile Q(veh)	0.2	-

**Intersection**

Int Delay, s/veh 1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↖						↖	↗
Traffic Vol, veh/h	0	0	61	0	52	0	0	0	0	0	2248	30
Future Vol, veh/h	0	0	61	0	52	0	0	0	0	0	2248	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Yield	Yield	Yield	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	150
Veh in Median Storage, #	-	0	-	-	16974	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	66	0	57	0	0	0	0	0	2443	33

**Major/Minor**

	Minor2	Major2
Conflicting Flow All	- - 1222	- - 0
Stage 1	- - -	- - -
Stage 2	- - -	- - -
Critical Hdwy	- - 6.94	- - -
Critical Hdwy Stg 1	- - -	- - -
Critical Hdwy Stg 2	- - -	- - -
Follow-up Hdwy	- - 3.32	- - -
Pot Cap-1 Maneuver	0 0 171	0 - -
Stage 1	0 0 -	0 - -
Stage 2	0 0 -	0 - -
Platoon blocked, %		- - -
Mov Cap-1 Maneuver	- 0 171	- - -
Mov Cap-2 Maneuver	- 0 -	- - -
Stage 1	- 0 -	- - -
Stage 2	- 0 -	- - -

**Approach**

	EB	SB
HCM Control Delay, s	38.8	0
HCM LOS	E	

**Minor Lane/Major Mvmt**

	EBLn1	SBT	SBR
Capacity (veh/h)	171	-	-
HCM Lane V/C Ratio	0.388	-	-
HCM Control Delay (s)	38.8	-	-
HCM Lane LOS	E	-	-
HCM 95th %tile Q(veh)	1.7	-	-



**Intersection**

Int Delay, s/veh	0.4					
<b>Movement</b>	<b>EBL</b>	<b>EBR</b>	<b>NBL</b>	<b>NBT</b>	<b>SBT</b>	<b>SBR</b>
Lane Configurations	↙			↗↗		
Traffic Vol, veh/h	24	0	0	2894	0	0
Future Vol, veh/h	24	0	0	2894	0	0
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, #	0	-	-	0	16979	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	0	0	3146	0	0

**Major/Minor**

	Minor2	Major1	
Conflicting Flow All	1573	-	0
Stage 1	0	-	-
Stage 2	1573	-	-
Critical Hdwy	6.84	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	-	-
Pot Cap-1 Maneuver	101	0	0
Stage 1	-	0	0
Stage 2	156	0	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	101	-	-
Mov Cap-2 Maneuver	101	-	-
Stage 1	-	-	-
Stage 2	156	-	-

**Approach**

	EB	NB
HCM Control Delay, s	52.6	0
HCM LOS	F	

**Minor Lane/Major Mvmt**

	NBT EBLn1
Capacity (veh/h)	- 101
HCM Lane V/C Ratio	- 0.258
HCM Control Delay (s)	- 52.6
HCM Lane LOS	- F
HCM 95th %tile Q(veh)	- 0.9

Lanes, Volumes, Timings  
12: US 17 & US 17 BUS

2040 Build - PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑			↑↑				
Traffic Volume (vph)	0	0	0	0	162	14	0	2507	0	0	0	0
Future Volume (vph)	0	0	0	0	162	14	0	2507	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	0	0	1829	0	0	3505	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1829	0	0	3505	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)					2							
Link Speed (mph)		35			35			55				55
Link Distance (ft)		284			416			725				1975
Travel Time (s)		5.5			8.1			9.0				24.5
Peak Hour Factor	0.98	0.98	0.98	0.76	0.76	0.76	0.90	0.90	0.90	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	2%	0%	3%	0%	2%	3%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	231	0	0	2786	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type					NA			NA				
Protected Phases					8			2				
Permitted Phases												
Detector Phase					8			2				
Switch Phase												
Minimum Initial (s)					15.0			15.0				
Minimum Split (s)					22.0			22.0				
Total Split (s)					22.0			118.0				
Total Split (%)					15.7%			84.3%				
Maximum Green (s)					16.0			112.0				
Yellow Time (s)					4.0			4.0				
All-Red Time (s)					2.0			2.0				
Lost Time Adjust (s)					0.0			0.0				
Total Lost Time (s)					6.0			6.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					3.0			3.0				
Recall Mode					None			Min				
Act Effct Green (s)					16.0			112.0				
Actuated g/C Ratio					0.11			0.80				
v/c Ratio					1.10			0.99				
Control Delay					146.5			29.6				
Queue Delay					0.0			0.0				
Total Delay					146.5			29.6				
LOS					F			C				

Lanes, Volumes, Timings  
12: US 17 & US 17 BUS

2040 Build - PM Peak

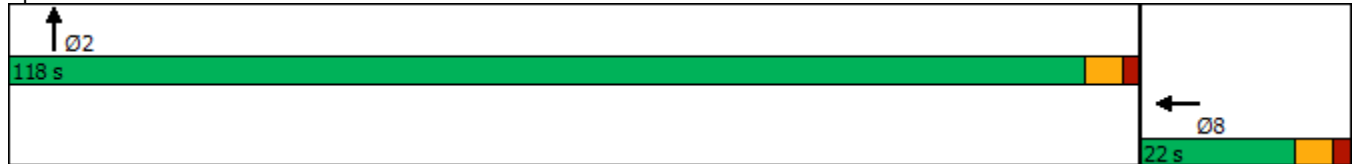


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay					146.5			29.6				
Approach LOS					F			C				
Queue Length 50th (ft)					-236			1095				
Queue Length 95th (ft)					#315			#1492				
Internal Link Dist (ft)		204			336			645			1895	
Turn Bay Length (ft)												
Base Capacity (vph)					210			2804				
Starvation Cap Reductn					0			0				
Spillback Cap Reductn					0			0				
Storage Cap Reductn					0			0				
Reduced v/c Ratio					1.10			0.99				

Intersection Summary

Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Natural Cycle:	140
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.10
Intersection Signal Delay:	38.6
Intersection LOS:	D
Intersection Capacity Utilization:	91.8%
ICU Level of Service:	F
Analysis Period (min):	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 12: US 17 & US 17 BUS



**Intersection**

Int Delay, s/veh 1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↑						↑↑	↗
Traffic Vol, veh/h	0	0	85	0	41	0	0	0	0	0	2139	41
Future Vol, veh/h	0	0	85	0	41	0	0	0	0	0	2139	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Yield	Yield	Yield	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	16974	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	92	0	45	0	0	0	0	0	2325	45

**Major/Minor**

	Minor2	Major2
Conflicting Flow All	- - 1163	- - 0
Stage 1	- - -	- - -
Stage 2	- - -	- - -
Critical Hdwy	- - 6.94	- - -
Critical Hdwy Stg 1	- - -	- - -
Critical Hdwy Stg 2	- - -	- - -
Follow-up Hdwy	- - 3.32	- - -
Pot Cap-1 Maneuver	0 0 188	0 - -
Stage 1	0 0 -	0 - -
Stage 2	0 0 -	0 - -
Platoon blocked, %		- - -
Mov Cap-1 Maneuver	- 0 188	- - -
Mov Cap-2 Maneuver	- 0 -	- - -
Stage 1	- 0 -	- - -
Stage 2	- 0 -	- - -

**Approach**

	EB	SB
HCM Control Delay, s	41.4	0
HCM LOS	E	

**Minor Lane/Major Mvmt**

	EBLn1	SBT	SBR
Capacity (veh/h)	188	-	-
HCM Lane V/C Ratio	0.491	-	-
HCM Control Delay (s)	41.4	-	-
HCM Lane LOS	E	-	-
HCM 95th %tile Q(veh)	2.4	-	-

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↵			↑↑		
Traffic Vol, veh/h	67	0	0	2577	0	0
Future Vol, veh/h	67	0	0	2577	0	0
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, #	0	-	-	0	16979	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	0	0	2801	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	1401	-	0
Stage 1	0	-	-
Stage 2	1401	-	-
Critical Hdwy	6.84	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	-	-
Pot Cap-1 Maneuver	131	0	0
Stage 1	-	0	0
Stage 2	194	0	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	131	-	-
Mov Cap-2 Maneuver	131	-	-
Stage 1	-	-	-
Stage 2	194	-	-

Approach	EB	NB
HCM Control Delay, s	62.4	0
HCM LOS	F	

Minor Lane/Major Mvmt	NBT EBLn1
Capacity (veh/h)	- 131
HCM Lane V/C Ratio	- 0.556
HCM Control Delay (s)	- 62.4
HCM Lane LOS	- F
HCM 95th %tile Q(veh)	- 2.7

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	0	45	0	0	0	65	0	2563	40	0	0	0
Future Vol, veh/h	0	45	0	0	0	65	0	2563	40	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Yield	Yield	Yield	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16979	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	49	0	0	0	71	0	2786	43	0	0	0

Major/Minor	Minor1	Major1
Conflicting Flow All	-	1393
Stage 1	-	-
Stage 2	-	-
Critical Hdwy	-	6.94
Critical Hdwy Stg 1	-	-
Critical Hdwy Stg 2	-	-
Follow-up Hdwy	-	3.32
Pot Cap-1 Maneuver	0	131
Stage 1	0	-
Stage 2	0	-
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	131
Mov Cap-2 Maneuver	-	-
Stage 1	-	-
Stage 2	-	-

Approach	WB	NB
HCM Control Delay, s	60.8	0
HCM LOS	F	

Minor Lane/Major Mvmt	NBT	NBRWBLn1
Capacity (veh/h)	-	131
HCM Lane V/C Ratio	-	0.539
HCM Control Delay (s)	-	60.8
HCM Lane LOS	-	F
HCM 95th %tile Q(veh)	-	2.6

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵					↑↑
Traffic Vol, veh/h	38	0	0	0	0	2187
Future Vol, veh/h	38	0	0	0	0	2187
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, #	0	-	16974	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	0	0	0	0	2377

Major/Minor	Minor1	Major2	
Conflicting Flow All	1189	-	-
Stage 1	0	-	-
Stage 2	1189	-	-
Critical Hdwy	6.84	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	-	-
Pot Cap-1 Maneuver	181	0	0
Stage 1	-	0	-
Stage 2	251	0	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	181	-	-
Mov Cap-2 Maneuver	181	-	-
Stage 1	-	-	-
Stage 2	251	-	-

Approach	WB	SB
HCM Control Delay, s	30.7	0
HCM LOS	D	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	181	-
HCM Lane V/C Ratio	0.228	-
HCM Control Delay (s)	30.7	-
HCM Lane LOS	D	-
HCM 95th %tile Q(veh)	0.8	-

**Intersection**

Int Delay, s/veh	1.4					
<b>Movement</b>	<b>EBL</b>	<b>EBR</b>	<b>NBL</b>	<b>NBT</b>	<b>SBT</b>	<b>SBR</b>
Lane Configurations		↗			↕↕	↗
Traffic Vol, veh/h	0	65	0	0	2507	85
Future Vol, veh/h	0	65	0	0	2507	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	-	-	-	200
Veh in Median Storage, #	0	-	-	16974	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	71	0	0	2725	92

**Major/Minor**

	<b>Minor2</b>	<b>Major2</b>
Conflicting Flow All	- 1363	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.94	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.32	- -
Pot Cap-1 Maneuver	0 138	- -
Stage 1	0 -	- -
Stage 2	0 -	- -
Platoon blocked, %		- -
Mov Cap-1 Maneuver	- 138	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

**Approach**

	<b>EB</b>	<b>SB</b>
HCM Control Delay, s	55.7	0
HCM LOS	F	

















**Minor Lane/Major Mvmt**

	<b>EBLn1</b>	<b>SBT</b>	<b>SBR</b>
Capacity (veh/h)	138	-	-
HCM Lane V/C Ratio	0.512	-	-
HCM Control Delay (s)	55.7	-	-
HCM Lane LOS	F	-	-
HCM 95th %tile Q(veh)	2.4	-	-



Lanes, Volumes, Timings  
151: US 17 & Wachesaw Rd

2040 Build - PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	449	0	208	0	0	0	0	0	2168	187
Future Volume (vph)	0	0	449	0	208	0	0	0	0	0	2168	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		150	0		0	0			0	0	0
Storage Lanes	0		1	0		0	0			0	0	1
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	0	2787	0	1863	0	0	0	0	0	3539	1583
Flt Permitted												
Satd. Flow (perm)	0	0	2787	0	1863	0	0	0	0	0	3539	1583
Right Turn on Red			Yes	Yes		Yes				Yes		Yes
Satd. Flow (RTOR)			24									135
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		659			312			311			222	
Travel Time (s)		12.8			8.5			4.7			3.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	488	0	226	0	0	0	0	0	2357	203
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Perm		NA						NA	Perm
Protected Phases					8						6	
Permitted Phases			4									6
Detector Phase			4		8						6	6
Switch Phase												
Minimum Initial (s)			7.0		7.0						12.0	12.0
Minimum Split (s)			24.0		24.0						24.0	24.0
Total Split (s)			42.0		42.0						138.0	138.0
Total Split (%)			23.3%		23.3%						76.7%	76.7%
Maximum Green (s)			36.0		36.0						132.0	132.0
Yellow Time (s)			4.0		4.0						4.0	4.0
All-Red Time (s)			2.0		2.0						2.0	2.0
Lost Time Adjust (s)			0.0		0.0						0.0	0.0
Total Lost Time (s)			6.0		6.0						6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)			3.0		3.0						3.0	3.0
Recall Mode			None		None						C-Max	C-Max
Walk Time (s)			7.0		7.0						7.0	7.0
Flash Dont Walk (s)			11.0		11.0						11.0	11.0
Pedestrian Calls (#/hr)			0		0						0	0
Act Effct Green (s)			33.6		33.6						134.4	134.4
Actuated g/C Ratio			0.19		0.19						0.75	0.75

Lanes, Volumes, Timings  
151: US 17 & Wachesaw Rd

2040 Build - PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio			0.90		0.65						0.89	0.17
Control Delay			88.6		68.8						8.2	1.0
Queue Delay			0.0		0.0						1.6	0.0
Total Delay			88.6		68.8						9.9	1.0
LOS			F		E						A	A
Approach Delay		88.6			68.8						9.2	
Approach LOS		F			E						A	
Queue Length 50th (ft)			306		256						146	0
Queue Length 95th (ft)			#400		m255						677	m17
Internal Link Dist (ft)		579			232			231			142	
Turn Bay Length (ft)			150									
Base Capacity (vph)			576		372						2641	1215
Starvation Cap Reductn			0		0						146	0
Spillback Cap Reductn			0		0						0	0
Storage Cap Reductn			0		0						0	0
Reduced v/c Ratio			0.85		0.61						0.94	0.17

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 30 (17%), Referenced to phase 6:SBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 25.1  
 Intersection LOS: C  
 Intersection Capacity Utilization 152.2%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 151: US 17 & Wachesaw Rd



Lanes, Volumes, Timings  
 152: US 17 & Wachesaw Rd SB U-turn

2040 Build - PM Peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔↔			↑↑		
Traffic Volume (vph)	327	0	0	2728	0	0
Future Volume (vph)	327	0	0	2728	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3433	0	0	3539	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	3539	0	0
Right Turn on Red	Yes	Yes				Yes
Satd. Flow (RTOR)	16					
Link Speed (mph)	30			45	45	
Link Distance (ft)	95			286	700	
Travel Time (s)	2.2			4.3	10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	355	0	0	2965	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type	Prot			NA		
Protected Phases	4			2		
Permitted Phases						
Detector Phase	4			2		
Switch Phase						
Minimum Initial (s)	7.0			12.0		
Minimum Split (s)	24.0			24.0		
Total Split (s)	24.0			156.0		
Total Split (%)	13.3%			86.7%		
Maximum Green (s)	18.0			150.0		
Yellow Time (s)	4.0			4.0		
All-Red Time (s)	2.0			2.0		
Lost Time Adjust (s)	0.0			0.0		
Total Lost Time (s)	6.0			6.0		
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0			3.0		
Recall Mode	None			C-Max		
Walk Time (s)	7.0			7.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	18.0			150.0		
Actuated g/C Ratio	0.10			0.83		
v/c Ratio	0.99			1.01		
Control Delay	108.0			32.9		
Queue Delay	36.2			0.5		

Lanes, Volumes, Timings  
 152: US 17 & Wachesaw Rd SB U-turn

2040 Build - PM Peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Delay	144.2			33.4		
LOS	F			C		
Approach Delay	144.2			33.4		
Approach LOS	F			C		
Queue Length 50th (ft)	216			~1663		
Queue Length 95th (ft)	m#275			#2000		
Internal Link Dist (ft)	15			206	620	
Turn Bay Length (ft)						
Base Capacity (vph)	357			2949		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	83			5		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	1.30			1.01		

Intersection Summary




















Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 32 (18%), Referenced to phase 2:NBT, Start of Yellow  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.01  
 Intersection Signal Delay: 45.2  
 Intersection LOS: D  
 Intersection Capacity Utilization 98.1%  
 ICU Level of Service F  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 152: US 17 & Wachesaw Rd SB U-turn



Lanes, Volumes, Timings  
153: US 17 & Wachesaw Rd

2040 Build - PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						 		 	 			
Traffic Volume (vph)	0	49	0	0	0	243	0	2557	242	0	0	0
Future Volume (vph)	0	49	0	0	0	243	0	2557	242	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		150	0		0	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	1863	0	0	0	2787	0	3539	1583	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	0	2787	0	3539	1583	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						20			237			
Link Speed (mph)		25			30			45			45	
Link Distance (ft)		259			527			280			762	
Travel Time (s)		7.1			12.0			4.2			11.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	0	264	0	2779	263	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA				Perm		NA	Perm			
Protected Phases		4						2				
Permitted Phases						8			2			
Detector Phase		4				8		2	2			
Switch Phase												
Minimum Initial (s)		7.0				7.0		12.0	12.0			
Minimum Split (s)		24.0				24.0		24.0	24.0			
Total Split (s)		24.0				24.0		156.0	156.0			
Total Split (%)		13.3%				13.3%		86.7%	86.7%			
Maximum Green (s)		18.0				18.0		150.0	150.0			
Yellow Time (s)		4.0				4.0		4.0	4.0			
All-Red Time (s)		2.0				2.0		2.0	2.0			
Lost Time Adjust (s)		0.0				0.0		0.0	0.0			
Total Lost Time (s)		6.0				6.0		6.0	6.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0				3.0		3.0	3.0			
Recall Mode		None				None		C-Max	C-Max			
Walk Time (s)		7.0				7.0		7.0	7.0			
Flash Dont Walk (s)		11.0				11.0		11.0	11.0			
Pedestrian Calls (#/hr)		0				0		0	0			
Act Effct Green (s)		17.7				17.7		150.3	150.3			
Actuated g/C Ratio		0.10				0.10		0.84	0.84			

Lanes, Volumes, Timings  
153: US 17 & Wachesaw Rd

2040 Build - PM Peak



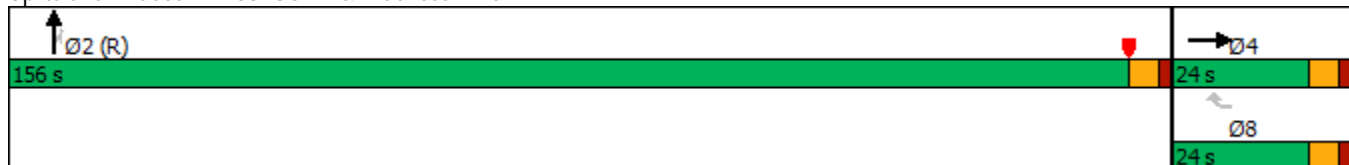
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.29				0.90		0.94	0.19			
Control Delay		70.8				106.0		13.1	0.6			
Queue Delay		0.0				0.0		13.6	0.0			
Total Delay		70.8				106.0		26.7	0.6			
LOS		E				F		C	A			
Approach Delay		70.8			106.0			24.5				
Approach LOS		E			F			C				
Queue Length 50th (ft)		56				165		984	8			
Queue Length 95th (ft)		m70				#262		m980	m8			
Internal Link Dist (ft)		179			447			200			682	
Turn Bay Length (ft)						150						
Base Capacity (vph)		186				296		2954	1360			
Starvation Cap Reductn		0				0		239	0			
Spillback Cap Reductn		0				0		0	0			
Storage Cap Reductn		0				0		0	0			
Reduced v/c Ratio		0.28				0.89		1.02	0.19			

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 154 (86%), Referenced to phase 2:NBT, Start of Yellow  
 Natural Cycle: 130  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.94  
 Intersection Signal Delay: 31.6  
 Intersection Capacity Utilization 89.2%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service E










# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 153: US 17 & Wachesaw Rd



Lanes, Volumes, Timings  
 154: US 17 & Wachesaw Rd NB U-turn

2040 Build - PM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (vph)	166	0	0	0	0	2238
Future Volume (vph)	166	0	0	0	0	2238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1770	0	0	0	0	3539
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	0	0	0	3539
Right Turn on Red	Yes	Yes		Yes		
Satd. Flow (RTOR)	16					
Link Speed (mph)	30		45			45
Link Distance (ft)	95		517			195
Travel Time (s)	2.2		7.8			3.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	180	0	0	0	0	2433
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot					NA
Protected Phases	8					6
Permitted Phases						
Detector Phase	8					6
Switch Phase						
Minimum Initial (s)	7.0					12.0
Minimum Split (s)	24.0					24.0
Total Split (s)	32.0					148.0
Total Split (%)	17.8%					82.2%
Maximum Green (s)	26.0					142.0
Yellow Time (s)	4.0					4.0
All-Red Time (s)	2.0					2.0
Lost Time Adjust (s)	0.0					0.0
Total Lost Time (s)	6.0					6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0					3.0
Recall Mode	None					C-Max
Walk Time (s)	7.0					7.0
Flash Dont Walk (s)	11.0					11.0
Pedestrian Calls (#/hr)	0					0
Act Effct Green (s)	21.3					146.7
Actuated g/C Ratio	0.12					0.82
v/c Ratio	0.81					0.84
Control Delay	81.8					14.7
Queue Delay	0.0					0.1

Lanes, Volumes, Timings  
 154: US 17 & Wachesaw Rd NB U-turn

2040 Build - PM Peak



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Total Delay	81.8					14.9
LOS	F					B
Approach Delay	81.8					14.9
Approach LOS	F					B
Queue Length 50th (ft)	189					521
Queue Length 95th (ft)	m202					1133
Internal Link Dist (ft)	15		437			115
Turn Bay Length (ft)						
Base Capacity (vph)	269					2884
Starvation Cap Reductn	0					0
Spillback Cap Reductn	0					45
Storage Cap Reductn	0					0
Reduced v/c Ratio	0.67					0.86

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 40 (22%), Referenced to phase 6:SBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 19.5  
 Intersection LOS: B  
 Intersection Capacity Utilization 143.0%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

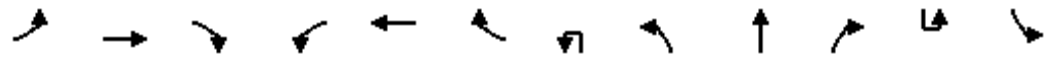
Splits and Phases: 154: US 17 & Wachesaw Rd NB U-turn





Lanes, Volumes, Timings  
16: US 17 & Bellamy Ave

2040 Build - PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	164	68	73	32	76	65	5	59	2464	62	5	86
Future Volume (vph)	164	68	73	32	76	65	5	59	2464	62	5	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	150		0		250		300		250
Storage Lanes	1		0	1		0		1		1		1
Taper Length (ft)	100			100				100				100
Satd. Flow (prot)	1752	1754	0	1805	1734	0	0	1725	5085	1583	0	1805
Flt Permitted	0.294			0.628				0.037				0.036
Satd. Flow (perm)	542	1754	0	1193	1734	0	0	67	5085	1583	0	68
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		26			20					92		
Link Speed (mph)		35			35				45			
Link Distance (ft)		700			738				844			
Travel Time (s)		13.6			14.4				12.8			
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.97
Heavy Vehicles (%)	3%	0%	0%	0%	2%	2%	0%	5%	2%	2%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	180	155	0	35	154	0	0	69	2678	67	0	94
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases	7	4		3	8		5	5	2		1	1
Permitted Phases	4			8			2	2		2	6	6
Detector Phase	7	4		3	8		5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	6.0	8.0		6.0	8.0		6.0	6.0	18.0	18.0	6.0	6.0
Minimum Split (s)	15.0	36.0		15.0	36.0		15.0	15.0	24.0	24.0	15.0	15.0
Total Split (s)	20.0	39.0		17.0	36.0		15.0	15.0	109.0	109.0	15.0	15.0
Total Split (%)	11.1%	21.7%		9.4%	20.0%		8.3%	8.3%	60.6%	60.6%	8.3%	8.3%
Maximum Green (s)	13.7	32.7		10.7	29.7		9.5	9.5	103.2	103.2	9.5	9.5
Yellow Time (s)	3.6	3.6		3.6	3.6		3.2	3.2	4.3	4.3	3.2	3.2
All-Red Time (s)	2.7	2.7		2.7	2.7		2.3	2.3	1.5	1.5	2.3	2.3
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)	6.3	6.3		6.3	6.3			5.5	5.8	5.8		5.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None	C-Min	C-Min	None	None
Walk Time (s)		7.0			7.0							
Flash Dont Walk (s)		22.0			22.0							
Pedestrian Calls (#/hr)		0			0							
Act Efect Green (s)	38.6	27.7		27.7	19.4			121.3	112.3	112.3		124.5

Lanes, Volumes, Timings  
16: US 17 & Bellamy Ave

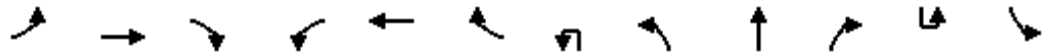
2040 Build - PM Peak



Lane Group	SBT	SBR
Lane Configurations	↑↑↑	
Traffic Volume (vph)	2139	85
Future Volume (vph)	2139	85
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		300
Storage Lanes		0
Taper Length (ft)		
Satd. Flow (prot)	5059	0
Flt Permitted		
Satd. Flow (perm)	5059	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	5	
Link Speed (mph)	45	
Link Distance (ft)	889	
Travel Time (s)	13.5	
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	2%	0%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2293	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	18.0	
Minimum Split (s)	24.0	
Total Split (s)	109.0	
Total Split (%)	60.6%	
Maximum Green (s)	103.2	
Yellow Time (s)	4.3	
All-Red Time (s)	1.5	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	5.8	
Lead/Lag	Lag	
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	C-Min	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	113.9	

Lanes, Volumes, Timings  
16: US 17 & Bellamy Ave

2040 Build - PM Peak

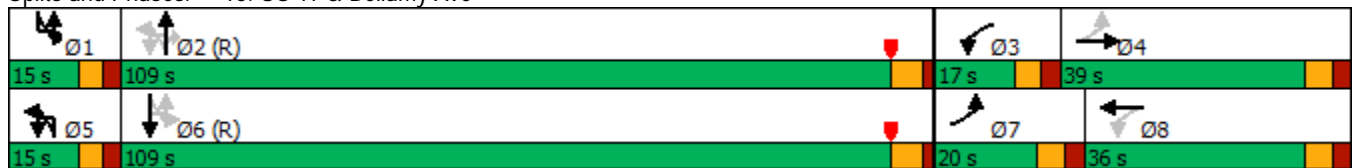


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Actuated g/C Ratio	0.21	0.15		0.15	0.11			0.67	0.62	0.62		0.69
v/c Ratio	0.85	0.53		0.17	0.75			0.55	0.84	0.07		0.64
Control Delay	94.7	65.7		55.8	89.3			40.3	25.6	0.7		77.1
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	94.7	65.7		55.8	89.3			40.3	25.6	0.7		77.1
LOS	F	E		E	F			D	C	A		E
Approach Delay		81.3			83.1				25.4			
Approach LOS		F			F				C			
Queue Length 50th (ft)	188	145		33	157			30	811	0		72
Queue Length 95th (ft)	#298	224		65	235			m39	1037	m0		m120
Internal Link Dist (ft)		620			658				764			
Turn Bay Length (ft)	200			150				250		300		250
Base Capacity (vph)	211	342		235	302			139	3171	1021		153
Starvation Cap Reductn	0	0		0	0			0	0	0		0
Spillback Cap Reductn	0	0		0	0			0	0	0		0
Storage Cap Reductn	0	0		0	0			0	0	0		0
Reduced v/c Ratio	0.85	0.45		0.15	0.51			0.50	0.84	0.07		0.61

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 160 (89%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 140  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.85  
 Intersection Signal Delay: 24.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 89.6%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 16: US 17 & Bellamy Ave





Lane Group	SBT	SBR
Actuated g/C Ratio	0.63	
v/c Ratio	0.72	
Control Delay	9.2	
Queue Delay	0.0	
Total Delay	9.2	
LOS	A	
Approach Delay	11.8	
Approach LOS	B	
Queue Length 50th (ft)	140	
Queue Length 95th (ft)	153	
Internal Link Dist (ft)	809	
Turn Bay Length (ft)		
Base Capacity (vph)	3201	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.72	
<b>Intersection Summary</b>		

Lanes, Volumes, Timings  
17: US 17 & Riverwood Dr

2040 Build - PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	218	14	74	29	23	12	11	73	2718	8	3	12
Future Volume (vph)	218	14	74	29	23	12	11	73	2718	8	3	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	100		0		200		300		200
Storage Lanes	0		1	1		0		1		1		1
Taper Length (ft)	100			100				100				100
Satd. Flow (prot)	1805	1607	0	1805	1723	0	0	1805	5085	1346	0	1805
Flt Permitted	0.720			0.643				0.033				0.035
Satd. Flow (perm)	1368	1607	0	1222	1723	0	0	63	5085	1346	0	66
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		77			13					53		
Link Speed (mph)		30			30				45			
Link Distance (ft)		502			435				435			
Travel Time (s)		11.4			9.9				6.6			
Peak Hour Factor	0.84	0.84	0.84	0.62	0.62	0.62	0.93	0.93	0.93	0.93	0.98	0.98
Heavy Vehicles (%)	0%	0%	4%	0%	7%	0%	0%	0%	2%	20%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	260	105	0	47	56	0	0	90	2923	9	0	15
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		18			12				36			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Turn Type	Perm	NA		Perm	NA		pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4			8			2	2		2	6	6
Detector Phase	4	4		8	8		5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		6.0	6.0	18.0	18.0	6.0	6.0
Minimum Split (s)	37.0	37.0		39.0	39.0		15.0	15.0	25.0	25.0	15.0	15.0
Total Split (s)	47.0	47.0		47.0	47.0		17.0	17.0	118.0	118.0	15.0	15.0
Total Split (%)	26.1%	26.1%		26.1%	26.1%		9.4%	9.4%	65.6%	65.6%	8.3%	8.3%
Maximum Green (s)	40.7	40.7		40.7	40.7		11.5	11.5	111.9	111.9	9.5	9.5
Yellow Time (s)	3.6	3.6		3.6	3.6		3.2	3.2	4.3	4.3	3.2	3.2
All-Red Time (s)	2.7	2.7		2.7	2.7		2.3	2.3	1.8	1.8	2.3	2.3
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)	6.3	6.3		6.3	6.3			5.5	6.1	6.1		5.5
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
Recall Mode	None	None		None	None		None	None	C-Min	C-Min	None	None
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	23.0	23.0		25.0	25.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Efect Green (s)	37.5	37.5		37.5	37.5			130.0	122.8	122.8		122.0

Lanes, Volumes, Timings  
17: US 17 & Riverwood Dr













2040 Build - PM Peak



Lane Group	SBT	SBR
Lane Configurations	↑↑↑↑	↑
Traffic Volume (vph)	2316	91
Future Volume (vph)	2316	91
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		400
Storage Lanes		1
Taper Length (ft)		
Satd. Flow (prot)	5085	1615
Flt Permitted		
Satd. Flow (perm)	5085	1615
Right Turn on Red		Yes
Satd. Flow (RTOR)		93
Link Speed (mph)	45	
Link Distance (ft)	544	
Travel Time (s)	8.2	
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	2%	0%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2363	93
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	36	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	18.0	18.0
Minimum Split (s)	25.0	25.0
Total Split (s)	116.0	116.0
Total Split (%)	64.4%	64.4%
Maximum Green (s)	109.9	109.9
Yellow Time (s)	4.3	4.3
All-Red Time (s)	1.8	1.8
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.1	6.1
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.5	3.5
Recall Mode	C-Min	C-Min
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	115.0	115.0

Lanes, Volumes, Timings  
17: US 17 & Riverwood Dr

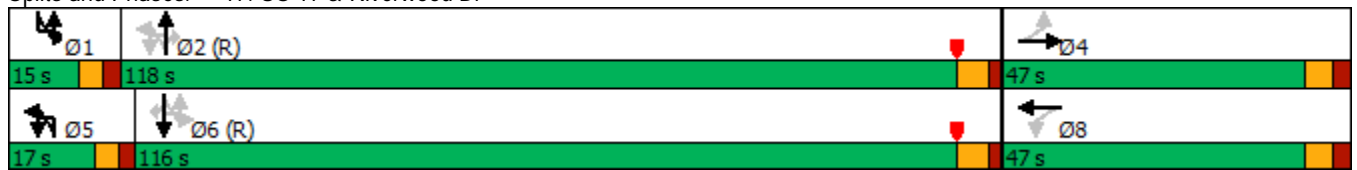
2040 Build - PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Actuated g/C Ratio	0.21	0.21		0.21	0.21			0.72	0.68	0.68		0.68
v/c Ratio	0.91	0.27		0.19	0.15			0.65	0.84	0.01		0.14
Control Delay	103.6	20.0		59.2	44.1			64.0	11.8	0.0		10.9
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	103.6	20.0		59.2	44.1			64.0	11.8	0.0		10.9
LOS	F	B		E	D			E	B	A		B
Approach Delay		79.6			51.0				13.3			
Approach LOS		E			D				B			
Queue Length 50th (ft)	297	26		45	41			70	272	0		5
Queue Length 95th (ft)	#399	72		58	54			m92	393	m0		13
Internal Link Dist (ft)		422			355				355			
Turn Bay Length (ft)	200			100				200		300		200
Base Capacity (vph)	309	422		276	399			156	3467	934		137
Starvation Cap Reductn	0	0		0	0			0	4	0		0
Spillback Cap Reductn	0	0		0	0			0	0	0		0
Storage Cap Reductn	0	0		0	0			0	0	0		0
Reduced v/c Ratio	0.84	0.25		0.17	0.14			0.58	0.84	0.01		0.11

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 158 (88%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 130  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.91  
 Intersection Signal Delay: 22.2      Intersection LOS: C  
 Intersection Capacity Utilization 91.2%      ICU Level of Service F  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: US 17 & Riverwood Dr





Lane Group	SBT	SBR
Actuated g/C Ratio	0.64	0.64
v/c Ratio	0.73	0.09
Control Delay	24.4	2.5
Queue Delay	0.0	0.0
Total Delay	24.4	2.5
LOS	C	A
Approach Delay	23.5	
Approach LOS	C	
Queue Length 50th (ft)	707	0
Queue Length 95th (ft)	771	25
Internal Link Dist (ft)	464	
Turn Bay Length (ft)		400
Base Capacity (vph)	3248	1065
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.73	0.09
<b>Intersection Summary</b>		



**Intersection**

Int Delay, s/veh 16.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations			↗			↗		↘	↑↑↑	↗		↘	↑↑	↗
Traffic Vol, veh/h	0	0	56	0	0	115	3	2	2915	61	14	106	2428	3
Future Vol, veh/h	0	0	56	0	0	115	3	2	2915	61	14	106	2428	3
Conflicting Peds, #/hr	0	0	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	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	Yield	-	-	-	Free
Storage Length	-	-	0	-	-	0	-	300	-	300	-	300	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	51	51	51	73	73	73	89	89	89	89	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	1	0	0	3	0	0	3	2	0
Mvmt Flow	0	0	110	0	0	158	3	2	3275	69	15	112	2556	3

Major/Minor	Minor2	Minor1	Major1	Major2										
Conflicting Flow All	-	-	1278	-	-	1638	2556	2556	0	0	2391	3275	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	7.12	6.4	4.1	-	-	5.6	5.36	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.91	2.5	2.2	-	-	2.3	3.13	-	-
Pot Cap-1 Maneuver	0	0	160	0	0	~ 77	33	176	-	-	74	~ 27	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-	0
Platoon blocked, %									-	-				
Mov Cap-1 Maneuver	-	-	160	-	-	~ 77	32	32	-	-	~ -39	~ -39	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	66.1	\$ 600.8	0.2	
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT
Capacity (veh/h)	32	-	-	160	77	+
HCM Lane V/C Ratio	0.176	-	-	0.686	2.046	-
HCM Control Delay (s)	138	-	-	66.1	\$ 600.8	-
HCM Lane LOS	F	-	-	F	F	-
HCM 95th %tile Q(veh)	0.5	-	-	4	14.2	-

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

Lanes, Volumes, Timings  
 19: US 17 & Burgess Rd/Sunnyside Ave

2040 Build - PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑			↑↑↑			↑↑↑	↑
Traffic Volume (vph)	0	535	383	61	937	53	0	3065	250	0	2301	476
Future Volume (vph)	0	535	383	61	937	53	0	3065	250	0	2301	476
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		350	150		75	0		250	250		250
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	3574	1583	1770	3579	0	0	6337	0	0	5085	1615
Flt Permitted				0.320								
Satd. Flow (perm)	0	3574	1583	596	3579	0	0	6337	0	0	5085	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			314					24				27
Link Speed (mph)		35			35			45				45
Link Distance (ft)		1003			593			415				457
Travel Time (s)		19.5			11.6			6.3				6.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.84	0.84	0.92	0.92	0.92	0.94	0.92	0.94
Heavy Vehicles (%)	2%	1%	2%	2%	0%	1%	2%	2%	2%	0%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	582	416	66	1178	0	0	3604	0	0	2501	506
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			36				36
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA	Free	Perm	NA			NA			NA	custom
Protected Phases		8			4			6			2	
Permitted Phases			Free	4								6
Detector Phase		8		4	4			6			2	6
Switch Phase												
Minimum Initial (s)		8.0		8.0	8.0			25.0			25.0	25.0
Minimum Split (s)		46.0		46.0	46.0			30.7			30.7	30.7
Total Split (s)		46.0		46.0	46.0			74.0			74.0	74.0
Total Split (%)		38.3%		38.3%	38.3%			61.7%			61.7%	61.7%
Maximum Green (s)		40.0		40.0	40.0			68.3			68.3	68.3
Yellow Time (s)		3.6		3.6	3.6			4.3			4.3	4.3
All-Red Time (s)		2.4		2.4	2.4			1.4			1.4	1.4
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0			5.7			5.7	5.7
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0			3.0			3.0	3.0
Recall Mode		None		None	None			C-Min			C-Min	C-Min
Walk Time (s)		7.0		7.0	7.0							
Flash Dont Walk (s)		33.0		33.0	33.0							
Pedestrian Calls (#/hr)		0		0	0							
Act Efect Green (s)		40.0	120.0	40.0	40.0			68.3			68.3	68.3

Lanes, Volumes, Timings  
 19: US 17 & Burgess Rd/Sunnyside Ave

2040 Build - PM Peak

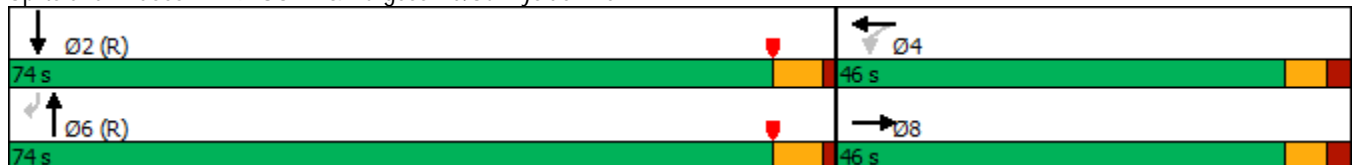


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.33	1.00	0.33	0.33			0.57			0.57	0.57
v/c Ratio		0.49	0.26	0.33	0.99			1.00			0.86	0.54
Control Delay		33.6	0.4	20.3	47.4			26.7			26.0	17.9
Queue Delay		0.0	0.0	0.0	0.0			1.8			0.0	0.0
Total Delay		33.6	0.4	20.3	47.4			28.5			26.0	17.9
LOS		C	A	C	D			C			C	B
Approach Delay		19.7			46.0			28.5			24.7	
Approach LOS		B			D			C			C	
Queue Length 50th (ft)		187	0	26	513			109			572	220
Queue Length 95th (ft)		243	0	50	#542			#182			647	319
Internal Link Dist (ft)		923			513			335			377	
Turn Bay Length (ft)			350	150								250
Base Capacity (vph)		1191	1583	198	1193			3617			2894	930
Starvation Cap Reductn		0	0	0	0			27			0	0
Spillback Cap Reductn		0	0	0	0			0			0	0
Storage Cap Reductn		0	0	0	0			0			0	0
Reduced v/c Ratio		0.49	0.26	0.33	0.99			1.00			0.86	0.54

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 113 (94%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow  
 Natural Cycle: 120  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.00  
 Intersection Signal Delay: 28.7  
 Intersection LOS: C  
 Intersection Capacity Utilization 85.9%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 19: US 17 & Burgess Rd/Sunnyside Ave



Lanes, Volumes, Timings  
 191: U-turn to Sunnyside Ave & US 17

2040 Build - PM Peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	229	0	0	3086	0	0
Future Volume (vph)	229	0	0	3086	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1770	0	0	5085	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	0	5085	0	0
Right Turn on Red	Yes	Yes				Yes
Satd. Flow (RTOR)	2					
Link Speed (mph)	30			45	45	
Link Distance (ft)	61			428	411	
Travel Time (s)	1.4			6.5	6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	249	0	0	3354	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type	Prot			NA		
Protected Phases	8			6		
Permitted Phases						
Detector Phase	8			6		
Switch Phase						
Minimum Initial (s)	7.0			12.0		
Minimum Split (s)	24.0			24.0		
Total Split (s)	26.0			94.0		
Total Split (%)	21.7%			78.3%		
Maximum Green (s)	20.0			88.0		
Yellow Time (s)	4.0			4.0		
All-Red Time (s)	2.0			2.0		
Lost Time Adjust (s)	0.0			0.0		
Total Lost Time (s)	6.0			6.0		
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0			3.0		
Recall Mode	None			C-Max		
Walk Time (s)	7.0			7.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	19.2			88.8		
Actuated g/C Ratio	0.16			0.74		
v/c Ratio	0.88			0.89		
Control Delay	57.7			16.3		
Queue Delay	0.0			0.0		

Lanes, Volumes, Timings  
 191: U-turn to Sunnyside Ave & US 17

2040 Build - PM Peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Delay	57.7			16.3		
LOS	E			B		
Approach Delay	57.7			16.3		
Approach LOS	E			B		
Queue Length 50th (ft)	200			653		
Queue Length 95th (ft)	m#248			735		
Internal Link Dist (ft)	1			348	331	
Turn Bay Length (ft)						
Base Capacity (vph)	296			3764		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			0		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.84			0.89		

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 108 (90%), Referenced to phase 6:NBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.89  
 Intersection Signal Delay: 19.1  
 Intersection LOS: B  
 Intersection Capacity Utilization 82.3%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 191: U-turn to Sunnyside Ave & US 17



Lanes, Volumes, Timings  
 192: Sunnyside Ave & Sunnyside Quadrant

2040 Build - PM Peak



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	306	479	362	158	0	689
Future Volume (vph)	306	479	362	158	0	689
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	1			1	0	2
Taper Length (ft)	100				100	
Satd. Flow (prot)	1770	1863	3376	0	0	2787
Flt Permitted	0.950					
Satd. Flow (perm)	1770	1863	3376	0	0	2787
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			64			460
Link Speed (mph)		35	35		25	
Link Distance (ft)		593	658		751	
Travel Time (s)		11.6	12.8		20.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	333	521	565	0	0	749
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type	Prot	NA	NA			Perm
Protected Phases	5	2	6			
Permitted Phases						5
Detector Phase	5	2	6			5
Switch Phase						
Minimum Initial (s)	10.0	15.0	15.0			10.0
Minimum Split (s)	16.0	24.0	24.0			16.0
Total Split (s)	71.0	120.0	49.0			71.0
Total Split (%)	59.2%	100.0%	40.8%			59.2%
Maximum Green (s)	65.0	114.0	43.0			65.0
Yellow Time (s)	4.0	4.0	4.0			4.0
All-Red Time (s)	2.0	2.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	6.0	6.0	6.0			6.0
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Recall Mode	C-Max	C-Max	Max			C-Max
Act Effct Green (s)	65.0	120.0	43.0			65.0
Actuated g/C Ratio	0.54	1.00	0.36			0.54
v/c Ratio	0.35	0.28	0.45			0.44
Control Delay	8.9	1.1	27.3			14.1
Queue Delay	0.0	0.0	0.0			0.0

Lanes, Volumes, Timings  
 192: Sunnyside Ave & Sunnyside Quadrant

2040 Build - PM Peak

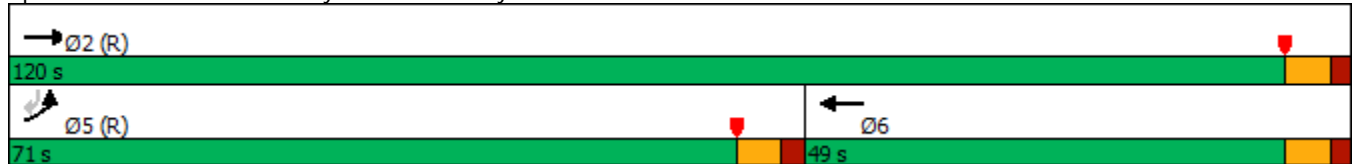


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Delay	8.9	1.1	27.3			14.2
LOS	A	A	C			B
Approach Delay		4.1	27.3		14.2	
Approach LOS		A	C		B	
Queue Length 50th (ft)	71	26	154			199
Queue Length 95th (ft)	m90	m15	206			m200
Internal Link Dist (ft)		513	578		671	
Turn Bay Length (ft)						
Base Capacity (vph)	958	1863	1250			1720
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	2			94
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.35	0.28	0.45			0.46

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 59 (49%), Referenced to phase 2:EBT and 5:EBL, Start of Yellow  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.45  
 Intersection Signal Delay: 13.6  
 Intersection LOS: B  
 Intersection Capacity Utilization 49.2%  
 ICU Level of Service A  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 192: Sunnyside Ave & Sunnyside Quadrant



**Intersection**

Int Delay, s/veh 8.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	38	77	9	23	88	85	17	249	21	32	144	65
Future Vol, veh/h	38	77	9	23	88	85	17	249	21	32	144	65
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	88	88	88	81	81	81	90	90	90
Heavy Vehicles, %	4	0	0	0	0	2	0	1	0	0	1	0
Mvmt Flow	39	79	9	26	100	97	21	307	26	36	160	72

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	729	643	196	674	666	320	232	0	0	333	0	0
Stage 1	268	268	-	362	362	-	-	-	-	-	-	-
Stage 2	461	375	-	312	304	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.5	6.2	7.1	6.5	6.22	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.14	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4	3.3	3.5	4	3.318	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	336	394	850	371	383	721	1348	-	-	1238	-	-
Stage 1	733	691	-	661	629	-	-	-	-	-	-	-
Stage 2	577	621	-	703	667	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	220	374	850	295	363	721	1348	-	-	1238	-	-
Mov Cap-2 Maneuver	220	374	-	295	363	-	-	-	-	-	-	-
Stage 1	719	668	-	648	617	-	-	-	-	-	-	-
Stage 2	411	609	-	592	644	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	23.6		20.8		0.5		1.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1348	-	-	319	447	1238	-
HCM Lane V/C Ratio	0.016	-	-	0.401	0.498	0.029	-
HCM Control Delay (s)	7.7	0	-	23.6	20.8	8	0
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0	-	-	1.9	2.7	0.1	-



**Intersection**

Intersection Delay, s/veh 11.9  
 Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	91	109	61	26	44	26	18	197	30	9	123	11
Future Vol, veh/h	91	109	61	26	44	26	18	197	30	9	123	11
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	110	131	73	31	53	31	22	237	36	11	148	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.9	9.9	12.4	10.6
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	35%	27%	6%
Vol Thru, %	80%	42%	46%	86%
Vol Right, %	12%	23%	27%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	245	261	96	143
LT Vol	18	91	26	9
Through Vol	197	109	44	123
RT Vol	30	61	26	11
Lane Flow Rate	295	314	116	172
Geometry Grp	1	1	1	1
Degree of Util (X)	0.436	0.463	0.18	0.265
Departure Headway (Hd)	5.319	5.306	5.609	5.543
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	676	679	637	646
Service Time	3.359	3.348	3.662	3.589
HCM Lane V/C Ratio	0.436	0.462	0.182	0.266
HCM Control Delay	12.4	12.9	9.9	10.6
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	2.2	2.5	0.7	1.1

# SimTraffic Simulation Summary

## 2040 Build - MD Peak

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### Summary of All Intervals

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Start Time	11:20
End Time	12:30
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	20189
Vehs Exited	19101
Starting Vehs	1405
Ending Vehs	2493
Travel Distance (mi)	55864
Travel Time (hr)	2177.6
Total Delay (hr)	895.3
Total Stops	39982
Fuel Used (gal)	1943.0

### Interval #0 Information Seeding

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Start Time	11:20
End Time	11:30
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

### Interval #1 Information Recording

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Start Time	11:30
End Time	12:30
Total Time (min)	60
Volumes adjusted by Growth Factors.	
Vehs Entered	20189
Vehs Exited	19101
Starting Vehs	1405
Ending Vehs	2493
Travel Distance (mi)	55864
Travel Time (hr)	2177.6
Total Delay (hr)	895.3
Total Stops	39982
Fuel Used (gal)	1943.0

Queuing and Blocking Report  
2040 Build - MD Peak

Intersection: 1: US 17 & Kings River Rd

Movement	EB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LR	UL	T	T	U	T	T	R
Maximum Queue (ft)	152	299	327	258	31	335	314	200
Average Queue (ft)	72	76	193	153	5	247	206	24
95th Queue (ft)	133	163	278	250	23	330	309	104
Link Distance (ft)	431		652	652		780	780	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		200			250			100
Storage Blk Time (%)			4			6	17	
Queuing Penalty (veh)			5			0	7	

Intersection: 2: US 17 & S Causeway Rd

Movement	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	R	UT	T	UL	T	T
Maximum Queue (ft)	518	175	702	494	158	258	264
Average Queue (ft)	263	111	209	154	61	65	68
95th Queue (ft)	458	243	509	386	120	179	176
Link Distance (ft)	503		684	684		1061	1061
Upstream Blk Time (%)	1		0				
Queuing Penalty (veh)	0		0				
Storage Bay Dist (ft)		75			250		
Storage Blk Time (%)	53	1		1		0	
Queuing Penalty (veh)	73	2		1		0	

Intersection: 3: US 17 & Petigru Dr/Alston Rd

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	UL	T	TR	UL	T	T	R
Maximum Queue (ft)	225	407	49	153	400	749	743	250	499	504	463
Average Queue (ft)	170	226	12	63	147	273	265	86	260	262	30
95th Queue (ft)	259	395	35	114	308	595	579	184	505	525	166
Link Distance (ft)		392		459		3609	3609		492	492	
Upstream Blk Time (%)		4							1	1	
Queuing Penalty (veh)		0							10	12	
Storage Bay Dist (ft)	125		125		300			150			375
Storage Blk Time (%)	33	36		2	1	6		5	17	5	
Queuing Penalty (veh)	86	56		0	10	9		45	8	4	

Queuing and Blocking Report  
 2040 Build - MD Peak

Intersection: 4: US 17 & Sandy Island U-turn

Movement

Directions Served  
 Maximum Queue (ft)  
 Average Queue (ft)  
 95th Queue (ft)  
 Link Distance (ft)  
 Upstream Blk Time (%)  
 Queuing Penalty (veh)  
 Storage Bay Dist (ft)  
 Storage Blk Time (%)  
 Queuing Penalty (veh)

Intersection: 5: US 17 & Martin Luther King Rd/Brown Ln

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	LTR	UL	T	T	R	UL	T	T	R
Maximum Queue (ft)	457	250	64	274	451	472	16	30	1004	1100	250
Average Queue (ft)	244	90	9	30	223	227	1	5	398	401	98
95th Queue (ft)	427	249	37	111	486	483	5	22	789	819	275
Link Distance (ft)	640		228		6767	6767			5098	5098	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)		150		175			175	200			150
Storage Blk Time (%)	33	0			10	11			19	22	
Queuing Penalty (veh)	18	0			2	0			1	37	

Intersection: 6: US 17 & Litchfield Dr

Movement	WB	WB	NB	NB	NB
Directions Served	R	R	T	T	R
Maximum Queue (ft)	304	290	162	202	80
Average Queue (ft)	188	149	73	98	19
95th Queue (ft)	248	234	158	213	54
Link Distance (ft)	867		646	646	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		200		175	
Storage Blk Time (%)	8	0		1	
Queuing Penalty (veh)	13	1		2	

Queuing and Blocking Report  
2040 Build - MD Peak

Intersection: 7: US 17 & Country Club dr

Movement	SB	SB	SB	SE
Directions Served	T	T	R	R
Maximum Queue (ft)	229	290	31	303
Average Queue (ft)	75	84	7	148
95th Queue (ft)	196	215	28	286
Link Distance (ft)	658	658		720
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			100	
Storage Blk Time (%)		5		
Queuing Penalty (veh)		7		

Intersection: 8: US 17

Movement	NB	NB	SB	SB
Directions Served	R	R	T	T
Maximum Queue (ft)	301	282	140	162
Average Queue (ft)	19	20	7	11
95th Queue (ft)	120	116	54	71
Link Distance (ft)	492	492	220	220
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: US 17 & N Boyle Rd

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	UL	T	T
Maximum Queue (ft)	185	102	349	382	400	114	227	212
Average Queue (ft)	108	30	183	197	35	43	111	120
95th Queue (ft)	161	69	331	335	152	81	184	199
Link Distance (ft)		530	2075	2075			1253	1253
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150				300	200		
Storage Blk Time (%)	5		3	1			1	
Queuing Penalty (veh)	2		0	2			0	

## Queuing and Blocking Report 2040 Build - MD Peak

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### Intersection: 11: US 17 & Wesley Rd

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Movement	EB	WB	SB
Directions Served	R	T	R
Maximum Queue (ft)	135	74	52
Average Queue (ft)	49	31	2
95th Queue (ft)	101	68	19
Link Distance (ft)	825	171	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			150
Storage Blk Time (%)			
Queuing Penalty (veh)			

### Intersection: 12: US 17 & US 17 BUS

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Movement	WB	NB	NB
Directions Served	TR	T	T
Maximum Queue (ft)	300	264	250
Average Queue (ft)	128	149	155
95th Queue (ft)	227	229	220
Link Distance (ft)	317	520	520
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

### Intersection: 14: US 17 & Wesley Rd

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Movement	EB	B15
Directions Served	R	T
Maximum Queue (ft)	143	38
Average Queue (ft)	37	1
95th Queue (ft)	116	13
Link Distance (ft)	926	238
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report  
 2040 Build - MD Peak

Intersection: 16: US 17 & Bellamy Ave

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	UL	T	T	T	R	UL	T	T
Maximum Queue (ft)	300	621	250	661	349	406	441	399	26	349	892	903
Average Queue (ft)	252	343	105	378	42	242	264	271	1	219	809	824
95th Queue (ft)	345	715	280	705	145	367	384	376	8	466	1032	1036
Link Distance (ft)		606		646		743	743	743			785	785
Upstream Blk Time (%)		11		3							46	57
Queuing Penalty (veh)		0		0							381	475
Storage Bay Dist (ft)	200		150		250				300	250		
Storage Blk Time (%)	51	4	0	65		8		6			51	
Queuing Penalty (veh)	96	11	0	34		5		6			70	

Intersection: 16: US 17 & Bellamy Ave

Movement	SB	B35	B35	B35
Directions Served	TR	T	T	T
Maximum Queue (ft)	893	464	464	472
Average Queue (ft)	794	327	343	343
95th Queue (ft)	1067	561	543	575
Link Distance (ft)	785	375	375	375
Upstream Blk Time (%)	34	6	8	22
Queuing Penalty (veh)	281	50	65	185
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report  
 2040 Build - MD Peak

Intersection: 17: US 17 & Riverwood Dr

Movement	EB	EB	B29	WB	WB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	T	L	TR	UL	T	T	T	R	UL	T
Maximum Queue (ft)	474	300	426	67	69	175	399	401	432	23	300	546
Average Queue (ft)	290	119	64	28	21	60	194	218	242	6	79	448
95th Queue (ft)	497	325	274	62	49	129	332	364	401	21	263	548
Link Distance (ft)	402		411		355		375	375	375			474
Upstream Blk Time (%)	19		0				1	1	1			19
Queuing Penalty (veh)	0		0				5	5	11			156
Storage Bay Dist (ft)		200		100		200				300	200	
Storage Blk Time (%)	36	1					10		7			51
Queuing Penalty (veh)	40	2					10		2			16

Intersection: 17: US 17 & Riverwood Dr

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	544	538	474
Average Queue (ft)	460	436	78
95th Queue (ft)	579	581	368
Link Distance (ft)	474	474	
Upstream Blk Time (%)	24	16	0
Queuing Penalty (veh)	199	134	0
Storage Bay Dist (ft)			400
Storage Blk Time (%)		27	
Queuing Penalty (veh)		31	

Intersection: 18: US 17 & Waccamaw Medical Park West/Macklen Ave

Movement	EB	WB	NB	SB	SB	SB	SB	B56	B56	B56
Directions Served	R	R	UL	UL	T	T	R	T	T	T
Maximum Queue (ft)	259	845	115	300	685	672	649	753	769	780
Average Queue (ft)	80	316	24	149	298	316	150	197	200	178
95th Queue (ft)	227	801	75	313	777	801	561	687	697	658
Link Distance (ft)	254	1123			576	576	576	722	722	722
Upstream Blk Time (%)	13				23	20	1	7	10	6
Queuing Penalty (veh)	0				208	180	9	58	90	50
Storage Bay Dist (ft)			300	200						
Storage Blk Time (%)				27	8					
Queuing Penalty (veh)				342	8					



Queuing and Blocking Report  
 2040 Build - MD Peak

Intersection: 19: US 17 & Burgess Rd/Sunnyside Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	T	T	R	L	T	TR	T	T	T	TR	T	T
Maximum Queue (ft)	225	282	43	106	234	243	251	240	351	314	403	400
Average Queue (ft)	132	135	1	39	157	164	136	139	146	169	327	303
95th Queue (ft)	226	234	14	74	224	235	220	225	249	286	414	397
Link Distance (ft)	926	926			492	492	350	350	350	350	385	385
Upstream Blk Time (%)									0		3	1
Queuing Penalty (veh)									1		25	10
Storage Bay Dist (ft)			350	150								
Storage Blk Time (%)					5							
Queuing Penalty (veh)					2							

Intersection: 19: US 17 & Burgess Rd/Sunnyside Ave

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	405	350
Average Queue (ft)	235	77
95th Queue (ft)	355	244
Link Distance (ft)	385	
Upstream Blk Time (%)	1	
Queuing Penalty (veh)	5	
Storage Bay Dist (ft)		250
Storage Blk Time (%)	4	0
Queuing Penalty (veh)	19	0

Intersection: 20: Kings River Rd & Hagley Dr/Tyson Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	74	97	45	49
Average Queue (ft)	42	42	3	8
95th Queue (ft)	65	70	20	31
Link Distance (ft)	372	319	217	216
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

## Queuing and Blocking Report 2040 Build - MD Peak

### Intersection: 21: Kings River Rd & Waverly Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	54	80	173	76
Average Queue (ft)	20	41	50	27
95th Queue (ft)	45	75	113	60
Link Distance (ft)	487	464	602	413
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

### Intersection: 22: Murrells Inlet Rd & Macklen Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	74	50	107	52
Average Queue (ft)	44	28	51	32
95th Queue (ft)	67	43	82	52
Link Distance (ft)	1123	413	569	581
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

### Intersection: 25: US 17

Movement	SB	SB
Directions Served	L	T
Maximum Queue (ft)	325	238
Average Queue (ft)	182	15
95th Queue (ft)	321	109
Link Distance (ft)		672
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	300	
Storage Blk Time (%)	1	
Queuing Penalty (veh)	6	

## Queuing and Blocking Report 2040 Build - MD Peak

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### Intersection: 27: US 17

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#### Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

### Intersection: 28: US 17

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#### Movement

NB

Directions Served L  
Maximum Queue (ft) 145  
Average Queue (ft) 42  
95th Queue (ft) 105  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft) 200  
Storage Blk Time (%)  
Queuing Penalty (veh)

### Intersection: 34: US 17

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#### Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

Queuing and Blocking Report  
2040 Build - MD Peak

Intersection: 36: US 17 & Sunnyside Quadrant

Movement	NB	SB	SB	SB
Directions Served	T	T	T	T
Maximum Queue (ft)	28	226	183	93
Average Queue (ft)	1	24	16	3
95th Queue (ft)	9	119	95	31
Link Distance (ft)	385	606	606	606
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 40: US 17

Movement	SB
Directions Served	L
Maximum Queue (ft)	70
Average Queue (ft)	11
95th Queue (ft)	43
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	200
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 41: US 17 & Waverly Rd

Movement	EB	EB	WB	SB	SB	SB
Directions Served	R	R	T	T	T	R
Maximum Queue (ft)	438	225	242	260	278	257
Average Queue (ft)	250	175	132	104	127	31
95th Queue (ft)	376	285	220	242	264	109
Link Distance (ft)	459		139	175	175	175
Upstream Blk Time (%)			17	3	5	
Queuing Penalty (veh)			22	22	44	
Storage Bay Dist (ft)		125				
Storage Blk Time (%)	54	19				
Queuing Penalty (veh)	131	46				

Queuing and Blocking Report  
 2040 Build - MD Peak

Intersection: 42: US 17 & Waverly U-turn

Movement	EB	NB	NB
Directions Served	L	T	T
Maximum Queue (ft)	98	252	269
Average Queue (ft)	78	103	127
95th Queue (ft)	86	247	275
Link Distance (ft)	24	246	246
Upstream Blk Time (%)	76	1	1
Queuing Penalty (veh)	226	8	13
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 43: US 17 & N Causeway Rd

Movement	EB	WB	WB	NB	NB	NB
Directions Served	T	R	R	T	T	R
Maximum Queue (ft)	267	362	297	181	245	138
Average Queue (ft)	178	255	197	96	132	20
95th Queue (ft)	297	363	319	209	272	69
Link Distance (ft)	182	346		150	150	150
Upstream Blk Time (%)	22	2		2	7	0
Queuing Penalty (veh)	39	0		18	49	0
Storage Bay Dist (ft)			225			
Storage Blk Time (%)		20	3			
Queuing Penalty (veh)		38	5			

Intersection: 44: US 17 & N Causeway U-turn

Movement	SB	SB	NW
Directions Served	T	T	L
Maximum Queue (ft)	243	237	130
Average Queue (ft)	128	137	94
95th Queue (ft)	280	290	106
Link Distance (ft)	214	214	43
Upstream Blk Time (%)	3	4	70
Queuing Penalty (veh)	31	44	139
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

## Queuing and Blocking Report 2040 Build - MD Peak

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### Intersection: 48: US 17

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Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	776	790	740
Average Queue (ft)	228	244	71
95th Queue (ft)	763	814	426
Link Distance (ft)	743	743	743
Upstream Blk Time (%)	0	0	0
Queuing Penalty (veh)	2	3	1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

### Intersection: 57: US 17

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Movement			
Directions Served			
Maximum Queue (ft)			
Average Queue (ft)			
95th Queue (ft)			
Link Distance (ft)			
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

### Intersection: 61: US 17

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Movement	WB	SB	SB
Directions Served	L	T	T
Maximum Queue (ft)	85	322	330
Average Queue (ft)	84	190	195
95th Queue (ft)	87	383	395
Link Distance (ft)	32	295	295
Upstream Blk Time (%)	83	3	3
Queuing Penalty (veh)	204	33	40
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

## Queuing and Blocking Report 2040 Build - MD Peak

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### Intersection: 62: US 17

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Movement	NB	NB
Directions Served	R	R
Maximum Queue (ft)	122	102
Average Queue (ft)	18	21
95th Queue (ft)	67	73
Link Distance (ft)	2560	2560
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

### Intersection: 71: US 17

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Movement	EB	NB	NB
Directions Served	L	T	T
Maximum Queue (ft)	75	253	251
Average Queue (ft)	72	162	173
95th Queue (ft)	81	336	343
Link Distance (ft)	23	197	197
Upstream Blk Time (%)	79	9	11
Queuing Penalty (veh)	180	102	123
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

### Intersection: 74: US 17 & US 17 BUS

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Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Queuing and Blocking Report  
2040 Build - MD Peak

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Intersection: 75: US 17 BUS

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Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

Intersection: 76: US 17 & US 17 BUS

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Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

Intersection: 79: US 17

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Movement	NB	NB
Directions Served	L	T
Maximum Queue (ft)	303	292
Average Queue (ft)	172	28
95th Queue (ft)	298	166
Link Distance (ft)		1010
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	300	
Storage Blk Time (%)	0	0
Queuing Penalty (veh)	2	0



Queuing and Blocking Report  
 2040 Build - MD Peak

Intersection: 81: US 17 & Willbrook Blvd

Movement	EB	EB	WB	SB	SB	SB
Directions Served	R	R	T	T	T	R
Maximum Queue (ft)	436	401	266	314	352	232
Average Queue (ft)	282	228	166	201	214	77
95th Queue (ft)	408	340	249	338	344	257
Link Distance (ft)	467	467	257	232	232	
Upstream Blk Time (%)			1	6	6	1
Queuing Penalty (veh)			2	75	73	0
Storage Bay Dist (ft)						150
Storage Blk Time (%)					15	
Queuing Penalty (veh)					54	

Intersection: 82: US 17

Movement	EB	EB	NB	NB
Directions Served	L	L	T	T
Maximum Queue (ft)	96	122	270	276
Average Queue (ft)	83	101	198	202
95th Queue (ft)	91	113	303	310
Link Distance (ft)	32	32	202	202
Upstream Blk Time (%)	71	76	8	9
Queuing Penalty (veh)	175	188	89	102
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 83: US 17 & Retreat Beach Cir

Movement	EB	WB	WB	NB	NB	NB
Directions Served	T	R	R	T	T	R
Maximum Queue (ft)	94	156	121	276	299	101
Average Queue (ft)	34	96	28	113	141	24
95th Queue (ft)	76	156	75	221	237	62
Link Distance (ft)	216	294	294	260	260	260
Upstream Blk Time (%)				0	1	
Queuing Penalty (veh)				1	6	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report  
 2040 Build - MD Peak

Intersection: 84: US 17

Movement	WB	SB	SB
Directions Served	L	T	T
Maximum Queue (ft)	92	286	285
Average Queue (ft)	84	124	134
95th Queue (ft)	106	241	256
Link Distance (ft)	40	229	229
Upstream Blk Time (%)	48	1	2
Queuing Penalty (veh)	87	12	20
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 85: US 17 & Waverly U-turn

Movement	SB	SB
Directions Served	L	T
Maximum Queue (ft)	392	420
Average Queue (ft)	227	50
95th Queue (ft)	368	242
Link Distance (ft)		852
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	300	
Storage Blk Time (%)	6	0
Queuing Penalty (veh)	61	0

Intersection: 87: US 17

Movement	SB	SB	SB	SB
Directions Served	R	R	R	R
Maximum Queue (ft)	376	393	458	390
Average Queue (ft)	77	83	122	45
95th Queue (ft)	311	333	405	238
Link Distance (ft)	350	350	350	350
Upstream Blk Time (%)	1	1	3	1
Queuing Penalty (veh)	7	8	21	5
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

## Queuing and Blocking Report

### 2040 Build - MD Peak

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#### Intersection: 88: US 17

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Movement	SB	SB	SB
Directions Served	L	T	T
Maximum Queue (ft)	59	130	173
Average Queue (ft)	9	13	25
95th Queue (ft)	41	71	109
Link Distance (ft)		384	384
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)		0	
Queuing Penalty (veh)		1	

#### Intersection: 89: US 17

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Movement	SB	SB
Directions Served	L	L
Maximum Queue (ft)	138	200
Average Queue (ft)	62	60
95th Queue (ft)	128	136
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	300	300
Storage Blk Time (%)		
Queuing Penalty (veh)		

#### Intersection: 91: US 17

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Movement	NB	NB
Directions Served	L	T
Maximum Queue (ft)	50	75
Average Queue (ft)	3	6
95th Queue (ft)	23	36
Link Distance (ft)		664
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Queuing and Blocking Report

### 2040 Build - MD Peak

#### Intersection: 92: US 17 & N Causeway U-turn

Movement	NB	NB	NB
Directions Served	L	T	T
Maximum Queue (ft)	314	334	285
Average Queue (ft)	161	21	9
95th Queue (ft)	309	151	94
Link Distance (ft)		623	623
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	300		
Storage Blk Time (%)	2	0	
Queuing Penalty (veh)	20	0	

#### Intersection: 93: US 17

Movement	SB	SB
Directions Served	R	R
Maximum Queue (ft)	211	160
Average Queue (ft)	23	31
95th Queue (ft)	106	106
Link Distance (ft)	6767	6767
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

#### Intersection: 94: US 17

Movement	NB	NB
Directions Served	R	R
Maximum Queue (ft)	151	171
Average Queue (ft)	30	42
95th Queue (ft)	100	128
Link Distance (ft)	5098	5098
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report  
 2040 Build - MD Peak

Intersection: 96: US 17 & Driveway

Movement	EB
Directions Served	R
Maximum Queue (ft)	108
Average Queue (ft)	36
95th Queue (ft)	84
Link Distance (ft)	152
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 98: US 17

Movement	SB	SB
Directions Served	R	R
Maximum Queue (ft)	49	49
Average Queue (ft)	2	2
95th Queue (ft)	16	16
Link Distance (ft)	2075	2075
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 101: US 17 & Sandy Island Dr

Movement	EB	WB	SB
Directions Served	R	T	T
Maximum Queue (ft)	91	31	40
Average Queue (ft)	38	3	1
95th Queue (ft)	72	18	13
Link Distance (ft)	734	228	196
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report  
 2040 Build - MD Peak

Intersection: 102: US 17 & Sandy Island U-turn

Movement	EB
Directions Served	L
Maximum Queue (ft)	75
Average Queue (ft)	34
95th Queue (ft)	71
Link Distance (ft)	62
Upstream Blk Time (%)	1
Queuing Penalty (veh)	1
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 103: US 17 & Trace Dr

Movement	EB	WB	NB
Directions Served	T	R	R
Maximum Queue (ft)	119	70	20
Average Queue (ft)	33	29	1
95th Queue (ft)	73	60	7
Link Distance (ft)	196	493	225
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 104: US 17 & Trace Dr U-turn

Movement	WB
Directions Served	L
Maximum Queue (ft)	50
Average Queue (ft)	19
95th Queue (ft)	45
Link Distance (ft)	56
Upstream Blk Time (%)	1
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

# Queuing and Blocking Report

## 2040 Build - MD Peak

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### Intersection: 105: US 17

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#### Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

### Intersection: 106: US 17

---

#### Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

### Intersection: 107: US 17

---

#### Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

## Queuing and Blocking Report 2040 Build - MD Peak

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### Intersection: 108: US 17

---

#### Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

### Intersection: 109: US 17

---

#### Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

### Intersection: 110: US 17

---

#### Movement

Movement	EB
Directions Served	L
Maximum Queue (ft)	53
Average Queue (ft)	18
95th Queue (ft)	46
Link Distance (ft)	57
Upstream Blk Time (%)	4
Queuing Penalty (veh)	1
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



# Queuing and Blocking Report

## 2040 Build - MD Peak

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### Intersection: 111: US 17

---

#### Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

### Intersection: 115: US 17

---

#### Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

### Intersection: 117: US 17

---

Movement	NB	NB
Directions Served	R	R
Maximum Queue (ft)	74	116
Average Queue (ft)	9	15
95th Queue (ft)	40	66
Link Distance (ft)	3468	3468
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Queuing and Blocking Report 2040 Build - MD Peak

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### Intersection: 120: US 17

---

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	98	99
Average Queue (ft)	13	16
95th Queue (ft)	62	66
Link Distance (ft)	641	641
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

### Intersection: 121: US 17

---

Movement	SB	SB
Directions Served	L	L
Maximum Queue (ft)	142	141
Average Queue (ft)	46	35
95th Queue (ft)	117	102
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	200	200
Storage Blk Time (%)		
Queuing Penalty (veh)		

### Intersection: 122: US 17

---

Movement	SB	SB
Directions Served	T	T
Maximum Queue (ft)	47	75
Average Queue (ft)	3	7
95th Queue (ft)	21	40
Link Distance (ft)	466	466
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report  
2040 Build - MD Peak

Intersection: 123: US 17

Movement	NB	NB
Directions Served	L	T
Maximum Queue (ft)	224	214
Average Queue (ft)	88	7
95th Queue (ft)	180	70
Link Distance (ft)		699
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	200	
Storage Blk Time (%)	1	0
Queuing Penalty (veh)	6	0

Intersection: 125: US 17

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 127: US 17 /US 17 & Courtfield Dr/U-turn

Movement	SB	SB	SB	SB
Directions Served	L	T	T	T
Maximum Queue (ft)	367	426	426	426
Average Queue (ft)	81	51	54	54
95th Queue (ft)	255	269	284	282
Link Distance (ft)	367	367	367	367
Upstream Blk Time (%)	0	7	8	7
Queuing Penalty (veh)	1	39	44	39
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

## Queuing and Blocking Report 2040 Build - MD Peak

---

### Intersection: 129: US 17

---

#### Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

### Intersection: 130: US 17

---

#### Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

### Intersection: 131: US 17 & Pendergrass Ave

---

Movement	EB	WB	SB
Directions Served	R	T	R
Maximum Queue (ft)	215	77	22
Average Queue (ft)	76	24	1
95th Queue (ft)	160	62	7
Link Distance (ft)	727	219	160
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

## Queuing and Blocking Report 2040 Build - MD Peak

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### Intersection: 132: US 17

---

Movement	EB
Directions Served	L
Maximum Queue (ft)	32
Average Queue (ft)	24
95th Queue (ft)	44
Link Distance (ft)	23
Upstream Blk Time (%)	24
Queuing Penalty (veh)	13
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

### Intersection: 133: US 17 & Pendergrass Ave

---

Movement	EB	WB
Directions Served	T	R
Maximum Queue (ft)	118	87
Average Queue (ft)	59	39
95th Queue (ft)	113	78
Link Distance (ft)	206	677
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

### Intersection: 134: US 17

---

Movement	WB
Directions Served	L
Maximum Queue (ft)	68
Average Queue (ft)	28
95th Queue (ft)	59
Link Distance (ft)	56
Upstream Blk Time (%)	3
Queuing Penalty (veh)	1
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

## Queuing and Blocking Report 2040 Build - MD Peak

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### Intersection: 135: US 17

---

Movement	SB	SB
Directions Served	R	R
Maximum Queue (ft)	206	232
Average Queue (ft)	25	28
95th Queue (ft)	107	122
Link Distance (ft)	2560	2560
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

### Intersection: 136: US 17

---

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

### Intersection: 137: US 17 & Trace Dr U-turn

---

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

## Queuing and Blocking Report 2040 Build - MD Peak

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### Intersection: 138: US 17

---

Movement	NB
Directions Served	T
Maximum Queue (ft)	27
Average Queue (ft)	1
95th Queue (ft)	9
Link Distance (ft)	414
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

### Intersection: 139: US 17

---

Movement	
Directions Served	
Maximum Queue (ft)	
Average Queue (ft)	
95th Queue (ft)	
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

### Intersection: 140: US 17

---

Movement	SB	SB
Directions Served	T	T
Maximum Queue (ft)	391	393
Average Queue (ft)	36	43
95th Queue (ft)	195	205
Link Distance (ft)	420	420
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	2	
Queuing Penalty (veh)	1	

Queuing and Blocking Report  
 2040 Build - MD Peak

Intersection: 151: US 17 & Wachesaw Rd

Movement	EB	EB	WB	SB	SB	SB
Directions Served	R	R	T	T	T	R
Maximum Queue (ft)	347	250	286	236	235	74
Average Queue (ft)	234	181	180	138	152	26
95th Queue (ft)	337	277	280	238	260	66
Link Distance (ft)	604		240	160	160	160
Upstream Blk Time (%)			3	4	8	
Queuing Penalty (veh)			7	33	58	
Storage Bay Dist (ft)		150				
Storage Blk Time (%)	37	7				
Queuing Penalty (veh)	84	17				

Intersection: 152: US 17

Movement	EB	EB	NB	NB
Directions Served	L	L	T	T
Maximum Queue (ft)	118	149	247	264
Average Queue (ft)	96	119	167	168
95th Queue (ft)	107	136	295	304
Link Distance (ft)	39	39	243	243
Upstream Blk Time (%)	62	72	1	1
Queuing Penalty (veh)	104	122	7	9
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 153: US 17 & Wachesaw Rd

Movement	EB	WB	WB	NB	NB	NB
Directions Served	T	R	R	T	T	R
Maximum Queue (ft)	94	217	216	229	231	54
Average Queue (ft)	35	148	92	124	139	13
95th Queue (ft)	82	209	204	258	267	41
Link Distance (ft)	188	468		218	218	218
Upstream Blk Time (%)				1	2	
Queuing Penalty (veh)				9	18	
Storage Bay Dist (ft)			150			
Storage Blk Time (%)		13	1			
Queuing Penalty (veh)		16	1			



Queuing and Blocking Report  
2040 Build - MD Peak

Intersection: 154: US 17

Movement	WB	SB	SB
Directions Served	L	T	T
Maximum Queue (ft)	126	76	158
Average Queue (ft)	104	19	23
95th Queue (ft)	123	59	82
Link Distance (ft)	54	158	158
Upstream Blk Time (%)	70		0
Queuing Penalty (veh)	129		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 191: US 17 & U-turn

Movement	EB	NB	NB	NB
Directions Served	L	T	T	T
Maximum Queue (ft)	87	323	308	355
Average Queue (ft)	64	93	116	183
95th Queue (ft)	84	195	242	302
Link Distance (ft)	15	387	387	387
Upstream Blk Time (%)	65			
Queuing Penalty (veh)	107			
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 192: Sunnyside Ave & Sunnyside Quadrant

Movement	EB	WB	WB	SB	SB
Directions Served	L	T	TR	R	R
Maximum Queue (ft)	116	215	185	138	148
Average Queue (ft)	51	112	65	49	72
95th Queue (ft)	106	193	162	115	125
Link Distance (ft)	492	625		642	642
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			300		
Storage Blk Time (%)					
Queuing Penalty (veh)					

## Queuing and Blocking Report 2040 Build - MD Peak

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### Intersection: 200: US 17

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Movement	NB	NB	SB	SB	SB
Directions Served	T	T	T	T	T
Maximum Queue (ft)	461	497	524	529	549
Average Queue (ft)	15	17	252	254	242
95th Queue (ft)	152	164	647	639	632
Link Distance (ft)	474	474	499	499	499
Upstream Blk Time (%)	0	0	7	6	5
Queuing Penalty (veh)	0	1	57	52	41
Storage Bay Dist (ft)					
Storage Blk Time (%)					17
Queuing Penalty (veh)					0

### Intersection: 201: US 17 & US 17

---

Movement	SB	SB	SB
Directions Served	T	T	T
Maximum Queue (ft)	410	419	443
Average Queue (ft)	64	67	64
95th Queue (ft)	301	305	303
Link Distance (ft)	383	383	383
Upstream Blk Time (%)	5	7	4
Queuing Penalty (veh)	40	61	35
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

### Network Summary

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Network wide Queuing Penalty: 7424

# SimTraffic Simulation Summary

## 2040 Build - PM Peak

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### Summary of All Intervals

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Start Time	4:20
End Time	5:30
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	20200
Vehs Exited	19374
Starting Vehs	1449
Ending Vehs	2275
Travel Distance (mi)	60469
Travel Time (hr)	2218.5
Total Delay (hr)	840.8
Total Stops	33791
Fuel Used (gal)	2085.1

### Interval #0 Information Seeding

---

Start Time	4:20
End Time	4:30
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

### Interval #1 Information Recording

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Start Time	4:30
End Time	5:30
Total Time (min)	60
Volumes adjusted by Growth Factors.	
Vehs Entered	20200
Vehs Exited	19374
Starting Vehs	1449
Ending Vehs	2275
Travel Distance (mi)	60469
Travel Time (hr)	2218.5
Total Delay (hr)	840.8
Total Stops	33791
Fuel Used (gal)	2085.1

Queuing and Blocking Report  
2040 Build - PM Peak

Intersection: 1: US 17 & Kings River Rd

Movement	EB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LR	UL	T	T	U	T	T	R
Maximum Queue (ft)	172	299	469	473	30	795	736	200
Average Queue (ft)	82	146	252	208	2	406	377	36
95th Queue (ft)	149	260	403	378	12	623	595	144
Link Distance (ft)	431		652	652		780	780	
Upstream Blk Time (%)						1		
Queuing Penalty (veh)						0		
Storage Bay Dist (ft)		200			250			100
Storage Blk Time (%)		2	8			22	27	
Queuing Penalty (veh)		22	18			1	13	

Intersection: 2: US 17 & S Causeway Rd

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	UL	T	T
Maximum Queue (ft)	518	175	718	540	450	158	271	274
Average Queue (ft)	320	85	351	283	30	79	66	80
95th Queue (ft)	558	221	618	519	215	139	166	189
Link Distance (ft)	503		684	684			1061	1061
Upstream Blk Time (%)	10		1					
Queuing Penalty (veh)	0		0					
Storage Bay Dist (ft)		75			350	250		
Storage Blk Time (%)	62	1		4			0	
Queuing Penalty (veh)	69	2		6			0	

Intersection: 3: US 17 & Petigru Dr/Alston Rd

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	UL	T	T	R
Maximum Queue (ft)	224	407	125	141	270	328	359	249	530	532	475
Average Queue (ft)	135	213	45	60	160	135	149	86	295	299	41
95th Queue (ft)	237	394	101	125	256	300	307	204	547	562	234
Link Distance (ft)		392		459		3609	3609		492	492	
Upstream Blk Time (%)		1							2	2	0
Queuing Penalty (veh)		0							22	23	0
Storage Bay Dist (ft)	125		125		300			150			375
Storage Blk Time (%)	19	36	2	1		0		1	21	9	
Queuing Penalty (veh)	44	50	1	1		1		12	13	5	

Queuing and Blocking Report  
2040 Build - PM Peak

Intersection: 4: US 17 & Sandy Island U-turn

Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

Intersection: 5: US 17 & Martin Luther King Rd/Brown Ln

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	LTR	UL	T	T	UL	T	T	R
Maximum Queue (ft)	327	250	64	274	778	808	52	639	662	250
Average Queue (ft)	197	44	14	31	289	301	12	285	293	92
95th Queue (ft)	285	141	40	112	563	583	40	552	566	276
Link Distance (ft)	640		228		6767	6767		5098	5098	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		150		175			200			150
Storage Blk Time (%)	33				12	14		13	16	
Queuing Penalty (veh)	16				5	0		2	31	

Intersection: 6: US 17 & Litchfield Dr

Movement	WB	WB	NB	NB	NB
Directions Served	R	R	T	T	R
Maximum Queue (ft)	327	290	322	352	275
Average Queue (ft)	181	144	139	156	28
95th Queue (ft)	275	245	305	329	110
Link Distance (ft)	867		646	646	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		200		175	
Storage Blk Time (%)	10	2		7	
Queuing Penalty (veh)	15	3		14	

Queuing and Blocking Report  
2040 Build - PM Peak

Intersection: 7: US 17 & Country Club Dr

Movement	EB	SB	SB	SB
Directions Served	R	T	T	R
Maximum Queue (ft)	258	96	114	54
Average Queue (ft)	71	27	29	3
95th Queue (ft)	161	82	89	21
Link Distance (ft)	720	658	658	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				100
Storage Blk Time (%)			0	
Queuing Penalty (veh)			0	

Intersection: 8: US 17

Movement	NB	SB	SB
Directions Served	R	T	T
Maximum Queue (ft)	31	287	288
Average Queue (ft)	1	36	37
95th Queue (ft)	10	169	164
Link Distance (ft)	492	220	220
Upstream Blk Time (%)		1	1
Queuing Penalty (veh)		8	9
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: US 17 & N Boyle Rd

Movement	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	U	T	T	R	UL	T	T
Maximum Queue (ft)	250	594	27	258	298	56	74	217	237
Average Queue (ft)	186	175	2	149	167	18	34	123	117
95th Queue (ft)	290	469	13	233	259	50	64	210	188
Link Distance (ft)		530		2075	2075			1222	1222
Upstream Blk Time (%)		4							
Queuing Penalty (veh)		0							
Storage Bay Dist (ft)	150		250			300	200		
Storage Blk Time (%)	57			0	0			0	
Queuing Penalty (veh)	30			0	0			0	

Queuing and Blocking Report  
2040 Build - PM Peak

Intersection: 11: US 17 & Wesley Rd

Movement	EB	WB
Directions Served	R	T
Maximum Queue (ft)	284	158
Average Queue (ft)	82	40
95th Queue (ft)	177	94
Link Distance (ft)	824	165
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: US 17 & US 17 BUS

Movement	WB	NB	NB
Directions Served	TR	T	T
Maximum Queue (ft)	321	396	392
Average Queue (ft)	145	213	235
95th Queue (ft)	258	361	383
Link Distance (ft)	317	520	520
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: US 17 & Wesley Rd

Movement	EB	SB	SB
Directions Served	R	T	T
Maximum Queue (ft)	56	140	17
Average Queue (ft)	11	5	1
95th Queue (ft)	48	46	6
Link Distance (ft)	926	313	313
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report  
2040 Build - PM Peak

Intersection: 16: US 17 & Bellamy Ave

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	UL	T	T	T	UL	T	T	TR
Maximum Queue (ft)	251	264	67	222	90	326	358	369	151	317	353	346
Average Queue (ft)	118	125	23	118	18	181	217	212	39	194	219	123
95th Queue (ft)	214	238	58	199	55	334	389	391	100	330	348	302
Link Distance (ft)		606		646		743	743	743		785	785	785
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200		150		250				250			
Storage Blk Time (%)	4	3		5		3		4		11		
Queuing Penalty (veh)	6	5		2		2		2		10		

Intersection: 16: US 17 & Bellamy Ave

Movement	B35	B35	B35
Directions Served	T	T	T
Maximum Queue (ft)	383	350	53
Average Queue (ft)	13	34	2
95th Queue (ft)	126	185	17
Link Distance (ft)	375	375	375
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			



Queuing and Blocking Report  
2040 Build - PM Peak

Intersection: 17: US 17 & Riverwood Dr

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	B35	B35	SB
Directions Served	L	TR	L	TR	UL	T	T	T	R	T	T	UL
Maximum Queue (ft)	438	300	49	126	135	421	443	444	59	18	130	52
Average Queue (ft)	222	41	21	32	62	156	185	216	6	1	4	16
95th Queue (ft)	343	185	52	93	132	310	338	369	30	6	43	43
Link Distance (ft)	402			355		375	375	375		785	785	
Upstream Blk Time (%)	1					0	1	1				
Queuing Penalty (veh)	0					4	5	11				
Storage Bay Dist (ft)		200	100		200				300			200
Storage Blk Time (%)	18			2		7		5				
Queuing Penalty (veh)	15			0		5		0				

Intersection: 17: US 17 & Riverwood Dr

Movement	SB	SB	SB
Directions Served	T	T	T
Maximum Queue (ft)	474	487	474
Average Queue (ft)	293	331	226
95th Queue (ft)	505	551	460
Link Distance (ft)	474	474	474
Upstream Blk Time (%)	0	1	0
Queuing Penalty (veh)	2	4	0
Storage Bay Dist (ft)			
Storage Blk Time (%)	17		0
Queuing Penalty (veh)	3		0

Intersection: 18: US 17 & Waccamaw Medical Park West/Macklen Ave

Movement	EB	WB	NB	SB	SB	SB
Directions Served	R	R	UL	UL	T	T
Maximum Queue (ft)	112	629	51	400	503	612
Average Queue (ft)	35	215	7	200	79	20
95th Queue (ft)	71	515	29	389	342	202
Link Distance (ft)	254	1123			576	576
Upstream Blk Time (%)						0
Queuing Penalty (veh)						2
Storage Bay Dist (ft)			300	300		
Storage Blk Time (%)				16	0	
Queuing Penalty (veh)				196	0	

Queuing and Blocking Report  
 2040 Build - PM Peak

Intersection: 19: US 17 & Burgess Rd/Sunnyside Ave

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	T	T	L	T	TR	T	T	T	TR	T	T	T
Maximum Queue (ft)	221	275	250	397	413	344	322	363	426	402	409	407
Average Queue (ft)	145	176	73	238	245	179	193	239	266	357	339	272
95th Queue (ft)	231	272	175	335	341	299	305	398	466	428	426	394
Link Distance (ft)	926	926		492	492	350	350	350	350	385	385	385
Upstream Blk Time (%)						0		0	11	3	2	0
Queuing Penalty (veh)						0		3	90	30	15	3
Storage Bay Dist (ft)			150									
Storage Blk Time (%)				18								3
Queuing Penalty (veh)				11								13

Intersection: 19: US 17 & Burgess Rd/Sunnyside Ave

Movement	SB
Directions Served	R
Maximum Queue (ft)	239
Average Queue (ft)	86
95th Queue (ft)	223
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	250
Storage Blk Time (%)	0
Queuing Penalty (veh)	1

Intersection: 20: Kings River Rd & Hagley Dr/Tyson Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	117	95	74	27
Average Queue (ft)	47	53	6	10
95th Queue (ft)	81	82	33	31
Link Distance (ft)	372	319	217	216
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report  
2040 Build - PM Peak

Intersection: 21: Kings River Rd & Waverly Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	31	95	129	159
Average Queue (ft)	12	39	33	31
95th Queue (ft)	34	78	74	79
Link Distance (ft)	487	464	602	413
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 22: Murrells Inlet Rd & Macklen Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	91	50	111	54
Average Queue (ft)	54	31	43	35
95th Queue (ft)	84	48	73	51
Link Distance (ft)	1123	413	569	581
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 25: US 17 & Country Club Dr U-turn

Movement	SB	SB
Directions Served	L	T
Maximum Queue (ft)	245	221
Average Queue (ft)	117	7
95th Queue (ft)	237	73
Link Distance (ft)		672
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	300	
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Queuing and Blocking Report 2040 Build - PM Peak

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### Intersection: 27: US 17

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#### Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

### Intersection: 28: US 17 & Retreat Beach Cir U-turn

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Movement	NB	NB
Directions Served	L	T
Maximum Queue (ft)	237	273
Average Queue (ft)	95	9
95th Queue (ft)	199	90
Link Distance (ft)		693
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	200	
Storage Blk Time (%)	3	
Queuing Penalty (veh)	41	

### Intersection: 31: US 17

---

Movement	SB	SB
Directions Served	T	T
Maximum Queue (ft)	279	274
Average Queue (ft)	20	25
95th Queue (ft)	112	131
Link Distance (ft)	420	420
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	1	
Queuing Penalty (veh)	0	

## Queuing and Blocking Report 2040 Build - PM Peak

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### Intersection: 34: US 17

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#### Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

### Intersection: 36: US 17

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Movement	NB	NB	NB
Directions Served	L	T	T
Maximum Queue (ft)	199	306	318
Average Queue (ft)	7	43	53
95th Queue (ft)	66	174	202
Link Distance (ft)		414	414
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)		2	
Queuing Penalty (veh)		6	

### Intersection: 40: US 17 & Pendergrass Ave SB U-turn

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Movement	SB
Directions Served	L
Maximum Queue (ft)	160
Average Queue (ft)	81
95th Queue (ft)	173
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	200
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report  
2040 Build - PM Peak

Intersection: 41: US 17 & Waverly Rd

Movement	EB	EB	WB	SB	SB	SB
Directions Served	R	R	T	T	T	R
Maximum Queue (ft)	324	224	237	225	260	76
Average Queue (ft)	191	147	134	92	116	18
95th Queue (ft)	267	243	219	193	239	58
Link Distance (ft)	459		139	175	175	175
Upstream Blk Time (%)			13	1	3	
Queuing Penalty (veh)			16	7	22	
Storage Bay Dist (ft)		125				
Storage Blk Time (%)	44	11				
Queuing Penalty (veh)	74	19				

Intersection: 42: US 17 & Waverly U-turn

Movement	EB	NB	NB
Directions Served	L	T	T
Maximum Queue (ft)	80	224	287
Average Queue (ft)	75	50	57
95th Queue (ft)	87	138	162
Link Distance (ft)	24	246	246
Upstream Blk Time (%)	78		0
Queuing Penalty (veh)	153		4
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 43: US 17 & N Causeway Rd

Movement	EB	WB	WB	NB	NB	NB
Directions Served	T	R	R	T	T	R
Maximum Queue (ft)	267	264	223	232	270	49
Average Queue (ft)	178	195	134	105	135	12
95th Queue (ft)	290	265	244	233	275	38
Link Distance (ft)	182	346		150	150	150
Upstream Blk Time (%)	21			4	9	
Queuing Penalty (veh)	34			34	70	
Storage Bay Dist (ft)			225			
Storage Blk Time (%)		4	0			
Queuing Penalty (veh)		6	0			

## Queuing and Blocking Report 2040 Build - PM Peak

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### Intersection: 44: US 17 & N Causeway U-turn

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Movement	WB	SB	SB
Directions Served	L	T	T
Maximum Queue (ft)	94	233	245
Average Queue (ft)	93	105	103
95th Queue (ft)	99	248	250
Link Distance (ft)	43	214	214
Upstream Blk Time (%)	71	1	1
Queuing Penalty (veh)	134	9	15
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

### Intersection: 48: US 17

---

Movement	SB	SB
Directions Served	T	T
Maximum Queue (ft)	727	609
Average Queue (ft)	69	36
95th Queue (ft)	413	261
Link Distance (ft)	743	743
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

### Intersection: 57: US 17

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Movement	B78
Directions Served	T
Maximum Queue (ft)	36
Average Queue (ft)	1
95th Queue (ft)	12
Link Distance (ft)	196
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

## Queuing and Blocking Report 2040 Build - PM Peak

### Intersection: 61: US 17 & Litchfield Dr U-turn

Movement	WB	SB	SB
Directions Served	L	T	T
Maximum Queue (ft)	85	344	312
Average Queue (ft)	84	170	181
95th Queue (ft)	86	378	391
Link Distance (ft)	32	295	295
Upstream Blk Time (%)	83	2	2
Queuing Penalty (veh)	177	19	27
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

### Intersection: 62: US 17

Movement	NB	NB
Directions Served	R	R
Maximum Queue (ft)	249	264
Average Queue (ft)	48	58
95th Queue (ft)	173	181
Link Distance (ft)	2560	2560
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

### Intersection: 71: US 17 & Country Club Dr U-turn

Movement	EB	NB	NB
Directions Served	L	T	T
Maximum Queue (ft)	94	253	251
Average Queue (ft)	73	137	143
95th Queue (ft)	85	299	317
Link Distance (ft)	23	197	197
Upstream Blk Time (%)	79	4	6
Queuing Penalty (veh)	128	44	73
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			



## Queuing and Blocking Report 2040 Build - PM Peak

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### Intersection: 74: US 17 & US 17 BUS

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#### Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

### Intersection: 75: US 17 BUS

---

#### Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

### Intersection: 76: US 17 & US 17 BUS

---

Movement	NB	NB
Directions Served	T	TR
Maximum Queue (ft)	79	57
Average Queue (ft)	4	6
95th Queue (ft)	33	29
Link Distance (ft)	299	299
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report  
2040 Build - PM Peak

Intersection: 79: US 17 & Litchfield Dr U-turn

Movement	NB	NB	NB
Directions Served	L	T	T
Maximum Queue (ft)	400	540	550
Average Queue (ft)	186	76	36
95th Queue (ft)	359	359	259
Link Distance (ft)		1010	1010
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	300		
Storage Blk Time (%)	9	0	
Queuing Penalty (veh)	106	0	

Intersection: 81: US 17 & Willbrook Blvd

Movement	EB	EB	WB	SB	SB	SB
Directions Served	R	R	T	T	T	R
Maximum Queue (ft)	443	374	308	329	350	232
Average Queue (ft)	268	216	143	213	219	77
95th Queue (ft)	367	303	225	349	338	255
Link Distance (ft)	467	467	257	232	232	
Upstream Blk Time (%)			1	4	5	0
Queuing Penalty (veh)			3	56	59	0
Storage Bay Dist (ft)						150
Storage Blk Time (%)					13	
Queuing Penalty (veh)					49	

Intersection: 82: US 17 & Willbrook Blvd U-turn

Movement	EB	EB	NB	NB
Directions Served	L	L	T	T
Maximum Queue (ft)	104	122	282	282
Average Queue (ft)	86	103	208	212
95th Queue (ft)	94	117	304	312
Link Distance (ft)	32	32	202	202
Upstream Blk Time (%)	78	82	8	9
Queuing Penalty (veh)	161	169	101	113
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report  
2040 Build - PM Peak

Intersection: 83: US 17 & Retreat Beach Cir

Movement	EB	WB	WB	NB	NB	NB
Directions Served	T	R	R	T	T	R
Maximum Queue (ft)	74	309	266	372	367	117
Average Queue (ft)	41	232	178	260	268	28
95th Queue (ft)	74	317	268	395	383	66
Link Distance (ft)	216	294	294	260	260	260
Upstream Blk Time (%)		2		7	10	
Queuing Penalty (veh)		0		61	83	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 84: US 17 & Retreat Beach Cir U-turn

Movement	WB	SB	SB
Directions Served	L	T	T
Maximum Queue (ft)	115	287	285
Average Queue (ft)	91	156	176
95th Queue (ft)	105	295	313
Link Distance (ft)	40	229	229
Upstream Blk Time (%)	63	3	4
Queuing Penalty (veh)	125	30	47
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 85: US 17 & Waverly U-turn

Movement	SB	SB	SB
Directions Served	L	T	T
Maximum Queue (ft)	254	66	143
Average Queue (ft)	130	3	8
95th Queue (ft)	236	26	61
Link Distance (ft)		852	852
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	300		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report  
 2040 Build - PM Peak

Intersection: 87: US 17

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	T	T	T	R	R	R	R
Maximum Queue (ft)	357	394	437	366	428	398	350
Average Queue (ft)	18	57	96	56	72	89	12
95th Queue (ft)	130	258	341	263	311	337	115
Link Distance (ft)	373	373	373	350	350	350	350
Upstream Blk Time (%)	0	0	2	0	1	1	0
Queuing Penalty (veh)	0	2	17	1	5	5	0
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 88: US 17

Movement	SB	SB
Directions Served	L	T
Maximum Queue (ft)	53	44
Average Queue (ft)	2	2
95th Queue (ft)	19	16
Link Distance (ft)		384
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 89: US 17 & Willbrook Blvd U-turn

Movement	SB	SB
Directions Served	L	L
Maximum Queue (ft)	186	176
Average Queue (ft)	95	96
95th Queue (ft)	168	173
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	300	300
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Queuing and Blocking Report 2040 Build - PM Peak

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### Intersection: 91: US 17

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Movement	NB	NB	NB
Directions Served	L	T	T
Maximum Queue (ft)	85	127	56
Average Queue (ft)	7	6	6
95th Queue (ft)	41	45	29
Link Distance (ft)		664	664
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	

### Intersection: 92: US 17 & N Causeway U-turn

---

Movement	NB	NB
Directions Served	L	T
Maximum Queue (ft)	311	259
Average Queue (ft)	137	25
95th Queue (ft)	278	147
Link Distance (ft)		623
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	300	
Storage Blk Time (%)	1	
Queuing Penalty (veh)	6	

### Intersection: 93: US 17

---

Movement	SB	SB
Directions Served	R	R
Maximum Queue (ft)	94	96
Average Queue (ft)	7	8
95th Queue (ft)	42	48
Link Distance (ft)	6767	6767
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Queuing and Blocking Report 2040 Build - PM Peak

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### Intersection: 94: US 17

---

Movement	NB	NB
Directions Served	R	R
Maximum Queue (ft)	106	132
Average Queue (ft)	15	26
95th Queue (ft)	66	93
Link Distance (ft)	5098	5098
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

### Intersection: 96: US 17 & Driveway

---

Movement	EB
Directions Served	R
Maximum Queue (ft)	66
Average Queue (ft)	27
95th Queue (ft)	58
Link Distance (ft)	152
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

### Intersection: 98: US 17

---

Movement	SB	SB
Directions Served	R	R
Maximum Queue (ft)	56	106
Average Queue (ft)	4	11
95th Queue (ft)	26	54
Link Distance (ft)	2075	2075
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Queuing and Blocking Report 2040 Build - PM Peak

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### Intersection: 101: US 17 & Sandy Island Rd

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Movement	EB	WB
Directions Served	R	T
Maximum Queue (ft)	88	31
Average Queue (ft)	31	3
95th Queue (ft)	63	18
Link Distance (ft)	615	228
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

### Intersection: 102: US 17 & Sandy Island U-turn

---

Movement	EB
Directions Served	L
Maximum Queue (ft)	94
Average Queue (ft)	44
95th Queue (ft)	89
Link Distance (ft)	83
Upstream Blk Time (%)	1
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

### Intersection: 103: US 17 & Trace Dr

---

Movement	EB	WB
Directions Served	T	R
Maximum Queue (ft)	118	140
Average Queue (ft)	43	54
95th Queue (ft)	95	109
Link Distance (ft)	207	460
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Queuing and Blocking Report 2040 Build - PM Peak

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### Intersection: 104: US 17 & Trace Dr U-turn

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Movement	WB
Directions Served	L
Maximum Queue (ft)	32
Average Queue (ft)	6
95th Queue (ft)	26
Link Distance (ft)	47
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

### Intersection: 105: US 17

---

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

### Intersection: 106: US 17

---

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)



## Queuing and Blocking Report 2040 Build - PM Peak

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### Intersection: 107: US 17

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#### Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

### Intersection: 108: US 17 & Wesley Rd U-turn

---

#### Movement SB

Directions Served	L
Maximum Queue (ft)	180
Average Queue (ft)	58
95th Queue (ft)	166
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	250
Storage Blk Time (%)	
Queuing Penalty (veh)	

### Intersection: 109: US 17

---

#### Movement NB NB

Directions Served	R	R
Maximum Queue (ft)	38	208
Average Queue (ft)	1	7
95th Queue (ft)	12	69
Link Distance (ft)	9417	9417
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Queuing and Blocking Report 2040 Build - PM Peak

---

### Intersection: 110: US 17 & Wesley Rd U-turn

---

Movement	EB
Directions Served	L
Maximum Queue (ft)	80
Average Queue (ft)	46
95th Queue (ft)	96
Link Distance (ft)	63
Upstream Blk Time (%)	58
Queuing Penalty (veh)	14
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

### Intersection: 111: US 17

---

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

### Intersection: 115: US 17

---

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Queuing and Blocking Report  
2040 Build - PM Peak

Intersection: 117: US 17

Movement	NB	NB
Directions Served	R	R
Maximum Queue (ft)	275	305
Average Queue (ft)	109	116
95th Queue (ft)	274	293
Link Distance (ft)	3468	3468
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 120: US 17

Movement	NB	NB	NB
Directions Served	L	T	T
Maximum Queue (ft)	199	526	454
Average Queue (ft)	15	86	83
95th Queue (ft)	97	284	266
Link Distance (ft)		641	641
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)		3	
Queuing Penalty (veh)		6	

Intersection: 121: US 17 & Wachesaw Rd SB U-turn

Movement	SB	SB	SB	SB
Directions Served	L	L	T	T
Maximum Queue (ft)	238	241	321	182
Average Queue (ft)	79	85	17	6
95th Queue (ft)	184	195	126	60
Link Distance (ft)			286	286
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			5	
Storage Bay Dist (ft)	200	200		
Storage Blk Time (%)	2	3	0	
Queuing Penalty (veh)	20	39	0	

## Queuing and Blocking Report 2040 Build - PM Peak

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### Intersection: 122: US 17

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Movement	SB	SB
Directions Served	T	T
Maximum Queue (ft)	142	118
Average Queue (ft)	13	20
95th Queue (ft)	61	80
Link Distance (ft)	466	466
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

### Intersection: 123: US 17 & Wachesaw Rd NB U-turn

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Movement	NB
Directions Served	L
Maximum Queue (ft)	236
Average Queue (ft)	65
95th Queue (ft)	156
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	200
Storage Blk Time (%)	1
Queuing Penalty (veh)	9

### Intersection: 125: US 17

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Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Queuing and Blocking Report  
2040 Build - PM Peak

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Intersection: 127: US 17 /US 17 & Courtfield Dr/U-turn to Sunnyside Ave

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Movement	SB	SB
Directions Served	L	T
Maximum Queue (ft)	283	28
Average Queue (ft)	135	2
95th Queue (ft)	256	13
Link Distance (ft)	367	367
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

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Intersection: 129: US 17

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Movement	SB
Directions Served	L
Maximum Queue (ft)	28
Average Queue (ft)	2
95th Queue (ft)	11
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	100
Storage Blk Time (%)	
Queuing Penalty (veh)	

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Intersection: 130: US 17 & Pendergrass Ave NB U-turn

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Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Queuing and Blocking Report  
2040 Build - PM Peak

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Intersection: 131: US 17 & Pendergrass Ave

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Movement	EB	WB	SB
Directions Served	R	T	R
Maximum Queue (ft)	279	225	22
Average Queue (ft)	102	58	1
95th Queue (ft)	239	148	7
Link Distance (ft)	727	219	160
Upstream Blk Time (%)		3	
Queuing Penalty (veh)		1	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 132: US 17 & Pendergrass Ave SB U-turn

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Movement	EB
Directions Served	L
Maximum Queue (ft)	31
Average Queue (ft)	29
95th Queue (ft)	39
Link Distance (ft)	23
Upstream Blk Time (%)	72
Queuing Penalty (veh)	48
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 133: US 17 & Pendergrass Ave

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Movement	EB	WB
Directions Served	T	R
Maximum Queue (ft)	206	155
Average Queue (ft)	79	71
95th Queue (ft)	185	151
Link Distance (ft)	206	677
Upstream Blk Time (%)	3	
Queuing Penalty (veh)	1	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Queuing and Blocking Report 2040 Build - PM Peak

### Intersection: 134: US 17 & Pendergrass Ave NB U-turn

Movement	WB
Directions Served	L
Maximum Queue (ft)	72
Average Queue (ft)	25
95th Queue (ft)	52
Link Distance (ft)	56
Upstream Blk Time (%)	1
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

### Intersection: 135: US 17

Movement	SB	SB
Directions Served	R	R
Maximum Queue (ft)	156	167
Average Queue (ft)	22	25
95th Queue (ft)	95	92
Link Distance (ft)	2560	2560
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

### Intersection: 136: US 17

Movement	NB
Directions Served	T
Maximum Queue (ft)	56
Average Queue (ft)	2
95th Queue (ft)	18
Link Distance (ft)	453
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report  
2040 Build - PM Peak

Intersection: 137: US 17 & Trace Dr U-turn

Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

Intersection: 139: US 17

Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

Intersection: 151: US 17 & Wachesaw Rd

Movement	EB	EB	WB	SB	SB	SB
Directions Served	R	R	T	T	T	R
Maximum Queue (ft)	375	250	315	236	235	115
Average Queue (ft)	231	179	183	176	182	28
95th Queue (ft)	336	261	296	268	268	70
Link Distance (ft)	604		240	160	160	160
Upstream Blk Time (%)			6	10	12	
Queuing Penalty (veh)			12	78	97	
Storage Bay Dist (ft)		150				
Storage Blk Time (%)	39	9				
Queuing Penalty (veh)	86	21				



Queuing and Blocking Report  
2040 Build - PM Peak

Intersection: 152: US 17 & Wachesaw Rd SB U-turn

Movement	EB	EB	NB	NB
Directions Served	L	L	T	T
Maximum Queue (ft)	98	138	268	258
Average Queue (ft)	95	121	212	212
95th Queue (ft)	106	136	313	307
Link Distance (ft)	39	39	243	243
Upstream Blk Time (%)	67	73	5	5
Queuing Penalty (veh)	111	120	68	62
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 153: US 17 & Wachesaw Rd

Movement	EB	WB	WB	NB	NB	NB
Directions Served	T	R	R	T	T	R
Maximum Queue (ft)	116	388	250	227	239	74
Average Queue (ft)	46	183	125	177	185	27
95th Queue (ft)	99	314	238	279	298	68
Link Distance (ft)	188	468		218	218	218
Upstream Blk Time (%)				3	3	
Queuing Penalty (veh)				24	32	
Storage Bay Dist (ft)			150			
Storage Blk Time (%)		18	4			
Queuing Penalty (veh)		22	5			

Intersection: 154: US 17 & Wachesaw Rd NB U-turn

Movement	WB	SB	SB
Directions Served	L	T	T
Maximum Queue (ft)	107	118	158
Average Queue (ft)	99	27	33
95th Queue (ft)	128	77	98
Link Distance (ft)	54	158	158
Upstream Blk Time (%)	68		0
Queuing Penalty (veh)	112		1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report  
 2040 Build - PM Peak

Intersection: 191: U-turn to Sunnyside Ave & US 17

Movement	EB	NB	NB	NB
Directions Served	L	T	T	T
Maximum Queue (ft)	88	376	392	394
Average Queue (ft)	67	135	186	231
95th Queue (ft)	82	278	333	374
Link Distance (ft)	15	387	387	387
Upstream Blk Time (%)	68	0	0	0
Queuing Penalty (veh)	156	0	1	2
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 192: Sunnyside Ave & Sunnyside Quadrant

Movement	EB	WB	WB	SB	SB
Directions Served	L	T	TR	R	R
Maximum Queue (ft)	159	227	190	77	110
Average Queue (ft)	56	148	66	28	59
95th Queue (ft)	122	213	183	77	98
Link Distance (ft)	492	625		642	642
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			300		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 193: US 17 & Sunnyside Quadrant

Movement	NB	SB	SB	SB
Directions Served	T	T	T	T
Maximum Queue (ft)	43	137	142	20
Average Queue (ft)	1	33	16	1
95th Queue (ft)	14	108	83	7
Link Distance (ft)	385	606	606	606
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

## Queuing and Blocking Report 2040 Build - PM Peak

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### Intersection: 200: US 17

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Movement	SB	SB	SB
Directions Served	T	T	T
Maximum Queue (ft)	54	76	27
Average Queue (ft)	2	6	1
95th Queue (ft)	18	38	9
Link Distance (ft)	499	499	499
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

### Intersection: 201: US 17/US 17

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Movement	NB	NB
Directions Served	R	R
Maximum Queue (ft)	55	58
Average Queue (ft)	2	7
95th Queue (ft)	18	35
Link Distance (ft)	722	722
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

### Network Summary

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Network wide Queuing Penalty: 4348